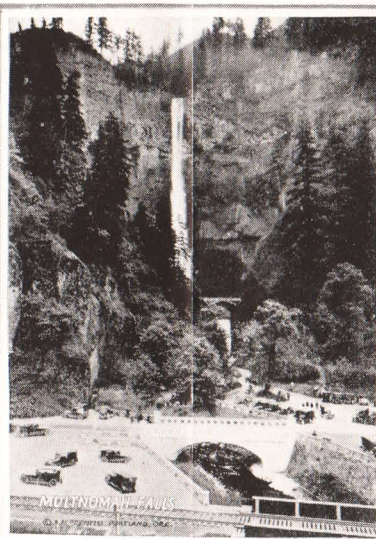


MT. RAINIER

© ALAN HUGHES, SEATTLE



MULTNOMAH FALLS

© ALAN HUGHES, SEATTLE

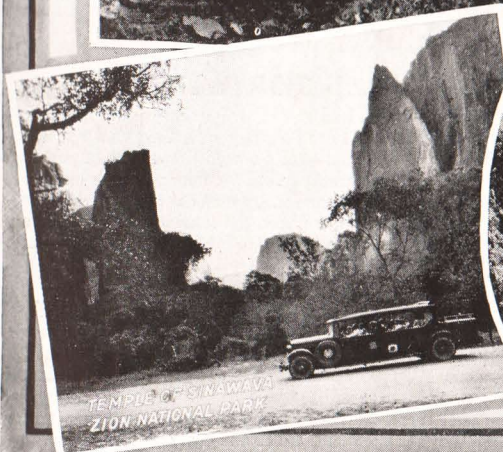


OLD FAITHFUL GEYSER

© DE. HAYNES, SEATTLE



GRAND CANYON  
FROM BRIGHT ANGEL POINT



TEMPLE OF SINAWAVA  
ZION NATIONAL PARK

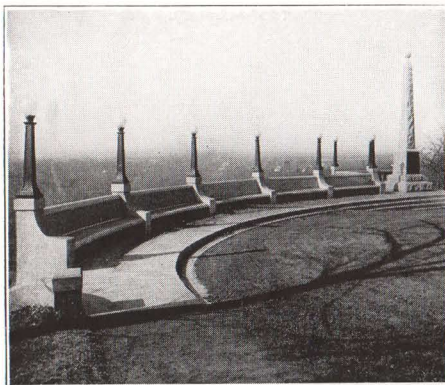


LONGS PEAK



PALMS-ORANGE GROVES  
AND SNOWY MOUNTAINS





*Lincoln Monument, Council Bluffs, Ia.*



*Omaha, from Farnam Street*



*New Union Station, Omaha*

## The Overland Trail and the Union Pacific Railroad

The Overland Route of the Union Pacific Railroad from Omaha to Ogden is a natural thoroughfare which was followed by immense herds of buffalo and other big game, by the Indians, fur traders, explorers, Mormons, goldseekers, the Overland stage coach, and the Pony Express; nine-tenths of the early emigration to California is estimated to have passed along the valley of the Platte River. Now, because it remains the shortest route across the continent, it is paralleled by the Lincoln Highway and is the course followed by the transcontinental mail airplanes.

The Oregon Trail (its early name) was one of the most remarkable natural highways known to history. No engineer examined its course, determined its grades and curves, marked its fords, built bridges, or surveyed its mountain passes. Selected originally by the instinct that guides wild animals in their choice of easy grades, it developed naturally from a trappers' pathway into an emigrant road, and later into a trade route. Father DeSmet, the Belgian priest, traversed it in 1851 and pronounced it, although unimproved by man, one of the finest highways in the world.

### EARLY EXPLORATION

W. P. Hunt, leader of the Astor Expedition of 1811, was the first to mark a portion of the route, that from the mouth of the Port Neuf River near Pocatello, Idaho, to the mouth of the Columbia. The returning Astor Expedition, under Stuart and Crooks, in 1811-12, followed even more

closely the course of the future trail in Oregon, Idaho, and from the Canyon of the Platte, to Grand Island and the mouth of the Platte. Gen. Ashley, founder of the Rocky Mountain Fur Company, beginning in 1823, was the next path-maker, and one of his men, Etienne Provost, with Jim Bridger, made the most important discovery in the history of the trail—that of the South Pass, about 65 miles north of Rock Springs, Wyoming. Capt. Bonneville in 1832 followed the trail from Independence, Mo., to Green River, and subsequently to the Columbia. Fremont began his explorations in 1842; Capt. Stansbury made an official report on the thoroughfare in 1849. Fort



*Lewis and Clark*

Laramie was built in 1833; Fort Hall, near the present site of Pocatello, Idaho, in 1834; and Fort Bridger in 1843. For many years, these posts with Fort Boise, were the only stations between the Missouri River and Fort Vancouver, near the mouth of the Columbia.

The Overland Trail was more than 2,000 miles in length. In the early days of its use, beginning about 1820, its starting point was St. Louis; then Franklin, Mo., Independence, Mo., and Kansas City. It was a river route, following the Kansas, the Big Blue, the Little Blue, the Platte, the Sweetwater, the Big Sandy, the Green, the Bear, the Snake, the Boise, the Grande Ronde, the Umatilla, and the Columbia; near the western boundary of Wyoming the California trail began. The first wagons used on a considerable part of the trail were those of Milton Sublette, of the Rocky Mountain Fur Co., which left St. Louis in 1830. The northern branches of the great pathway began to be traveled about 1840, when connections were established from Leavenworth, St. Joseph, Nebraska City, Plattsmouth, and Omaha. As traffic increased, short cuts were discovered and used, and thus minor changes and parallel lines of passage were created. Travel became heavy in 1844, and reached a temporary high tide in 1849. The Overland Trail was more hazardous than those to the south, because it crossed a much greater mountainous area and there were three times as many hostile Indian tribes to be evaded or fought off.

### EARLY TRANSPORTATION

In 1860 the volume of traffic had grown to immense proportions; 500 freight wagons frequently passed Fort Kearney in a day, and 888 west-bound wagons drawn by 10,600 oxen were counted between that post and Julesburg within 24 hours. One transportation company alone employed 75,000 oxen. These ox-wagon trains, driven by men called "bullwhackers," whose whips and oaths are said to have been the longest ever known, consumed an entire summer in making a round trip to Fort Hall or Salt Lake City.

In 1861 Ben Holladay's famous Overland Stage Line was established between St. Joseph, Mo., then the westernmost railway terminus, and Sacramento, Calif., by way of Fort Kearney, Fort Laramie, Fort Bridger, Salt Lake City, Carson City, and Placerville, a distance of 1,900 miles. Holladay's equipment consisted of 100 Concord coaches and 2,700 horses and mules; the journey required 18 days. Passenger fare from Missouri River to Denver was \$75.00; to Salt Lake City, \$150.00; to California, \$225.00; and these were increased during the Civil War. The demand for quicker time, particularly for the mails, led to the organization of the Pony Express, which carried letters to California in 10 days. Eighty expert riders





*Union Pacific Station at Fremont, Neb.*



*Union Pacific Headquarters Building, Omaha*



*Dairying Scene at Central City, Neb.*

and 500 fast ponies were continuously engaged; the daring mail carriers rode light, bearing only mail pouch, bowie knife, and revolver, and they traveled 250 miles a day. Although subject to frequent Indian attacks, the riders lost only one bag of mail during the entire history of the service.

## THE UNION PACIFIC RAILROAD

These transportation facilities, however, were not satisfactory. The bill authorizing the construction of the Union Pacific Railroad, sponsored by President Lincoln, became a law July 1, 1862. It was advocated both as a military necessity and as a tie to bind California and the West to the Union. The President had established the eastern terminus at Council Bluffs, Iowa, and on December 2, 1863, citizens of Omaha broke ground on the river bank, near the present site of the Union Pacific shops, to celebrate the commencement of the great undertaking. Actual construction work was begun early in 1864, three years before any railroad had reached Council Bluffs, and the last spike was driven at Promontory, Utah, May 10, 1869, where junction was effected with the Central Pacific pushing eastward from California. Three years, six months and ten days was the actual time spent in constructing the Union Pacific Railroad. Before 1872, when the bridge across the Missouri River was completed, passengers and freight were transferred from Council Bluffs in steamboats.

The building of the Union Pacific was attended by many dramatic and thrilling incidents. The public was skeptical, labor was scarce, and supplies, which in the beginning had to be transported overland from Des Moines or shipped by steamboat to Omaha, were high, for the Civil War was just coming to an end and there was neither timber nor stone in Nebraska. Construction gangs were required at a moment's notice to lay aside picks and shovels for rifles, and the surveying parties, working far in advance, were repeatedly attacked by Indians. As the work went on, it became the boast of the foremen that but ten minutes was required to transform a gang of graders or track-layers into a company of infantry. Between Fort Kearney, Neb., and Bitter Creek, Wyo., encounters with Indians were most frequent and sanguinary. On the plains the hostile tribes were Pawnees, Sioux and Arapahoes; farther west, the Crows, Blackfeet, Bannocks, Snakes, and Shoshones. Indian attacks upon trains, construction parties, and isolated stations led to the establishment of eight military posts, several of which are still in existence.

Temporary headquarters of the construction parties became lawless towns where saloons, gambling dens and dance halls flourished for a time, and the wildest scenes of the western mining camps were re-enacted. North Platte, Sidney, Cheyenne, Laramie, Benton, Green River, and Bear River City successively became headquarters and experienced the sudden boom and the brief reign of the desperado; "gun play" was common, and the first cemeteries were created to bury men who "died with their boots on."

Even after the Union Pacific was completed, the driving of immense herds of cattle from the Southwest to Nebraska and Wyoming made Ogallala, Neb., Cheyenne, Wyo., and Ellsworth and Hays City, Kan., rendezvous for cowboys; saloon, dance hall, faro bank, and roulette wheel again flourished, night was disregarded, and shooting affrays attracted little attention. For a time the buffalo continued to roam the plains in such numbers that trains were sometimes delayed for hours while a herd crossed the tracks.

Both the buffalo and the desperado have vanished, and the Indian has lost his picturesqueness; but the stage upon which they appeared may be viewed from the Pullman window or the platform of the observation car, whose speed and comfort are perhaps most highly appreciated by those who crossed the plains and the mountains before the railroad came.

The Overland Route has succeeded the Overland Trail; a boulevard of steel upon an embankment surfaced with granite has supplanted the meandering highway of the pioneers. Westbound trains and eastbound trains each have their own tracks, protected by thousands of sleepless watchmen, the automatic electric block signals. Grades have been reduced, curves have been straightened, heavier rails, each supported by two more ties than the standard requirement, have been laid, and all-steel trains, groomed as carefully as thoroughbred race horses, speed daily from East to West, and from West to East.

## COUNCIL BLUFFS AND OMAHA TO SALT LAKE CITY

*Places are described in the order in which they are reached by westbound trains. Passengers eastbound may reverse the order of reading.*

**COUNCIL BLUFFS, IOWA**—Elevation, 980; population, 42,023. The eastern terminus of the Union Pacific System was definitely established here by a second decree of President Lincoln, March 7, 1864, and this required the railroad company to bridge the Missouri River, in those days an engineering achievement of first magnitude. The first bridge was completed in 1872; a double-track structure replaced it in 1886; in December, 1916, during the course of an hour and without disturbance to traffic, the present million-dollar steel bridge was transferred from the temporary support, where it was built, to the permanent piers.

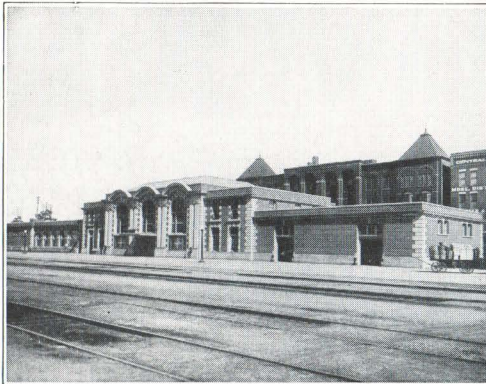
According to tradition the bluffs upon which the town is situated were used during several centuries for Indian powwows; Lewis and Clark held their historic council with the Otoe tribe, in 1804, upon similar bluffs some twenty miles to the north. Trading posts were established in the vicinity in 1807, and in 1819 the first steamboat, the "Western Engineer," carrying a part of Major Long's exploring expedition, ascended the Missouri to Council Bluffs. The Mormons came in 1846 and created a settlement called Kaneshville, which was gradually abandoned for Salt Lake City. During the rush to the California gold field in 1849-50, Council Bluffs was an important outfitting point.

Chiefly a railroad town, it has large repair shops and an ice manufacturing



*Building the U. P. under fire*





*Station at Grand Island*



*Nebraska Corn Field*



*Hog Raising, North Platte Valley*

plant where more than 75,000 refrigerator cars are iced each year; among its manufactures are brick, tile, passenger and freight elevators, car wheels, furnaces, and particularly agricultural implements, for which it is one of the largest distributing centers in the world. It has eight big grain elevators, a fine public library, and a school for the deaf. The surrounding territory is an important grape-producing area. Lake Manawa, an attractive summer resort, is three miles south.

From Council Bluffs to Omaha, the Union Pacific crosses the Missouri River, there a stream about 900 feet wide at low water, with a flow at Omaha of 374,000 gallons per second of heavily silt-laden water. The Missouri-Mississippi is the longest river in the world; length, 3,700 miles.

**NEBRASKA**—Area, 77,520 square miles; population, 1,378,900. Primarily an agricultural state, Nebraska lies mainly on the Great Plains which rise within her borders, at an average of 8 feet to the mile, from 842 feet along the Missouri River in the southeast to 4,849 feet in the northwest. The dominant character of three-fourths of the state's area is that of an undulating prairie whose soil is a black or brown alluvium underlain by a thick stratum of loess clay. More native grasses grow in Nebraska than in any other state and most of them are valuable for forage; her prairies support sixty-four species of native trees and a rich flora including many beautiful wild flowers. Clay, limestone, and potash are the principal minerals of commercial value.

Farming, with the exception of a million acres in the western part of the state, is carried on without irrigation. The average annual precipitation is 23.84 inches and there is an abundance of underground water; 46 per cent of the rainfall occurs in the growing months. In the production of beef, pork, wheat, and corn, per unit of population, Nebraska ranks first. Gauged according to total production, the state stands second in alfalfa; second in hay; fifth in live stock; fourth in butter; fourth in wheat; usually third in corn, sometimes second; third in hogs; second in beet sugar; and fifth in the value of all crops.

The principal manufacturing industry is meat packing; milling grain products is second in importance, and butter and cheese making, third.

Coronado searching for Gran Quivira in 1541, is reputed to have been the first white man to enter Nebraska. French traders came in 1700; the first authentic exploration was made by the brothers Mallet in 1739, and French influence continued to dominate even after the region was ceded to Spain in 1762. The Louisiana Purchase in 1803 brought Nebraska into the American Republic, first as part of the territory of Indiana, then of Louisiana, and later of Missouri; government exploring parties under Lewis and Clark, Major Long, and Gen. Fremont visited the region in 1804, 1819, and 1842, re-

spectively. Manuel Lisa, a Spaniard, was the foremost trader and the leading personality from 1807 to 1820, and until 1854 the annals of the fur traders were the history of Nebraska. On Lisa's first voyage up the Missouri in 1807, he met John Colter descending the Platte alone in a small boat after his discovery of Yellowstone Park, and attached him to his party. During the War of 1812, because of his profound understanding of Indian character, Lisa was commissioned to hold the trans-Missouri tribes loyal to the Republic, a task which he performed with conspicuous success. In 1820, Ft. Atkinson, then the westernmost U. S. Army post, was established sixteen miles north of Omaha; in 1832 the American Fur Company maintained regular steamboat navigation on the Missouri. The Oregon, California, and Denver trails which crossed the state began, in 1844, to bring a growing tide of immigration to the valley of the Platte.

Early explorers found eastern Nebraska occupied by the Otoe, Omaha, and Ponca tribes; the central part of the state was claimed by the Pawnees, who displayed the greatest advance in cultural arts, music, and folklore; the Cheyennes and Arapahoes ranged the southwest; the Brule and Ogallala Sioux, the west. Nebraska became a territory in 1854, a state in 1867.

**OMAHA, NEB.**—Elevation, 1,033; population, 214,175. Omaha was named for the Omaha Indians, one of the tribes with which Lewis and Clark held conference in August, 1804. The first trading post was probably erected during 1805 at Bellevue by Crooks and McLellan. A trading post was established in 1807, where Ft. Calhoun now stands, and in 1820 a U. S. Army post, Ft. Atkinson, was erected at the same place; Ft. Lisa was built in 1812 and Cabanne's post about 1822, by fur-trading companies, and many other trading posts were erected in the vicinity during the next decade. The vanguard of the Mormon exodus crossed the Missouri in 1846, and those pioneers continued to pass westward while the heavy immigration to California was in progress, in 1849-50. In 1854 land was ceded by the Indians, permanent settlers arrived, and the first buildings were erected. Ground was broken at Omaha on December 2, 1863, for the construction of the Union Pacific Railroad, and, on May 10, 1869, at Promontory, Utah, the completion of the first transcontinental railroad was proclaimed.

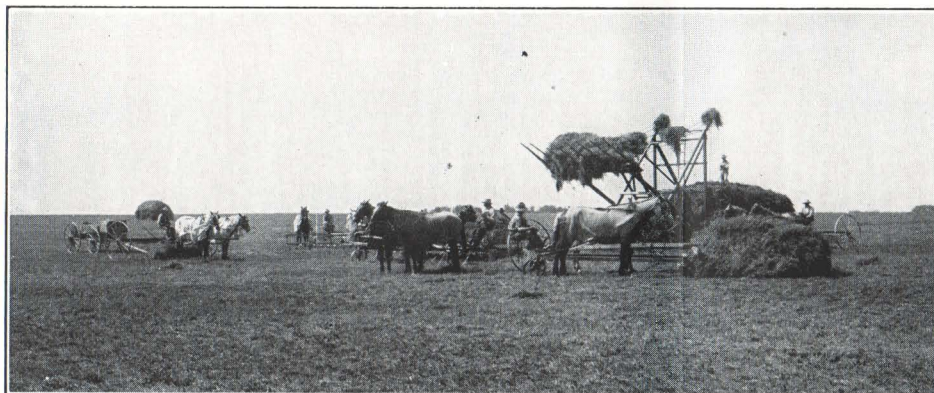
Omaha has an area of 39 square miles. It has 30 public parks connected by a boulevard system 50 miles long; a municipal water system valued at \$15,000,000; a public library; 78 hotels; 4 imposing cathedrals and 180 churches; 57 public grade schools and 5 high schools, including one of the finest high school buildings in America; 2 universities, a theological seminary, and the medical college of the State University. The headquarters of the Seventh Corps Area of the army is at Omaha. Notable among the handsome buildings in the business district are the Federal Building, the Douglas County Court House, the City Hall, the Municipal Auditorium, the First National, Omaha National and City National Bank Buildings, the Aquila Court Building, the Woodmen of the World Building, the Telephone Building, the Medical Arts Building, and the Union Pacific Headquarters.

In addition to the Union Pacific, which maintains shops and general offices in the city, nine railroads enter Omaha. The most important industries are meat packing, smelting and refining, milling grain, and manufacturing dairy products. Omaha ranks first in butter production and the smelting of lead ores; second as a live stock market and first primary grain center;

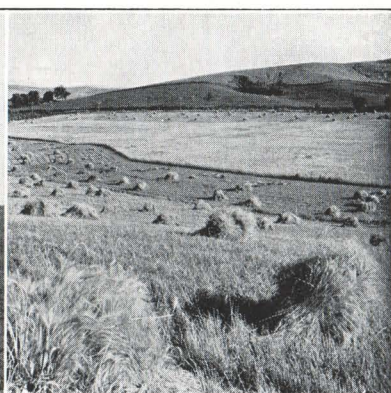


*President Lincoln and General Dodge, Council Bluffs, 1859*





Putting Up Alfalfa, Nebraska



Nebraska Wheatfield

second as a meat packing, live stock, agricultural and implement center; sixth in receipt of oats and wheat. The carnival, called the "Festival of Ak-Sar-Ben" is held in Omaha every autumn. Ak-Sar-Ben also sponsors a live stock show each fall.

### MAIN LINE—OMAHA TO OGDEN

**ELKHORN, NEB.**—Elevation, 1,164; population, 333. Prior to 1908, all Union Pacific trains made a circuitous detour through South Omaha and along the valley of Papillion Creek to Elkhorn. The present double-track main line, built directly westward from Omaha by cutting long channels through the hills and piling up immense embankments across the valleys, was completed in that year at a cost of \$3,000,000. The longest excavation is a mile in length and the greatest of the fills, that across Big Pappio Valley, is  $1\frac{1}{2}$  miles in length and 65 feet in average height. This gigantic piece of railroad construction, known as the Lane Cut-off, has practically eliminated grades and curves and has shortened the line 9 miles.

**WATERLOO, NEB.**—Elevation, 1,124; population, 413. Here the Union Pacific crosses the Elkhorn River, which flows along the bottom lands of the Platte, where large quantities of garden seeds are produced.

**VALLEY, NEB.**—Elevation, 1,139; population, 1,039. Valley is a shipping center for wheat and corn; a fine modern stock-feeding yard is located here. Three miles west of the station the traveler obtains a clear view of the Platte River, to the southward.

**LINCOLN, NEB.**—Elevation, 1,167; population, 75,919. Lincoln (50 miles from the Missouri River, on the Omaha-Kansas City Line of the Union Pacific System) is the capital of the state and a modern city served by 5 railroads. It has 357 acres of parks, 10 hotels, and is an important manufacturing and jobbing center. There are 97 churches, 23 elementary and 4 high schools. State institutions at Lincoln are: The Capitol (new \$9,000,000 building recently completed), the State Fair Grounds, State Agricultural College, the University of Nebraska, the Orthopedic Hospital, the Hospital for Insane, and the Penitentiary. Other notable public buildings are: the Public Library, City Hall, County Court House, and the Federal Building. There are a number of fine business buildings and theatres. The city ranks high as an educational center, having 10 colleges and technical schools, and a college population of 16,000.

**BEATRICE, NEB.**—Elevation, 1,252; population, 10,285. Situated 64 miles from the Missouri River on the Omaha-Kansas City Line of the Union Pacific within a rich agricultural territory. It is served by 3 railroads, has 24 churches, 8 ward schools, a modern high school, and a Junior high school. One of the largest distributing implement houses in the West is located there. It is the home, also, of the State Institution for Feeble-Minded.

**FREMONT, NEB.**—Elevation, 1,196; population, 11,887. A monument of red granite beside the station at Fremont marks the course of the Overland Trail; the town was named for Gen. Fremont, "the Pathfinder." It is a modern city, has a Carnegie Library, creameries, candy and canning factories, iron works, grain elevators, packing plants, and stock-feeding yards. The chief industries in the adjacent territory are growing grain and raising live stock; Fremont is an important market for horses, cattle, sheep, and swine. At North Bend (population 1,108), 15 miles west of Fremont, the tracks run close to the wooded shores of the Platte River.

**COLUMBUS, NEB.**—Elevation, 1,444; population, 6,986. Before the Union Pacific was built, Columbus was the most important Nebraska town west of Omaha; it marked the frontier, beyond which were few settlers, and its commercial life depended upon trade with overland wagon trains. Today Columbus is a modern town, has excellent public schools, and a Roman Catholic Academy. Among its industrial enterprises are creameries, flour mills, 3 large grain elevators, a canning factory, and a wooden sole shoe factory; the principal products shipped are poultry, butter, eggs, live stock and grain. The Union Pacific here crosses the Loup River.

**GRAND ISLAND, NEB.**—Elevation, 1,864; population, 18,041. The city was named after an island in the Platte River, where, in 1856, Col. Stuart and a detachment of cavalry attacked and killed ten of a band of Cheyenne Indians in reprisal for firing on a mail carrier. The first settlement was made in 1857 by a party of Germans from Davenport, Iowa. It is situated on a typical stretch of the Great Plains, which rise so gradually to the westward that they seem perfectly level; herds of buffalo roamed the vicinity until 1873. Grand Island is a Union Pacific division point, where extensive shops are maintained, and is an important commercial center, with large jobbing houses, grain elevators, flour mills, creameries, factories making ice, bricks, brooms, candy, wire fences, windmills, machinery, chemicals, cement, and stock food; one of the most important industries is the production of beet sugar. A Government air mail landing field is maintained here. Grand Island is one of the great horse and mule markets of the world and the stock yards ship many thousands of cattle each year. The surrounding country produces hay, grains, and sugar beets.

**WOOD RIVER, NEB.**—Elevation, 1,966; population, 751. The chief industries are, general farming, sugar beet culture, and stock raising. Here the Union Pacific tracks pass through the middle of the Platte River Valley, which is 22 miles wide, and run for long distances in lines that are nearly straight; one of these curveless stretches is 40 miles long. Formerly the banks of the Platte were well timbered, but the wagon trains and the railroad builders exhausted the supply.

**KEARNEY, NEB.**—Elevation, 2,146; population, 8,554. Historic Ft. Kearney, established in 1858 for the protection of the Overland Route, was situated south of the Platte, about four miles east of the present townsite. It was named for Gen. Kearney, a commander in the war with Mexico. Before the Union Pacific was built, it became one of the most important stations on the Oregon Trail, as all routes from Missouri River towns between Kansas City and Omaha converged there. During the construction of the railroad, Kearney was the point at which serious Indian warfare began; every mile of road westward was surveyed and built under military protection furnished Gen. Dodge, the chief engineer, by Generals Grant and Sherman. Desperate encounters and



Oregon Trail Marker at Kearney





*Business Section of Denver*



*Longs Peak, Rocky Mountain National Park*



*Berthoud Pass, Denver Mountain Parks*

daring exploits were so frequent that the bare facts are more thrilling than the most lurid fiction on Indian warfare. Ft. Kearney was the headquarters of Major North, who mustered four companies of Pawnees into the service of the United States, and used them effectively against their hereditary enemies, the Cheyennes and the Sioux.

Kearney is now an attractive modern town, with extensive irrigation canals near by. It has three City Parks; a State Park; a County Court House; Federal Building; public library; opera house; State Teachers College; grain elevators, foundries, canning factories, bottling works, and flour and alfalfa-meal mills. It was here that alfalfa was first raised without irrigation. The chief products shipped are corn, wheat, alfalfa, potatoes, and live stock. A Government air mail landing field is maintained here.

**Elm Creek** (population 708) beyond Kearney, in 1868 was the scene of the massacre of five section men by Sioux Indians under Chief Two Strikes.

**LEXINGTON, NEB.**—Elevation, 2,387; population, 2,963. Between Kearney and Lexington the land produces corn, wheat, rye, oats, barley, potatoes, sugar beets, and alfalfa; it is also one of the largest pure-bred stock and poultry districts in the state. Lexington, a modern town, has a handsome courthouse, a public library, three grain elevators, flour mills and an alfalfa mill. It was formerly called Plum Creek, the scene of numerous Indian attacks during the construction of the Union Pacific; in one of these, a freight train and its crew were captured, and promptly retaken by the railroad forces. In 1867 a band of Cheyennes under Chief Turkey Leg wrecked a train, killing engineer and fireman, plundered the cars, tied bolts of bright cloths to their horses' tails, and galloped away. Major North and his Pawnees overtook the marauders, killed fifteen and captured the nephew of Turkey Leg. The Indians soon overcame their awe of locomotives, but it was some time before they molested the telegraph wires, which they reverently regarded as instruments of the Great Spirit for talking "medicine."

**GOTHENBURG, NEB.**—Elevation, 2,559; population, 2,302.

Gothenburg is an enterprising, modern town, with grain elevators, flour mills, and a public library, and is a shipping point for grain, hay, flour, and live stock. Just before reaching the station the train crosses a large irrigation canal, the first of many that may be observed farther west; hereabouts the sand-hill region begins, and the broken character of the land may be noted to the south of the river.

At Willow Island, in January, 1872, Grand Duke Alexis of Russia, escorted by Generals Sheridan and Custer and "Buffalo Bill" started on a buffalo hunt during which the Russian displayed marked skill and daring.



*Indian Hunting Buffalo*

**NORTH PLATTE, NEB.**—Elevation, 2,800; population, 12,063. During the winter of 1866-67, when the terminus of the Union Pacific was at North Platte, the town had 1,000 buildings and a temporary population of 5,000. For a short time it was "wide open" until a Vigilance Committee restored order by the swift, relentless method of capturing desperadoes red-handed and allowing them a few minutes for repentance at the end of a rope. Two companies of soldiers were maintained there, although no serious Indian attack was ever made on the town.

For many years North Platte was the home of "Buffalo Bill" Cody.

The city is now modern, has a Carnegie Library, grain elevators, flour mills, bottling works, a United States Air Mail Station and Landing Field, Weather Bureau, and a State Experiment Farm. It is a Union Pacific division point, where extensive shops and one of the largest icing plants in the United States are maintained; more than 75,000 cars are iced annually at this plant, which may be seen as the west-bound train leaves the station.

North Platte is the shipping point for a spacious irrigated district, the oldest in Nebraska, which produces vast quantities of wheat, sugar beets and alfalfa. Much live stock is raised and fattened in the vicinity.

Just east of the town is the junction of the North and South Platte rivers. The flow of the former averages about 3,500 cubic feet per second, while the latter is dry except in flood season, because its waters are diverged into irrigation canals farther west.

**OGALLALA, NEB.**—Elevation, 3,213; population, 1,629. Ogallala, which means "throwing at," is the name of a tribe of Sioux Indians. The town is situated beside the river, at the foot of bluffs of sand and gravel which contain fossil bones of extinct mammals. Near Ogallala, in 1870, a band of Indians attempted to wreck a train by driving their ponies in front of the locomotive; a score of ponies were killed and the savages acquired a new respect for the "smoke wagon."

Ogallala was at one time a terminus of the great Texas cattle trail and a gathering place for cowboys, who caroused in the spectacular fashion then prevalent in the West. In 1875, sixty thousand cattle were driven to Ogallala for distribution.

**BRULE, NEB.**—Elevation, 3,286; population, 492. Brule was named for a Sioux tribe to whom the French fur traders applied the term "brule" (burnt) because their painted faces produced that impression. Spotted Tail was chief of the tribe, and he, with Red Cloud, chief of the Ogallala Sioux, was at one time able to muster 10,000 warriors. Four miles west of the town is California Hill, where a branch of the Overland Trail crossed from the South Platte to the North Platte at Ash Hollow. Brule is a shipping point for wheat, hogs, and cattle.

**Big Springs, Neb.** (elevation, 3,367; population, 408) is named for the large springs that issue from the bluffs north of the station. It ships wheat, corn, barley, and millet. About eight miles west of the station the Union Pacific turns southward into Colorado, where it runs for ten miles before returning to Nebraska.

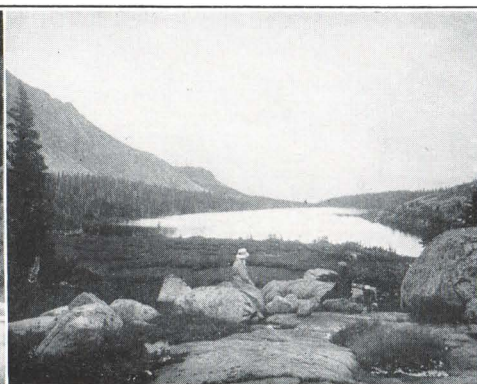




*Virgin Forest, Mt. Evans  
Denver Mountain Parks*



*Big Thompson Canyon  
Rocky Mountain National Park*



*Lawn Lake, from Upper End  
Rocky Mountain National Park*

**JULESBURG, COLO.**—Elevation, 3,465; population, 1,454. Julesburg, named after an agent of the Overland Stage Line killed by J. A. Slade, a notorious desperado whose career is described by Mark Twain in "Roughing It," has as thrilling a history as any town on the plains. Its site has been changed four times; the original town, sacked and burned by Indians in 1865, was opposite the mouth of Lodgepole Creek, south of the Platte. The Julesburg of 1867, where the village of **Weir** now stands, was a terminus of the Union Pacific Railroad, with a population of 7,000. During this period desperadoes were temporarily in power, the saloon, dance hall, and gambling den flourished without restraint, and only the man quick with his gun was respected. Early immigrants to California and Oregon usually crossed the South Platte at Julesburg, whence several routes led across the mountains, and the town became an important supply depot on the Overland Stage Line. In 1875 an attack was made upon the fort by 1,000 Sioux and Cheyennes, when Capt. O'Brien, with but one company of cavalry and two pieces of artillery, after suffering heavy losses, repulsed the savages. In those early days this region was a part of the range of immense herds of buffalo. Julesburg is now a modern town and serves a large territory; the chief products shipped are sugar beets, grain, and live stock.

**SIDNEY, NEB.**—Elevation, 4,090; population, 3,307. In 1868 Fort Sidney was established at this point, and continued until 1894; Indian attacks were frequent during the early operation of the Union Pacific, and several section hands were killed by arrows. The stream valley is bounded by prominent bluffs of limestone in which the fossil bones of camels and mastodons have been found; the adjacent table-lands were favorite hunting grounds of the Sioux and the Pawnees. In 1867 Sidney was the terminus of the Union Pacific, and the lawless element from North Platte moved in for a brief domination. During the gold-mining rush it was the starting point of a stage line to the Black Hills. The town has a Carnegie Library, flour mill, bottling works, grain elevators, a court house, and a city hall; the chief products shipped are wheat, potatoes, and live stock. Just before entering Pine Bluffs, a stone monument marking the boundary between Nebraska and Wyoming may be seen to the north of the track.

**WYOMING**—Area, 97,914 square miles; population, 224,597. Most of the state lies in the Great Plains region, which consists of flat or gently rolling uplands, from 5,000 to 7,000 feet in elevation, with occasional, eroded buttes and mesas rising in picturesque prominence. The Rocky Mountain System crosses Wyoming from southeast to northwest, with a distinct break in the form of a broad, relatively low pass, near the southern boundary, through which the tracks of the Union Pacific are laid. In the west and northwest, in Grand Teton National Park and in the wonderland of Yellowstone National Park, the finest mountain scenery is to be found.

Sagebrush is the characteristic growth of the plains, although much of their area is covered with nutritious native grasses, which have made the state one of the foremost stock ranges in the United States. While cattle raising is exceeded in magnitude only by sheep raising, the former industry continues one of greatest importance. The wool clip approximates 30,000,000 pounds annually.

Since the average annual precipitation is but 14 inches, agriculture is carried on by irrigation and by dry-farming. The principal crops are hay, oats, wheat, potatoes, and barley; the growing of sugar beets is increasing and there are now 3 sugar factories in the state.

Oil is chief of the rich store of minerals in Wyoming, and the value of a recent year's production exceeded \$24,000,000. Coal is second. The fields cover more than 41,000 square miles and contain approximately 670 billion tons. Other products of the mines and quarries are copper, iron (of which there are vast deposits), gold, gypsum, limestone and marble, and enormous deposits of phosphate exist.

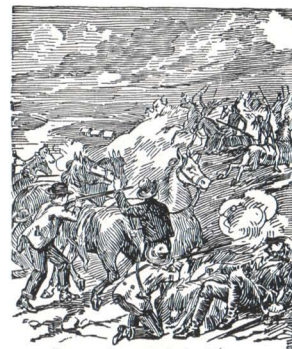
In Wyoming may be found more big game than in any other section of the United States; the Jackson Lake region south of Yellowstone Park is a famous hunting ground. Virginia deer, coyotes, and wolves inhabit the plains; in the mountains are elk, moose, blacktail deer, antelope, mountain sheep, bears, pumas, lynxes, wolverenes, and many lesser animals. There is a great variety of game birds in the state, and the lakes and streams are well stocked with rainbow and native trout.

The first white man in Wyoming was the *Sieur de la Verendrye*, in 1743. John Colter, in 1807, discovered the Yellowstone region. In 1811 the Pacific Fur Company's party crossed the state and in 1824, Ashley explored and trapped within its boundaries. Bonneville came in 1832, and Fremont, guided by Kit Carson, in the 40's.

**PINE BLUFFS, WYO.**—Elevation, 5,047; population, 670. Pine Bluffs, the first town on the Union Pacific in Wyoming, was named from the stunted pines on the limestone bluffs bordering Lodgepole Creek. A much-traveled Indian trail used to pass this point, and there were a number of attacks during the building of the railroad. The chief products shipped are wheat, potatoes and live stock. At **Hillsdale**, named after L. L. Hills, a Union Pacific surveyor killed by Indians, the Rocky Mountains first come into view; the dark crests of the Laramie Range are visible in the west, and to the south some 60 miles, the snowy summits of Longs and other lofty peaks of the Front Range may be seen in clear weather.

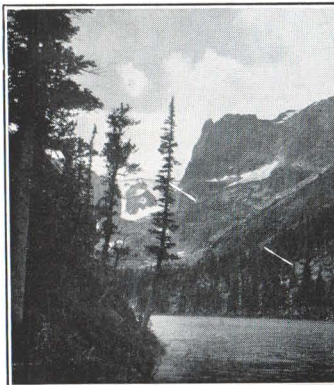
## JULESBURG TO DENVER

At Julesburg the Denver line of the Union Pacific diverges, and from Denver another line extends through Greeley to Cheyenne (see map on pages 43-46). Tickets reading via the Union Pacific from Omaha or St. Joseph, Mo., to certain western destinations are good via the main line or via Julesburg, Denver and Cheyenne.

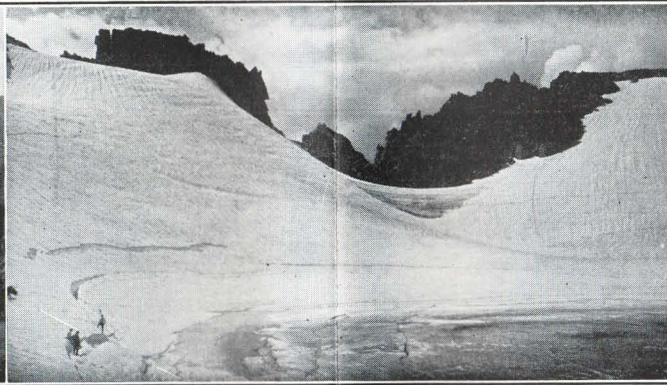


*Death of L.L. Hills*

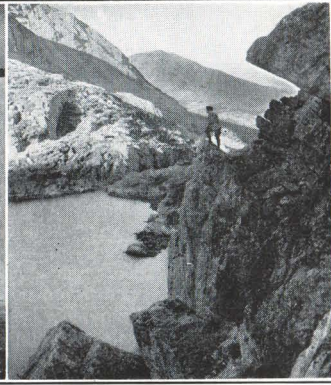




Odessa Lake



Hallet Glacier  
Rocky Mountain National Park



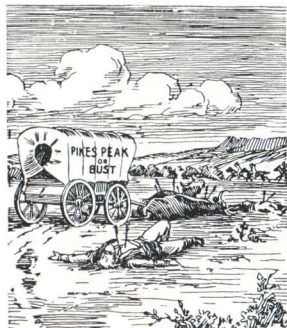
Bluebird Lake

**COLORADO**—Area, 103,948 square miles; population, 1,035,791. Colorado has a higher average altitude than any other state; approximately two-thirds of its area ranges from 6,000 to 14,000 feet in elevation. It lies in the east-central part of the Rocky Mountain system and includes the loftiest eminences of the range within the United States. The main chain, in two parallel lines of elevation, extends north and south, with numerous secondary ranges and spurs stretching in every direction, and thrusts up 51 peaks exceeding 14,000 feet in elevation. Between the parallel ranges are 4 great natural "parks," and many smaller ones. In extent and variety the mountain scenery of Colorado surpasses that of any other state.

Nearly every useful mineral produced in the United States is found in Colorado, and most of them have been mined to some extent; they number approximately 250. Mining is the oldest industry, and gold leads in value of output, with a total to 1930, approximating \$715,477,000. The silver output totals \$518,489,000. In the annual production of the principal metals mined, Colorado ranks as follows: tungsten and radium, first; gold and lead, second; silver and zinc, fifth; copper, tenth. Among the non-metallic minerals, coal is first in value, and the state ranks eighth in annual output and first in coal reserves.

Despite its rank as a mining state, the annual value of the farm products of Colorado is more than four times that of its mines and quarries; and it is the second state in irrigated acreage. The principal crops are hay, wheat, corn, potatoes, oats, barley, sugar beets, beans, grain sorghums, rye, broom corn, apples, peaches, and pears. The total value of all Colorado crops exceeds \$140,964,800 annually. Colorado raises vast herds of sheep, cattle, horses, mules, and hogs, named in the order of importance. Among the agricultural products wheat ranks first in value; sugar beets, second; and alfalfa, third. Other important industries are packing plants and flour mills, iron and steel mills, and plants making chemicals and explosives.

Colorado enjoys wide and merited celebrity as a summer playground for the nation; its sunny, invigorating climate, its majestic, snowy peaks and gleaming glaciers, its excellent roads, its hundreds of lakes and streams, well stocked with trout, and its wonderful wild flower gardens attract many thousands of visitors. There are 2 national parks, 4 national monuments, and 14 national forests in Colorado. One of them, Rocky Mountain National Park, is the most popular national playground in America.



Busted

Followers of Coronado and De Soto are believed to have visited Colorado in 1540-41; Escalante explored the southwestern part in 1776. The eastern plains and mountains were visited by Lt. Pike in 1806, and by Col. Long in 1820. Small deposits of gold were discovered frequently between 1806 and 1857, but its discovery, in 1858, at

the confluence of Cherry Creek and the South Platte River, first brought large numbers of prospectors; the subsequent finds at Idaho Springs by George A. Jackson, and at Central City by John H. Gregory, early in 1859, attracted immigrants by the thousands. Colorado became a territory in 1861. In 1876, just 100 years after the signing of the Declaration of Independence, it was admitted to the Union, and for that reason has become popularly known as the "Centennial State."

**STERLING, COLO.**—Elevation, 3,939; population, 7,184. Sterling, a modern city, has a creamery, a packing plant, flour mills, wholesale houses, a large beet sugar factory and ample railroad facilities. The principal exports are sugar, live stock, and wheat, produced on the 130,000 acres of irrigated farms in the surrounding territory. In Cedar Canyon, 12 miles northwest of Sterling, a force of cavalry under Capt. Downing defeated a band of Arapahoe Indians in 1864. **Merino** (population, 263) ships sugar beets; a station on the Overland Stage Route was once located near the site of Merino, and the agent, H. Godfrey, acquired such a reputation for ability to defend his post that the Indians named the place "Fort Wicked."

**FORT MORGAN, COLO.**—Elevation, 4,500; population, 4,414. Fort Morgan was founded in 1884 on the site of an old military post. The city has a Carnegie Library, Federal Building, Municipal light and power plant, a flour mill, and a large beet sugar factory. Sugar beets, hay and live stock are the chief products of the irrigated farms in the vicinity.

**DENVER, COLO.**—Elevation, 5,280; population, 300,000. Denver the capital and commercial center of Colorado, widely known as the "Gateway to 14 National Parks," is situated on both sides of the South Platte, at its junction with Cherry Creek, a stream usually dry, but carrying at times a great volume of water. The city is 14 miles from the eastern base of the Rocky Mountains and commands a superb view of the Front Range from Pikes Peak to Longs Peak. The first settlement was made in 1858, upon the discovery of gold in the vicinity; originally there were 2 villages—that on the west bank of the stream called Auraria, the other named Denver.

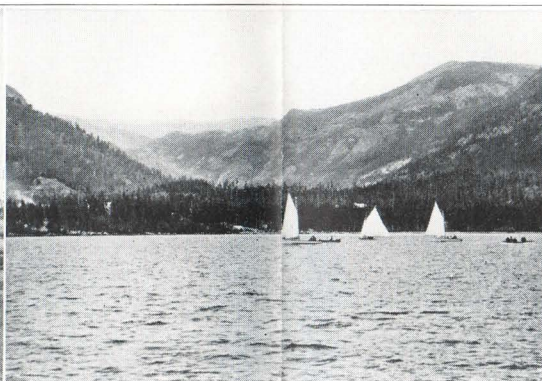
The present area of Denver is 58.75 square miles. Within it there are 42 parks and playgrounds, 1,635 acres in extent; 613 miles of paved streets, 59 miles of boulevards and parkways, and 238 miles of street car lines. City Park contains a natural history museum, a zoological garden, and an electric fountain. In the mountains, within 15 miles of the corporate limits, Denver owns 45 parks comprising 11,155 acres, connected with the city by a fine roadway. This system of parks has a wild animal preserve, shelter houses, camp sites, open-air fireplaces, and other accommodations for visitors.

Among the notable buildings are the State Capitol, of Colorado granite; the Federal Building, of white marble, in classic style; the U. S. Mint; Public Library; Union Station; City Hall; County Court House; 2 museum buildings; the stock-show stadium; the Municipal Auditorium; the Civic Center Group; and the Federal Reserve Building.

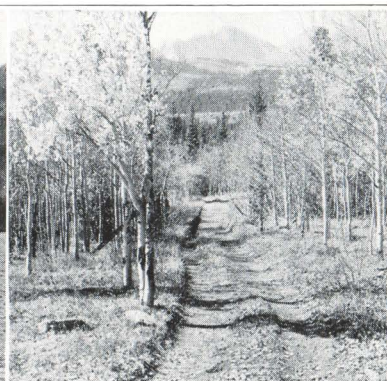




*Broncho-Busting Contest, Frontier Days, Cheyenne*



*Yachting on Grand Lake, Rocky Mountain National Park*



*Longs Peak in Rocky Mountain National Park*

Sugar production ranks first, meat-packing second, in value of manufactured output; foundry products, railway and mining machinery, third; flour and grist-mill products, fourth. The manufacture of paints ranks high. Denver is the principal jobbing center in the Rocky Mountain region.

The summer climate of Denver is delightful; sunny days, the dry, sparkling air of mile-high altitudes, and cool, restful nights. The city is well provided with hotels, from those of the best metropolitan standards to those that are merely comfortable. It is the principal gateway to Rocky Mountain National Park and to all the scenic regions of the state. Among them are: Mesa Verde National Park; Colorado Springs; Manitou, with its celebrated curative springs; the Pikes Peak region; Cripple Creek, with its famous mines; the picturesque resorts in Platte and Clear Creek Canyons—Golden, Idaho Springs, Georgetown, Silver Plume; Evergreen, Morrison, and the Park of the Red Rocks in Bear Creek Canyon; Eldorado Springs; Boulder, state university and chautauqua town; Greeley and Ft. Collins, gateways to many mountain fishing resorts. From Denver many of the 14 National Forests of Colorado may be reached most conveniently.

**ROCKY MOUNTAIN NATIONAL PARK**—Rocky Mountain Park comprises 401 square miles of the finest Alpine scenery of the Colorado Rockies. It is a region of rugged grandeur, tempered by the formal beauty of green, open valleys and splendid wild flower gardens. The profound canyons hold scores of beautiful lakes upon their terraced floors, and some of them bear living glaciers in their upper recesses. Foremost among the mountain summits of the Park is Longs Peak, the most impressive and one of the loftiest peaks of the Rockies. All but the highest slopes of the Snowy Range are covered with stately evergreen forests, diversified by frequent park-like open spaces where wild flowers grow in amazing variety and profusion. The climate is sunny, sparkling and genial by day; cool, dry and dewless by night. Practically all of the lakes and streams are stocked with trout. Birds and beasts find sanctuary there and may be observed in fearless enjoyment of their domain. The Park is strikingly easy of access and its hotel accommodations are ample and varied. The chief forms of recreation are motoring, camping, horseback riding, mountain climbing, fishing, golf and tennis. Trips may be made from hotel or resort to many principal attractions between breakfast and dinner. This great playground is perhaps the most popular of our National Parks. It may be reached by auto-stage from Denver in a 250-mile circle tour through Estes Park, across the Continental Divide via the new Trail Ridge Road, and back to Denver through Denver Mountain Parks, by way of Lookout Mountain and Golden.

**BRIGHTON, COLO.**—Elevation, 4,978; population, 3,394. Brighton is the commercial center of a rich, irrigated-farming district; its principal exports are wheat, cabbage, celery, head lettuce, tomatoes, canned goods, dairy products, and live stock. The city has a beet sugar factory, 2 canning factories, a butter and cheese factory, and a cereal factory.

**LUPTON, COLO.**—Elevation, 4,909; population, 1,559. Lupton has a city park, flour mills, 2 canning factories, a sugar factory, and a milk-condensing plant; the principal products exported are sugar beets, truck garden vegetables, hay, grain, live stock, and dairy products. Much of the surrounding land is under irrigation, La Salle (elevation 4,673; population, 564) ships sugar beets, potatoes, wheat, and live stock.

**GREELEY, COLO.**—Elevation, 4,637; population, 12,203. Greeley, on the Cache la Poudre River, was settled in 1870 by New England colonists, under the patronage of Horace Greeley, of the New York *Tribune*; the surrounding territory is devoted to irrigated farming and sheep and cattle raising. Greeley has a flour mill, a beet sugar factory, a canning factory, and lesser factories; the principal exports are sugar, canned goods, potatoes, and flour. The city has 8 miles of paving, several fine public buildings and other civic improvements. It is the seat of the Colorado State Teachers College and is a gateway to Rocky Mountain National Park. **Eaton** (elevation, 4,826; population, 1,289) was named after a former governor of Colorado; it has a public library, flour mills and a sugar factory; the principal shipments are potatoes, flour, sugar, and live stock.

**CHEYENNE, WYO.**—Elevation, 6,058; population, 17,361. Cheyenne, named by Gen. Dodge after the Indian tribe, sprang into prominence when it became the terminus of the Union Pacific, during the winter of 1867-8; within a few months it had a population of 6,000. When the town was 6 months old, the favorite pastimes of drinking whiskey, gambling, robbery, and shooting men as an appetizer for the next meal were but slightly restrained. Then the patience of the law-abiding citizens became exhausted, and "Judge Lynch" was invoked to restore order. There were no delays to the trials, no demurrers, no admission of pleas of insanity, and the juries never disagreed; after a year, the Vigilantes were no longer needed. Several Indian attacks were made on the parties surveying and constructing the Union Pacific. Local tradition has it that the first burials in the graveyard of the future city were those of two members of a Mormon grading outfit killed by the Cheyennes.

Cheyenne, now a handsome, modern city, was the first city in the United States to be lighted by electricity. The State Capitol is there; among other notable public buildings are the Federal Building, Elks' Home, Carnegie Library, and the Masonic Temple. The Union Pacific maintains large shops and there are creameries, canneries, packing and ice plants, a brick factory, planing mills, and a grain elevator. One of the Government's principal air mail landing fields is maintained here. Stock raising is the principal industry in the surrounding country, and large numbers of beef cattle and sheep are shipped to eastern markets. Three miles northwest of the city (visible from the train) is Fort F. E. Warren, established in 1867, an important army post, with buildings and equipment valued at more than \$7,000,000; during the war the post was greatly expanded and improved. Many of the picturesque features of Cheyenne's early history, and that of the old frontier "cow-country," are reproduced annually at the "Frontier Days" celebration, held during the month of July. Horse racing, broncho "bust-



*Dancehall in oldtime Cheyenne*





*Digging Sherman Gravel, Buford, Wyo.*



*North Platte River, Saratoga, Wyo.*



*Elk Mountain, Wyo.*

ing," steer "bulldogging," roping, and all the thrilling feats of horsemanship of which the cowboy is master, together with Indian dances and tribal ceremonials, make up the program.

Imposing views of the Front Range of the Rockies, directly south of the foothills of the Laramie Range, may be seen near Otto, Granite Canyon and Ozone. The train is now close to the mountains and since leaving Omaha, has ascended more than a mile. At **Granite Canyon** (elevation, 7,312) are quarries, lime kilns, and springs of exceptionally pure water; there is excellent trout fishing in the streams near by. At **Buford** (elevation, 7,862) is quarried the famous Sherman granite which forms the dustless and resilient ballast used upon the roadbed of the Union Pacific. The character of this granite may be observed in the deep cuts and on the immense embankments across the valleys.

**SHERMAN, WYO.**—Elevation, 8,013. Sherman, named in honor of Gen. W. T. Sherman, is the highest point on the Union Pacific; striking views of the Rockies may be obtained to the south; the original line across this relatively flat summit of the Laramie Mountains lay two miles to the north, and was 237 feet higher than the route now used; on the old line stands an impressive stone monument to Oakes and Oliver Ames, the two financiers whose energy and foresight contributed so much to the speedy construction of the Union Pacific. The scene hereabouts, a high and rugged upland with bold rock masses often eroded into fantastic shapes, is primitive and picturesque. **Dale Creek** (elevation, 7,918) was once the site of a famous bridge 650 feet long and 135 feet high. The new line, a notable feat of engineering, avoids the use of a bridge.

**HERMOSA, WYO.**—Elevation, 7,899; population, 90. Just before reaching Hermosa the train passes through a tunnel 1,800 feet long. Fine panoramas of the distant mountains continue in view. There the road enters the Laramie Basin, a hollow, mountain-rimmed upland between the Laramie and Medicine Bow ranges. In the vicinity are many bizarre monuments eroded from the red sandstone into shapes that generally suggest mushrooms, parasols, or hour-glasses. There is excellent trout fishing in the streams, and the hunter of big game may find wolves, mountain lions, deer, and bears. Two cavalymen, while guarding an Overland Stage station that once stood near Hermosa, were killed by Indians in 1865. From a point about a mile west of Hermosa the Union Pacific has two lines to Laramie; westbound trains run via Red Buttes; eastbound, via Forelle and Colores. Red Buttes takes its name from the grotesque sandstone columns in the vicinity, and similar formations may be observed in the vicinity of Colores, on the eastbound track. Stock raising is the chief industry of Hermosa and vicinity; a copper mine is being developed two miles south of the station.



*Attacking a Stage Coach*

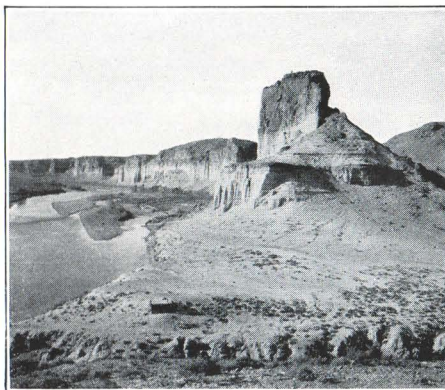
**LARAMIE, WYO.**—Elevation, 7,200; population, 9,629. Famous Fort Laramie, about 85 miles northeast of the city, was founded in 1834 by fur traders. Mountains, river, fort and city were named after a French trader, Jacques La Ramie, who was drowned in Laramie River in 1821. The military post established later for the protection of the Laramie Plains was Fort Sanders, situated three miles south of the city; like all other Western army posts existing during the Indian wars, it had a thrilling history. The founding of Laramie by the Union Pacific, in 1868, was followed by a period of lawlessness and the reign of order was introduced in the accepted Western fashion,—by summoning "Judge Lynch."

Laramie, on the Laramie River, is now an orderly and progressive city with important manufacturing industries, and is the shipping center for live stock and agricultural products. Two, million-dollar oil refineries, with immense storage tanks, are in operation; the crude product comes from the fields south of Rock River through a 6-inch pipe line. The Red Lake oil field, producing about 400 barrels daily, lies 25 miles west of Laramie. The city has a large plaster factory which obtains material from the adjacent gypsum deposits, planing mills, a brick factory, packing plant, cement plant, spacious stock yards, and a fair ground. The Union Pacific operates a railway icing station, the largest on the System, natural ice being supplied from a pond in the vicinity. It also maintains large machine shops and an important plant for the treating of railroad ties, 80 per cent of which are brought from the Medicine Bow Forest which lies to the west. Among the notable public buildings is numbered the Federal Building, Carnegie Library, State Museum, and the State University Buildings. Laramie is said to be the first place in America to impanel a jury of women (1869). In the Snowy Range, 40 miles west of Laramie (10 miles from Centennial, on the Laramie North Park & Western R. R.) and easy of access, are more than a score of picturesque lakes teeming with trout. They lie near the timber line in Medicine Bow National Forest, and offer excellent camping sites amid majestic mountain scenery. There are a number of dude ranches in the vicinity. Good hunting may also be had in the vicinity of Laramie. Several thousand tourists visit this section each year, principally during the summer vacation season.

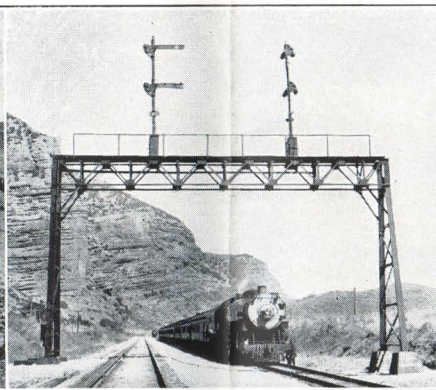
Since leaving Hermosa the train has been moving northward in order to pass around the Medicine Bow Range, which stands directly in the west. Cooper Lake is visible to the south from a point two miles northwest of the station of that name, and Laramie Peak looms in the north.

**ROCK RIVER, WYO.**—Elevation, 6,904; population, 270. It is the center of a prosperous stock-raising region; good hunting and fishing may be found in the vicinity. Twelve miles south is the Rock Creek Oil Field, one of the important oil fields of Wyoming, with a daily production of approximately 4,000 barrels. It is connected by pipe lines with the refineries at Laramie and Rock River. Near **Ridge** (elevation, 6,692), occurs the Morrison formation, which contains the fossil bones of reptilian monsters, some of which were more than 70 feet long and 20 tons in weight; Como Bluff, where the bones of the largest dinosaurs have been found, may be seen directly north of Ridge. **Medicine Bow** (elevation, 6,560; population, 250) is a stock-raising and wool-producing community. Ten miles south lie the Medicine Bow Oil Fields. The surrounding region was a favored rendezvous for the

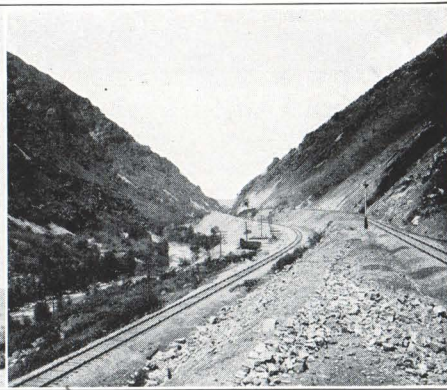




*Green River and Buttes, Wyoming*



*Los Angeles Limited in Echo Canyon, Utah*



*Scene in Weber Canyon, Utah*

Indians. Medicine Bow is the scene of some of the incidents in Wister's novel, "The Virginian." There is good hunting and fishing in the vicinity. At **Como** (elevation, 6,706) the road is built across a small lake fed by warm springs, where are found large numbers of salamanders. In this territory the Union Pacific tracks have been realigned to shorten the distance and to eliminate sharp curves and heavy grades.

**HANNA, WYO.**—Elevation, 6,775; population, 1,483. Hanna is a coal-mining town with a daily output of 2,500 tons; it has a gravity water system, electric lights and fair hotels. The Simpson Ridge Oil Field lies 10 miles to the southeast. The coal formations, which contain many fossil bones of dinosaurs and fresh-water shells, were first observed by Fremont in 1843. Extensive reconstruction work on the Union Pacific has been done near Hanna. **Percy** (elevation, 6,927) was named after a Union Pacific construction engineer, Col. Percy, killed by Indians after he had held them at bay with his rifle for 3 days. Here the train traverses a cut 65 feet deep and 1½ miles long, through beds of coal, shale, and sandstone. Elk Mountain, a famous landmark, at whose foot Fort Halleck stood during the Indian wars and furnished soldiers for many a thrilling skirmish, may be seen about 15 miles southward. A vast mass of granite, 7 miles in diameter at the base and 11,162 feet in height, it is the northern sentinel of the Medicine Bow Range, and its summit is usually draped with snow. It was upon the rocky shoulder of Elk Mountain that one of the tragedies of the first transcontinental air race occurred. The country hereabouts is extremely wild and rugged, and coal may be seen jutting from the side of nearly every hill.

**WALCOTT, SARATOGA AND ENCAMPMENT**—From Walcott (elevation, 6,624), a railroad runs southward to Saratoga (population, 1,000) and Encampment (284), a distance of 45 miles. The principal feature of interest on this line is at Saratoga, 24 miles from Walcott, where there are hot and cold mineral springs possessing curative properties. The first chemical analysis was made in 1911, and invalids in increasing numbers have made use of the water since that time. The State of Wyoming has purchased about 420 acres of land surrounding the springs as a site for a State medical institution.

Along the Saratoga Valley the scenery is very picturesque, and the town itself is well-known as a summer resort. The population is only a little over 1,000, but there are two good hotels and several rooming houses. The fishing is excellent, not only along the North Platte River, but also in all the branch streams, of which there are about a dozen within a radius of 15 miles of Saratoga, and almost as many within the same radius of Encampment. These streams are usually open from the first of May until the latter part of November, and are regularly stocked from the Federal Fish Hatchery, located in the valley; there is also good native and rainbow trout fishing in the mountain lakes, about 20 miles from Saratoga. The latter are reached by car and on horseback, but it is not necessary for anglers to travel so far, as fish are plentiful near the town.

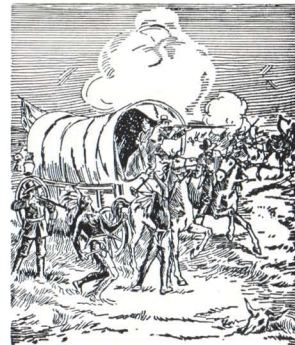
**FORT STEELE, WYO.**—Elevation, 6,506; population, 139. Fort Steele is the site of old Fort Steele, established to protect the builders of the Union Pacific; it was from that army post that the ill-fated force under Maj. Thornburg was sent to quell the Ute Indian uprising at Meeker, Colo., in September, 1879. The command was ambushed in the Colorado mountains,

where 13 men were killed and 43 wounded. About 3 miles west of Fort Steele there may still be found a few relics of one of those turbulent western towns that sprang up like mushrooms, and faded as quickly. Benton, Wyoming, now but a name, was once the terminus of the Union Pacific, with a population of 5,000; it earned wide notoriety as the most incandescent of "red-hot" towns, and started a cemetery that soon displayed a hundred graves. Benton being 3 miles from the Platte, water cost 10 cents a pail, but since very potent "tangle-foot" whiskey could be had for 25 cents a drink, water was purchased chiefly for horses. At Fort Steele the train again crosses the North Platte River, from which it parted at North Platte, Nebraska, 384 miles to the east, and more than a mile and a quarter lower in elevation. Fort Steele ships sheep, oil, a superior quality of building sand, and timber cut from trees floated down the Platte from the mountains. North of the town may be seen the Rattlesnake Hills.

**PARCO, WYO.**—Elevation, 6,592; population, 727. This town was built in 1923, primarily to care for the employees of an oil company, which purchased land adjoining the Union Pacific station formerly known as Grenville, and upon a sagebrush plain built one of the most up-to-date oil refineries in the West. Producing oil and natural gas fields with pipe lines to Parco and Hanna lie to the northwest and southwest. Parco is a rapidly growing city of modern design and construction, equipped with every convenience. In the distant north the Seminoe and Ferris mountains are visible.

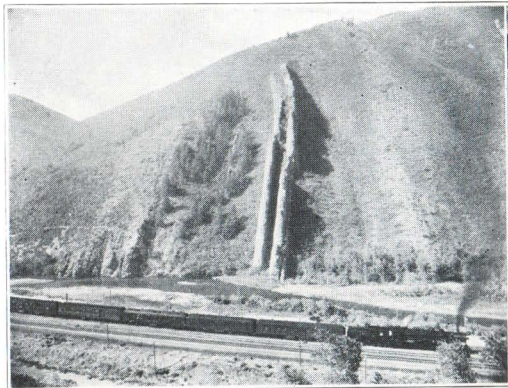
**RAWLINS, WYO.**—Elevation, 6,741; population, 4,865. The town was named for Gen. Rawlins, Secretary of War under President Grant. It is the headquarters of extensive sheep, cattle, and mining interests and a railroad division point where the Union Pacific maintains a machine shop. Oil fields are being developed 45 miles north of Rawlins, while a fine quality of sandstone, which may be seen in the State Capitol and the Federal Building at Cheyenne, is quarried near by. The State Penitentiary is located here and there are a number of fine public buildings in the city. At **Cherokee**, 22 miles west of Rawlins, the Government maintains a landing field for the air mail. The region westward from Rawlins is rather desolate in appearance; yet many fortunes have been made thereabouts from sheep and wool.

**CONTINENTAL DIVIDE**—At **Creston** (elevation, 7,102), south of the tracks, is a sign which reads: "Divide of the Continent." The Continental Divide at this point does not conform with one's conception of the backbone of the Rocky Mountain System. There are no lofty peaks in the vicinity—only rolling uplands, wild and barren; yet this is the great watershed that separates the streams flowing to the Atlantic from those flowing to the Pacific. Looking eastward and to the southeast, the Laramie and Medicine Bow ranges may be seen, while in the north the Wind River Mountains are visible.



*Attack on 'Prairie Schooner*





*Devil's Slide, Utah*



*The Hermitage, Ogden Canyon*



*Lester Park, Ogden, Utah*

**RED DESERT, WYO.**—Views of the Red Desert, a basin floor of wonderful coloring—russet, Pompeian red, vermillion, all the tones of gray and brown, and occasional splashes of green, purple, and yellow—begin to appear just west of Creston. A few miles north of the Union Pacific tracks is a stretch of shifting sand dunes one hundred miles in length, where the mirage adds mystery to the charm of the plain. The Red Desert was once a favored hunting and battle ground of the Indians; now, despite the scant herbage, it is the winter range for thousands of sheep.

**POINT OF ROCKS, WYO.**—Elevation, 6,503; population 32. Point of Rocks was named from the light-colored sandstone cliffs, eroded in bizarre shapes and containing fossil oyster shells, that rise above the tracks, to the south. The chief industries are sheep and cattle raising. The stone house seen south of the track, opposite the depot, is one of the stations formerly used by the Pony Express riders. About 65 miles to the north is the South Pass, a famous crossing on the old Overland Trail.

**ROCK SPRINGS, WYO.**—Elevation, 6,263; population, 8,401. At Rock Springs, named for large springs of saline water in the vicinity first discovered by a Pony Express rider who was detouring to escape a band of Indians, is one of the most important groups of coal mines in the West. These mines have been worked since 1868, and their present production approximates three million tons yearly. The coal is a high grade of bituminous and occurs in upper cretaceous strata in a series of beds ranging from 2 to 10 feet in thickness. Some of the mine openings may be seen to the north of the railroad as it approaches from the east. Large natural gas fields yielding approximately 200,000,000 cubic feet a day lie 16 miles southeast of Rock Springs. Rock Springs is also the center of an important cattle and sheep-raising region. The city has substantial business buildings and all of the conveniences of the modern town; the Wyoming General Hospital is situated there. Excellent fishing and big-game hunting may be found 75 miles to the north, and several dude ranches. There are good roads from Rock Springs to the south entrance of Yellowstone Park, a distance of 265 miles, via scenic Hoback Canyon.



*Wagon Train Encampment*

**GREEN RIVER, WYO.**—Elevation, 6,077; population, 2,378. Sheep and cattle are the principal products of the surrounding territory, and in the vicinity are some very important oil shale deposits. The town has a Carnegie Library. The Union Pacific maintains shops and division headquarters at this point. Green River is situated on the river of the same name, beside bluffs eroded into striking forms resembling turrets, towers, fortresses, and castles, colored dark brown, dull yellow, and light green. Among the many striking formations visible from the car window are "Man's Face," which is directly southwest of the station and "Castle

Rock" which is due north. The river derives its name from the fact that its bed is cut for some distance in the green shales, whose reflected color appears to tinge the water. The rocks that form the impressive monuments in the vicinity are rich in fossil fish, insects and plants. In Fish Cut, west of Green River station, rocks containing numbers of fossil fishes are exposed. The fantastically carved buttes continue in view for some distance. Splendid views of the Uintahs are visible between mile posts 826 and 829.

From **Peru and Bryan**, some of the high peaks of the Uintah Mountains may be seen in the southwest; chief among them is Gilbert Peak, 13,422 feet high. Bryan, on Blacks Fork, has a history similar to that of Benton; it was once a terminus of the Union Pacific with a population of 3,000; gamblers and desperadoes held a brief but lurid carnival of lawlessness.

**GRANGER, WYO.**—From Granger (elevation, 6,271; population, 135) a line of the Union Pacific System runs northwestward to Pocatello, Idaho, whence it extends to Yellowstone National Park, Butte, Spokane, Portland, Tacoma, and Seattle. Before the Union Pacific was constructed, Granger was an important station on the Overland Trail. From points just west of the station the Uintah Mountains may be seen in the south. **Church Buttes** station was named from a peculiar eroded mass ten miles south, on the route of the Overland Trail; it stands in a region of fantastic domes, pinnacles, and fluted columns, where scientific exploring parties have found remarkable fossils. **Bridger** station was named for Jim Bridger, the noted trapper and guide; the historic fort of the same name, situated about twelve miles to the east on Blacks Fork, was erected by the Mormons on land where Bridger had established a trading post in 1843. There Bridger lived for several years with his Shoshone Indian wife. In 1858 the fort became a United States army post, one of the most important in the West.

Originally the tracks of the Union Pacific westward from **Leroy** continued along Muddy Creek and crossed to the valley of Sulphur Creek. Sharp curves and heavy grades led to the driving of Aspen tunnel through the ridge between the stations, **Aspen** and **Altamont**; 5,900 feet in length and lined with cement, this tunnel is the longest on the Union Pacific System. On the old line stood the notorious town of Bear River City, which in 1868 had 2,000 inhabitants. In that year the lawless element became so bold that several pitched battles occurred between the desperadoes and the citizens; the jail was burned and its prisoners liberated. Thirty "bad" men were killed, however, and one hundred were wounded by the forces of order, who drove the survivors to other fields. The plant of "The Frontier Index," a newspaper which followed the building of the Union Pacific, was destroyed in one of these battles, and old type is still found at times in the soil. The settlement faded and disappeared when the Union Pacific pushed westward.

The Uintahs may be seen to the south, although their real grandeur is not apparent. In going through the Aspen tunnel, the train passes from the drainage area of the Colorado River into that of the Great Basin, which has no outlet. West of Altamont the train enters a narrow gorge from which it emerges, beyond **Knight**, into the open valley of Bear River.

**EVANSTON, WYO.**—Elevation, 6,745; population, 3,507. Evanston, founded in 1869, owes its importance to the growing farm acreage, the extensive live stock interests in the vicinity, and to its coal mines; about 500 carloads each of coal and live stock are shipped annually. The Union Pacific maintains a reclamation plant at Evanston. The city has good

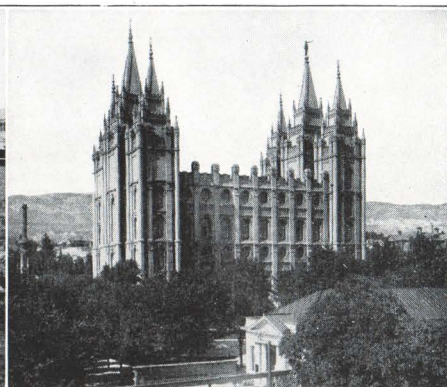




*Wasatch Mountains, from Salt Lake City*



*New Saltair Bathing Beach,  
Salt Lake City*



*Mormon Temple, Salt Lake City*

hotels, large mercantile establishments, a theater, a public library, a handsome Federal building, a creamery, lumber yards, an ice factory and bottling works. The Wyoming Insane Asylum is situated here. Excellent hunting and fishing may be found in the adjacent mountains.

Entering Evanston the Union Pacific tracks cross the Bear River. Six miles west they cross from Wyoming into Utah.

**UTAH**—Area, 84,990 square miles; population, 502,582. The eastern part of Utah lies upon the high plateaus, a region of broad, elevated mesas deeply eroded by canyons and narrow stream valleys. These plateaus attain elevations of 11,000 feet and in the southern part of the state terminate in a series of giant terraces colored pink, white and vermillion, and magnificent in scenic effect. The western part of Utah lies within the Great Basin and consists of rugged mountain ranges trending north and south; rounded foothills; wide, gently sloping valleys; dashing streams; and lakes, both fresh and salt. The principal mountain ranges are the Uintahs, extending east and west in the northeastern part of the state, and the Wasatch, extending north and south in the west central part, a rugged chain with majestic escarpments facing the west.

Utah has many natural wonders: Great Salt Lake, the briny residue of ancient Lake Bonneville, whose waters were once 850 feet deep where the Mormon Temple in Salt Lake City now stands (see also page 40); the three colossal natural bridges and the superb Rainbow arch in the southeastern National Monuments; the magnificent painted gorge of Zion Canyon, in Zion National Park; and the glorious prismatic chasms of Bryce Canyon National Park and Cedar Breaks. These parks, as well as the Kaibab National Forest and Grand Canyon National Park, may be reached during the season, June 1 to September 24, by regular motor bus tours daily from Cedar City, Utah, on the Union Pacific System. All of southern Utah, in fact, is a wonderland of deep, marvelously sculptured canyons, immense tinted cliffs, fantastic buttes, and prehistoric cliff dwellings.

In Utah, mule deer, wolves, coyotes, pumas, black and grizzly bears may still be found. Partridges, grouse, sage chickens, geese, and many kinds of wild ducks are the chief game birds. The streams and lakes are well stocked with trout; some of the lakes contain bass.

The principal wealth of Utah is its minerals; it ranks first among the states in the production of silver; second in lead; third in copper; sixth in gold. Its annual output of coal is more than 3½ million tons. Large deposits of phosphate rock and vast beds of iron occur within the state.

The soil of Utah, composed of limestone from the mountains, is remarkably deep and fertile. The annual precipitation in the north central part of the state is approximately 15 inches; in other parts, from 5 to 10 inches. The people of Utah were the founders of modern irrigated farming in America and dry-farming has been practiced successfully in many counties for more than 20 years.

In the order of their value, the leading crops are hay (chiefly alfalfa), wheat, sugar beets, potatoes, oats, tomatoes and apples. The growing of sugar beets, which yield an average of 13.5 tons per acre, the highest average of any state, is steadily increasing in importance.

The latest figures available credit Utah with live stock as follows: Sheep, 2,730,000; cattle, 472,000; horses and mules, 106,000; swine, 98,000. The annual production of wool approximates 20,000,000 pounds.

The most important manufactures are beet sugar and flour.

Utah was first explored by two Franciscan friars, Dominguez and Escalante, in 1776. In the winter of 1824-5, Jim Bridger, while seeking the source of Bear River, discovered Great Salt Lake. Ashley established a fort at Utah Lake in 1825. Gen. Fremont and Kit Carson visited Great Salt Lake in 1843, and explored its waters in a rubber boat. The most important event in the history of Utah was the arrival of Brigham Young in July, 1847, with 143 Mormon pioneers, upon the site of Salt Lake City; before the end of 1848, 5,000 Latter-Day Saints had settled in the valley, and in the following year the community was organized into the State of Deseret. Experiments were made with irrigated farming, and the first crops, threatened with destruction by swarms of black crickets, were saved by flocks of gulls that devoured the insects. Indian outbreaks were frequent between 1857 and 1862; in 1865 occurred the Blackhawk Indian war. Utah became a territory in 1850, and a state in 1896.

**WASATCH, UTAH**—Elevation, 6,824; population, 25. Stock raising is the principal industry in the vicinity. A short distance westward the train passes through a tunnel and enters Echo Canyon, cut through outlying ridges of the Wasatch Mountains.

**ECHO CANYON**—Near Castle Rock the walls on the north side of the gorge have the form of a castellated tower. As the train descends, the red and yellow cliffs of shale, sandstone and conglomerate (twisted, split or eroded into vague semblances of many familiar objects and often indented by small holes where swallows make their nests) grow higher and higher. West of Emory, where the eroded walls rise more than a thousand feet above the tracks, the canyon has a high degree of picturesque grandeur; spires, domes, pyramids, great wedges, isolated turrets and columns, stand out from the narrowing masses on both sides. These formations have local names, such as Steamboat Rock, the Teakettle, the Sentinel, the Cathedral. Just before the train enters the village of Echo (population 145) Pulpit Rock may be seen on the right. Local tradition maintains that Brigham Young preached a sermon there, while leading the Mormon pioneers into the valley of Great Salt Lake.

About two miles west of Echo, on a hillside to the north of the tracks, is a group of fantastic monuments of conglomerate, some of them more than 100 feet high, called "The Witches." Through the Wasatch Mountains a second main-line track has been constructed at a cost of several million dollars; grades and curves have been reduced, tunnels driven and immense fills created in order to increase the speed and comfort of travel.

**HENEFER, UTAH**—Elevation, 5,337; population, 410. Henefer is the point on the Overland Trail where the Mormon pioneers under Brigham Young turned southward and crossed



*Jim Bridger*





Bryce Canyon National Park, Utah

Zion National Park, Utah

Cedar Breaks, Utah

the Wasatch Mountains into Emigration Canyon. The chief products of the community are live stock, wool, and grain; good hunting and fishing may be had in the vicinity. A few miles west of Henefer the valley narrows into a canyon, and the Weber River plunges and foams in the constricted boulder-strewn channel. Long, steep slopes ascend to jagged cones and pyramids fringed with pines, and vistas are disclosed of more distant peaks of greater height and majesty.

**DEVIL'S SLIDE, UTAH**—Elevation, 5,314; population, 305. Devil's Slide is situated at the juncture of Lost Creek Valley, within which on the right, may be seen a large mill manufacturing Portland cement; more than two thousand carloads are shipped annually. On the left stands the remarkable formation called the Devil's Slide, two parallel, upturned reefs of limestone 20 feet apart and thrusting serrate edges 40 feet above the mountain side. These peculiar vertical reefs are composed of the rock from which cement is made. From Devil's Slide westward to **Morgan** (population, 953), a great gorge penetrates the Bear River Mountains, part of the Wasatch Range, and is cut through gray limestone, salmon-colored sandstone, and red shales; the walls of the canyon attain a depth of 4,000 feet below the enclosing peaks. Near **Strawberry**, Observation Peak (10,000 feet) is the most prominent mountain to the north of the tracks.

**WEBER CANYON**—Just west of **Gateway**, the tracks enter a narrow canyon cut by the rushing Weber River through the main range of the lofty Wasatch Mountains; this is the most impressive of the series of gorges through which the Union Pacific enters the valley of Great Salt Lake. The dark precipitous escarpments rise to dizzy heights on both sides of the railroad, forming portals so profound and magnificent that it is difficult to believe the churning stream capable of their creation. A large diversion dam may be seen on the left; two miles downstream the power of the captured water is converted into electricity and transmitted to Salt Lake City. Near the western end of the canyon stands Devil's Gate, flanked by rugged rock walls and towering peaks; but the railroad, as if avoiding a portal with so sinister a name, passes through a cut driven into the gravel of the old river bed, and emerges upon a broad, fertile valley, patterned with farms.



Mormons arriving in Utah

The first station west of the **Wasatch** is **Uintah** (elevation, 4,500; population, 175), in a district growing potatoes, apples, and peaches. Just west of the station, on the opposite side of the track, a silver-black fox farm may be seen. West, north, and south spreads out a delightful panorama of the river valley, whose extent, however, is but a small part of the valley of Great Salt Lake. After the grim grandeur of the mountains, with their thousands of obstacles to the passage of man, it is not to be wondered that the Mormon pioneers welcomed the soft contours of the valley, even though uncultivated, as the promised land of

Zion; for its geography includes a Dead Sea, a River Jordan, a Lake of Galilee, and many other physical features resembling those in the Holy Land.

**OGDEN, UTAH**—Elevation, 4,301; population, 40,243. At Ogden, Utah, the Union Pacific System diverges for Los Angeles and the Pacific Northwest, while connecting with Southern Pacific lines for San Francisco. Through trains of sleeping cars and chair cars continue westward without change to San Francisco and southwestward to Los Angeles by way of Salt Lake City and Lund, main line terminus of the branch line to Cedar City, gateway to Zion National Park. Change may be made at Ogden to Union Pacific System trains for Yellowstone National Park (service in summer season only), Butte, Spokane, Portland, Tacoma, and Seattle. Through cars from the East for the Pacific Northwest diverge at Granger, Wyo.

Ogden, at the juncture of the Ogden and Weber rivers, near the western base of the lofty Wasatch Range, was founded in 1848 and laid out in 1850 under the direction of Brigham Young. Great Salt Lake lies 10 miles westward. The second largest city in Utah, Ogden has excellent utilities, modern hotels, a Court House, City Hall, and Carnegie Library. The State Industrial School and State Institutions for the deaf, dumb and blind are located there. Ogden is an important live stock and manufacturing center; grain and flour mills, a can factory, sugar refineries, canning factories, and meat-packing plants ranking first in the value of their products; there are also pickle, cereal, and cement factories, woolen mills, brick and tile yards, iron foundries, clothing and candy factories. The city's water supply comes from 43 deep flowing wells, providing unusually cold and clear water. The Union Pacific maintains at Ogden one of its large ice manufacturing plants for the icing of refrigerator cars.

Ogden Canyon, about two miles east of the city, and reached by electric cars and a paved automobile road, is one of the most picturesque gorges in the West. In its upper reaches the canyon is extremely narrow and precipitous and the surrounding peaks rise to lofty heights. Through it flows the Ogden River, a sparkling trout stream whose ceaseless action through long geologic periods cut the stupendous passageway. Trolley cars ascend seven miles to a rustic hotel, the Hermitage, where some of the most impressive vistas may be observed, and where trout and chicken dinners are served to thousands of visitors annually.

## OGDEN TO SALT LAKE CITY

Southward from Ogden, on the Union Pacific System, the train traverses the eastern edge of the valley of Great Salt Lake; the steep ramps of the majestic Wasatch Mountains rise near at hand in the east, and in the west the gleaming waters of the famous "Dead Sea of America" may occasionally be seen. A number of prosperous villages and many fine farms and orchards appear; the chief industries are farming, horticulture, floriculture, canning, meat-packing, flour-milling, and the manufacture of beet sugar and bricks.

**SALT LAKE CITY, UTAH**—Elevation, 4,260; population, 140,184. On the slopes beneath the granite peaks of the Wasatch stands Salt Lake City, the metropolis of the Inter-Mountain West, with wide, clean streets, handsome public buildings, and business blocks, excellent hotels, and beautiful residence districts. This picturesque and highly individual city overlooks the great lake of salt waters and its charming valley, bounded on the west by the stately Oquirrh Mountains.

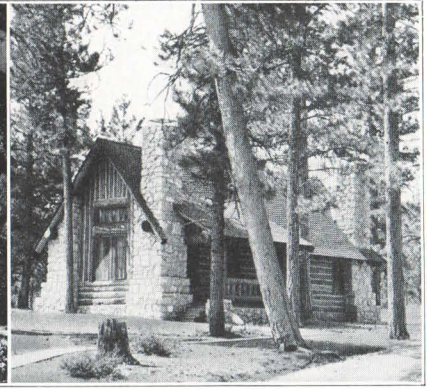




*New Grand Canyon Lodge, North Rim, Grand Canyon National Park*



*Temple of Sinawava, Zion National Park*



*De Luxe Sleeping Lodge, Zion-Grand Canyon-Bryce Canyon National Parks*

Salt Lake City is the state capital and headquarters of the Church of Jesus Christ of Latter-Day Saints (Mormons). The principal buildings of the Mormons, always of interest to the visitor, are the splendid Temple, the Tabernacle (seating capacity 8,000), which contains one of the finest pipe organs in America, the historic Lion and Beehive Houses, the L. D. S. University, and the imposing Administration Building. The Deseret Museum contains interesting relics of pioneer days and of the cliff dwellers. Other notable public buildings are the State Capitol, the City and County Building, and the University of Utah. A \$400,000 U. S. Veterans Hospital, a large extension of the Post Office, and an art center building are being completed. Fort Douglas, a military post, is 3 miles east, on a "bench" below the foothills. There are a number of picturesque canyons in the Wasatch within short distances of the city and easily reached by auto.

Salt Lake City is an important trade market and is the center of a rich mining district; the principal mines, producing silver, zinc, lead and copper, are those at **Park City**, **Alta**, **Tintic**, and **Bingham**. The immense surface mine at Bingham, where a mountain of copper ore is being reduced with dynamite and steam shovels, deserves a visit. There are a number of great smelters and a blast furnace in the vicinity of Salt Lake City. Its manufactures include salt, shoes, foundry and machine shop products, harness, lumber, railway cars, cigars, and confectionery.

New Saltair Beach, the noted bathing resort on Great Salt Lake, is 14 miles west, reached by fast electric cars. A swim in the amazingly buoyant water (one cannot sink) is an experience not to be duplicated elsewhere in the United States (also see page 40). Close to the city are City and Beck Hot Springs, bathing resorts supplied by curative mineral springs.

## SALT LAKE CITY TO LOS ANGELES

From Salt Lake City to southern California the Union Pacific System is the short and picturesque route and follows the old Mormon trail to Los Angeles. The line was built in 1905, shortening the route between Salt Lake City and Los Angeles by 500 miles and, at the same time, provides a picturesque line of easy grades from the east to southern California.

In traversing the 784 miles from Salt Lake City to Los Angeles, the Union Pacific passes through a wide variety of most interesting scenery, which embraces majestic mountains, wide, fertile valleys, and fascinating canyons till it enters the heart of semi-tropical southern California's beautiful orange belt, with its flowers and sunshine the year round.

**GREAT SALT LAKE**—Elevation, 4,200. Leaving Salt Lake City, with its numerous places of interest, the Union Pacific skirts the shores of Great Salt Lake—the largest inland body of salt water in the world. As the spires of the great Mormon Temple fade away in the distance, this mysterious lake with its noted Saltair resort appears on the right; adjacent is the solar evaporating plant of the Inland Crystal Salt Co.; and on the left are seen the smelters of the Utah copper industries presenting a most impressive panorama. For a distance of several miles the line runs along the shore, the view being especially gorgeous at sunset. Great Salt Lake is 70 miles long and 30 miles wide, and its waters are so impregnated with salt that it is impossible for bathers to sink, even though they cannot swim.

**OQUIRRH MOUNTAINS**—At a point 27 miles from Salt Lake City the line leaves the shores of Great Salt Lake and begins to climb the slopes of the stately Oquirrh Mountains, revealing long vistas of beautiful cultivated valleys and of the distant crests of the lofty canyon-riven Stansbury Range to the north and west. Thirty-five miles from Salt Lake City is **Warner**, the junction point for **Tooele City**, where stand the great smelters of the International Smelting and Refining Co. Seventy-nine miles from Salt Lake City the line passes over a mountain divide at **Boulter**, the highest point on the Union Pacific between Salt Lake City and Los Angeles; the elevation here is 6,060 feet.

**GREAT PAHVANT VALLEY**—Descending, the line passes into great Pahvant Valley, which covers an area of 5,000 square miles, hundreds of thousands of acres being under irrigation and in a high state of cultivation. **Lyndyl** (elevation 4,796; population 360), the first station passed in the valley, is the junction point with the Provo line of the Union Pacific, which runs to Salt Lake City. Union Pacific shops are maintained here.

**DELTA, UTAH**—Elevation, 4,649; population, 1,184. This is the largest town in the Pahvant Valley. Delta is one of the largest alfalfa seed markets in America, practically one-fourth of all the alfalfa seed produced in the United States being raised and marketed in the Delta district. From Delta a branch line of the Union Pacific extends 35 miles to **Fillmore** (population, 1,374), in an agricultural empire of 300,000 acres of rich, irrigated lands.

**Oasis** (elevation, 4,607; population, 415) also is surrounded by very fertile agricultural areas which produce alfalfa, alfalfa seed, and sugar beets.

**ESCALANTE VALLEY**—This immense valley, sometimes called the Escalante Plains, is over 100 miles long and 30 to 50 miles wide. Almost as straight as an arrow, the Union Pacific runs for 100 miles through its center, flanked on both sides by picturesque ranges of mountains. Escalante Valley is rich of soil, and is a potential agricultural district. A campaign of development work is in progress for the purpose of bringing much of this rich valley under irrigation.

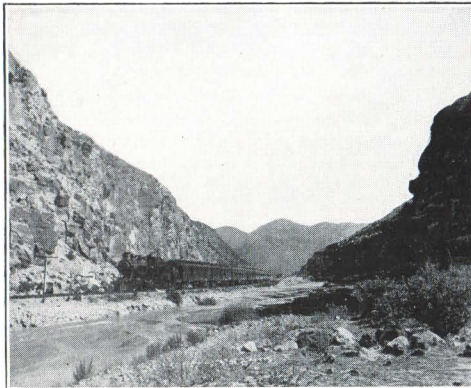
**MILFORD**—Elevation, 4,968; population, 1,518. Lying in the heart of the Escalante Valley, Milford is a division point on the Union Pacific, where many men are employed in the local railroad shops. Milford is the junction point from which the Union Pacific branch line runs to **Newhouse** and the **Frisco** mining districts.

Milford is the Utah gateway to Lehman Cave National Monument which is about 90 miles to the northwest, near **Baker**, Nevada. The caves are very extensive, spotlessly clean and highly ornamented with fantastic formations through chemical action

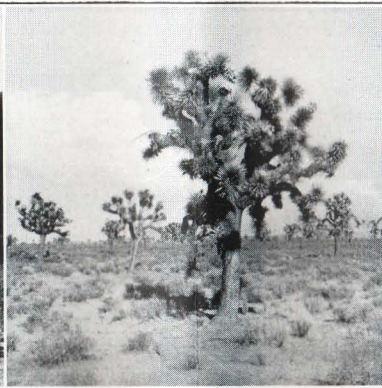


*Seagulls and Mormons*





*Scene in Rainbow Canyon, Nevada*



*Joshua Trees, near Hanlon, Calif.*



*Scene in Afton Canyon, Calif.*

and erosion. Auto stages leave Milford regularly for the caves on Tuesday, Thursday and Saturday of each week.

**LUND, UTAH**—Elevation, 5,091; population, 160. Lund is only a hamlet, but it is the junction point whence the Union Pacific branch line runs to Cedar City and adjacent iron mines. Lund is also the main line gateway to the scenic wonderlands of southwestern Utah and northern Arizona—America's greatest combination scenic tour (see below).

**CEDAR CITY, UTAH**—Elevation, 5,805; population, 3,618; gateway to Zion-Grand Canyon-Bryce Canyon National Parks. From Cedar City motor-bus tours start for Zion National Park, Bryce Canyon National Park, Cedar Breaks, Kaibab Forest and Grand Canyon National Park. A 75-room modern hotel, El Escalante, erected by the Union Pacific at Cedar City, modern lodges at Zion National Park (capacity 408), Bryce Canyon National Park (capacity 428), at Bright Angel Point in Grand Canyon National Park, North Rim (capacity 580), and at Cedar Breaks (capacity 28), have made Utah-Arizona tours thoroughly comfortable and attractive.

In **Zion National Park** the principal canyon, Zion, is a profound gorge, flaming red and creamy white, a matchless carving by the greatest of all sculptors, erosion. It has immense, vividly colored walls, and unscaled, precipitous buttes that rise several thousand feet above the canyon floor. It is 14 miles long and varies in width from a mile to scarcely more than a few yards in the upper narrows. Among the park's many attractions are the East and West Temples, the Three Patriarchs, the Mountain of Mystery, Angels Landing, and the Great White Throne. The latter is a colossal pile of sandstone merging from the red of the base formation to a white blending into a delicate purple and buff in its upper reaches. Its flat, table-like summit towers nearly 3,000 feet above the stream and is covered with a virgin forest. Spectacular trails lead to the Canyon's rims.

**Bryce Canyon National Park** has probably the most astonishing blend of exquisite beauty and grotesque grandeur that the forces of erosion have ever produced. The Canyon is a giant amphitheater, from one to two miles wide, about three miles long and 1,000 feet deep. The softer parts have been etched away leaving an endless array of towers, spires, minarets, fortresses, and steeples strongly resembling some ruined Oriental city, all a mass of gorgeous color. The eye is fairly staggered by the weird and imposing monuments that adorn the sides and bottom of the canyon.

**Cedar Breaks** covers about 60 square miles and lies directly north from Zion National Park. It is a series of vast amphitheaters eroded to a depth of 2,000 feet and is, perhaps, even more colorful than Bryce Canyon. Within its labyrinths are countless architectural forms mingled with the green of spruces, firs, and pines. The elevation at the rim is 10,400 feet.

The beautiful **Kaibab National Forest** with its thousands of deer, and sub-

lime **Grand Canyon**, seen from the lofty North Rim, are included in a five-day motor-bus tour from Cedar City. Grand Canyon is probably the most sublime of all earthly spectacles. It is a colossal chasm, 220 miles in length, a mile deep and some 12 miles wide, with an infinite array of gorgeously magnificent architectural forms upthrust from its depths.

**UTAH-NEVADA STATE LINE**—Elevation, 5,663; 283 miles from Salt Lake City. The Escalante Valley ends at **Modena**, 274 miles from Salt Lake City, and at that point the route enters the broken foothills. Nine miles beyond, the Utah-Nevada State line is crossed at **Uvada**.

**NEVADA**—Area, 110,690 square miles; population, 90,981. Nevada lies principally within the Great Basin, a broad plateau about 4,000 feet above the sea level, extending from the Sierra Nevada to the Wasatch Range. At fairly regular intervals the level character of the country is broken by lofty mountain chains crossing the country in parallel lines. The soil is extremely rocky and shows formations representing many geological periods. Much of the country's scenery is unusually beautiful, but rivers and streams are scarce in many large areas, and all but a very few find their outlet in inland lakes, or are eventually absorbed in the sand. As a result, there has been irrigation on an extensive scale, and considerable success has been obtained with dry-farming.

As might be inferred from its geological character, the soil of Nevada is extraordinarily rich in minerals, and has produced an abundance of gold, silver, copper, lead, tungsten, antimony, manganese, iron, and salt. Coal has never been mined with success, and although the output of gold was at one time proverbial, the yield is not as heavy as formerly. However, the volume of Nevada's traffic in mineral makes this the second of her industries.

The first is agriculture and stock raising. The natural grasses and forage plants of the country support an average of 480,000 beef cattle, and 1,500,000 sheep from 9 to 12 months of the year. In any estimate of the state's agricultural resources it is necessary to include the 50,000,000 acres which compose the public range lands, 6,000,000 acres of range lands being listed in the National Forest Reserve. In the north and center of the state, alfalfa, grass hay, wheat and other grains are raised, also potatoes and sugar beets. Vegetable crops of many kinds yield a substantial profit, and there is an abundant yield of orchard and small fruits, almonds, figs, dates, and pomegranates all being plentiful. The climate of the semi-tropical region in the southern part of the state is well adapted for raising the Egyptian long staple cotton, which is cultivated with marked success in the Moapa and Las Vegas valleys. Forage crops are among the principal staples, and among exports, potatoes, onions, and cantaloupes hold an important place.

Manufactures rank lower in volume than in many other states, but in character they show a wide variety, including railroad cars, lumber and timber products, flour and grist, packing-house products, beet sugar, chemicals, confectionery, machinery, and dairy products.

History names **Francisco Garces** as the first white man to enter Nevada. He was a Franciscan priest, and passed through the state on his way to California in 1775. **Peter Ogden**, of the Hudson's Bay Company, explored a portion of the Humboldt River in 1825, and **Capt. Bonneville's** expedition arrived about the same time. In 1843, and in the two following years, **Frederick** conducted explorations in different parts of this region. The first settlement was made by the **Mormons** in 1849 at **Genoa**, where they estab-



*Kil Carson*





Arrowhead Hot Springs

Orange Groves Near Redlands

Mt. Rubidoux, Riverside

lished a small trading post, and the same year gold was discovered by William Prouse at Dayton, near Virginia City. Prospectors soon arrived in great numbers, both from California and from the east, and when ten years later, the Comstock Lode was discovered—the richest ever found in the world—Virginia City was filled with fortune hunters from every land. The lode was practically worked out by 1879, and the mining boom ended about 1908. Since then, agriculture has been Nevada's foremost industry.

A petition for Territorial Government was made in 1857, Isaac Roop being installed as provisional governor at Carson City, which is now the capital. Nevada became a state in 1864.

**NEVADA CANYONS**—At **Crestline** (elevation, 5,992), the line begins to descend into a series of beautiful canyons, known as the Nevada Canyons. Winding down through the mountains the road forms a horseshoe curve which presents some striking car-window views. This series of gray, buff, brown and pink rock walls begins at **Brown** (elevation, 5,785), and continues for 22 miles to **Minto** (elevation, 4,733). In this 22-mile stretch the line descends 1,052 feet, and runs past splendid canyon views.

**CALIENTE, NEV.**—Elevation, 4,396; population, 545. Caliente is a division point on the Union Pacific, whence a branch line runs 33 miles to **Pioche**, one of Nevada's mining centers. There are hot springs in the vicinity from which the town derives its Spanish name.

**RAINBOW CANYON**—At **Etna** (elevation, 4,227) the line enters the famous Rainbow Canyon, so named because of the ever-changing coloring of its rugged rock walls. For 26 miles it follows the floor of this canyon, to **Leith** (elevation, 2,910). Not only is the coloring of the surfaces extremely striking, varying from pure white to ochre, vermilion, and shades of green, but the rock formations of the walls are quite individual in character, presenting many fantastic shapes, such as castles and Indian heads.

**MOAPA, NEV.**—Elevation, 1,662; population, 68. Junction point for Union Pacific branch line to **St. Thomas**, Nevada, (population, 150) a distance of 21 miles. Near St. Thomas are located many scenic places of interest, including the Valley of Fire, ancient salt mines, Indian picture writings, and the recently discovered "Lost City of Nevada" where archaeologists have unearthed remains of a prehistoric city which had an estimated population of 20,000. Moapa is noted for the fine asparagus raised in the Moapa Valley; also for its cantaloupes of fine appearance and flavor.

**LAS VEGAS, NEV.**—Elevation, 2,034; population, 8,500. Las Vegas is a division point, and the location of one of the main shops of the Union Pacific; it is also an important agricultural center. The town is surrounded by a rich artesian belt which produces large crops of fruits, vegetables, and melons. It is the supply point for a large area of mining territory. Twenty-five years ago Las Vegas was one of the "livest" of western towns, with gambling, dance halls, and saloons in full blast. Today it is a growing city, with good schools, churches, and other advantages of a modern community. The Union Pacific branch line extends to **Boulder City** (population, 5,000), a model town erected near the site of **Hoover (Boulder) Dam** by the Government. Hoover Dam is the greatest engineering feat attempted since the building of the Panama Canal. When completed, a lake of 227 square miles will be created with 500 miles of picturesque shore line. It is easily visited, in a one-day stopover, from Las Vegas by people en route to or from Southern California over the Union Pacific.

**ARDEN, NEV.**—Elevation, 2,489; population, 25. Arden is the manufacturing and shipping point of the United States Gypsum Company, producing from mines in the adjacent hills.

**JEAN, NEV.**—Elevation, 2,864; population, 11. Shipping point for the Good Springs Mining District, large producer of various metals.

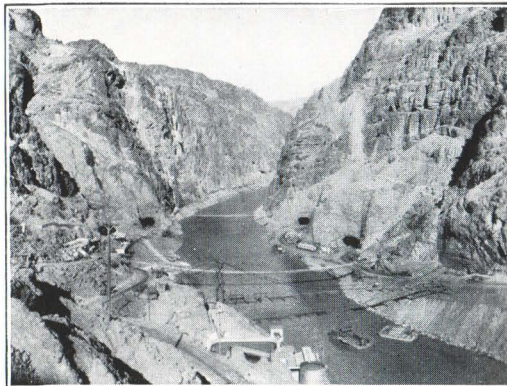
**CALIFORNIA**—Area, 158,297 square miles; population, 5,677,251. The striking variety in the character of the country is the principal cause of California's eminent position as a vacation region. The difference in the altitudes, with a corresponding diversity of climate, makes it possible for tourists of widely different preferences to find whatever recreations and surroundings suit them best. The eastern boundary of the state is distinctly mountainous in character, 120 of the peaks being over 8,000 feet high, 41 over 10,000, and 11 over 13,000. Owing, however, to the short distance between east and west at all parts of the state, the descent to the seashore is accomplished in a short time. It is therefore possible, particularly in the south, to pass in a few hours through many varieties of climate by descending from the mountains to the lower levels. It is not at all remarkable in the neighborhood of Los Angeles to take a sleigh-ride in the snow, and a few hours later to enjoy a bath in the ocean, without traveling more than 12 miles. The extreme length of the state means a long western coastline, which constitutes nearly one-fifth of the entire seaboard of the United States. Along the southern shore the Japan Stream prevents the temperature from varying more than 10 degrees in a year, the water maintaining a winter temperature of 60 degrees. Whatever rainy season there is comes between October and April, when only about 15 to 25 rainy days may be expected. Golfing, motoring, tennis, fishing, bathing, mountain climbing and other sports may be enjoyed in June or December without distinction between seasons.

The composition of the soil is varied, granite formations being much in evidence in certain parts and sandstone in others. A distinctly bituminous character is also observed in many places, particularly near the coast, in areas where petroleum is abundant. In higher altitudes the soil is exceptionally favorable to the growth of coniferous trees, which cover a total area of 44,700 square miles—a lumber-producing territory equal to New Hampshire, Vermont, Massachusetts, Connecticut, Rhode Island, Delaware, and Maryland combined. The forests rank fifth in area and second in quantity of actual lumber produced among the states of the Union. In a comparison of size or antiquity of growing trees, California is at once placed in the first position by its "big trees," many of which are to be seen in Sequoia and Yosemite National Parks. These reach an average height of 275 feet, with a diameter of about 20 feet, but some of the tallest are over 320 feet high and nearly 40 feet in diameter. Many of them are 5,000 years old or more.



A Bullwhacker

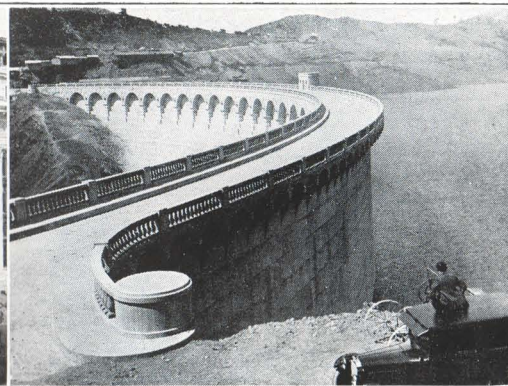




Construction work on Hoover (Boulder) Dam, near Las Vegas, Nevada



Sixth Street, Los Angeles



Mulholland Dam, Impounding Part of Los Angeles' Water Supply

Originally the immense acreage of California farms gave an individual character to agricultural conditions, but owing to the unpopularity of the foreign labor which was necessary, the size of the holdings declined, and a radical change was occasioned by the sudden development of the orange industry, and the adoption of small holdings. Orange culture is now on a vast scale in the south, and fruit farming of nearly every kind is one of the state's chief industries. Forage plants, wheat, barley, rice, and other cereals are also raised extensively, but bean crops are perhaps of equal importance, and sugar beets rank high. More than 350,000 acres are covered by vineyards.

Among leading mineral products are gold, copper, petroleum, quicksilver, potash, and silver. Fishing is an important industry, 12 state fish hatcheries being maintained. Employment for many thousands is also found in meat packing, sugar refining, foundry and machine work, and dairying.

Probably the first white man to enter California was Alarcon, who penetrated some hundreds of miles up the Colorado River in 1540. Cabrillo conducted the first seaboard exploration in 1579, and Vizcaino's expedition arrived in 1602. In 1759 Junipero Serra headed a band of Franciscan missionaries, who established settlements of Indian neophytes, and by 1800 there were 13,000 converts distributed among eighteen missions. In 1834 the missions were secularized by the Mexican Government.

Placer gold mining was observed here by Loyola Casallo in 1690, and in 1786 Antonio Alcedo's account mentioned nuggets of gold. James W. Marshall found traces of gold in a mill race near Coloma in 1848, by which time the total value of the national output was only \$12,000,000. The activity of the "forty-niners," however, which immediately followed, resulted in a yield worth \$258,000,000 in the next five years. The present output averages about \$11,000,000 a year in value.

California was ceded to this country in 1847, at the close of the Mexican War. Admission to the Union was granted in 1850.

Near the station of Joshua are many of the famous yucca or Joshua trees which grow only at an altitude of 3,000 to 4,000 feet, and probably have a slower growth than any other tree in America. One near Joshua was described in a U. S. Government survey made in 1857 as 8 1/4 inches in girth, 3 feet from the ground. The same tree in 1925 measured 8 1/2 inches—a growth of but 1/4 inch in 68 years.



Overland Wagon Train

**DEVIL'S PLAYGROUND**—This is an interesting 10-mile stretch of picturesque sand plain, beginning at Sands and extending to Cork. The sands perform strange pranks, shifting, and creating weird and fantastic formations. This region has been a favorite with many famous painters.

**CRUCERO, CALIF.**—Elevation, 1,014, population, 150. Side trips may be made from Crucero during winter months into mysterious Death

Valley, 120 miles north, the lowest stretch of dry land in the United States, whence Mt. Whitney, highest point in the United States, may be seen. During midsummer Death Valley is the hottest place on earth and its grim, colorful grandeur is inaccessible. During the winter its climate is delightful. A comfortable modern hotel in Death Valley is open during the winter season and provides excellent accommodations.

**AFTON CANYON**—Elevation, 1,410. Afton Canyon is a beautiful and rugged gorge, traversed by the railroad.

**YERMO, CALIF.**—Elevation, 1,935; population, 193. Yermo is a Union Pacific division point. Owing to its pure, dry air and mild climate, it is reputed to be one of the best resorts in America for pulmonary sufferers.

**BARSTOW, CALIF.**—Elevation, 2,100; population, 1,808. Barstow is a mining and railroad town of considerable importance on the Mohave River, formerly the outfitting point for Death Valley, and still the market for a large mining territory. It was the junction for overland wagon trains in the old days, one route leading to southern California, and one to the west and north, through the Mohave Desert to San Francisco and the gold fields of northern California. These trails have changed from unpaved desert roads to modern highways. From Barstow to Victorville and on to Cajon Pass, strange, candelabra-like "Joshua trees" are numerous and conspicuous along the Union Pacific tracks.

**VICTORVILLE, CALIF.**—Elevation, 2,714; population, 2,164. On the Mohave River. Principal industries are farming, dairying, fruit and poultry raising, quarrying and mining. There is also a large cement plant. Numerous motion pictures are made here because of the fine scenic background.

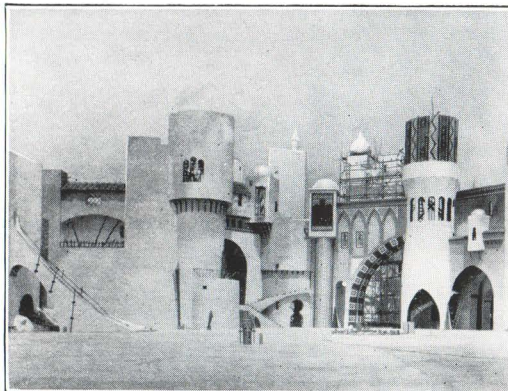
**CAJON PASS**—Elevation, 3,820. Cajon Pass is the real dividing line between tropical southern California and the east. At Summit, its highest point (elevation, 3,820), the line passes over the crest of the San Bernardino Range, descending rapidly into the orange groves and flowers of the southern regions. In the 25 miles from Summit to San Bernardino the line descends 2,744 feet, and a marvelous transformation takes place. In winter the train often encounters snow at Summit, and a few minutes later enters the blossoming orange groves and flower gardens of San Bernardino.

Four miles north of San Bernardino, as the line emerges from Cajon Pass, there may be seen the natural arrowhead emblazoned on the mountain on the east side of the track. This immense arrowhead points directly to Arrowhead Hot Springs, just below, and it may be plainly seen from the car windows.

**SAN BERNARDINO, CALIF.**—Elevation, 1,076; population, 37,453. San Bernardino is known as the "Gateway to southern California," because it is the first city reached in the semi-tropical part of the state. It is a railroad center and a large shipping point for citrus fruit. San Bernardino oranges are among the finest grown, and the National Orange Show, the greatest event of its kind in the world, is held there every February with an average attendance of 300,000.

San Bernardino is the starting point for the famous "101 Miles on the Rim of the World" trip through the San Bernardino Mountains. This famous trip is routed along the crest of the high mountains, passing many noted resorts, such as Pinecrest, Arrowhead Lake, Big Bear Tavern, Big Bear Lake (elevation, 7,000), Pine Knot Resort, and Forest Home. This is a circle tour with "no scene twice seen."





*Portion of a Motion Picture City, Hollywood*



*Mission San Luis Rey*



*A Scene on Golf Links Near Los Angeles*

**COLTON, CALIF.**—Elevation, 979; population, 8,013. Colton is a railroad center and a large producer of citrus fruits. Near Colton is the largest cement plant in southern California, which may be seen from the train.

**RIVERSIDE, CALIF.**—Elevation, 870; population, 30,654. Riverside is one of the ideal residential cities of southern California's orange belt. Miles of flower-lined residential streets lead out from the city into the beautiful orange groves, which entirely surround it.

Just outside is famous Mt. Rubidoux, on the summit of which, each Easter morning, an impressive service is held at sunrise, attended by a vast concourse of people, many of whom come from great distances. The cross on the peak is plainly visible from the car windows.

The Glenwood Mission Inn, a famous hotel, is at Riverside. Many eminent men—some of them presidents of the United States—have been guests here. It contains many antique curios and works of art, principally Spanish. One of its remarkable features is a reproduction of the dome of the Mission of San Juan Capistrano, and assembled in and around it is a most complete and valuable collection of bells, some of them from India and China, with a history of more than 3,000 years.

Five miles out of Riverside the Union Pacific crosses the Santa Ana River over one of the longest concrete railroad bridges in the world. Its ten arches span 1,000 feet, and are 60 feet above the river bed.

Between Riverside and Ontario, at **Wineville**, the line of the Union Pacific runs directly through the largest vineyard in the world—4,000 acres of grapes. So vast is the production of this vineyard that a small-gauge railroad is used in gathering the crop at maturity.

**ONTARIO, CALIF.**—Elevation, 981; population, 13,582. Situated at the foot of Mt. San Antonio, one of the grandest peaks of the Sierra Madre, Ontario lies in a region of orange groves and flower gardens. Nearly 80 miles of pepper and eucalyptus trees line the streets, Euclid Avenue being one of the most famous drives of southern California. This beautiful thoroughfare runs in a straight line from the center of Ontario to the heights of "Mt. Baldy" (San Antonio), 22 miles away. Ontario is the home of one of the largest electrical appliance factories in America.

**POMONA, CALIF.**—Elevation, 863; population, 20,695. Pomona is in the heart of the famous southern California orange belt. It is a typical home city, containing many beautiful residences, parks, and flower gardens. Ganesha Park, Pomona, is famous throughout this region. Pomona College and Lordsburg College are in the suburbs. There is a large output of canned fruit, poultry, eggs and dairy products.

**WHITTIER, CALIF.**—Elevation, 900; population, 14,808. This city is thirteen miles from Los Angeles on the Orange County branch of the Union Pacific. Whittier is a beautiful city in a rich citrus, walnut and avocado district. It is also the center of a large oil-producing field, and is the home of Whittier College, a Quaker institution.

**FULLERTON, CALIF.**—Elevation, 1,000; population, 10,320; 29 miles from Los Angeles on the Orange County branch of the Union Pacific. This rapidly growing city is the home of the world's largest citrus fruit grove, containing about 8,000 acres; a large glass factory is also located here.

**ANAHEIM, CALIF.**—Elevation, 158; population, 10,817; 31 miles from Los Angeles; terminus of the Orange County branch of the Union

Pacific. Anaheim was the first settlement of the Germans in southern California and is a beautiful and thriving residential city, noted for the magnitude and quality of its citrus fruit production. The National Valencia Orange Show is held at Anaheim each year.

**LOS ANGELES, CALIF.**—Elevation, 270; population, 1,233,561. The metropolis of western America and the southern California terminus of the Union Pacific System. Founded in September, 1781, by a small band of immigrants from Mexico, Los Angeles remained for nearly a hundred years a small pueblo. As late as 1847, its population was only 1,500; in 1880 it was 11,093, and in 1920 but 576,000. Its metropolitan area is now 410 square miles.

As a winter and summer resort Los Angeles stands alone among the larger cities of America, but it is equally a city of home-owners, so many tourists having become permanent residents, because of the delightful environment. Its surroundings are ideal, with the ocean on one side and the Sierra Madre heights on the other, while thousands of miles of paved motor highways connect it with all places of interest.

Los Angeles has 47 public parks with a total acreage of 4,753, and a water supply system costing more than \$25,000,000, which brings the water from the high Sierra, a distance of 250 miles.

Being a tourist city, Los Angeles is well provided with hotels, apartment houses, and furnished homes for rent. There are many great resort hotels in and around Los Angeles which are among the best in the country.

There are 28 golf clubs in the neighborhood of Los Angeles, and several yacht clubs. It is generally possible for tourists to make temporary arrangements with these associations.

One of the great industries of Los Angeles is the manufacture of moving pictures, most of which are made in the Hollywood section of the city and in Culver City, a near-by suburb. Approximately \$28,000,000 is spent each year in production, and the annual value of the finished pictures is estimated at more than \$200,000,000. About 90 per cent of the nation's output is made here, and most of the noted moving picture stars own beautiful homes in or near the city. The Hollywood Bowl is a magnificent natural amphitheater used for public gatherings.

Los Angeles is developing into a great manufacturing center. Electric power is inexpensive, and there are no seasonal shut-downs caused by weather conditions. There are 5,700 manufacturing plants, with an annual output of \$1,200,000,000, and an annual payroll of \$300,000,000.

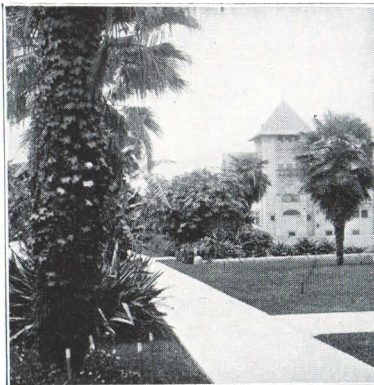
Los Angeles has two of the larger universities of the country, the University of California in Los Angeles, and the University of Southern California, each of which has an enrollment of many thousands.

Some of the larger beach resorts near Los Angeles are Santa Monica, Ocean Park, Venice, Redondo, Long



*General John C. Fremont*





*Chester Place, Los Angeles*



*Avalon Bay, Catalina Island*



*© P. V. Reyes Long Beach, Calif.*

Beach, and Seal Beach—all within an hour's ride from the center of the city. In the mountains there are many inviting resorts, all reached by good motor roads or electric lines. Among the latter is Mt. Lowe, just above Pasadena, which is reached by electric car direct from Los Angeles. Hundreds of delightful motor trips may be made from Los Angeles through the orange groves to historic Spanish missions and near-by cities or resorts.

**Catalina Island**, famed for its marine gardens and big game fishing, is 26 miles from Los Angeles Harbor, reached by luxurious passenger boats. Travelers from all parts of the world go to Catalina for rest, recreation, and deep-sea angling for tuna, albacore, seabass and swordfish.

**LONG BEACH, CALIF.**—Population, 141,528; 21 miles from Los Angeles on the Union Pacific. Long Beach is a rapidly growing seaside resort, manufacturing and residential city. Its beautiful parks and streets are decorated with semi-tropical trees, and many excellent hotels line the ocean front. Its harbor, combined with Los Angeles Harbor, has capacity for a large volume of shipping. It is noted for its canned fish products and its output of oil.

**LOS ANGELES HARBOR**—(**SAN PEDRO**)—Population, 35,100; 27 miles from Los Angeles on the Union Pacific. Los Angeles Harbor gives promise of becoming one of the great ports of the Pacific. It is the base of the Pacific battle fleet and airplane carriers. Over \$30,000,000 have been appropriated or spent on dock improvements, providing accommodation for ships of the largest size. Steamships of more than 160 lines arrive from and depart regularly for all ports. The city of Los Angeles has built immense wharves, docks, and warehouses with every modern facility for the quick handling of the vast tonnage which passes through the port. The United States Government maintains here one of the most modern military posts in America, Fort McArthur.

**PASADENA, CALIF.**—Population, 75,875; 10 miles from Los Angeles on the Union Pacific and electric lines. Pasadena ranks high among the residential cities of America. Lying at the foot of Mt. Lowe, it looks out over a picturesque valley luxuriant with flowers, and is the home of

many wealthy people who take great pride in their residences. Orange Grove Avenue is said to contain the homes of more millionaires than any other street in the world. A drive down this broad thoroughfare is an experience that no visitor should miss.

As the city lies close to the lower slopes of the mountains, there are many picturesque resorts within easy reach over fine motor highways. There are numerous first-class hotels in Pasadena, and several golf and country clubs. Pasadena has a fine public library and is the seat of the California Institute of Technology.

**GLENDAL, CALIF.**—Elevation, 440 to 2,000 feet; population,

62,607. Eight miles from the business center of Los Angeles, Glendale is situated at the entrance to the fertile San Fernando Valley. It is one of the most attractive residential communities in California. Many industrial firms are establishing plants there because operating costs are low. The Union Pacific maintains a modern freight station with facilities for passenger traffic to the Central Station in Los Angeles.

## OGDEN TO SAN FRANCISCO

From Ogden westward across the Great Salt Lake the direct journey to San Francisco is over the Lake Tahoe route of the Southern Pacific. For 15 miles after leaving Ogden the train runs over a level and fertile country before reaching the lake. The actual crossing is an experience in many ways without parallel in railroad travel.

**SALT LAKE CUT-OFF**—From Ogden to Lucin, 103 miles, extends the famous Salt Lake Cut-Off, crossing the northern arms of Great Salt Lake. It was constructed to avoid the curves and grades of the original line around the northern end of the lake. It saves 43.8 miles of distance, 3,919 degrees of curvature and 1,515 feet of grade. The sharpest curve is  $1\frac{1}{2}$  degrees, as against 10 degrees on the old line. The curvature saved is equal to 11 complete circles. The steepest grade is 21 feet to the mile; on the old line it is 90 feet. The cut-off was formally opened November 13, 1903.

The Salt Lake Cut-Off runs for 72 miles on land, and 30 miles on rock-fills and heavy trestle work. **Promontory Point** separates the east and west arms of the lake. The railroad extends 7 miles across the east arm, then 5 miles across the point, passing through a cut 3,000 feet long. West of Promontory Point the line is carried across the west arm on a causeway 20 miles long. The lake's southern shore is 35 miles away, beyond the islands seen in the distance. The trip across Great Salt Lake is a most novel journey; it is, literally, "going to sea by rail."

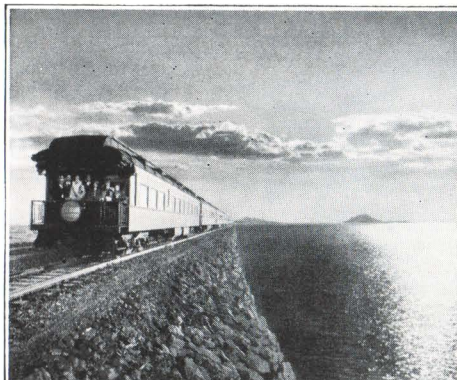
The lake is one of the most remarkable bodies of water in the world. In every 5 pounds of water is one pound of salts, of which 13 ounces are common salt. There are no fish in the lake, the only life being a tiny shrimp not exceeding one-third of an inch in length. This entire region, with its wide expanse of waters—now gray and still, now blue and sparkling—and with its weird mountain peaks, exercises a strange fascination upon the traveler. Great Salt Lake covers an area of 2,000 square miles; yet, large as it is, it is but a small remnant of an ancient inland sea which once occupied a large part of the Great Basin. Scientists have given the name Lake Bonneville to this ancient sea, in honor of Captain Bonneville, who explored the region in 1831. Twenty-three thousand years ago this body of water was 346 miles long and 145 miles wide—almost as large as Lake Michigan, and much deeper. In time, the surface of the lake sank below its outlet, and the water became salty through evaporation, the area gradually shrinking. The Lake Tahoe route crosses the old bed of Lake Bonneville from Ogden to Montello, 130 miles, and the former shore lines are observed in many places high on the mountain sides.

**LAKESIDE, UTAH**—Elevation, 4,218. This station marks the western shore of Great Salt Lake. Fossil fishes have been found at several

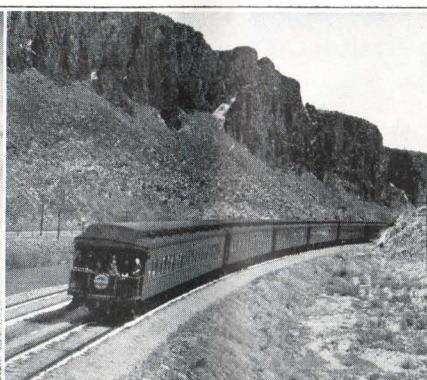


*Driving the Golden Spike Promontory, Utah, May, 1869*

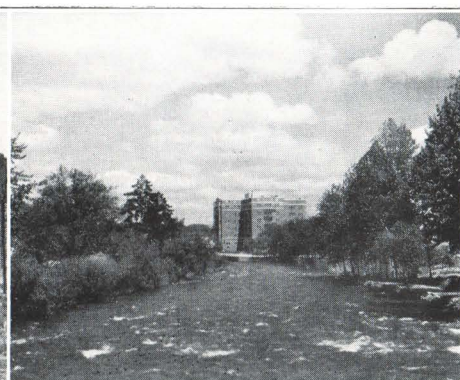




*Crossing the Great Salt Lake*



*Scene in Palisade Canyon, Nevada*



*The Truckee River at Reno, Nevada*

points hereabouts. The isolated hill seen on the north is known as Strong Knob, and on the south the crests of the Lakeside Mountains are visible.

South of **Lemay**, 35 miles farther on, are the Newfoundland Mountains, with the beach-terraces of Lake Bonneville very clearly marked along their flanks. The ridges on the north are the Raft River Range.

Umbria Junction, just west of Lucin, is the end of the Salt Lake Cut-Off.

**TECOMA, NEV.**—Elevation, 4,808. The range country of Nevada commences at Tecoma. This is also the nearest railroad point to the silver, copper and lead mines discovered in 1874, which include the Tecoma, Buel City, Lucin, Silver Islet, and Deep Creek mines. The Goose Creek Mountains are to the north, and the Pilot Range is to the south, with Pilot Peak outstanding—a lofty landmark by which the early immigrants steered for Humboldt Wells and the water and verdure of that region.

**MONTELLO, NEV.**—Elevation, 4,880; population, 400. A division point of the railroad. The highest level of ancient Lake Bonneville shows above Montello, at an elevation of about 5,000 feet. The railroad continues to climb westward, passing **Loray** and **Omar** to Cobre, near the summit of Valley Pass. The Toano Range appears on the south.

**COBRE, NEV.**—Elevation, 5,922; population, 34. Many mining districts in eastern Nevada are tributary to Cobre. The Nevada Northern Railway runs south to **McGill** and **Ely**, 140 miles, where there are noted copper mines. About 16,000 tons of copper ore are hauled daily to the great concentrator and smelter at McGill, producing each day about 250,000 pounds of refined copper. This ore lies on an open plateau, is blasted out and picked up by steam shovels.

Lehman Caves National Monument is near Ely.

Proceeding westward across Nevada the train passes a succession of serrated mountain ranges, many marked by lofty, snow-clad peaks. Broad basins and sheltered valleys are also traversed. Some of these valleys now serve only for stock-grazing purposes, but in many places the effects of regulated irrigation may be observed. South of **Pequop** are the Pequop Mountains, and the Independence Mountains appear beyond. Independence Valley lies between these two ranges, extending southward from **Fenelon** and **Holborn**. From **Moore**, near the summit of Cedar Pass, there is a downward grade for over 300 miles, the pass forming a natural gateway to the valley of the Humboldt River.

**WELLS, NEV.**—Elevation, 5,633; population, 655. In the days of the Emigrant Trail this was an important supply point, hundreds of prairie schooners at times being encamped there. Numerous springs rise in a near-by meadow. From Wells a great cattle range extends northward into Idaho, being served by a Union Pacific line to Twin Falls. The ranches and small farms of Clover Valley are to the south between the Independence Mountains and the East Humboldt Range.

From Wells to **Lovelock** the route follows the valley of the Humboldt River, often along the river itself. This is the chief stream of Nevada—over 300 miles long. Long after its discovery in 1825, by Peter Ogden of the Hudson's Bay Co., it was explored by General Fremont, and named by him after Alexander von Humboldt, the well-known traveler. The river ends at Humboldt Lake, which overflows in time of flood into Carson Sink.

**TULASCO, NEV.**—Elevation, 5,515. Tulasco, 9 miles west of Wells, is the junction for **Metropolis**, a newly settled agricultural district 8 miles to the north, which obtains its water supply from Bishop's Creek.

**DEETH, NEV.**—Elevation, 5,343; population, 68. From this station a stage line is operated to **Charleston**, 50 miles, and **Arthur**, 70 miles north. Directly south lie Ruby Valley and the Ruby Range.

**HALLECK, NEV.**—Elevation, 5,230. Named after Fort Halleck, 12 miles to the south, at the base of the Ruby Range. **Elburz** is 4 miles west. A fine stock ranch is seen on the south, and a short distance farther the line crosses the north branch of the Humboldt, near its junction with the main river. The route follows the Humboldt through **Ryndon**, **Osino** and **Coin** to Elko, crossing it several times in Osino Canyon.

**ELKO, NEV.**—Elevation, 5,063; population, 3,215. Elko is a prosperous, rapidly-growing town and lies north of the Diamond Range Mountains, in the center of a vast and rich country. This region was much frequented in former times by Shoshone Indians, and members of the tribe are often seen about the station at present. Elko possesses mineral hot springs of unusual size and depth.

The valley of the Humboldt widens as the route proceeds west, passing **Avenel**, **Vivian**, **Moleen**, and **Tonka**, before reaching Carlin, 21 miles from Elko and north of the Dixie and Diamond valleys. Farther still to the north are the Independence Mountains.

**CARLIN, NEV.**—Elevation, 4,901; population, 825. Before reaching Carlin, traveling west, the railroad passes through some rugged scenery in the Five-Mile Canyon. The old emigrant road divided just east of Carlin, the southern branch approaching the Humboldt River, and the other passing beyond the hills on the north. The two branches joined again 35 miles west at **Gravelly Ford**.

Passing between the Tuscarora Mountains and the Cortez Range (the latter stretching along the south), the line reaches **Tyrol** and enters Palisade Canyon, where the Humboldt flows between precipitous lava walls of the "Palisades of the Humboldt," through a chasm hundreds of feet deep.

**PALISADE, NEV.**—Elevation, 4,846; population, 170. This is the terminus of the Eureka-Nevada Railway, which runs 85 miles south to **Eureka**, a famous old mining camp. Leaving Palisade, the line passes **Devil's Peak**, a perpendicular rock rising 500 feet from the river's edge, and follows the Humboldt through **Gerald**, **Barth**, and **Harney**.

**BATTLE MOUNTAIN, NEV.**—Elevation, 4,514; population, 1,120. Battle Mountain, which takes its name from the Battle Mountain Range, lying to the south, is the distributing

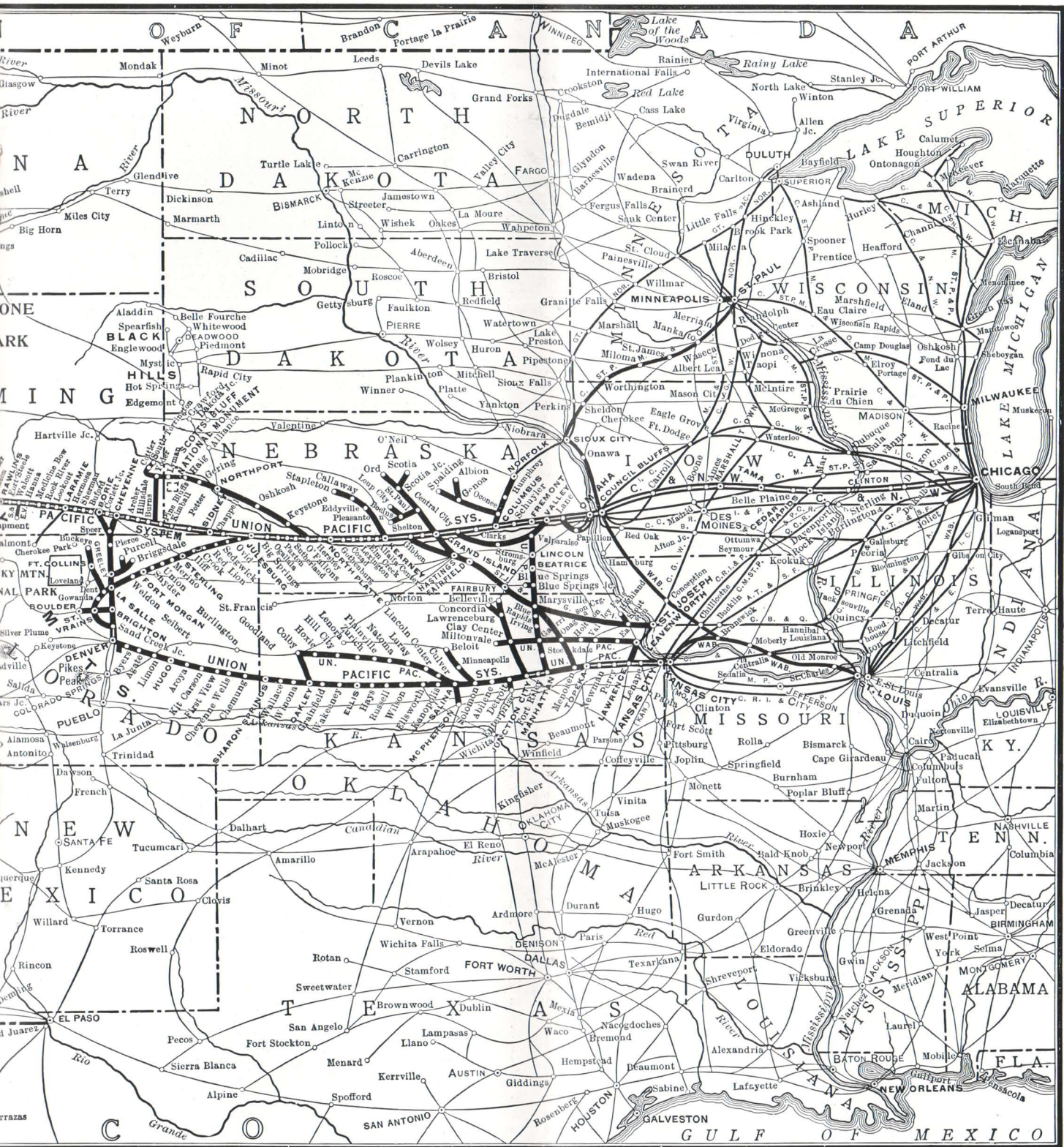


*Through the Sierra Nevada-1865*













*Emerald Bay, Lake Tahoe, California*

*Lake Tenaya, on Tioga Road to Yosemite*

*Gates of Yosemite, Yosemite National Park*

point for a number of gold-mining districts. The surrounding country has many herds of cattle, and large tracts of land are in use and available for agriculture, good results being obtained from dry-farming. Nine miles farther west, beyond **Iron Point**, the canyon widens into a valley and then closes in, at the entrance of Emigrant Canyon, through which the old wagon trail passed. Many conflicts took place in this region between emigrants and the Piute Indians.

**GOLCONDA, NEV.**—Elevation, 4,391; population, 288. Fine cattle ranges lie to the north, and also deposits of copper and gold. There are hot springs in the vicinity of Golconda. The Hot Springs Range is visible on the north, near the wells after which they are named, and the conspicuous crest on the south is Sonoma Peak, highest of the Sonoma Range.

**WINNEMUCCA, NEV.**—Elevation, 4,336; population, 1,989. Winnemucca is a fast-growing city with a stamp mill, smelting works, large court house, and good hotels. Much land is being cultivated, and water is found in abundance at about 40 feet. Winnemucca Peak is seen on the northwest and, as the train approaches **Mill City**, it passes south of Eugene Mountains and north of the East Range. At **Imlay**, a railroad division point, the West Humboldt Range appears ahead on the south, culminating in Star Peak. The route then passes southward through the Humboldt valley, with the Trinity Mountains on the west, the Stillwater Mountains 30 miles south, and the Clan Alpine Range lying beyond.

**LOVELOCK, NEV.**—Elevation, 3,982; population, 1,259. Lovelock is the center of a large sheep and cattle raising district, and the rich mining districts of **Mazuma** and **Seven Troughs**, about 30 miles to the north, are reached by daily stage. Irrigation is responsible for the wide fields of alfalfa seen in this region.

**HAZEN, NEV.**—Elevation, 4,014; population, 369. Southeast of this point is a large area of land under cultivation, forming part of the Newlands Irrigation Project. Over 40,000 acres are being tilled, the entire project comprising about 200,000 acres of irrigable land. To the south is a mining district producing gold, silver, lead and quicksilver.



*Encampment of the Donner party*

North of **Fernley** is Pyramid Lake in the heart of the Pyramid Lake Indian Reservation. Beyond Fernley the railroad passes the concrete diversion dam of the United States Reclamation Service, where water is taken from the Truckee River for distribution over the irrigated land. Here the agricultural development of the country becomes very noticeable, particularly along Steamboat Valley, as the town of **Sparks** (elevation, 4,427; population, 4,508) is approached.

**RENO, NEV.**—Elevation, 4,499; population, 18,529. Reno, the metropolis of Nevada, was named in honor of General Reno who was killed at the battle of South Mountain. The city, which lies on the Truckee River, near the eastern base of the Sierra Nevada, has several blocks of office buildings, good hotels, a public library, churches, and excellent public schools. The University of Nevada, north of the city, offers special courses in agriculture and mining.

Leaving Reno, the route runs west, among the foothills of the Sierra Nevada, and at **Verdi** it enters the picturesque canyon of the Truckee River, ascending 2,114 feet to the summit in 39 miles. At **Calvada**, 4 miles west of Verdi, it crosses the Nevada-California line and runs parallel to it for 3 miles as far as **Mystic**.

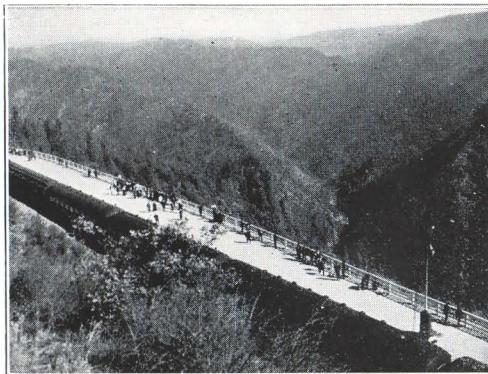
**TRUCKEE, CALIF.**—Elevation, 5,819; population, 1,525. At Truckee, on the river of the same name, the principal industries are lumbering, ice-cutting and dairying, and during the snow season a famous winter-sports carnival is held. It is famous as a location for motion-picture settings of winter scenes. From this point a branch-line railway runs to beautiful, mountain-rimmed Lake Tahoe, only 15 miles distant.

**LAKE TAHOE**—Elevation, 6,280. This is one of the largest and most beautiful mountain lakes in the world. It is 23 miles long, and has a sounded depth of over 1,800 feet. It is completely hemmed in by snow-capped mountains, and along its shores are many excellent resorts, with comfortable hotels and cottages. A twin-screw steel steamer makes the circuit of the lake daily during the season.

**DONNER LAKE**—Elevation, 6,000. West of Truckee the grade steepens among the crests of the Sierra. Eight miles farther a remarkable car-window view of Donner Lake is obtained, lying directly beneath, on the north. It is one of the most picturesque mountain lakes in California, and is named after the ill-fated Donner party of emigrants who were snowbound on its shores in the winter of 1846, when 36 out of a total of about 90 perished of starvation. An outing resort here is open during the summer. The altitude of the pass at **Summit** is 7,018 feet, but surrounding peaks rise 3,000 feet higher, with deep gorges and mountain lakes between. The southern branch of the Yuba River flows beneath, north of the track, with the headwaters of the American River visible on the south, 2,000 feet below. This picturesque mountain region is very popular with anglers, and hotel accommodation is good. Farther on, at **Emigrant Gap**, the old emigrant road from the east descended the Sierra from a height of 5,219 feet to the valley of the Sacramento River.

**AMERICAN CANYON**—Elevation, 4,016. In this region for miles the line traverses the ridge above the American River, sometimes at the very brink of the Canyon, affording everywhere magnificent views across a hundred miles of mountains. The declivities here are in many cases precipitous, and the Sierra rises beyond like a wall. At **American** trains stop during summer season to give passengers a view of the Canyon.

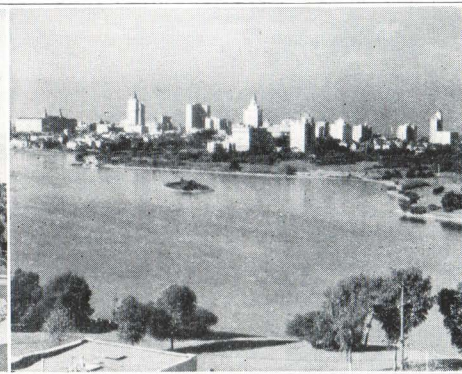




*Observation Platform, Overlooking  
American River Canyon*



*State Capitol, Sacramento*



*Oakland Business District,  
Across Lake Merritt*

At Dutch Flat and Gold Run, names associated with the romantic days of '49, the view from the car window to the north shows a vast area which was once the scene of the most active placer mining in the world. All placer mining which may result in sluicing deposits upon valley lands, destroying their agricultural value, is now forbidden by law.

**COLFAX, CALIF.**—Elevation, 2,418; population, 1,035. Here the orchards begin, the fruits including prunes, pears, and grapes. The sudden transition from snow-crowned peaks to vineyards and gardens is very noticeable. At Auburn, 18 miles farther, the hills are blanketed with orchards bearing apples, peaches, pears, plums, and cherries. To the west spreads the Sacramento Valley, and past Rocklin orange groves come into view. Near Loomis is the Government Experimental Station for fig raising, and at Roseville is the largest fruit-icing station in the west.

**SACRAMENTO, CALIF.**—Elevation, 35; population, 93,750. Sacramento, the capital of California, is one of its principal manufacturing cities, and the shipping point for a very large fruit region. The city is situated on the east bank of the Sacramento River, one of the nation's most important inland waterways, which is navigable for 75 miles above this point. The impressive Capitol Buildings are situated in a park of 40 acres, which contains exotic trees of several varieties. There are many fine public buildings and modern hotels, and the residence section is adorned with a luxuriant growth of semi-tropical trees, municipally protected. Leaving the city, the train crosses the Sacramento River on a great steel bridge—one of the largest spans in the world.

At Davis is the State Agricultural College Farm of 780 acres. Beyond it the train runs southwest through an agricultural area extending into the marsh lands bordering Suisun Bay; this district is rich in alfalfa, fruits, and nuts, and there is considerable dairying. Nineteen miles across the marshes, which are now being transformed into alfalfa fields and truck gardening lands, lies Army Point, headquarters of the United States Army Signal Corps and Ordnance. Across the bay Mount Diablo is visible beyond the Contra Costa Hills on the opposite shore; it is 3,896 feet high.

Trains cross Suisun Bay over the Martinez-Benicia Bridge, which is 5,603 feet in length, the longest and heaviest two-track railroad bridge west of the Mississippi. It is 70 feet above water and has a 328-foot lift span (the largest in the world) which can be raised in 90 seconds by electric or gasoline motor power to a height of 135 feet above water.

**MARTINEZ, CALIF.**—Elevation, 10; population, 6,569; county seat of Contra Costa County. From Martinez the railroad skirts the shore line of San Francisco Bay as far as Oakland Pier, a distance of 31 miles, affording splendid views of the Marin County Hills across the water, with the bold outline of Mount Tamalpais over all. From Martinez there is both ferry and motor coach service to Benicia (population, 2,912), which was the capital of California in 1853-54. The old brick building which served as the Hall of Legislature is still standing.

From Crockett, there is motor coach service to Vallejo, a prosperous

city of 14,500 inhabitants. Across the Channel is Mare Island Navy Yard, our chief naval station on the Pacific Coast, and beyond Crockett lie Selby, Oleum, and other towns containing smelters, oil refineries, and powder works.

**RICHMOND, CALIF.**—Population, 20,093. Richmond, one of California's younger cities, is growing rapidly and steadily developing its harbor facilities. Its large manufacturing interests include the Standard Oil Company, crude petroleum being carried by pipe lines all the way from the great oil fields of the San Joaquin Valley to the company's refining works here. The Pullman car shops are south of the city, east of the tracks.

**BERKELEY, CALIF.**—Population, 82,109. Berkeley is the seat of the University of California, and is an attractive residential city. Its handsome dwellings extend from the gently sloping coastal plain far up into the tree-clad hills. The University is one of the largest in the country in attendance. Its newer buildings are of granite and its campus contains five groves of ancient oaks and eucalyptus trees. The Greek Theater, where open-air performances and concerts are held, is a graceful example of classical architecture. A new concrete stadium of handsome design seats 100,000 people. Another impressive structure is the bell-tower, or Campanile, 307 feet high. Berkeley faces the Golden Gate, commanding a superb view of the bay. The timbered ridges of Berkeley hills rise on the east, with Grizzly Peak the outstanding landmark.

**OAKLAND, CALIF.**—Population, 284,213. In size, Oakland is the third city of California. It contains many handsome residences and business buildings, has extensive manufacturing and ship-building interests, and an excellent harbor. The massive tower of the new City Hall is a striking landmark, and the city's flower gardens and trees are famous. Lake Merritt, in a fine park near the Civic Center, is skirted by modern apartment buildings, and on its calm surface thousands of wild ducks make their winter home. Near the lake stands the Municipal Auditorium, with seating capacity for 12,000 people; this building, which represents an outlay of almost \$1,000,000, also includes the municipal theater and an art collection. The well-kept roads that lead through the picturesque regions of Alameda and Contra Costa counties attract thousands of motorists.

**ALAMEDA, CALIF.**—Population, 35,033; directly south of Oakland, separated from the larger city by a wide estuary, and reached via the new \$5,000,000 Tube, over a mile long. Alameda's tree-shaded homes stand in gardens noted for a profusion of roses. Its bathing beaches have

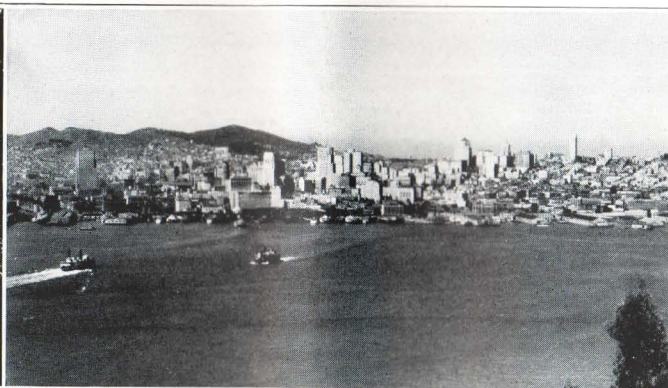


*San Francisco - 1847*





*A Grove of Redwoods  
near San Francisco*



*Business Section of San Francisco*



*The Chinatown Quarter  
of San Francisco*

many amusement features. Ship-building activities at both Oakland and Alameda add greatly to the importance of these East Bay cities.

**BAY OF SAN FRANCISCO**—From Sixteenth Street Station, Oakland, the line runs to Oakland Pier Station. The pier extends a mile into the bay, and on each side has been filled in, providing for the extensive yards here located. At Oakland Pier, passengers for San Francisco board one of the ferry steamers of the trans-bay service. The trip of 4 miles is made in 18 minutes, the landing being at the foot of Market Street. The ferry trip is a picturesque approach to one of the most interesting cities in America. Midway, on the right, is Yerba Buena Island, where the United States Naval Training Station is located. Alcatraz Island, with its lighthouse and military prison, rising from the waves like an immense dreadnaught, lies farther to the north, facing the entrance to Golden Gate. Beyond Alcatraz, and forming the northern shore of Golden Gate, are the Marin County Hills, with Mount Tamalpais high in the background. Angel Island with its internment camp, quarantine station and hospital, lies near this shore. The Bay of San Francisco is one of the largest land-locked harbors in the world; it is from 5 to 15 miles in width, the water area covering over 450 square miles and providing 117 square miles of good anchorage. The two arms of the bay are respectively 30 and 35 miles in length.

Regular steamship service connects San Francisco with ports in Hawaii, the Orient, Australia, New Zealand, Oceania, Africa, and the east and west coasts of North and South America.

**SAN FRANCISCO, CALIF.**—Population, 637,212. Across the bay San Francisco rises impressively on its hills, the foreground bristling with the tall buildings of the business section. Telegraph Hill, comprising the Italian quarter, is the first eminence on the right; beyond it, is Russian Hill, an artistic residence district, and Nob Hill appears in the center, over the clock tower of the Ferry Building. The two cones on the southwestern sky-line to the left are the Twin Peaks, and the auto drive around these hill summits affords fine views of the city and surroundings.



*The Pony Express*

San Francisco has many noted restaurants and excellent theaters, and the shopping district is sumptuous. Chinatown, with its quaint oriental community and gorgeous bazaars, is full of interest. The modern business section, Golden Gate Park and other parks and boulevards, picturesque Fisherman's Wharf, the Ocean Beach, the Civic Center and Auditorium, the stately public buildings, libraries, museums, art galleries, monuments, the Presidio with its cantonments of

regular troops,— all contribute their share to that individuality which gives San Francisco so strong an appeal to the tourist.

## GRANGER TO SEATTLE

**DIAMONDVILLE, WYO.**—Elevation, 6,885; population, 834. Diamondville is an important coal-mining town with an annual production of 15,000 cars. To the northeast are the Big Piney and Pinedale regions, among the best game haunts of the West. The country between Granger and Diamondville supports large herds of live stock.

**KEMMERER, WYO.**—Elevation, 6,913; population, 1,873. Kemmerer is the most important coal-mining town in western Wyoming, its annual production approximating a million tons. Before the railroad came, Kemmerer was a junction point for the various ramifications of the Oregon Trail; today it is an outfitting headquarters for the fishing and big game regions to the north. Two miles west the train enters Hodges Pass tunnel, 1,300 feet long and the highest point on the Oregon Short Line (7,029 feet). **Fossil** (elevation, 6,638) derives its name from near-by Fossil Hill, where many petrified bones of extinct animals have been found; about 40 miles to the north lie the newly-developed La Barge—Big Piney oil fields, producing several hundred barrels daily.

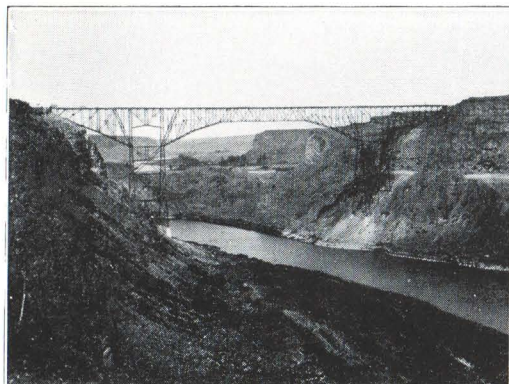
At **Beckwith**, after traversing a region once subject to terrific volcanic action, the train enters the fertile Bear River Valley.

**COKEVILLE, WYO.**—Elevation, 6,191; population, 388. Cokeville is the center of a rich sheep and cattle country, noted in local tradition for the exploits of dare-devil "bad men" in the early days. It is one of the entry-points to the Jackson Lake region which may be reached more conveniently, however, from the Yellowstone and Teton branches of the Union Pacific. Western Wyoming, from Cokeville northward to Yellowstone Park, is no doubt the best big game region in the United States; it is one of the few localities where the hunter may hope to add the highly prized head of a big-horn sheep to his trophies. The hunting grounds are at some distance from the railroad and arrangements must be made for camping.

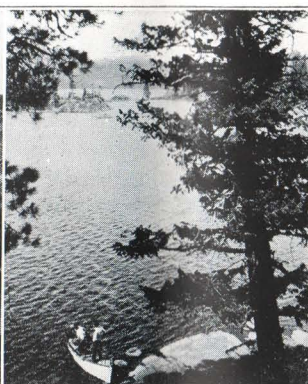
Shortly after leaving Cokeville, the train enters Idaho, and a glimpse may be had of beautiful Bear Lake, to the south.

**IDAHO**—Area, 83,888 square miles; population, 445,837. Idaho is widely diversified topographically, having many hills and high mountains interspersed with gorges, valleys, wide upland meadows, and wooded parks, broad plateaus, rolling prairies, beautiful lakes, and great rivers. From the Cabinet, Coeur d'Alene, and Bitter Root Mountains along the eastern boundary, spurs penetrate to the west and southwest through nearly all of the state to the great plains of the Snake River Basin which extends in crescent shape across the southern part. Excepting those along the Columbia, the lava plains of the Snake River Basin are the largest in the United States. In the northern and central parts there are many charming lakes, and picturesque Bear Lake, in the southern part, lies half in Utah. In altitude Idaho ranges from 700 to 12,000 feet. The great river of Idaho is the Snake.

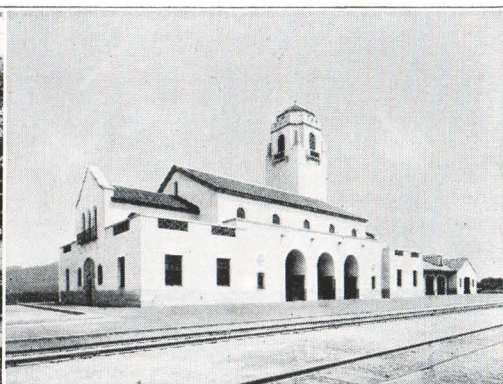




*Highway Bridge Across Snake River Gorge,  
Near Jerome, Idaho*



*Upper Payette Lakes, Idaho*



*Union Pacific Station,  
Boise, Idaho's Capital City*

Its tortuous course is enlivened by many splendid cataracts including Shoshone Falls, one of the finest in the United States, 46 feet higher than Niagara. The stream provides electricity for many towns and irrigation for nearly 4,000,000 acres.

The soil of central and southern Idaho is formed of disintegrated lava (basalt), a fine silty loam of remarkable fertility; in northern Idaho the soil is a sandy-clay loam. Humid, dry, and irrigated farming is practiced. In the Snake River Valley there are vast irrigation systems with more than 10,000 miles of canals; the Jackson Lake reservoir, on the south fork of the Snake, is the largest in the United States; and the great Arrowrock Dam, near Boise, the highest in the world, impounds water sufficient for 240,000 acres. The new American Falls reservoir provides irrigation for 750,000 acres of land and has a storage capacity of 1,740,000 acre feet.

The important crops are alfalfa, wheat, oats, sugar beets, apples, prunes, and potatoes. Stock raising, particularly sheep, is an important industry; the production of wool is large.

The chief manufactured products are lumber, beet sugar, concrete, packed meats, and flour. Thirty-seven per cent of the state is forested and some of the lumber mills are among the largest in the world.

Idaho has vast mineral riches. It ranks first in the production of lead, and a close second in silver; other important metals are gold and zinc. It is estimated that the production of placer gold since its first discovery totals \$200,000,000. The state also has vast deposits of phosphate.

The first white men to enter the state were Lewis and Clark, in 1805-6; Ft. Henry was established by fur traders in 1810; Ft. Hall, near Pocatello, was founded in 1830. The first home-makers and agriculturists were the Mormons. A mission was established by Catholic Fathers among the Coeur d'Alene Indians in 1843. The discovery of gold in Boise Basin by Capt. Pierce, in 1860, brought many white men into Idaho. In 1864, Ben Holladay established a stage line from Salt Lake City by way of Ft. Hall and Boise, to Walla Walla, Wash. The first railroad in Idaho was the Utah Northern, commenced by Brigham Young, and completed in 1879; it became a part of the Oregon Short Line R. R. in 1887.

Idaho became a territory in 1863, and a state in 1890.

**MONTPELIER, IDAHO**—Elevation, 5,942; population, 2,436. Montpelier, on Bear River, one of the oldest towns in Idaho, was settled by the Mormons in 1863. The world's largest phosphate deposits are in this region. Gypsum, copper, lead, and lime are profitably mined; and hay, grain, potatoes, and small fruits thrive.

**Bear Lake, Idaho**, with numerous summer resorts and splendid bathing beaches is a fresh water lake 30 miles long and 5 to 7 miles wide. It may be reached from Montpelier or Paris (on a branch extending from Montpelier), by auto; or from Logan, Utah, on the south. The altitude is 5,924 feet, and the summer climate is ideal; the fishing is good.

Leaving Montpelier, through lava cuts and diversified farm areas, **Soda Springs** is reached (elevation, 5,779; population, 831). This is an old health

resort, known to the pioneer trappers, and famous for its 30 mineral springs, similar in formation to the non-erupting springs in Yellowstone.

**BANCROFT, IDAHO**—Elevation, 5,423; population, 403. Bancroft, at the head of Gentile Valley, distributes the products of a territory approximating 60,000 acres, irrigated with water conveyed from the Bear River through canals. Much dry-farming is also done here.

At **Pebble**, 9 miles beyond, the Dolbeer lime kilns appear on the right.

**LAVA HOT SPRINGS, IDAHO**—Elevation, 5,062; population 544. The tracks now follow the Portneuf River through a canyon where the town is situated. It is destined to become Idaho's foremost health resort, as the famous curative springs are owned by the State. The resort provides three large hot-water natatoriums.

**McCammon, Idaho** (elevation, 4,752; population, 467), on the Portneuf River, is the intersection point of the north-south, east-west trunks of the Oregon Short Line. Cattle and sheep raising are the chief industries.

**POCATELLO, IDAHO**—Elevation, 4,461; population, 16,471. Pocatello, the "Gate City" of Idaho, is the second largest city of the state. The townsite comprises 2,000 acres originally sold by the Indians to the United States. It is the principal railroad center of the Oregon Short Line, which divides it into two distinct sections, connected by a viaduct crossing the tracks near the station. All passenger, mail, and freight transfers are made here for four points of the compass: to Yellowstone Park and Butte; to Portland and the Pacific Northwest; to Ogden and Salt Lake City; and to Omaha, Chicago, and East. Approximately 2,500 railroad employees live here. The city has a Carnegie Library, a large R. R. Y. M. C. A., and fine schools, including the Academy of Idaho.

Pocatello was named after Chief Pokatello of the Bannock tribe which now lives on the Fort Hall Reservation, near by. The settlement was established by Ben Holladay in 1864 as a stage station on his Salt Lake-Virginia City-Montana line. A reclamation project now irrigates 75,000 tributary acres; to the southeast lies the Fort Hall mining district.

**AMERICAN FALLS, IDA.**—Elevation, 4,337; population, 1,280. American Falls, "the Power City," is the center of a great dry-farm wheat valley. The construction of the storage reservoir of the American Falls Irrigation Project, completed in 1925, necessitated raising the Union Pacific System Bridge over the Snake River 21 feet 6 inches. This was accomplished without interfering with traffic.



*Father DeSmet*

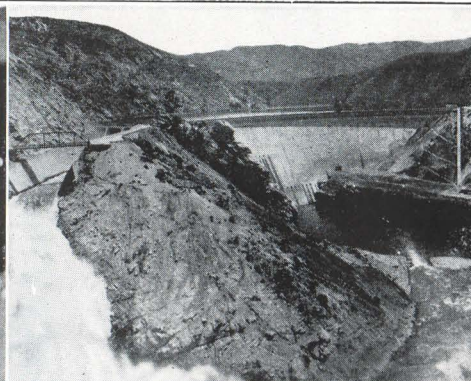




*Shoshone Falls, Idaho*



*Scene at Pendleton Roundup*



*Arrowrock Dam, Boise, Idaho*

**THE SNAKE RIVER** was named for the Snake Indian tribe and not because of the sinuosity of its course. The river crosses it soon after leaving American Falls. It has two sources, the lower fork rising in western Wyoming near the Salt River Mountains, the upper fork heading in north-eastern Idaho, at Henry's Lake, west of Yellowstone Park. They come to a confluence north of Rigby. With its tributaries, it drains the Jackson Hole and Teton basins. Following a tortuous course, it flows southwestward, thence northwestward through Idaho and Washington for 800 miles to the Columbia River, forming 200 miles of the western boundary of Idaho. Its principal cataracts are the Upper and Lower Falls, American Falls, Twin Falls, Shoshone Falls, Augur Falls, and Salmon Falls. It is the greatest single natural, commercial, and agricultural asset of the state, creating power for many towns and providing irrigation for nearly 4,000,000 acres.

**MINIDOKA, IDAHO**—Elevation, 4,282; population, 193. Minidoka is the junction of the Twin Falls Branch which operates 74 miles through the agricultural towns of **Rupert, Heyburn, Burley, Milner, Hansen, Kimberly, Twin Falls, and Filer**, to **Buhl**, with intermediate branches from Twin Falls to **Wells, Nevada**; Burley to **Oakley**; Burley to **Idahome**; and Rupert to **Bliss**. The latter branch traverses a fine irrigated section, a portion of which is identified with the Government's Minidoka project, the remainder being a part of the privately owned Twin Falls North Side project. Several thriving, prosperous towns are located on the branch including **Jerome** (population 2,553), **Paul, Eden, Hazelton and Wendell**.

**TWIN FALLS, IDAHO**—Population, 9,528. Twenty-five years ago the "Twin Falls Country" was a sagebrush waste; today it is one of the richest agricultural and commercial sections of the West, comprising a half million irrigated acres. Fruits, sugar beets, alfalfa, grains and peas, clover and alfalfa seeds of prize-winning quality are produced, while dairying and hay-growing are highly profitable. The famous Blue Lakes Ranch of I. B. Perrine is near by. A short distance above this Ranch is the new Twin Falls-Jerome cantilever vehicular bridge, 502 feet above the Snake River bed. Shoshone Falls, "the Niagara of the West," is but a few miles distant.

Near **Hansen** is the highest suspension bridge in North America, 345 feet above the river.



*Fort Boise, Idaho, 1849*

**SHOSHONE, IDAHO**—Elevation, 3,970; population, 1,211, is the junction of the Ketchum Branch, and in 1883 was the western terminus of the Oregon Short Line. The Ketchum Branch, one of the first constructed after completion of the main line in the '80s, traverses a beautiful agricultural and scenic section for 70 miles, through **Richfield, Picabo, Bellevue, and Hailey** (population, 1,000), to **Ketchum** (population, 213). The Sawtooth Mountain region of Central Idaho is reached from this branch.

**GOODING, IDAHO**—Elevation, 3,576; population, 1,592. Gooding was originally the late Senator Gooding's farm, now the center of the Idaho irrigation-project tract of 30,000 acres, and site of Wesleyan College.

**BLISS, IDAHO**—Elevation, 3,265; population, 400. Bliss is situated on a plateau crossed by the old Oregon Trail and once a camping place for the Indians. Hagerman Valley, to the west, is noted for its belt of irrigation springs. Malad River, Canyon, and Falls, are 5½ miles south. **King Hill** (population, 490), the site of an Indian "medicine" camp in early days, is now the center of the King Hill irrigation project, comprising 15,000 acres.

Crater Hot Springs and Canyon are 60 miles northeast.

**GLENNS FERRY, IDAHO**—Elevation, 2,562; population, 1,414. Glens Ferry is the western division point of the Oregon Short Line, and the site of railroad shops, club house and branch hospital. The Snake River is ½ mile distant. **Mountain Home** (population, 1,644) is an older town, originally a station on the Salt Lake-Boise stage route, now the center of a rich agricultural district, and an outfitting point for the mining districts of **Rocky Bar and Atlanta**, once bonanza camps, and still active.

**BOISE, IDAHO**—Elevation, 2,692; population, 21,544. Boise, capital of Idaho, now on the main line of the Union Pacific, is beautifully situated and is one of the most attractive of Western home cities. Much of its heat is obtained from natural hot springs which also supply the noted Natatorium, one of the finest bathing pools in the West. Boise is an important lumber-shipping point; other industries include stock raising, brick-making, and stone quarrying. It is the site of a large hospital maintained by the Government for Idaho's war veterans in what was formerly the Boise Military Barracks. At **Arrowrock**, 22 miles distant, is the loftiest irrigation dam in the world, 348.6 feet high and extending 90 feet below the river to solid granite. Boise is one of Idaho's oldest cities; the first settlement was established in 1834 on the western bank of Snake River by Thomas McKay as a trading post for the Hudson's Bay Company, but was relocated by Francis Payette, in 1837, across the Snake, one mile below the mouth of the Boise River.

Between Boise and Nampa the Boise Valley displays a checkerboard of beautiful, well-kept fruit orchards and truck gardens. This section is nationally famous as a fruit-growing district, shipping thousands of carloads of apples, prunes, and other fruits.

**NAMPA, IDAHO**—Elevation, 2,489; population, 8,206. Nampa, a freight division point of the Union Pacific, lies within the rich fruit-growing section of western Idaho. It is a farming, stock-raising, dairying, and horticultural center, and junction point of the Boise, Murphy and Idaho Northern branches of the Oregon Short Line. In it is located one of the largest milk condenseries of the United States. It is also the home of the Pacific Fruit Company's shops, completed in 1926 at a cost of \$1,000,000. Nampa has all the modern metropolitan conveniences and advantages, being one of the most progressive cities of the state.

The Murphy Branch, 30 miles long, extends southward from Nampa through an agricultural section to **Murphy** (population, 310), an important





Mount Hood, Oregon, from Laurel Hill



Harvest Scene in Eastern Oregon



Wallowa Lake, Oregon

live-stock, wool, and ore shipping point, and gateway to the **Silver City, De Lamar, and Dewey** mining camps. Tributary to it are 30,000 acres of extremely productive land, irrigated directly from the Snake River.

The Idaho Northern Branch diverges northward from Nampa into rich farm and fruit sections and through scenic Payette River Canyon to **McCall** (elevation, 5,022; population, 650). The town is situated on Payette Lake, which is 5,000 feet above sea level and has summer camps, tent-houses, a club house, and excellent provision for water sports, moonlight excursions, beach campfires, and dancing. A winter sports' carnival is held on Payette Lake at McCall during the early part of March each year.

**CALDWELL, IDAHO**—Elevation, 2,375; population, 4,974. Caldwell, one of the most enterprising of the older and larger towns, is situated in the fruit belt of western Idaho. It was settled shortly after the Oregon Short Line was completed. Nyssa, Ore. (elevation, 2,186; population, 820), is also in the fruit belt. Just east of the town the Snake River is crossed, from Idaho into Oregon. From Nyssa, the Homedale Branch operates in a half circle south and east along the Snake River, through a rich agricultural and horticultural country, 25 miles to **Homedale** (elevation, 2,238; population, 782) and terminating at **Erb**, 8 miles beyond. This is a much favored agricultural and stock-raising section, with the Wilder Bench and the Eagle Mountains adjacent.

**PARMA, IDAHO**—Elevation, 2,300, population, 750. This community is the center of a large fruit growing and poultry producing district. Parma is widely known for the quality of its lettuce and early potatoes.

**ONTARIO, ORE.**—Elevation, 2,160; population, 1,941. Between Ontario and Payette, the train recrosses the Snake River into Idaho. Apples and other fruits are produced on the irrigated farms, and dairying, hog raising, and grain growing are important industries. Ontario is the gateway to the great cattle country of central Oregon, served by the Oregon Eastern Branch, extending 127 miles southwestward to **Burns** (population, 2,591).

**PAYETTE, IDAHO**—Elevation, 2,154; population, 2,618. Payette was named for Francis Payette, an early Hudson's Bay trapper, for whom the river and lake were also named. It is surrounded by a rich fruit section, noted for its fine apples and cantaloupes. The Payette Valley has 15,000 acres of orchards in the largest fruit-raising district of Idaho, and includes the Little Willow Irrigation Project of 5,000 additional acres.

The Payette Branch forms a 30-mile link between Payette on the main line and **Emmett** (population, 2,755) on the Idaho Northern Branch, which operates through the fertile Payette Valley.

**WEISER, IDAHO**—Elevation, 2,121; population, 2,717. Weiser was named for Jacob Weiser, another Hudson's Bay Company trapper, and associate of Payette. It is the junction point of the Pacific & Idaho Northern Railway, extending northward into the scenic New Meadows and Payette Lake country. Weiser is also a famous fruit-growing center.

**OREGON**—Area, 96,699 square miles; population, 967,000. Oregon is a mountain state, traversed from north to south by two great ranges, the Coast Range and the Cascade Range. In the northeast are the Blue Mountains, rich in minerals. By the lofty Cascades, Oregon is divided geographically and industrially into two distinct sections. The Japan Stream gives to the western part a mild, delightful winter climate, and the northwest winds keep the summer temperatures moderate; there is abundant rainfall. The genial climate and arresting scenery of this region make it a glorious summer playground. Eastern Oregon is a high table-land of much less rainfall and greater fluctuations of temperature.

The great river of Oregon is the Columbia, with a drainage area of 259,000 square miles. Its principal affluents are the Snake, Umatilla, John Day, Deschutes, and the Willamette. The Columbia is navigable for ocean-going ships to Portland, 108 miles inland; thence, for river steamers to the Cascades, and, by means of the canals at that point and at Celilo, for 190 miles beyond. The Columbia is noted for the beauty of its scenery and for the vast numbers of salmon taken from its waters. The Columbia River Highway which parallels the river and the tracks of the Union Pacific, is one of the finest scenic highways in the country.

There are a number of majestic peaks in the Cascades of Oregon, the most notable being Mt. Hood, 11,225 feet high. The state also contains many lakes, most famous of which is exquisite Crater Lake, in the National Park of that name; it lies 6,000 feet high, in the picturesque crater of an extinct volcano, and is the deepest body of fresh water in America.

Oregon is the richest lumber state in the Union and one of the great producers of wheat, live stock, and wool. In order of their value, the principal agricultural products are wheat, hay, barley, oats, corn, and rye; and the chief fruits and berries grown are apples, prunes, loganberries, pears, peaches, blackberries, strawberries, and raspberries. Thirty-six thousand square miles of the state were originally forested, and the greater part of this area remains untouched. There are 75 varieties of trees, of which 32 are conifers and furnish the commercial timber. The Douglas fir is the principal tree west of the Cascades. Near the ocean is a strip of forest in which Sitka spruce and Port Orford cedar, the chief sources of aircraft lumber, are found in greatest perfection. Although Oregon abounds in minerals found largely in the Blue Mountain region, gold only is mined extensively; other minerals are silver, coal, zinc, platinum, lead, iron, copper, and nickel.

Oregon is destined to become one of the great manufacturing states of the Union because of her wealth of raw materials and immense store of water power; one-third of all undeveloped water power in the United States is in Oregon. Next to agriculture, lumbering is the most important industry;



Fur Traders





*Celilo Falls and Section of Celilo Canal,  
Columbia River*



*Multnomah Falls and Lodge*



*Scene Along Columbia River Highway, Oregon*

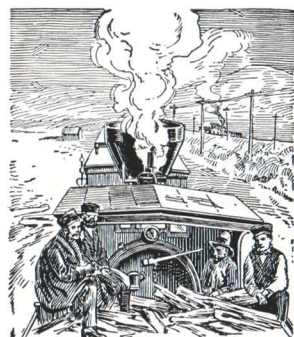
the canning of fish ranks third. Other important manufactured products are steel and wooden ships, furniture, cordage, flour, rubber products, packed meats, leather, woolen goods, and pulp and paper. The paper mills of Oregon supply most of the newspapers west of the Rockies.

The public schools of the state are well endowed and the educational system highly organized. There are eight universities and colleges including the University of Oregon, a state institution, at Eugene.

Spanish and English navigators saw the Oregon coast in the 17th century, but left no record. Capt. Cook landed at Nootka Sound in 1778, and Laprouse coasted the region in 1786. In 1791, Robert Gray, in the employ of Boston fur merchants, named the Columbia. The Lewis and Clark expedition explored a part of the state in 1805-06, and in 1811 members of Astor's American Fur Company erected trading posts at Astoria. Indian missions were founded in 1834-36 and immigration commenced about 1839.

Oregon became a territory in 1849 and was admitted as a state in 1859.

**HUNTINGTON, ORE.**—Elevation, 2,108; population, 803. Huntington is the connecting point with the Oregon-Washington Railroad & Navigation Company, third unit of the Union Pacific System and was named for the two Huntingtons who owned the greater part of the site in 1883 when the two railroads approaching respectively from the east and west agreed to make their common terminal there. Here the Oregon Trail is again touched and the Snake River is crossed for the last time. An extensive irrigated-farming, wool-growing, lumbering, and mining territory is tributary to Huntington, which is situated on the foothills of the Burnt River Mountains. From **Blakes Junction**, the Homestead Branch diverges 59 miles northward through **Robinette** to **Homestead** (elevation, 1,683 population, 100). This branch follows the Snake River through a region of kaleidoscopic mountain scenery.



*Wood-burning locomotive - 1869*

**BAKER, ORE.**—Elevation, 3,437; population, 7,858. Baker is the commercial center of an extensive agricultural, horticultural, lumbering, stock-raising, dairying, and mining region. The town is in the great mineral section of Oregon, the Blue Mountain district, rich in gold, silver, copper, and with large deposits of gypsum, clay, and building stones. It was named after Col. E. D. Baker, a friend of Abraham Lincoln. Baker lies in the Powder River Valley, with the beautiful Blue Mountains for a background, and is rich in memories of Fremont and Kit Carson. The

town is modern and has lumber mills, foundries, machine shops, hotels, newspapers, theaters, and a natatorium. It was settled in 1862.

From Baker, the railroad crosses the mountains and drops down to **Union**, at the southeastern end of Grande Ronde Valley, a thrifty community noted for its excellent fruit and live stock. This region is not only exceedingly picturesque but also of rare historic interest because of its close relation to the old Oregon Trail.

**HOT LAKE, ORE.**—Elevation, 2,701. At the southern end of the fertile Grande Ronde Valley, fed by a great spring discharging daily one million gallons of the hottest curative waters known, is Hot Lake. The remedial qualities of the waters, due to radio-activity, are famous, and bring thousands of persons to the commodious sanatorium each year. Although the lake has been known to civilized man only since 1812, the Indians of Oregon have used it for many generations, and its healing properties are celebrated in tribal tradition.

**LA GRANDE, ORE.**—Elevation, 2,784; population, 8,050. La Grande is the home of the Eastern Oregon State Normal School and the shipping center of the noted Grande Ronde Valley, noted for the richness of its agricultural, horticultural, lumber, and mineral resources. The city is located on the Grande Ronde River at the base of the Blue Mountains, whose stately peaks are bathed in an exquisite blue haze.

The Union Pacific maintains extensive shops at La Grande.

Wallowa Lake, a beautiful body of water in the Wallowa Mountains, is reached from the Joseph Branch, extending 84 miles eastward from La Grande. It was visited by Captain Bonneville in 1834 and was the hunting ground of Chief Joseph, a noted Indian leader. The main line tracks cross the Blue Mountains at **Kamela** (elevation, 4,203) and descend to the Umatilla Valley. **Meacham** was a stage station on the Oregon Trail. West of **Conway**, the train passes through the Umatilla Reservation, where glimpses may be had of Indians—not the savage red men of old, but a progressive, wealthy tribe which farms areas of wheat land.

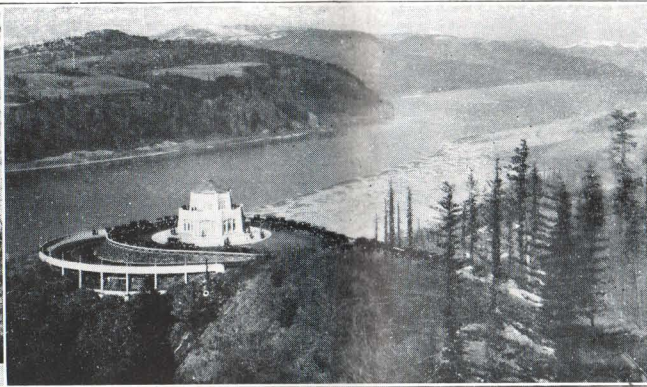
**PENDLETON, ORE.**—Elevation, 1,067; population, 6,621. Pendleton is on the Umatilla River, which furnishes abundant water for irrigation and power for manufacturing. Umatilla is one of the largest wheat-growing counties in the land, producing annually more than 5,000,000 bushels of superior wheat, one per cent of the world's output. In addition to grain, hay, fruit, lumber, sheep, cattle, horses, hogs, wool, and dairy foods are produced in large quantities. The city is modern and has flour mills, grain elevators, foundries, planing and woolen mills, and a packing plant. It is the seat of St. Joseph's Academy and a State Hospital for the Insane.

The Pendleton Roundup, a noted frontier festival held annually in August, consists of races and other contests illustrating the work and play of the cowboy in the days when the West was raw; roping, riding outlaw "buckers," "bulldogging" steers, and many other equestrian feats of thrilling interest make up the program. Some fifty thousand persons visit

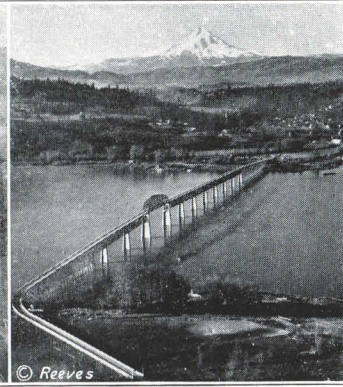




*Waheenh Falls, Seen from  
Columbia River Highway*



*Columbia River and Highway at Crown Point*



*Mt. Hood Across Columbia River  
At Hood River, Oregon*

this historical spectacle each year. The Roundup is a community enterprise in which the management serves without pay.

Pendleton is a division headquarters and the junction point for two Union Pacific System branch lines, one extending northward through **Walla Walla** to **Spokane**, the other southward to **Pilot Rock**. Leaving Pendleton, the train follows the Umatilla River, which it crosses four times. Ft. Henrietta stood near **Echo** (population 501) during the Yakima war of 1855. Near **Stanfield** (population 278), surrounded by irrigated farms, the train crosses a part of the Umatilla Irrigation Project.

Before the "Cut-Off" was built, the main line of the Union Pacific System ran northward from **Hinkle**, across the original Umatilla Irrigation Project, the principal town of which is **Hermiston** (population, 608). The old Hermiston Project was declared by the Reclamation Service engineers to be the most productive of the early irrigation enterprises established by the Government. One of the foremost agricultural experiment stations in the West is maintained at Hermiston.

**THE COLUMBIA RIVER**—At **Messner**, the first glimpse of the mighty Columbia River is obtained. This river is 1,400 miles long, 7 miles wide at its mouth, and is navigable for 400 miles. The Columbia River Route of the Union Pacific System follows the majestic stream for 200 miles, through the rugged, spectacular gorge it has been uncrowned ages in carving. From time to time, the icy grandeur of Mt. Hood and other towering white sentinels of the Cascades may be seen. As the enclosing hills draw nearer, the gorge deepens and multiplies its spectacular features, displaying the great palisades of basalt (a molten volcanic rock that split into dark, five- and six-sided columns as it cooled) and which constitute the distinctive geologic phenomenon of the Columbia River course.

From **Heppner Junction**, **Arlington**, and **Biggs**, Union Pacific System branch lines extend southward to **Heppner** (population, 1,188), **Condon** (940), and **Skaniko** (124), among the vast wheat fields, and live-stock ranges of central Oregon. Arlington ships wheat, wool, and live stock. **Ainsworth** is the junction of the branch that serves the fertile Deschutes Valley. Deschutes River, which flows through a stupendous canyon 1,000 to 1,500 feet deep and noted for its striking scenery and excellent trout and salmon fishing, is one of the greatest water-power streams in the West. On the forested slopes of the adjacent Cascade Mountains are many lakes and streams and fine camping sites; splendid panoramas are disclosed of Mt. Hood and other snowy peaks of the Cascades. Near **Bend** (population, 8,821), there is a peculiar ice cave, and the noted Three Sisters Mountain is in view. Bend is an important lumbering center in a rich farm and timber country.

At **Celilo**, on the main line, 4 miles west of Ainsworth, are Celilo Falls and Rapids, around which the Federal Government has constructed a lock-canal at a cost of \$5,000,000. In the vicinity may be seen the curious fish-wheels, revolving with the current and with scoops attached which dip up

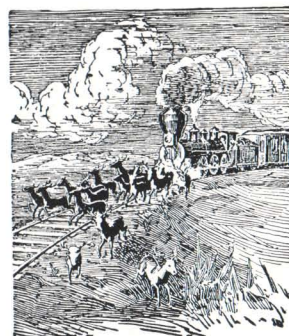
the salmon as they ascend the stream. The entire river pours over a 40-foot cliff at Celilo Falls, and the Rapids continue to The Dalles. The ancient Indian village of Wishram, described in Irving's "Astoria," may still be seen on the Washington side.

**THE DALLES, ORE.**—Elevation, 96; population, 5,883. The river makes a great bend, and the walls of basalt draw closer until there is a width of but 165 feet for the passage of the mighty stream, which leaps, rushes, and seethes in a series of furious rapids and whirlpools. Along this stretch of the Columbia the scenery is noted for its grandeur. The Dalles is a modern city with an extensive trade in live stock, poultry, wool, grain, and fruits. Among its important industries are large railroad shops, one of the largest wood-treating plants in the United States, and fruit and salmon canneries, flour mills, lumber yards, and wool-scouring and fruit-evaporating plants. The city is modern in improvements, has a hospital and Carnegie Library, and is the seat of St. Mary's Academy. The Lewis and Clark Expedition camped there in 1805-06; the first settlement was made by fur traders in 1820; the Wascopam Mission was founded by Methodists in 1838; and a military post was established in 1848.

**HOOD RIVER, ORE.**—Elevation, 100; population, 2,757. The Hood River Valley, cradled by mountains, and extending south from the Columbia to Mt. Hood, some 20 miles, is celebrated internationally for its apples and is noted throughout the United States for the excellence of its strawberries. The highest priced Spitzenburgs and Pippins found in the markets of New York and London are grown at Hood River. The region has been called "The University of Apple Culture," because there the growing and marketing of the fruit has been reduced to a science.

The charming and enterprising town of Hood River, surrounded by fine orchards, berry fields, and flower gardens, is the commercial center of the remarkable valley. It has a Carnegie Library, the Columbia Gorge Hotel, high schools, lumber mills, canning and evaporating plants, machine shops, vinegar, cider, and syrup factories, a wagon factory, and a co-operative creamery. From the eminences of the town fine views may be obtained of Mt. Hood, perhaps the most accessible of America's perpetually ice-capped peaks, and of Mt. Adams (altitude, 12,307), 40 miles northward.

The Alpine scenery of the Hood River region is of high rank; moreover the genial climate makes it attractive all the year. Within an hour's ride of the town are lofty mountains, vast



*Deer Racing with Union Pacific Train*





Portland, Oregon, and Mt. Hood



Business Section of Portland



Tacoma, Wash., and Mt. Rainier

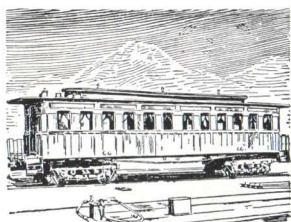
forests and rushing streams; trout fishing, big game hunting, and winter sports may be enjoyed during their respective seasons.

Mt. Hood, sheathed by glaciers and with all the icy grandeur of a peak of Switzerland can be ascended with comparative ease. Cloud Cap Inn, at the snow line, a two hours' automobile ride from Hood River, is the chief starting point; the summit is four miles distant from the Inn. Many far-away peaks of the Cascades, and even the Pacific Ocean, 100 miles westward, may be seen from the crest.

Wyeth, 17 miles west of Hood River, was named after a Boston merchant who in 1832 and 1834 led American expeditions into the Oregon Country and established Fort Hall and Fort William.

**THE COLUMBIA RIVER HIGHWAY**—Now the Union Pacific System parallels the most wonderful scenic highway in America, perhaps in the world. The Columbia River Highway parallels the Columbia River for 337 miles. It is a wide roadway with a bitulithic surface, and its steepest grade does not exceed five per cent. Following the majestic river that determined its course, the highway winds to and fro at the base and upon the sides of sculptured cliffs, crosses dashing streams on magnificent bridges of steel and cement, passes many waterfalls of matchless beauty, and occasionally disappears momentarily in a short tunnel. Travelers to Portland on Union Pacific System trains have many views of the famous roadway.

The Mitchell Point tunnel is one of the notable engineering achievements of the highway. At **Cascade Locks** is another construction triumph, demanded by navigation. The Locks connect the lower navigable river, 150 miles to the ocean, with the upper river on which steamboats can go eastward to Lewiston, Idaho, 300 miles away. Near **Stevenson**, across the river, occurred a noted Indian massacre in 1856. Across the Columbia is Table Mountain, where, according to Indian legends, the "Bridge of the Gods" once spanned the stream until some cataclysm plunged it beneath the waters.



The  
Lincoln Car  
-built for President Lincoln in  
1864 - ironclad and bullet-proof  
-contained his study and bed.

Just beyond **Bonneville**, Castle Rock, a great basalt column on the northern bank, rises nearly 900 feet skyward; its summit was used for signaling by the Indians. Next, 2,500 feet above the tracks, towers St. Peter's Dome. Then appear Horsetail Falls, plunging 208 feet; Oneonta Gorge, a remarkable cleft in the canyon wall; and the Winnema Pinnacles, sharp obelisks extending 1,500 feet above the track. Presently, train passengers obtain a good view of the finest waterfall in the Columbia Gorge—Multnomah. This beautiful column of falling water first leaps 541 feet down a sheer cliff, pauses momentarily upon

a terrace, cascades 10 feet and plunges another 69 feet. A short distance farther are the graceful Bridal Veil and Latourell Falls. A mile beyond is Crown Point, where the highway circles the crest of a high promontory. A few suburban towns are passed, and the train reaches Portland.

Passengers who prefer may transfer to motor coaches, operated over the Highway by the Union Pacific Stages, Inc., for the trip through the gorge, reboarding a train at convenient point, or continuing by bus to Portland.

**PORTLAND, ORE.**—Elevation, 30 to 1,260; population, 301,890. Portland, on the Willamette River just above its confluence with the Columbia, is the metropolis of the state and chief city of the Columbia River Basin. It has an excellent fresh-water harbor with a 35-foot channel to the sea and enjoys an immense volume of trade.

It is called "The Rose City," because from spring until late autumn every yard and garden and the parkways along the streets are veritable conservatories of roses; even during the winter many sheltered gardens produce beautiful blooms. Portland's remarkable success with "the queen of flowers" and her unusually favorable soil and climate have led the American Rose Society to establish its principal test gardens there. The nationally renowned "Rose Festival" is held here in June each year.

Portland is famous for civic beauty, and this is enhanced by the magnificent background formed by the Cascade Range, with Mts. Hood, Adams, and St. Helens, outstanding. The city has handsome public buildings, churches, hotels, theaters, and business blocks, fine schools, and a number of colleges, the Multnomah Public Library, the Municipal Auditorium, Civic Stadium, more than 2,500 acres of parks and public playgrounds, twenty golf courses, excellent street car and interurban service. It has an ambitious system of municipal docks, terminals, and harbor improvement and is one of the largest wheat export cities in the world. The climate is celebrated for the coolness of the summers and the mildness of the winters. Scores of short excursions may be made from the city to snow-capped mountains and their fishing streams, along the great river, and to the charming beaches near the mouth of the Columbia.

Portland is one of the foremost lumber-manufacturing cities in the world, and has immense furniture factories; it ranks second in importance as a wool market; it is the chief wheat port of the Pacific Coast and one of our great live-stock and packing centers. It is also a major banking center of the Pacific Northwest. With twenty-two million undeveloped hydro-electric horse power and an abundance of raw material at her gates, the city has measureless possibilities as a manufacturing metropolis. Among the more important products of its plants are lumber, flour, woollens, clothing, leather goods, machinery, canned fruits, packed meats, railroad cars and equipment, and steel and wooden ships. Ships from all maritime nations come to her harbor and distribute her products throughout the world. Portland's principal airport is on a 253-acre island in the central harbor, easily accessible by land, water or air. It is only a ten-minute drive from the business section and is lighted for night operation.

**ASTORIA, ORE.**—At sea level; population, 10,349. Astoria on the Columbia, about nine miles from its mouth, although not on the rail lines of the Union Pacific System, is reached by its steamer connecting with the north beach resorts. The site was visited by Captain Gray in 1792, and it was the terminus of the Lewis and Clark expedition in 1805. In 1811, the Astor





*Tacoma's Manufacturing District*



*A Business Street in Longview, Wash.*



*Business Section of Seattle*

party founded a trading post, which was seized by the British during the War of 1812, and restored in 1818. Astoria has five miles of water frontage, extensive docks, commodious warehouses, and a large maritime commerce. Its salmon fisheries and canning industries are among the greatest in the world. Iron works, flour mills, shipyards, and large lumber plants represent the chief manufacturing industries. Dairying, poultry raising, cranberry and bulb growing and similar industries are also prominent. The city has a heavy export trade in lumber, wheat, oats, dairy products, live stock, wool, potatoes, and apples.

From Astoria may be reached the delightful North Beach resorts, extending from **Ilwaco** to **Nahcotta**, on the Washington coast; and Seaside, Gearhart and other attractive Oregon beaches, just south of the Columbia.

**WASHINGTON**—Area, 69,127 square miles; population, 1,563,396. Washington, the "Evergreen State," is divided by the Cascade Range, as is Oregon, into two distinct sections, the western part having a mild, moist climate, the eastern, hotter summers and colder winters. The state is characterized by great topographical diversity, ranging from low plains to such lofty peaks as Mt. Rainier (14,408 feet), together with broad, rolling prairies, elevated plateaus, deep canyons, and fertile valleys. Puget Sound, a great inland sea with many arms and bays, extends southward 200 miles from the Canadian boundary to Olympia, the capital city of the state.

On the lower lands along the coast and Puget Sound are vast forests. Diversified farming, fruit-growing, and dairying are the principal agricultural pursuits. In eastern Washington is some of the most fertile wheatland on earth; there are also the great cattle and sheep ranges, and fine irrigated farms producing fruit, vegetables, hay, hops, grain, potatoes, and berries.

The principal crops, in the order of their value, are wheat, hay, potatoes, oats, barley, and corn. Coal is first in importance among minerals; in the Puget Sound Basin are practically inexhaustible beds of bituminous coal. The state also contains lead, zinc, tungsten, platinum, and large deposits of iron ore. The greatest industry of Washington is the manufacture of lumber and shingles. About  $4\frac{1}{2}$  billion feet of timber are cut annually and the untouched stand approximates 400 billion feet; the most valuable tree is the Douglas fir. Another industry of foremost importance is the salmon fisheries; there are more than 70 canneries, and Washington brands are known throughout the world. With an abundance of water power, there are extensive and varied manufacturing interests—among them flour and paper mills, airplane factories, shipyards, iron and steel works, smelters beet sugar, condensed milk, fertilizer and furniture factories, fruit and vegetable canneries, pottery works, and creameries. A vast maritime commerce is carried on.

There is an excellent public school system throughout the state, with 133 private institutions, the University of Washington at Seattle, and the State Agricultural College at Pullman.

Fishing of first excellence is abundant and there are scenic regions of the utmost grandeur. Mt. Rainier (sometimes called Mt. Tacoma) ranks among the famous peaks of the earth; it is enclosed in a National Park, and may be reached from Tacoma or Seattle. The mountains of the Olympic

Peninsula are wild, rough and inspiring, and are the haunt of big game and the dwelling place of certain Indian tribes.

The Straits of Juan de Fuca were discovered in 1592 by a Greek captain of that name in the service of Mexico. In 1792 Captain Gray explored the mouth of the Columbia and Captain Vancouver explored Puget Sound. Lewis and Clark came in 1805. Traders of the Northwest Fur Co. established posts in 1811; Dr. Marcus Whitman founded a settlement near Walla Walla in 1836. There were Indian wars in 1855-6. Washington became a territory in 1848 and a state in 1889.

Leaving Portland and traveling northward, the train crosses the Willamette River, passes great mills, elevators, and docks, and the car shops of the Union Pacific System, and then crosses the Columbia into Washington on one of the finest steel bridges in America.

**VANCOUVER, WASH.**—Elevation, 75; population, 15,766. Vancouver, on the Columbia, is the oldest town in the state, established as a fort in 1825 by the Hudson's Bay Co. It is an enterprising, modern city. Farming, stock-raising, fruit-growing, and lumbering are the principal industries of the surrounding region. Among its manufactures are lumber and flour mills, brick plants, and machine shops. Vancouver Barracks, a military post established in 1849, is one of the best in the United States. U. S. Grant was quartermaster there in 1852-3.

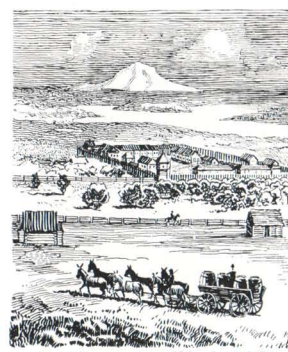
After passing a number of small towns, the train reaches **Kelso** (population 2,228), which ships annually over two million pounds of smelt taken from the Cowlitz River, on the banks of which it is situated.

**LONGVIEW, WASH.**—Population, 10,652; is directly adjacent to Kelso, Wash., on the west. It is the new, model industrial city founded by the Long-Bell Lumber Co., which has here established the largest lumber manufacturing plants in the world, with guide service provided for visitors, giving safe opportunity to witness the converting of huge Douglas Fir logs into lumber. Other projects, completed and under way, include the mills of the Weyerhaeuser Timber Company, the Columbia River Bridge costing six million dollars, and additions to the Public Port Terminal.

At **Chehalis** (population, 4,558), the principal industries are coal-mining, dairying, and lumbering. The industries of **Centralia** (population, 7,909), four miles beyond, are similar in character. Centralia is the junction of the Gray's Harbor branch.

## ABERDEEN AND HOQUIAM

—The trip down Chehalis River is a succession of charming landscapes and fertile farms. The population of the two cities, which stand close together and have the same interests, is 35,000. They are modern communities, with paved streets, libraries, electric street and interurban cars, excellent schools, and a fine harbor. The principal



*Fort Vancouver, Wash., 1854*





*Mt. Rainier, Wash.*



*Paradise Inn, Rainier National Park*



*L. C. Smith Building, Seattle*

industries are large lumber and shingle mills, cooperages, fish-curing and canning plants, and pulp and paper mills. The largest stand of timber in the United States, approximately 70,000,000 feet, is adjacent to these two cities, on the rugged Olympic Peninsula.

**OLYMPIA, WASH.**—At sea level; population, 11,733. Olympia, the capital of the state, is on the southernmost inlet of Puget Sound. The city has a number of fine structures, including the handsome State Capitol, Temple of Justice, City Library, Federal Building, and County Court House. It is an important commercial center, the port of an extensive area rich in timber, agricultural, and mineral resources. The oyster industry is important and much fruit is grown. The chief manufactories are lumber and knitting mills, iron works, and fruit and oyster canneries.

**TACOMA, WASH.**—At sea level; population 106,817. Tacoma is charmingly situated on a series of terraced hills that slope down to Commencement Bay, one of the finest harbors in the world. The municipality owns power generating plants which provide extremely low rates to industries. It also owns its own water works, municipal dock, and a belt line railway connecting plants of the industrial tideflats with ocean and rail shipping. Tacoma has a Carnegie Library, two high schools, six intermediate schools, several denominational colleges and academies, a substantial business area, outstanding parks, and a municipal stadium seating 40,000 persons. Fort Lewis, largest permanent Army post in the United States, is fifteen miles south of the city.

The manufacture of lumber and its by-products, such as pulp and paper, furniture, doors, toys, plywood, is Tacoma's leading industry. The Tacoma Smelter, one of the largest in the country, reduces ores shipped in from all parts of the world. Other important industries manufacture flour, chemicals, packed meats, candy, clothing, iron and steel products. More than 60 steamship lines operate to and from Tacoma Harbor, serving factories along fourteen miles of waterfront.



*Buffalo Bill and Spotted Tail*

The shores of Puget Sound, and large freshwater lakes within and near Tacoma, afford unusual opportunities for the location of Tacoma's finer homes. The equable climate and abundant moisture has given Tacoma a most beautiful home setting. There are scenic regions of high rank within easy reach. Less is known of the 2,000,000-acre wilderness of the Olympic Peninsula with its glacial peaks and vast forests than any other section of the United States. Hood Canal, forty-one miles from Tacoma, is a fifty-mile inland salt waterway, one of Washington's most popular summer resort areas. Within one and

a half hours' drive from Tacoma, over an excellent paved highway, is Rainier National Park with its glorious peak, the premier attraction of the Pacific Northwest. The automobile highway passes through dense forests and fields of brilliant mountain flowers in alpine meadows to reach the summer snowline, about 5,400 feet above sea level. Hotel and camp accommodations in the Park are excellent. The summer season extends from June 15 to September 15, although the Park is open all year, winter sports being exceedingly popular.

Nine miles from Tacoma is **Puyallup** (population, 7,094), headquarters of an extensive berry, truck garden, bulb, dairy and agricultural area. In this same valley to the north are **Sumner** (population, 1,948), **Auburn** (3,730), and **Kent** (2,305), also centers of agricultural interest and the breadbasket of both Tacoma and Seattle.

**SEATTLE, WASH.**—Elevation, 10 to 123; population 365,583. Seattle, the largest city of the Pacific Northwest and a seaport of great importance, is situated on Elliott Bay, between Lake Washington and Puget Sound. Its area, including water surface, is about 104 square miles. It has a hilly site of marked beauty, with the snow-capped Olympics in the west, and the lofty Cascades in the east. Lake Washington, 27 miles long and 4 miles wide, is connected with the Sound by an 8-mile ship canal, and with Lake Union (2 miles long) in the heart of the city. This canal has extended Seattle's water front to 193 miles, and has added a non-tidal, fresh-water harbor. With such facilities, Seattle has a vast maritime commerce with Pacific Coast ports, British Columbia, Alaska, South America, Australia, and all the Orient, as well as with Atlantic ports through the Panama Canal. Practically all the gold from Alaska and the Yukon comes to Seattle. The chief exports are wheat, flour, lumber, fish, coal, hay, fruits, live stock, dairy products; the leading imports are silks, rice, tea, coffee, sugar, spices, indigo. Cheap, abundant hydro-electric power has made Seattle the most important manufacturing city in the Pacific Northwest; the principal manufactured goods are lumber, iron and steel products, machinery, transportation equipment, textiles, airplanes, and automobile bodies.

The municipality owns the water system, an electric light and power plant, and the major portion of its street railway system; has established municipal markets and beaches, and is brilliantly lighted, as it is the center of a large hydro-electric development which serves 160 communities in the Puget Sound District, including all of the cities and towns, large and small between Sumas, on the Canadian boundary, and Olympia, at the head of the Sound. It has many stately public buildings, fine churches, and tall business structures; among the latter is the 42-story Smith Tower Building, and the 27-story Northern Life Tower, both of which have observatories from which visitors may view the entire city. There are 47 parks and an extensive boulevard system; excellent grade and high schools; a number of denominational colleges, and the University of Washington. Fort Lawton is adjacent to Seattle, and a U. S. Navy Yard is maintained at **Bremerton** (population, 10,124), across the bay.

Seattle has a mild climate, due to the Japan Stream, and ranks among the most healthful cities in the world. There is a multitude of scenic attractions in the vicinity, reached by land or water. It was settled in 1851, and named after a Siwash Indian chief.





Airplane View of Walla Walla, Wash



Airplane View of Aberdeen, Wash.



Airplane View of Hoquiam, Wash.

**GATEWAY TO ALASKA**—Seattle is the chief gateway to Alaska—the last American frontier, noted for its gold production, the midnight sun, the Northern lights, giant mountains, entrancing fiords, mighty rivers, roaring rapids, tumultuous waterfalls, alpine lakes, and glaciers of stupendous size. It claims the “Valley of Ten Thousand Smokes” and Mt. McKinley, in its National Park, the highest peak in North America (20,300 feet). It is the home of big game, fighting fish, the seal, the walrus, the totem, and the Eskimo. Strangely enough, it is also a land of beautiful flowers and ideal summer weather.

The voyage through the Inside Passage to Skagway is one of great charm for practically the entire thousand miles is sheltered by the long archipelago that stretches from Puget Sound to the Lynn Canal; stops en route are made at **Ketchikan**, **Wrangell**, **Juneau**, and by some steamers at **Sitka**. Other steamers ply from Seattle to **Nome** and **St. Michael**, near the Arctic Circle, stopping southbound at **Seward**, **Columbia Glacier**, **Valdez**, and **Cordova**.

## PENDLETON TO SPOKANE

This route lies northward through the grain and orchard districts of the Inland Empire, famed for their high productivity. Wheat, oats, and barley are the principal grains; the apple is the leading fruit; large quantities of alfalfa is grown, and the berries are celebrated for size and quality.

**WALLA WALLA, WASH.**—Elevation, 1,060; population, 15,976. Walla Walla, near the Walla Walla River, 15 miles west of the Blue Mountains, is the trade center of a fertile valley producing large crops of wheat, oats, barley, alfalfa, vegetables, and fruits; the dairy industry is important. The name is an Indian one, meaning “Many Waters.” In 1857 a United States army post, which had a thrilling history, was established on the site, and the settlement grew up around it. Walla Walla is a prosperous modern city, with a public library, U. S. Land Office, and two colleges. The chief manufactured products are lumber and flour. Fort Walla Walla, now used as a U. S. Veterans’ Hospital, adjoins the city on the west. Near Walla Walla, in 1847, Marcus Whitman, the noted pioneer and missionary, together with his wife and 12 companions, was murdered by Cayuse Indians.

**YAKIMA, WASH.**—Elevation, 1,075; population, 22,101. From Walla Walla, a branch extends, via **Attalia** northwestward to Yakima, through the fertile, irrigated districts (the largest in the state) of Yakima Valley. Yakima County ranks fourth in the United States in value of agricultural output. Leading crops are alfalfa, fruit, wheat, beans, corn, sugar beets, and potatoes; there is a large and growing dairy and poultry industry. There are 300,000 sheep and 20,000 dairy cows in Yakima Valley. Dry-farming is practiced in the highlands.

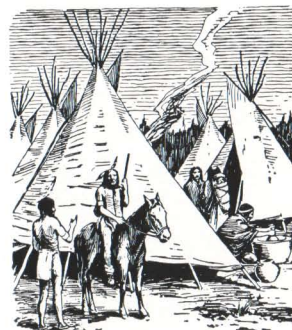
Yakima is the metropolis of the valley and the home of the State Fair. It is a thriving municipality with modern city equipment, handsome public buildings and business blocks, charming parks, and attractive homes. It is the eastern gateway to Rainier National Park which is reached by a fine 50-mile scenic highway through Yakima Valley and over Naches Pass to Sunrise Lodge in the northeast corner of the Park.

At **Bolles**, 26 miles north of Walla Walla, a branch line extends eastward to **Waitsburg** (1,174) and **Dayton** (2,510), in a region devoted to stock-raising, fruit-growing, and general farming. From **Riparia**, 31 miles farther north, a branch follows the Snake River to **Lewiston**, Idaho, a prosperous city of 9,403, situated at the confluence of Snake and Clearwater Rivers, 125 miles south of Spokane. **Clarkston**, Wash. (population, 2,870) is across the river from Lewiston. The region surrounding Lewiston is highly productive agriculturally; besides hay, grain and other products it produces fine fruit in variety and abundance, being known as the “Banana Belt.” There is also a heavily timbered area on Craig Mountains, not far distant, where sawmills may operate for 25 years longer. Lewiston is a modern municipality with a number of factories and a State Normal School.

**COLFAX, WASH.**—Elevation, 1,949; population, 3,027. Colfax, on Palouse River, is the trade center of the noted Palouse region; wheat is the chief product, and fruit-growing, stock-raising, and dairying thrive. Colfax has a growing manufacturing industry. From Colfax a branch line extends eastward 28 miles to **Pullman** (population, 3,322), an enterprising modern community and the seat of the State College of Agriculture; and to **Moscow**, Idaho (population, 4,476), a thoroughly modern and progressive city, the center of a lumbering, mining, farming, fruit-growing, and stock-raising district. Moscow has a fine public school system and is the home of the University of Idaho. Besides a public library and other public buildings it has churches, hospitals, banks, theaters, a department store, a daily and weekly newspaper, two grain elevators, a flour mill, a meat packing plant and a clay products manufactory. There are also branch lines to **Dayton** (2,510), **Pomeroy** (1,804), near the Blue Mountains, and to **Connell** (311), in the “Big Bend” wheat region.

**TEKOA, WASH.**—Elevation, 2,474; population, 1,408. Tekoa is surrounded by grain fields bordered by extensive tracts of white and yellow pine; it is a shipping point for the Coeur d’Alene mining district and is a railroad division point. **Farmington** (population, 479) and **Garfield** (776) are prosperous agricultural communities. Directly west from Farmington may be seen Steptoe Butte, notorious during the Indian wars. **Waverly** (234) and **Fairfield** (413), in the grain region, have many fine orchards.

**SPOKANE, WASH.**—Elevation, 1,893; population, 116,010. Spokane is the metropolis and commercial and railway center of the rich “Inland Empire,” comprising eastern Washington, northern Idaho, and western Montana, immensely rich in wheat, minerals, lumber, live stock, dairy products, and fruits. The city has a charming site on the Spokane River,



Indian Village

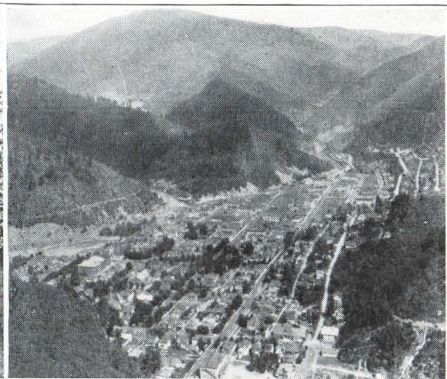




*Business District of Spokane, Wash.*



*A Typical Pacific Northwest Apple Orchard*



*Wallace, Idaho's Famous Mining Town*

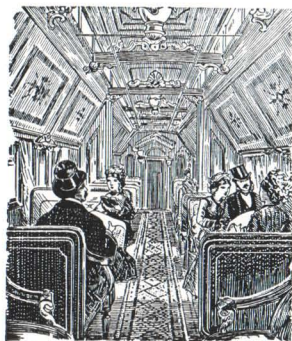
at its chief falls, with a background of mountains on the north and east. Its name is that of an Indian tribe, and means "Children of the Sun." The river, flowing through the heart of Spokane, develops 183,000 horsepower, which is utilized for street cars, lighting, and manufactories. On the north is Mount Spokane which has recently been made a State Park. From its summit one may obtain fine views of the surrounding territory with its many lovely lakes and excellent fishing streams.

Spokane has handsome public buildings and business blocks, excellent street car and interurban service, splendid boulevards, and a large park area. Its manufactured products include lumber, water pipe, brick, terra cotta, building materials, paper, flour, foundry and machine shop products, vinegar, pickles, cereal foods, and furniture. Large quantities of wheat, fruits, vegetables, and berries are exported. There is a well-organized public school system, including three high and three junior high schools, a university and a number of denominational schools and colleges. Fort Wright, a large U. S. Military Post, is near by. It is on the site of the last battle with Indians in Washington which occurred in 1858. Spokane was settled in 1872, near the site of the first permanent settlement in the Oregon country, established by fur traders, in 1810.

In the vicinity are a large number of highly interesting scenic regions; the adjacent mountain lakes are especially noted for beauty. Among those readily reached from Spokane are Spirit, Medical, Hayden, Priest, Liberty, Pend Oreille, and Coeur d'Alene.

From Spokane, a branch of the Union Pacific penetrates the near-by Coeur d'Alene mining district to Wallace (population, 3,529), Burke (997), and Priehard, Idaho. The region is famous for its marvelously productive mines of silver, lead, zinc and copper, and for its picturesque scenery.

## THE KANSAS DIVISION OF THE UNION PACIFIC RAILROAD



*Pullman Sleeper - 1872*

The Pacific Railroad Bill of 1863 read: "The Leavenworth, Pawnee and Western R. R. Company of Kansas are hereby authorized to construct a railroad from the Missouri River at the mouth of the Kansas . . . to the one hundredth meridian of longitude upon the same terms and conditions as applied to the construction of the Pacific Railroad, which it is to meet and connect with at the meridian point named."

Ground was broken at Wyandotte, Kansas, near Kansas City, in August, 1863; grading commenced in September. Meanwhile the name of the corporation had been altered to Union Pacific Railway, Eastern Division, and

this subsequently became the Kansas Pacific. After one year, about 37 miles of track were completed to a point near Lawrence; Manhattan was reached in August, 1866; the line was completed into Denver, August 15, 1870. Part of the construction was done by firms with which Generals Fremont and Palmer were connected. W. F. Cody ("Buffalo Bill") was at one time employed at a salary of \$500 a month to provide buffalo meat for the construction gangs. It is said that Cody killed more than 4,000 buffaloes for this purpose with his breech-loading rifle, "Lucretia Borgia." This rifle may still be seen in the Cody Museum on the summit of Lookout Mountain, in Denver Mountain parks.

Indian attacks were frequent and caused much delay in the work. Surveyors and graders were furnished arms by the Government, and military escorts were provided. Nevertheless, the boldness of the savages made it necessary to establish four military posts: Fort Riley, Fort Harker (near Ellsworth), Fort Hays, and Fort Wallace. The hostile tribes were the Sioux, Cheyennes, Arapahoes, and Utes. Chief Roman Nose, of the Cheyennes, delivered a formal ultimatum to the builders of the Kansas Pacific that they must abandon their project or incur his implacable enmity.

Temporary terminus towns, such as Ellsworth and Phil Sheridan (the latter now vanished), flashed into ephemeral existence with an orchestration of oaths, pistol shots, and rattling poker chips; in their beginnings, 80 per cent of the houses in many towns of this character were saloons, gambling dens, or dance halls.

The Denver Pacific Railroad from Denver to Cheyenne was commenced in May, 1868, and, after some financial vicissitudes, was completed in June, 1870. In January, 1880, the Kansas Pacific and the Denver Pacific were merged with the Union Pacific Railroad.

**ST. JOSEPH, MO.**—From St. Joseph, Mo., 60 miles north of Kansas City, the St. Joseph & Grand Island Railway runs in a northwesterly direction across northeastern Kansas, enters the state of Nebraska south of Fairbury, and joins the main line of the Union Pacific Railroad at Grand Island, Neb. St. Joseph (elevation, 967) lies on the east bank of the Missouri River, and has a population of 80,944. A trading post was established there in 1826 by Joseph Rubidoux, and the community was incorporated as a city in 1851. It was the eastern terminus of the Pony Express route during the brief years of that venturesome and romantic undertaking. It is an important distributing center of agricultural produce, and the center of the mid-continent fruit district; its manufactures include milling and packing-house products, clothing, candy, shoes, saddlery, and furniture.

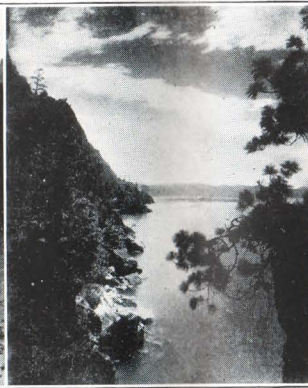
## KANSAS CITY TO CHEYENNE

**KANSAS CITY, MO.**—Elevation, 750; population, 411,000. Kansas City, situated at the confluence of the Kansas and Missouri Rivers, is

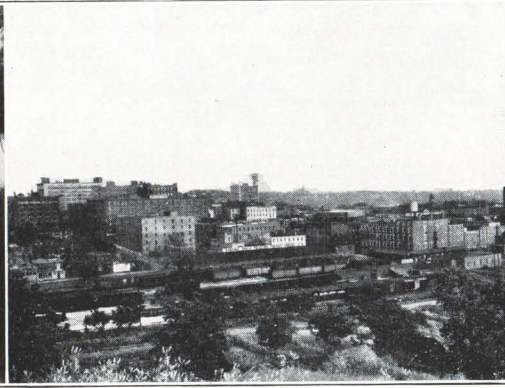




*Beauty Bay, Lake Coeur d'Alene, Idaho*



*Lake Pend Oreille, Idaho*



*St. Joseph, Mo., Business District*

the second largest city on the Union Pacific System. The original site was rugged, precipitous, and covered with dense forests; it has been reduced by vast grading operations to its present aspect, and the city has spread over the bottom lands adjoining the mouth of the Kansas. Its area now exceeds 58 square miles. The first permanent settlement was made by the French fur traders in 1821; Jesuit Fathers established a mission in 1825. The original settlement, called Westport Landing, had a large steamboat traffic, and became the most important gateway for the immense trade of the Southwest. The city was laid out in 1838.

Kansas City is the manufacturing and trade center of a rich agricultural region. It has more than 1,250 factories and an annual output exceeding \$600,000,000 in value. The principal manufactured products are automobiles, flour, iron and steel products, crude and refined oil, packing-house products, and soap. There are eleven packing plants producing foodstuffs and other commodities exceeding \$250,000,000 in annual value. Other basic products are oil, lumber, and minerals.

Among the cities of the United States, Kansas City ranks first in the distribution of agricultural implements, first in the distribution of lumber, and first in miles of boulevards. It is the second largest live-stock market, ranks high as a horse and mule market, and also as a packing center. It ranks third in flour-milling production, as a grain market, and in the distribution of poultry, eggs, and butter.

Kansas City has more than 3,500 acres of public parks and boulevards. Three great railway bridges span the Missouri River.

**KANSAS**—Area, 82,158 square miles; population, 1,879,946. Kansas, the twenty-first state to enter the Union, was an important pivot in the struggle that resulted in the Civil War. The name is derived from a Sioux Indian word, "Kanza," meaning "smoky wind," a term, originating no doubt, when prairie fires raged over the plains. Agriculture is the predominating industry in Kansas, which ranks first in the production of wheat, with a record crop of 180,000,000 bushels.

Kansas lies on the Great Plains, and the greater part of its area is rolling prairie, devoid of mountains or swamps. The elevation rises gradually from 750 feet in the eastern part to 4,000 feet in the western. Most of the land is tillable. The soil of the upland prairies is a deep, rich, clay loam, dark in color; on the bottom lands near the streams, a black, sandy loam prevails. The state is without forests.

Kansas ranks first in production of wheat, both in quantity and quality; although second in value, corn usually ranks first in the quantity produced. The principal crops are wheat, corn, oats, barley, rye, potatoes, hay, sorghum, sorghum hay, sorghum seed, sugar beets, and flax. The total value of all farm products approximates \$600,000,000.

Kansas ranks fourth in cattle raising, and is among the leading states in the production of horses and mules.

The mineral wealth of Kansas is large and varied; the state ranks second in the production of lead and zinc ores, and is a competitor for first place in the production of oil; there are immense beds of bituminous coal in the eastern counties. Other mineral products of importance are salt, cement, building stone, and natural gas.

The principal manufactures are flour-milling and meat-packing.

Kansas was first visited by Coronado during his search for Gran Quivera, in 1541. French fur traders from Louisiana penetrated the region in 1700, but Kansas remained in undisputed possession of the Indian tribes until 1803, when the Louisiana Purchase added it to the territory of the Republic; shortly afterwards, the beginnings of the immense trade with the Southwest were established. Lewis and Clark entered the region in 1804; Lieut. Pike, in 1806; Maj. Long, 1819; and in 1842 Gen. Fremont blazed a trail to California and Oregon. Settlement on the prairies was fraught with hardship and peril, because of the Indians; these tribes were the Osage, Shawnee, Pawnee, Delaware, Kickapoo, and Kansas. A military post was established at Ft. Leavenworth in 1827; at Ft. Scott in 1842, and at Ft. Riley in 1853. The territorial history of Kansas, from 1854 to 1861, is a chronicle of contention, pillage, and bloodshed, due to the great controversy about slavery. The territory was admitted as a "free" state in 1861, and upon its soil was fought the first battle for the emancipation of the negro.

**KANSAS CITY, KAN.**—Elevation, 750; population, 122,327. Kansas City, Kansas, the largest city in the state, occupies lands at the junction of the Kansas with the Missouri River. While it has a separate municipal existence, it forms, with Kansas City, Mo., a continuous community. The settlement was originally known as Wyandotte, the site having been purchased from the Wyandotte Indians.

Kansas City is noted for its live-stock and meat-packing industries, the largest establishments being situated near the boundary line between it and the Missouri city. It has important railroad car and machine shops, grain elevators, smelters, iron and steel works, flour mills, soap and candle factories, foundries, and brick and lumber yards. Large machine and repair shops are maintained by the Union Pacific at Armstrong.

Kansas City, Kansas, is the seat of the Kansas City University, Kansas State Medical College, Baptist Theological School, two business colleges and the State Institution for the Blind. It has a Carnegie Library, a fine system of public parks, and excellent public schools.

The new Civic center which has recently been developed, includes a million-dollar Court House and a \$500,000 Memorial Building.

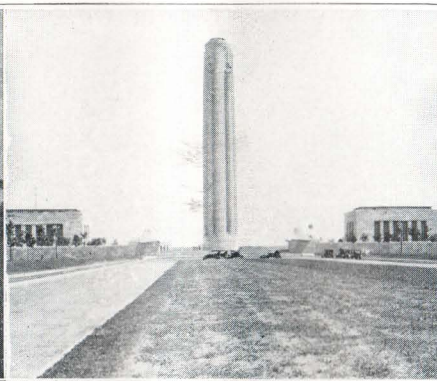


*Chief Red Cloud*

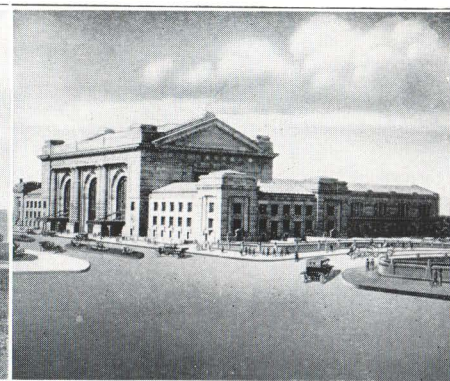




*Pavilion, Swope Park, Kansas City, Mo*



*Liberty Memorial, Kansas City, Mo.*



*Union Station, Kansas City, Mo.*

The Union Pacific has, through the Kansas City Industrial Land Co., developed approximately 1,300 acres of land, known as the Fairfax Industrial District, which are available for industrial purposes.

**LAWRENCE, KAN.**—Elevation, 825; population, 13,708. Lawrence was settled in 1854 by anti-slavery pioneers from Massachusetts. It became an important station on the "underground railroad system" for aiding the escape of negroes from slavery states. When the town was attacked in 1856 by a band of "border ruffians," it was defended by John Brown and his sons. In 1863, Quantrell's raiders pillaged Lawrence and killed 125 citizens.

Surrounded by rich farming and live-stock districts, the city today occupies both sides of the Kansas River, which furnishes excellent water power. Its manufacturing industries include flour and paper mills, foundries, machine shops, a cannery, and factories making ice and pipe-organs. Lawrence is the seat of the University of Kansas, and of Haskell Institute, which, since Carlisle's abandonment, is the largest Indian school in the United States. The State University has a new stadium of 35,000 capacity.

Leavenworth (population 22,619) is reached from Lawrence by a branch of the Union Pacific System, the first railroad to enter the city. Leavenworth is the site of Fort Leavenworth, a historic army post, and is one of the leading industrial cities of Kansas.

**TOPEKA, KAN.**—Elevation, 987; population, 74,969. Topeka, the capital of Kansas, derives its name from an Omaha Indian word meaning "potato." A trading post was established on the site in 1828; the city was organized in 1854. Before the Civil War it was a turbulent center of controversy concerning slavery.

Situated beside the Kansas River, Topeka is the central market and shipping point for a rich agricultural and live-stock region, and is an important manufacturing center. Grain and potatoes are the principal agricultural products. The more important manufactures are flour and butter; there are also foundries, machine shops, and factories making mattresses, trunks, boilers, and trusses; a large chicken and egg-packing plant, two meat-packing plants, and two important creameries.



*Squaw and papoose*

The city is attractively laid out and has 9 public parks. Among the notable buildings are the imposing State Capitol and the County Court House (both visible from the train); the Federal Building, Public Library, City Hall, State Printing Plant, State Museum, new Union Pacific station and the Auditorium. Topeka is the seat of Washburn College and the Industrial Institute for Negroes. The Security Benefit Association has its National Home and Hospital here.

**ST. MARYS, KAN.**—Elevation, 956; population, 1,213. St. Marys is the prosperous center of a fertile

agricultural district. It is noted for its educational advantages and as the home of St. Marys Theological College.

**MANHATTAN, KAN.**—Elevation, 1,011; population, 10,136. Manhattan, at the juncture of the Big Blue and the Kansas Rivers, was settled in 1854 by colonists from Ohio, who, in a small steamboat, voyaged all the way from Cincinnati. The city has a Carnegie Library, grain elevators, flour and alfalfa mills, packing plant, foundry, machine shops, a limestone quarry, and 60 miles of paving. Manhattan is a shipping point for grain, lumber, live stock, eggs, and dressed poultry. It is the seat of the Kansas State College of Agriculture and Applied Science, with an enrollment of more than 3,800 students, and a stadium seating 18,000 people.

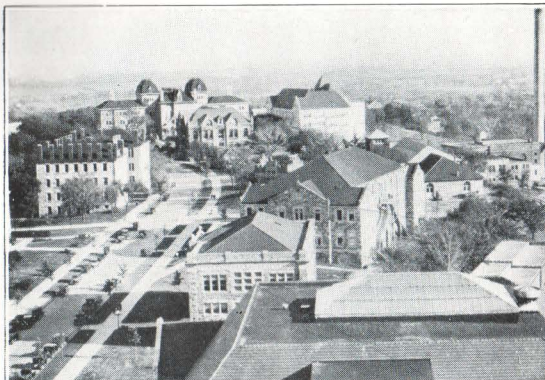
**FORT RILEY, KAN.**—Elevation, 1,062; population, 2,610; established in 1852 near the junction of the Republican, Smoky Hill, and Kansas Rivers to protect trappers. It is now a large United States Army Post, beautifully situated on the Kansas River, and is the largest Army Cavalry School in the United States. Marshall Flying Field is just across the river, south. The original Territorial Capitol Building of Kansas, one and one-half miles east of the station, has been restored by the Union Pacific.

**JUNCTION CITY, KAN.**—Elevation, 1,075; population, 7,308. Junction City, at the confluence of the Republican and Smoky Hill Rivers, is an important commercial center, shipping grain, flour, live stock, and limestone. It has grain elevators, flour mills, a large stone quarry, and factories producing sheet-metal, and creamery products. Among its public buildings are the Library, the City Hall, Community House, Elks' Home, and the Court House. The site of Junction City was visited by Coronado in 1542, and in 1719 by the French explorer, Dutisne, who found a populous Pawnee village there. It is the site of Union Pacific railroad shops valued at more than \$1,000,000.

**ABILENE, KAN.**—Elevation, 1,152; population, 5,624. Abilene was settled in 1856. As one of the termini of the Texas cattle trail, its yearly cattle shipments in the late '60s often totaled 150,000 head; it was a gathering place for cowboys, gamblers, and picturesque ruffians, whose lurid escapades now seem so entertaining in the pages of a novel or on the screen. Abilene remains one of the great agricultural markets and live-stock centers of the state; the principal crops are corn, wheat, and alfalfa, and there are large shipments of butter and eggs. The city is modern, has a City Hall, County Court House, Federal Building and Carnegie Library. Its manufacturing interests include flour mills, creameries, and an ice plant.

**SALINA, KAN.**—Elevation, 1,222; population, 20,156. Salina, on the Smoky Hill River, and the commercial center of a fertile agricultural and stock-raising region, was founded in 1858; the principal products are flour, wheat, alfalfa, live stock, poultry, and eggs. It has street cars, five large flour mills, creameries, a packing plant, and factories making farm implements, brick, brooms, silos, sheet-metal products, ice, and candy. It is the seat of St. John's Military School, Marymount Academy and the Kansas Wesleyan University.





*The University of Kansas  
Lawrence, Kansas*



*State Capitol, Topeka, Kansas*



*Kansas State College of Agriculture,  
Manhattan, Kansas*

**KANOPOLIS, KAN.**—Elevation, 1,582; population, 897. The chief industry is salt mining; 5,000 carloads of rock salt are shipped annually. Old Fort Harker, established to protect the builders of the railroad, stood near the site of the town, and General Sheridan was stationed at the post in 1866. Some of the old buildings have been remodeled and are still being used. Vast herds of buffalo roamed the vicinity; in the spring of 1869 a Union Pacific train, between Fort Harker and Fort Hays, was delayed from 9.00 a.m. till 5.00 p.m. by the passage of innumerable buffaloes. In those days passengers amused themselves by firing from the car windows at the passing beasts. In Kansas alone, between 1868 and 1881, 31,000,000 were slain. For many years the most conspicuous objects on both sides of the Union Pacific tracks, in Nebraska and Kansas, were the desiccated carcasses of buffaloes, whose bones were left to bleach on the prairies.

**ELLSWORTH, KAN.**—Elevation, 1,534; population, 2,072. Ellsworth, on the Smoky Hill River, was once a great shipping point for cattle driven from Texas, and a noted gathering place for cowboys; founded in 1867, it established a record as a "boom" town. Ellsworth has a large trade in grain and live stock. The town is modern and has elevators, flour mills, a modern hospital, a swimming pool, and golf links.

**HAYS, KAN.**—Elevation, 1,994; population, 4,770. Hays was founded in 1867, on Big Creek, near the site of historic Fort Hays, where many stirring events occurred during the Indian wars and the great cattle drives. Among the celebrated names associated with Fort Hays are those of Generals Sheridan, Hancock, Custer and Miles, and "Buffalo Bill" Cody. During the days when the dance halls and gambling dens were never closed, J. B. Hickok, better known as "Wild Bill," was chosen marshal. Once, when attacked by a band of desperadoes who entered his room while he was in bed, he was so quick with his revolver that he killed five of them single-handed. It was to Fort Hays that General Custer brought the Indians captured by the famous 7th Regiment in the battle on the Washita, in 1868. During his hunting trip in America, Grand Duke Alexis visited Fort Hays; for the entertainment of the royal Russian, Two Lance, a noted Kiowa chief, displayed his skill with the bow by shooting arrows from horseback entirely through the bodies of buffaloes.

Hays stands in a rich agricultural region that produces live stock and immense quantities of wheat; the chief manufactures are flour, dairy products, and machinery. It is the seat of the Fort Hays Kansas State College, and the Fort Hays branch of the Kansas Experiment Station, containing 3,600 acres, one of the largest experiment farms in the world.

**ELLIS, KAN.**—Elevation, 2,114; population, 1,973. Ellis has large live-stock interests and a heavy export of wheat; it is a Union Pacific division point. The town is attractively laid out, and has a city park, grain elevators, lumber yards, a theatre, paved streets, and a City Y. M. C. A.

**OAKLEY, KAN.**—Elevation, 3,044; population, 1,159. Oakley is the commercial center of a fertile wheat-growing district; wheat, live stock, and cream are the principal shipments; the town has grain elevators, lumber

yards, an ice plant, and marble works, about 25 miles to the south, along the Smoky Hill River, are the chalk pits so well known to fossil hunters. Winona (population, 300) ships grain and live stock.

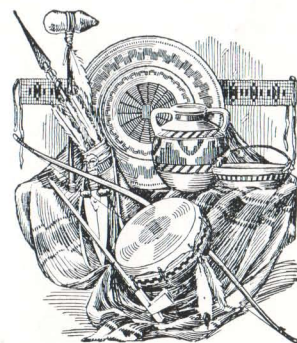
**WALLACE, KAN.**—Elevation, 3,310; population, 89. Wallace makes large shipments of live stock. Two miles southwest, on the Smoky Hill River, is the site of old Fort Wallace, established in 1866 for the protection of the builders of the railroad and of the settlers. During the year Col. Forsyth's company of hunters and trappers was besieged for 8 days on an island in the Arickaree River by Cheyennes under Roman Nose. Two volunteers carried the news to Fort Wallace, and when assistance arrived 21 of the defenders had been killed or disabled and the last horse had been eaten. In 1867-8 the Cheyennes, Arapahoes, and Sioux raided the settlements along the Saline and Smoky Hill Rivers, killing, burning, and ravishing. General Custer, after many skirmishes and several pitched battles, overtook a large war party under Black Kettle, on the Washita River, killed 103 warriors and captured 53 squaws and children, 875 ponies and a great quantity of arms. Near the present site of Wallace once stood the town of Phil Sheridan, with a population of several thousand. For a year and a half it was the terminus of the Kansas Pacific Railroad, and a place temporarily dominated by desperadoes.

**SHARON SPRINGS, KAN.**—Elevation, 3,442; population, 792. Sharon Springs is a railroad division point. Weskan (population, 105) is reached 12 miles farther west and is the last station in Kansas, the Kansas-Colorado state line being about 4 miles beyond.

**CHEYENNE WELLS, COLO.**—Elevation, 4,279; population, 508. It has two grain elevators, a high school and a cheese factory; the chief exports are broom corn, cane seed, live stock, and winter wheat. At Firstview, 10 miles west of Cheyenne Wells, if the day is clear, the Rocky Mountains may be seen; the highest summit visible, directly in the west, is Pikes Peak.

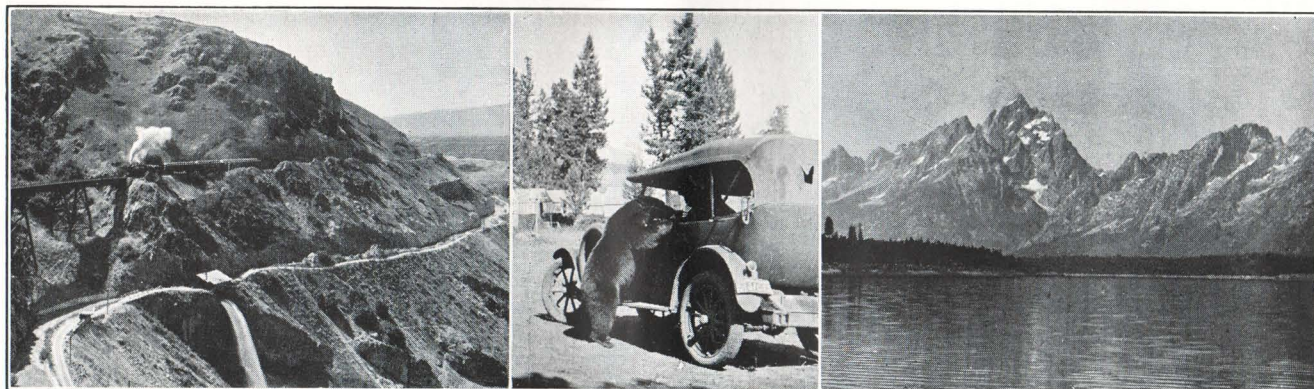
**KIT CARSON, COLO.**—Elevation, 4,286; population, 158. Fine seed corn is raised in the neighborhood. Kit Carson, named for the famous plainsman and guide, ships cattle, hogs, sheep, corn, and beans. West of Wild Horse overland immigrants of the '60s were frequently deluded by mirages which produced pictures of green meadows and running streams where only the arid plains existed.

**HUGO, COLO.**—Elevation, 5,034; population, 712. Hugo, situated on a high, rolling prairie, is a shipping



*Indian Weapons and Utensils*





*Bear River Canyon, Utah,  
Traversed by Union Pacific Trains*

*Tourist and Bear,  
Yellowstone National Park*

*Teton Mountains, Across Jackson Lake, Wyoming,  
Grand Teton National Park*

center for dairy products and live stock. The surrounding territory was formerly part of a great range pasture for Texas Longhorn cattle. Stock raising remains the most important industry today, and purer breeds of Hereford, Durham, and Shorthorn have supplanted the picturesque, half-wild bovine of the '70s.

*An account of the principal stations on the Union Pacific Railroad from Denver to Cheyenne has been given on pages 16, 17 and 18.*

## OGDEN TO YELLOWSTONE PARK AND BUTTE, MONTANA

**HOT SPRINGS, UTAH**—Elevation, 4,274; population, 75. Nine miles north of Ogden is Hot Springs, another health resort with natural hot mineral springs providing medicinal baths.

**WILLARD, UTAH**—Elevation, 4,265; population, 651. Here the valley narrows to a two-mile width, with the Great Salt Lake on the west and the mountains (showing plainly the water lines of ancient Lake Bonneville) on the east.

**BRIGHAM, UTAH**—Elevation, 4,306; population, 5,092. Brigham is the shipping center of a famous peach-growing district. Principal manufacturing industries are sugar making and cement quarrying. In the cement plant at Bakers, visible 4 miles west, the salt-impregnated shale-clay deposits of the ancient lake bed are made into high-grade cement, some of which was used in the Arrowrock Dam, near Boise, Idaho. Four miles north, the train crosses Box Elder Lake.

The Malad Branch extends 73 miles northwestward from Brigham to



*Brigham Young*

Malad, Idaho, through rich irrigated and dry-farming sections. **Corinne** (elevation, 4,432; population, 394), an old Utah town, on the main line of the Southern Pacific Railroad before the Great Salt Lake Cut-Off was constructed, is on this branch. Thence wagon teams hauled freight to the Montana mines in early days. Other important towns on the branch are **Tremonton** (elevation, 4,322; population, 1,009), **Garland** (elevation, 4,344; population, 824), and **Malad** (elevation, 4,520; population, 2,535). The West Cache Sugar Factory, with an annual production of five million pounds, is at Garland.

North from Brigham, Bear River Canyon furnishes one of the most impressive and thrilling short canyon trips (by rail) of the West. For three miles Nature has rent the hills, leaving tortuous, varicolored cliffs, along whose eastern edge trains pass through short tunnels, over trestles, around abrupt juts of rock, while below rushes Bear River, with the canal above. At **Wheelon** is an electric power plant. Several agricultural towns are passed before reaching Cache Junction, diverging point for the Cache Valley Branch.

**CACHE JUNCTION, UTAH**—Elevation, 4,445; population, 105. Cache Junction, and other towns in the marvelously rich Cache Valley are passed en route to **Logan**, third largest city in Utah (elevation, 4,498; population, 10,000), established by the Mormons under Brigham Young in 1859. Utah Agricultural College is situated there. Logan Canyon, near by, is the favorite scenic route from the south to beautiful Bear Lake. The Cache Valley Branch was originally the main line of the Utah Northern Railway, connecting with the present main line at **Swan Lake**. The prosperous communities it reaches are devoted to general farming, fruit raising, dairying, milk condensing, and cheese making. From Cache Junction, a diversified agricultural section is traversed to **Dayton** (elevation, 4,746; population, 225). Near Battle Creek Butte, the scene of Indian conflicts, and a prehistoric island of Lake Bonneville, the waters once stood 400 feet deep. Beyond Swan Lake is **Downey** (elevation, 4,954; population, 553), where Oxford Peak, 9,386 feet high, overlooks Red Rock Pass, the outlet of ancient Lake Bonneville. Before reaching **McCammon**, a defile (cut by the Portneuf River through the mountains) may be seen in the east; lava cliffs along it indicate the volcanic origin of the landscape.

## MAIN LINE TO BUTTE

**FORT HALL, IDAHO**—Elevation, 4,447; population, 190. Fort Hall, 12 miles north of Pocatello, was first a trading post built in 1830 by Nathaniel Wyeth, the intrepid pathfinder and organizer of the Columbia Fishing & Trading Co. One of the first permanent settlements in Idaho, it was later sold to the Hudson's Bay Company, and became a military post in 1849. It is now a United States Indian Reservation and Industrial School. The Indian population approximates two thousand Bannocks, who make industrious farmers, as may be witnessed by a few of their well-kept farms visible from the train.

**BLACKFOOT, IDAHO**—Elevation, 4,500; population, 3,186. Blackfoot, between the Blackfoot and Snake Rivers, is the center of a great potato and wheat district; 35,650,000 pounds of potatoes were produced and 1,600,000 pounds of wheat flour milled in one year. The Utah-Idaho Sugar Company's annual sugar production here is 6,500,000 pounds.





*Great Fall, Yellowstone National Park* ©Haynes St. Paul

*Great Fall, from Artist Point, Yellowstone National Park* ©Haynes St. Paul

*Giant Geyser* ©Haynes St. Paul

The 85-mile branch from Blackfoot to Mackay for most of the distance follows Lost River, famed for excellent trout fishing. From Arco (population 572), 59 miles beyond Blackfoot, the newly created Craters of the Moon National Monument, 24 miles distant, is conveniently reached by highway. Mackay (elevation, 5,323; population, 772) is one of the main entry towns to the central Idaho and Sawtooth Reservation country, which has been proposed as a new national park.

Northward from Blackfoot on the main line, Shelley (elevation, 4,627; population, 1,447) is a shipping point for live stock, general agricultural products, sugar, flour, potatoes, and wheat. Beyond the first low range of lava hills, to the northward, may be seen the crest of Caribou Peak. In very clear weather one may see over this range the snowy top of the Grand Teton Peak, 70 miles distant and 13,747 feet high.

**IDAHO FALLS, IDAHO**—Elevation, 4,708; population, 9,386. Idaho Falls, originally "Eagle Rock," on the Snake River, is one of the state's old towns, and the center of a vast general agricultural and stock-raising district, shipping annually more than 5,000 carloads of potatoes, sugar, mill stuff, live stock, grain and miscellaneous products. Important manufacturing industries of Idaho Falls are potato and wheat-flour milling, sugar making, honey packing, beet and pea seed culture, and ice making.

**THE WEST YELLOWSTONE BRANCH** extends northeastward from Idaho Falls through Rigby (elevation, 4,856; population, 1,629), site of a sugar factory with 800 tons per day capacity; auto service daily to Heise Hot Springs, 14 miles distant. Heavy shipments of hogs, wheat, potatoes, hay, flour, honey, peas, and sugar beets originate here. Beyond is Thornton (elevation, 4,858; population, 400). Rexburg (elevation, 4,864; population, 3,037) is the center of one of the largest dry and irrigated wheat sections in the United States, one farm alone comprising 5,000 acres. Beyond Rexburg the Teton River is crossed, and 4 miles farther is Sugar City (elevation, 4,891; population, 621), named from its principal industry, the manufacture of beet sugar.

**ST. ANTHONY, IDAHO**—Elevation, 4,978; population, 2,455. St. Anthony is situated picturesquely on the north fork of Snake River, which flows through the town in a narrow channel of basalt. There is an impressive background of distant mountains, dominated in the east by the majestic Teton Range, near the Wyoming boundary; the sublime, snowy pinnacle of Grand Teton is one of the most striking summits in the United States. The land hereabouts is particularly adapted to seed pea raising.

**ASHTON, IDAHO**—Elevation, 5,255; population, 1,003. Ashton is an important farming and stock-raising center, on the Snake River, about 15 miles from its upper and lower falls. The town has a beautiful site in an extensive valley, with high mountain ranges in the distance. Here one may outfit for the Jackson Lake country and the Teton Mountains which afford the best fishing and big game hunting in the United States. During recent years Ashton has become renowned through the National Dog Derby held there annually on Washington's Birthday.

From Ashton to West Yellowstone oil-burning locomotives are operated through the National Forest Reserve and the pine-clad course of Warm

River Canyon. At Island Park, a few miles beyond, is Mrs. E. H. Harri-man's ranch. Trude and Big Springs follow, then Reas Pass (6,935 feet), where the Continental Divide is crossed. Most of these points offer fine camping and fishing.

**VICTOR, IDAHO**—(elevation, 6,198; population, 277), charmingly situated in a mountain basin, is the main entrance to Grand Teton National Park, established in February, 1929. The Teton Range is one of the most picturesque in America, lofty, rugged and extensively glaciated. The loftiest peak, Grand Teton, is 13,747 feet high. The region abounds in big game, is heavily forested, and contains several beautiful mountain lakes. A number of fine dude ranches are located in the vicinity of the Park. Combination tours of Yellowstone and Grand Teton Parks require little more expenditure of time and money than a tour of Yellowstone alone, and the surpassing scenery of Grand Teton is well worth visiting.

**WEST YELLOWSTONE, MONT.** (elevation, 6,665), with a regular population of about forty and a transient population during the Park season of several hundred daily, is the terminus of the Yellowstone Branch, the western and favorite entrance to Yellowstone Park. The Union Pacific has a fine modern station on the Park boundary, and a handsome dining lodge. Accommodations and complete outfits are provided for fishing parties. At Henry's Lake, 15 miles westward, rustic lodges may be rented and outfits obtained for hunting and fishing.

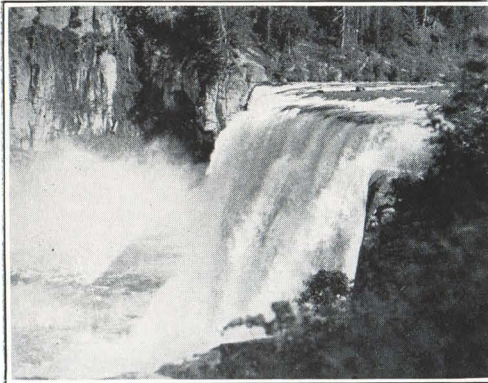
**YELLOWSTONE NATIONAL PARK**—Yellowstone is the largest and most famous of our national parks. In it there are more geysers than in all the rest of the world. In the principal geyser basins the very earth labors, puffs, and steams like a great industrial factory district, while the great geysers, Old Faithful, the Grand, the Beehive, the Giant, and the Giantess send their graceful, steaming columns hundreds of feet into the air. There are boiling springs innumerable, cold springs of Apollinaris water, and prismatic pools with the exquisite beauty of flawless gems and flowers. There is a mud volcano, a cliff of glass, petrified forests, a mountain that roars, and seething multi-colored "paint pots." There are tinted terraces, resembling the fancied architecture of fairyland. The region contains immense lakes, noble rivers, majestic peaks, and one of the finest waterfalls on the globe. The Grand Canyon of the Yellowstone is gorgeously colored and a spectacle of transcendent beauty.

This vast forested wilderness is the greatest of wild animal sanctuaries: bears, deer, elk, bison, moose, and mountain sheep may be seen and photographed. It is noted for the beauty and profusion of its wild flowers, the variety of its bird life, and its excellent fishing.



*Cradle-Rocking*

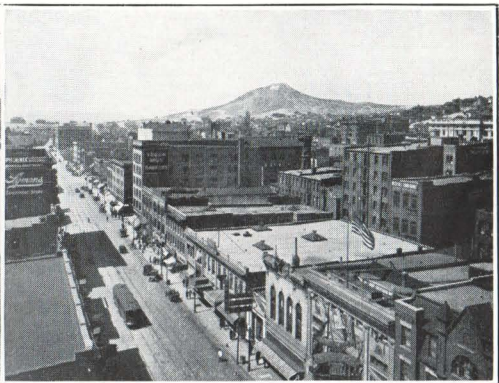




*Upper Fall, Snake River,  
Targhee National Forest*



*One of Yellowstone Park's  
Playful Bears*



*View of Butte, Mont.*

Outside the Park, to the northeast, is the Grasshopper Glacier, surrounded by spectacular, serrate mountains. To the south, also without the boundaries of the Park, is the celebrated Jackson Hole region, where the sublime Teton Mountains, as unreal in appearance as the pictured peaks of fairy tales, rise into the clouds from Jackson, Leigh, and Jenny lakes.

In Yellowstone Park you may travel and live in perfect comfort. You may rest, accomplish your sight-seeing from the cushions of an automobile, ride horseback, or follow the alluring trails on foot. There are luxurious modern hotels and comfortable camps, both supervised by Uncle Sam.

Five-day automobile tours, with accommodations either at hotels or camps, include the principal attractions. But Yellowstone is a place to linger for a month or a summer. During the season, approximately June 20th to September 15th, the Union Pacific System operates the noted Yellowstone Special from Salt Lake City and the Yellowstone Express daily from Pocatello to West Yellowstone, whence direct connections are made with the excellent automobile service of the Yellowstone Park Transportation Co. Through sleeping cars are operated between Chicago and West Yellowstone on both trains. West Yellowstone is the favorite rail gateway of the Park.

### MAIN LINE TO BUTTE (Continued)

Northward from Idaho Falls, a farming and stock-raising territory is entered, with irrigated areas adjacent to the streams and lakes, and dry farms in the highlands. Near **Hamer** are Camas Creek and three lakes providing excellent fishing and duck hunting in season. **Camas** has planned an irrigation project adequate to water 20,000 acres of dry-farm land. From **Monida** stages departed for Yellowstone Park before the Yellowstone Branch was completed. Its name indicates the boundary line between the states of Montana and Idaho.

**MONTANA**—Area, 146,997 square miles; population, 536,332. The Rocky Mountains cross Montana from northwest to southeast, throwing off many spurs and outlying ranges, which occupy nearly one-third of the area in the west and southwest. The remainder of the state lies chiefly on the Great Plains.

Both dry and irrigated farming is practiced. The chief crops are hay, wheat, oats, barley, flax, corn, potatoes, and sugar beets. Montana leads in the number of sheep and in the production of wool, and raises vast herds of cattle and horses. Twenty-nine per cent of the state is forested.

Montana has an immense and varied store of useful minerals. The state ranks second in the production of silver, copper, and zinc, and fifth in the production of gold. Lead and manganese are also extensively mined. Montana's deposits of coal are among the richest in the West. The chief manufacturing industries are the smelting of ores, and the production of lumber, flour, beet sugar, and flax fiber.

Montana was first explored by Verendrye, in 1743. The Lewis and Clark expedition entered the state in 1805-06. The first trading post was erected by Manuel Lisa, in 1807, on the Big Horn River; and many other trading posts arose in the following years. McKenzie, of the American Fur Co., built Ft. Union in 1829 at the mouth of the Yellowstone River. Father DeSmet established a mission among the Indians in 1845. Gold was discovered in paying quantities in 1862 on Grasshopper Creek, where the town of Bannock afterwards arose and became the territorial headquarters in 1864. Montana became a state, the third largest in area of the Union, in 1889.

**LIMA, MONT.**—Elevation, 6,250; population, 476. Lima is a division point of the Union Pacific System and an important shipping point for wool, sheep, cattle, and grain. **Armstead** is the junction point for the Gilmore & Pittsburgh Railroad operating to **Salmon City** and the interior of central Idaho, a vast and inspiring scenic region with many productive mines. **Dillon** (elevation, 5,096; population, 2,410) is a heavy shipping point for live stock, grain, and wool; there are a number of mines in the vicinity. **Bond** is the gateway to the Tory Mountain and Mountain Lakes District, 35 miles northwest, where there is good fishing and big game hunting in season.

**BUTTE, MONT.**—Elevation, 5,800; population, 39,540. Butte, a modern city on a high plateau between the Rocky and Bitter Root Mountains, is the largest mining town in the world. Copper is the chief mineral produced, although there are valuable deposits of gold, silver, lead, and zinc. The Butte mines produce 25 per cent of all the copper mined in the United States and 13 per cent of the world's output, and the total annual mineral production exceeds \$60,000,000. The surrounding hills are honeycombed with mines and some are in the very heart of the city.

Among Butte's important public buildings are the City Hall, Court House, Opera House, Federal Building, and a fine high school building; it has a public library and several handsome theatres. The Montana School of Mines is there. Butte is the trade and jobbing centre of Western Montana. It was settled as a gold-placer camp in 1863, and laid out as a town in 1866.



*And, Beyond—the Orient*



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**Salt Lake City, Utah**—City Ticket Office, Hotel Utah, Main and So. Temple Sts.  
E. A. SHEWE ..... District Passenger Agent  
**San Diego, Calif.**—345 Plaza Street  
C. C. JEWETT ..... General Agent  
**San Francisco, Calif.**—City Ticket Office, 355 Geary Street, Hotel Stewart  
H. A. BUCK ..... General Agent, Passenger Department  
L. A. WIRGLER ..... District Passenger Agent  
**San Jose, Calif.**—501 First National Bank Bldg., Santa Clara and First Streets  
R. M. RUTHEY ..... General Agent  
**San Pedro, Calif.**—101 West Seventh Street  
W. F. NASH, JR. ..... General Agent  
**Santa Ana, Calif.**—305 North Main Street  
W. A. SHOOK ..... General Agent  
**Santa Monica, Calif.**—602 Santa Monica Boulevard  
S. C. FROST ..... General Agent  
**Seattle, Wash.**—203 Union Station, Fourth Avenue and Jackson Street  
H. M. WEST ..... Assistant General Freight and Passenger Agent  
**City Ticket Office**—1403 Fourth Avenue  
A. L. IYER ..... General Agent, Passenger Department  
**Spokane, Wash.**—727 Sprague Avenue  
T. J. DOWD ..... District Freight and Passenger Agent  
**Tacoma, Wash.**—114 South Ninth Street  
G. L. LEONARD ..... District Freight and Passenger Agent  
**Toronto, Ontario**—201 Canadian Pacific Building, 69 Yonge Street  
GEO. W. VAUX ..... General Agent  
**Tulsa, Okla.**—320 Kennedy Building, 321 South Boston Street  
F. F. ROBINSON ..... General Agent  
**Walla Walla, Wash.**—Baker Building, Main and Second Streets  
H. CUNNINGHAM ..... District Freight and Passenger Agent  
**Whittier, Calif.**—Union Pacific System Passenger Station  
G. B. KENNARD ..... City Freight and Passenger Agent  
**Yakima, Wash.**—Union Pacific Building, 104 West Yakima Avenue  
H. M. ADKINS ..... District Freight and Passenger Agent

J. L. BURGAR, Manager,  
DEPARTMENT OF TOURS (Union Pacific System—C. & N. W. Ry.)  
148 South Clark Street, Chicago, Ill.

**J. P. CUMMINS**  
General Passenger Agent  
OMAHA, NEB.  
  
**JOHN L. AMOS**  
Assistant Traffic Manager  
Union Pacific Bldg.  
SALT LAKE CITY, UTAH

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

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

**C. J. COLLINS**  
Asst. Passenger Traffic Mgr.  
OMAHA, NEB.

**W. K. CUNDIFF**  
General Passenger Agent  
PORTLAND, ORE.

**A. V. KIPP**  
Assistant Traffic Manager  
LOS ANGELES, CALIF.

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

**GEO. R. BIERMAN**  
General Passenger Agent  
LOS ANGELES, CALIF.

**W. H. OLIN**  
Assistant Traffic Manager  
681 Market Street  
SAN FRANCISCO, CALIF.



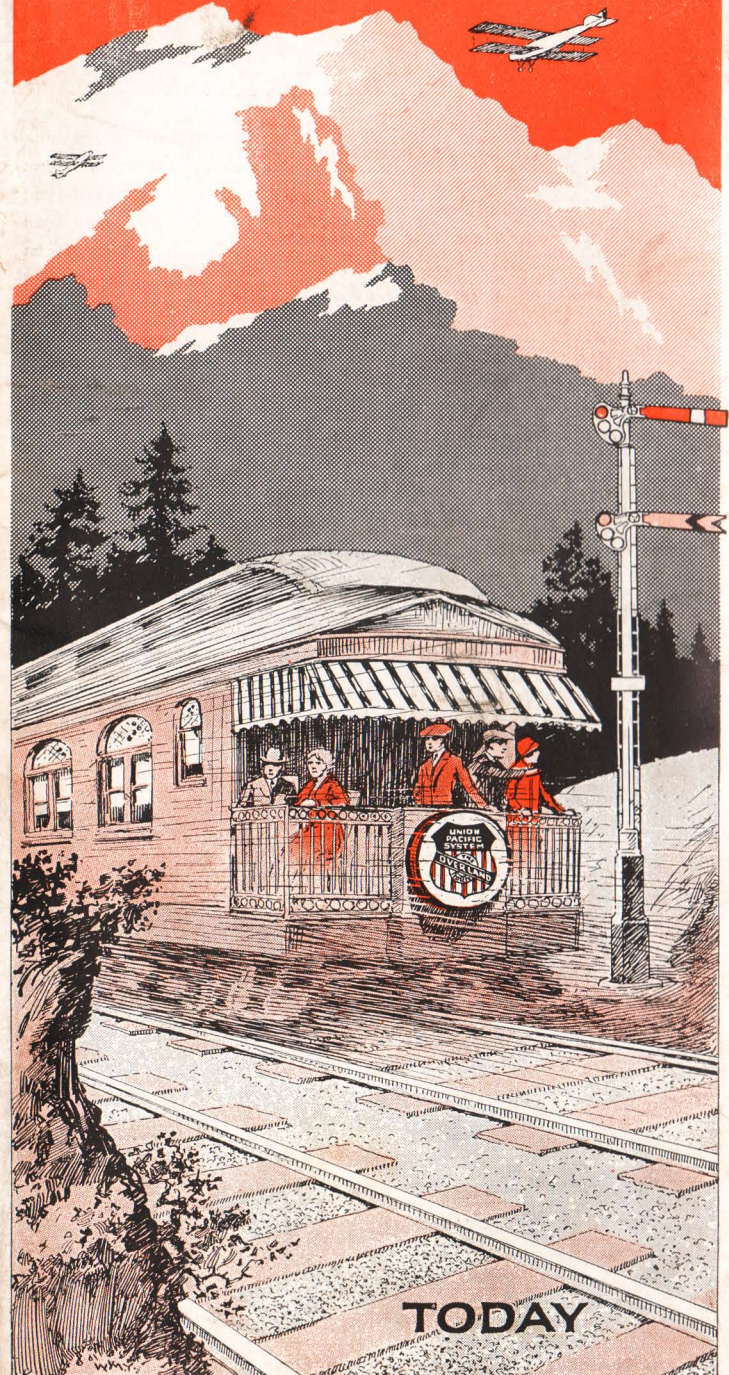
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