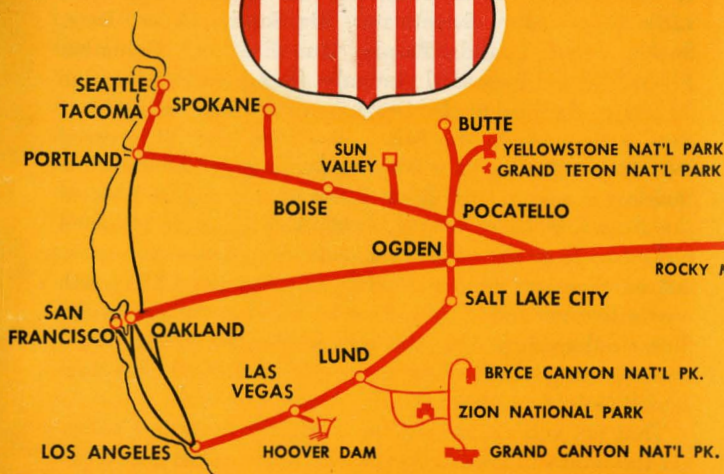
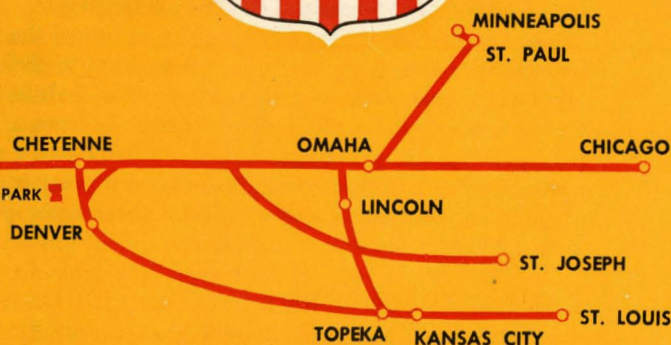


# *Along the* **UNION PACIFIC RAILROAD**



# *Along the* **UNION PACIFIC RAILROAD**







UNION PACIFIC RAILROAD PHOTO

"The Buffalo meant food, clothing and shelter to the Indian."



SCENE FROM PARAMOUNT'S "UNION PACIFIC"

"Workers had to drop picks and shovels and take up rifles to defend themselves."

# The Overland Trail and the Union Pacific Railroad

The Overland Trail, route of the Union Pacific Railroad from Omaha to Ogden, is a natural thoroughfare which has been followed by herds of buffalo and other game, by Indians, fur traders, explorers, Mormons, gold seekers, the Overland Stage coaches, and the Pony Express.

The Oregon Trail (its early name) was one of the most remarkable natural highways known to history. Selected originally by the instincts that guide 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. While yet unimproved by man it was pronounced one of the finest highways in the world by the Belgian priest, Father DeSmet.

## Early Exploration

W. P. Hunt, leader of the Astor Expedition of 1811, was the first to mark a portion of the route. Gen. Ashley, founder of the Rocky Mountain Fur Company, was the next path maker in 1823. It was one of his men, Etienne Provost, with Jim Bridger, who made the important discovery of the South Pass. In 1832 Capt. Bonneville followed the Trail from Independence, Mo., to the 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 Laramie was built in 1833; Fort Hall, near the present site of Pocatello, Ida., in 1834; and Fort Bridger, in 1843. For many years these posts, with Fort Boise, were the only outposts of the white man between the Missouri River and Fort Vancouver, near the mouth of the Columbia  
2 on the Pacific Ocean.

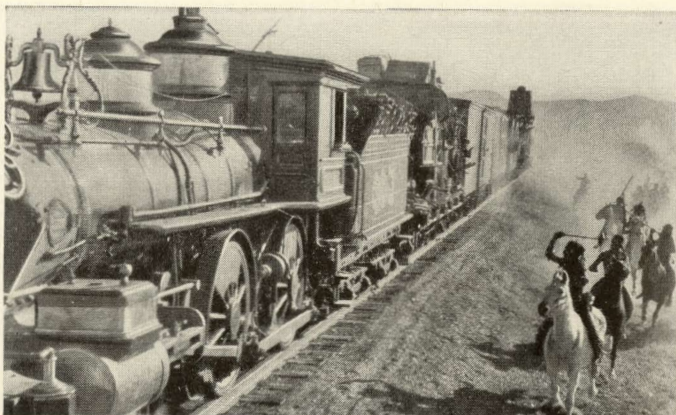
The Overland Trail was more than 2,000 miles in length. It was a river route, following the Kansas, Big Blue, Little Blue, Platte, Sweetwater, Big Sandy, Green, Bear, Snake, Boise, Grande Ronde, Umatilla, and Columbia Rivers. Travel increased gradually from year to year, due largely to the lure of the Oregon country and to the Mormon settlements in the Salt Lake valley, but it received its first great impetus when, on January 24, 1848, while building a sawmill for John Sutter on the South Fork of the American River near Coloma, Calif., James Marshall picked up from the mill race a shapeless, rusty-yellow mass not much larger than a lima bean. It was gold!—worth nearly five dollars! A few days later Sam Brannan of the Sutter colony rode into the tiny settlement of San Francisco holding aloft a bottle of gold dust and shouting, "Gold! Gold! Gold from the Rio Americano!"

That cry echoed around the world. It drew to California thousands of gold seekers. The route across the Western mountains and deserts was a hazardous journey of four to six months at best, and many travelers never arrived at all. But the tide of adventurous humanity flowing Californiaward was ever increasing.

By 1860 the volume of traffic had grown to immense proportions; 500 freight wagons frequently passed Fort Kearney in a day, consuming an entire summer in making a round trip to Fort Hall or Salt Lake City.

It was considered a great advance in Western transportation when Ben Holladay established his Overland Stage Line. The 1900-mile journey in one of his 100 Concord coaches took only 18 days at breakneck speed, cost the passenger \$225, with safe arrival none too certain.





SCENE FROM PARAMOUNT'S "UNION PACIFIC"  
"Indian attacks continued sporadically for some years after the road was in operation."



SCENE FROM PARAMOUNT'S "UNION PACIFIC"  
"In 1867 a band of Cheyennes wrecked a freight train."

Demands for quicker transportation, especially for the mails, led to the organization of the Pony Express, which carried letters to California in only ten days. Eighty expert riders were engaged continually, each traveling as much as 250 miles a day carrying only a bowie knife and a revolver besides a mail pouch. Despite frequent Indian attacks, these lone travelers lost only one bag of mail in the entire history of the service.

All these transportation facilities were inefficient and expensive, and demands for railroads became insistent. But Daniel Webster's words, spoken in the United States Senate a decade previously, were still ringing: "What do we want of that vast and worthless area—that region of savages and wild beasts, of deserts, of shifting sands and whirling winds, of dust, of cactus, of prairie dogs? To what use could we even put those endless mountain ranges? What could we do with the Western Coast of three thousand miles, rockbound, cheerless and uninviting?"

With the discovery of gold in California, ever better wagon roads were blazed across the wilderness; then, on July 1, 1862, the year in which California first produced more than \$500,000,000 worth of gold, Congress passed the Pacific Railroad Bill.

## The Union Pacific Railroad

The story of the building of the Union Pacific is one of the greatest epics of American history. The obstacles were legion. Financing the construction, even with liberal government aid, was a serious problem because few believed the road would ever be finished.

## Indian Opposition

Though political obstacles had been overcome, on the Western plains there still remained opponents determined to block railroad construction—Indians.

Nebraska, Kansas, Wyoming, and Eastern Colorado comprised the territory of the Sioux, Cheyennes, Arapahoes, Crows, Blackfeet, Shoshones, and lesser tribes. Unlike the

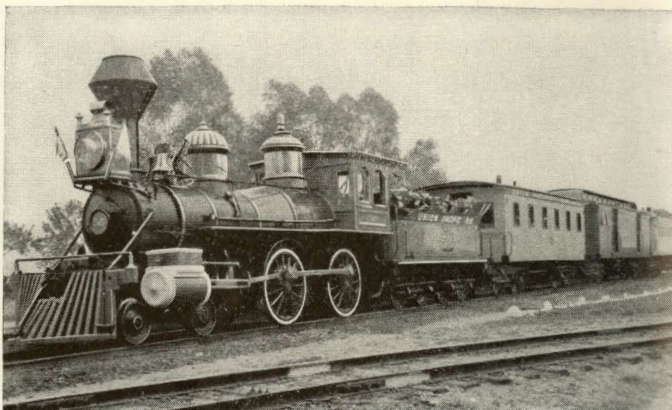
pastoral tribes of the Southwest, these Indians were nomads and hunters who lived largely on the results of the chase. While traders and trappers had always been welcomed by the Indians, permanent settlers were regarded as mortal enemies. The reason: buffalo. Grazing in countless millions over the prairies, the buffalo meant food, clothing, and shelter to the Plains Indian. The white man's plow and fences spelt doom to the buffalo's range; therefore, the inroads by farmer and settler were stubbornly resisted.

Between Fort Kearney, Neb., and Bitter Creek, Wyo., Indian fights were frequent and sanguinary. Besides surprise attacks on construction gangs, trains themselves were assaulted. In 1867 a band of Cheyennes wrecked a train, killed the engineer and fireman, plundered the cars, and rode off with bolts of bright cloth streaming from their horses' tails. Maj. North and a company of Pawnee horsemen overtook the marauders, killed 15, and captured the nephew of the leader. Near Ogallala a band of Indians attempted to wreck a train by driving their ponies in front of it; twenty ponies were killed. At Sidney Indian attacks were common, and several section hands were killed by arrows. At Hillsdale a Union Pacific surveyor became a victim. Several attacks were made at Cheyenne, and local tradition has it that the first two burials in that city were those of Union Pacific graders killed by Cheyennes.

Finally, Generals Sherman and Sheridan were sent by the Federal government to protect the settlers. While attacks continued sporadically throughout the construction of the Union Pacific and for some years after the road was in full operation, the Indians were gradually subdued in battle or mollified at diplomatic powwows. Some of the die-hard chiefs of the tribes were given passes permitting them to ride the trains free, and it wasn't long before less-privileged young redskins learned the advantages of railroads by riding the rods.

The Central Pacific Railroad, building eastward from Sacramento to meet the Union Pacific, had its difficulties too. Rails for its line had to be shipped round the Horn 3





SCENE FROM PARAMOUNT'S "UNION PACIFIC"

"Crude affairs they were then, bearing no resemblance to the comfortable air-conditioned train you are riding today."



SCENE FROM PARAMOUNT'S "UNION PACIFIC"

"On May 10, 1869, a golden spike was driven as the last rail was laid."

or across Panama at tremendous cost. Two score miles of snowsheds had to be built, and financing was even more difficult than for the Union Pacific.

As the roads grew rapidly nearer to each other in 1867-68, an exciting race developed. Daily newspaper reports of each railroad's construction were read everywhere with all the interest of a big-league pennant race today. On May 10, 1869, the two roads were joined at Promontory, Utah. The score stood at 1,086 miles of track laid by the Union Pacific and 689 by the Central Pacific. With great ceremony a golden spike was driven as the last rail was laid. Five months after the driving of the last spike trains were in regular service to the Pacific Coast, seven years ahead of schedule. Crude affairs they were then, bearing no resemblance to the air-conditioned train you are riding today. They were little more than boxcars with windows and benches and heated by stoves. A few Pullman sleeping cars were in service, but no dining cars ran west of Omaha for another five years. Passengers carried lunch baskets or depended on provisions obtained at wayside stations.

Great progress has been made since those days, and the Union Pacific has always been a pioneer at introducing innovations, including the modern Diesel-powered Streamliners and the new comforts and economies of coach and sleeping-car travel. A transcontinental journey today is one of the most enjoyable things in modern living.

## 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, Ia.**—El. 980; pop. 45,184.

The eastern terminus of the Union Pacific was established here by a decree of President Lincoln on March 7, 1864, although Omaha citizens, anticipating this decree,

had held a ground-breaking ceremony on the Missouri River bank on December 2, 1863. The decree required the railroad company to bridge the Missouri River, an engineering feat of first magnitude in those days. The first bridge was completed in 1872; in December, 1916, during the course of an hour and without disturbance to traffic, the present steel bridge was transferred from the temporary support on which it was built to its 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 20 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 Maj. Long's exploring expedition, ascended the Missouri to Council Bluffs. During the gold rush of 1849-50, Council Bluffs was an important out-fitting point.

Chiefly a railroad town, it has large repair shops and is a major distributing center for agricultural implements. Its nine big grain elevators indicate the volume of agricultural produce shipped from here.

Between Council Bluffs and Omaha lies the Missouri River, a stream about 900 feet wide at low water, with a flow at Omaha of about 374,000 gallons per second of silt-laden water.

**Nebraska**—Area 77,520 sq. mi., of which 712 square miles are water surface; pop. 1,325,510.

Primarily an agricultural state, Nebraska lies mainly on the sloping Great Plains, which rise at an average of ten feet per mile from southeast to northwest. Three-fourths of the state's area is gently undulating prairie of black or brown alluvial soil. The average annual precipitation is 22.60 inches; clay, limestone, and potash are the state's principal mineral resources, with sand and gravel the most important commercially.

Corn is Nebraska's chief crop; in normal years over

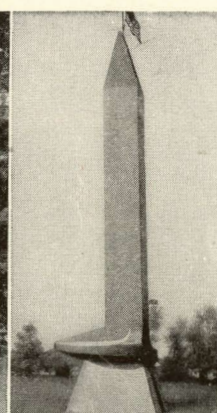




Lincoln Monument—high up on the bluff  
—at Council Bluffs, Iowa.



Airplane View of Council Bluffs—eastern terminus of the Union Pacific  
Railroad.



Golden Spike Memorial  
Monument at Council  
Bluffs.

100,000,000 bushels are produced. Nebraska ranks second among the states in hog production and third in cattle, ranks with Illinois and Iowa in corn, and in beet sugar production next to Colorado. Dairying, poultry, and egg production are also important. The principal manufacturing industry is meat packing; milling grain products is second in importance, and butter and cheese making third.

Coronado, searching for Gran Quivera 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 Mallet brothers in 1739. Government exploring parties under Lewis and Clark, Maj. Long, and Gen. Frémont visited the region in 1804, 1819, and 1842 respectively. Manuel Lisa, a Spaniard, was the foremost trader and leading personality from 1807 to 1820, and until 1854 the annals of the fur traders were the history of Nebraska. In 1820 Fort Atkinson, then the westernmost U. S. Army post, was established 16 miles north of Omaha; in 1832 the American Fur Company instituted 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.

The Territory of Nebraska was organized in 1854; the State of Nebraska joined the Union in 1867. Today the state government is particularly noted for its unicameral legislature, its balanced budget, its freedom from bonded debt, and lack of both sales taxes and state income taxes.

**Omaha, Neb.**—El. 1,033; pop. 247,408.

Omaha was named for the Omaha Indians. The first trading post in the area was probably the one built at Bellevue in 1805 by Crooks and McLellan. Another trading post was established in 1807 where Fort Calhoun now stands. In 1820 an Army post, Fort Atkinson, was erected at the same place. The vanguard of the Mormon exodus crossed the Missouri at Omaha in 1846. In 1854 land was first ceded by the Indians, and permanent settlements were made.

Omaha now has an area of 39 square miles, 30 parks, and 50 miles of boulevards. It also boasts 28 hotels, two imposing cathedrals, 150 churches, and two universities.

In addition to the Union Pacific, which maintains shops and general offices in the city, nine railroads enter Omaha. The city's most important industries are meat packing, smelting and refining, milling grain, and the manufacture of dairy products.

From the undulating terrain around Omaha the west-bound train passes into the broad, level valley of the Platte, rich with historical associations.

## Main Line—Omaha to Ogden

**Elkhorn, Neb.**—El. 1,166; pop. 476.

Prior to 1908, all Union Pacific trains followed a circuitous route 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 a mile and an eighth in length and averages 65 feet in height. This gigantic piece of railroad construction, called Lane Cutoff, has practically eliminated grades and curves and has shortened the line by nine miles.

**Waterloo, Neb.**—El. 1,126; pop. 382.

Here the Union Pacific crosses the Elkhorn River in a valley notable for the quantities of garden seeds it produces.

**Valley, Neb.**—El. 1,140; pop. 1,113.

Valley is a shipping center for grain, sand, and gravel. Three miles west of the station the traveler obtains a clear view of the historic Platte River south of the railroad line.

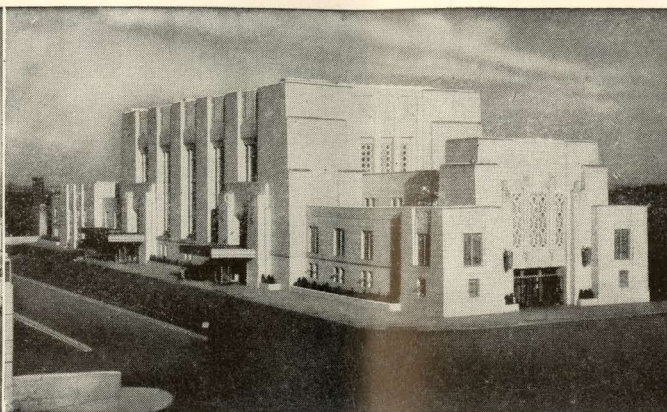
**Lincoln, Neb.**—El. 1,167; pop. 97,423.

Lincoln is the state capital and an important manufac-





Union Pacific Building — general offices of the Union Pacific in Omaha.



Modern Union Station in Omaha, Nebraska.



A portion of Omaha's retail section.

turing and distributing center served by five railroads. It boasts 1,338 acres of public parks and 110 churches. Notable public institutions in Lincoln are the State Capitol, State Agricultural College, University of Nebraska and a U. S. Veterans Administration hospital. For the school year of 1950-51 its seven universities and technical schools had an enrollment of approximately 12,000.

**Beatrice, Neb.**—El. 1,252; pop. 11,788.

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 three railroads. One of the largest distributing implement houses in the West is located there, also one of the largest stove-fixture manufacturers. It is the home of the State Institution for Feeble-Minded.

**Fremont, Neb.**—El. 1,197; pop. 14,639.

A red-granite marker beside the station indicates the course of the Overland Trail, from whose explorer, Gen. Frémont, the town takes its name. A hybrid-seed-corn center and important hatchery and nursery center, Fremont is also an active livestock market. It is the home of Midland College. Its municipal auditorium seats 3,000 persons, and its seven parks and state recreation grounds include 20 lakes. At **North Bend**, 15 miles west of Fremont, the Union Pacific tracks run close to the wooded shore of the Platte River. The thriving county seat of **Schuyler** lies 15 miles west of North Bend.

**Columbus, Neb.**—El. 1,447; pop. 8,844.

Columbus was the most important Nebraska town west of Omaha before the Union Pacific was built. Its commercial life at first depended upon trade with overland wagon trains. Today Columbus is an important industrial center which ships large quantities of poultry, butter, eggs, live stock, and grain. The Loup River Public Power hydro-electric plant produces 50,000 horsepower of electric energy which is distributed throughout Nebraska forming a

statewide power grid. The Union Pacific here crosses the Loup River just above its confluence with the Platte.

**Grand Island, Neb.**—El. 1,864; pop. 22,835.

The city was named for 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, Ia. A government air mail landing field is maintained here, also the U. S. Monitoring Radio Station which polices the radio use of the air. Grand Island is a Union Pacific division point where extensive repair shops are maintained. One of the city's most important industries is the production of beet sugar, but Grand Island is also one of the greatest horse and mule markets of the world. Its stockyards ship many thousands of cattle each year.

**Wood River, Neb.**—El. 1,966; pop. 858.

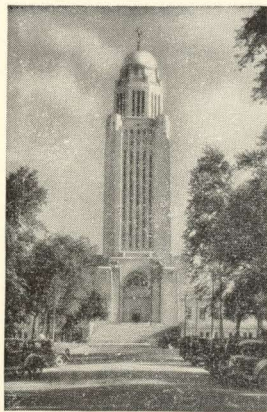
Here the Union Pacific tracks pass through the middle of the 22-mile-wide Platte River Valley, running for long distances in nearly straight lines. One of these curveless stretches is 40 miles long. Since the development of hydro-electric power in the Platte Valley, "pump irrigation" has rapidly transformed agricultural crops and methods in this vicinity and farther west.

**Kearney, Neb.**—El. 2,149; pop. 12,106.

Historic Fort Kearney, established in 1848 for the protection of the Overland Trail, was named for Gen. Philip Kearny, a commander in the war with Mexico. All routes between Kansas City and Omaha converged at Kearney. During the construction of the railroad, Kearney was the point at which serious Indian warfare began. Fort Kearney was the headquarters of the Maj. North who mustered four companies of Pawnee horsemen into service.

Kearney is now the center of an extensive area of irrigated farm land. An important retail center, its industries consist of foundries, grain elevators, creameries, hot-





New Nebraska State Capitol  
at Lincoln, Nebr.



A view of the business district, Fremont, Nebr.



The main street of Grand Island, Nebr.

ting works, and produce and meat processing plants.

**Elm Creek, Neb.**—El. 2,265; pop. 799.

Located beyond Kearney, Elm Creek in 1868 was the scene of the massacre of five section men by Sioux Indians under Chief Two Strikes.

**Lexington, Neb.**—El. 2,389; pop. 5,061.

Between Kearney and Lexington the land produces corn, wheat, rye, oats, barley, potatoes, sugar beets, and alfalfa. The results of extensive hydroelectric development are apparent throughout the valley.

**Cozad, Neb.**—El. 2,487; pop. 2,900.

This community was established in 1873 by John J. Cozad of Cincinnati who bought land and brought 30 settlers from his native Ohio. It now serves a rich agricultural area which produces and ships more alfalfa and alfalfa products than any other place in America. It has all the improvements, public buildings and other facilities that belong to the modern small city. A stone marker 150 feet west of the Union Pacific station designates the 100th Meridian.

**Gothenburg, Neb.**—El. 2,563; pop. 2,963.

Gothenburg is a shipping point for grain, hay, and live stock. Just before reaching the station the train crosses a large irrigation canal, one of many that may be observed farther west. To the south the broken character of the land is evidence of the beginning of the sand-hill region.

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.

**North Platte, Neb.**—El. 2,802; pop. 15,390.

Located just west of the confluence of the North Platte and South Platte Rivers, North Platte is a Union Pacific division point, where extensive shops and icing plants are

maintained. From this point, the Union Pacific main line follows the South Platte River.

This modern city has grain elevators, flour mills, bottling works, a United States Air Mail Station, and Weather Bureau, and is the shipping point for the vast irrigated district surrounding it. It has a rich history and was for many years the home of "Buffalo Bill" Cody.

**Ogallala, Neb.**—El. 3,213; pop. 3,441.

Taking its name from a tribe of Sioux Indians, Ogallala is located beside the South Platte River, at the foot of bluffs of sand and gravel which contain fossil bones of extinct mammals.

Eight miles north of Ogallala on the North Platte River is the Kingsley Dam, completed late in 1940, second largest earth dam in the world. It supplies water for the Platte Valley Public Power and Irrigation District, a system of canals, reservoirs and a power plant, located 3 miles south of North Platte. After operating turbines and electric generators at the power plant, the water is diverted to the South Platte River and used for irrigating about 100,000 acres of farm lands lying eastward as far as Kearney.

Ogallala was at one time a terminus of the great Texas cattle trail. In 1875, sixty thousand cattle were driven to Ogallala for distribution.

**Brule, Neb.**—El. 3,288; pop. 330.

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. Brule is a shipping point for sugar beets, wheat, hogs, and cattle.

**Big Springs, Neb.**—El. 3,369; pop. 527.

Big Springs is named for the large springs that issue from the bluffs north of the station. Eight miles west of the station the Union Pacific turns southward into Colorado.

**Julesburg, Colo.**—El. 3,467; pop. 1,938.

Julesburg received its name from an agent of the Over- 7





The retail section of North Platte, Nebr.



Nebraska corn normally averages  
100 million bushels a year.



Pure bred live stock is the rule  
throughout Nebraska.

land Stage Line who was killed by J. A. Slade, notorious desperado whose career was described by Mark Twain in "Roughing It."

Its site has been changed four times, the original town having been burned by the Indians in 1857. 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. 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 those early days this region was a part of the range of immense buffalo herds. Today the chief products shipped are sugar beets, potatoes, onions, grain, and live stock.

**Sidney, Neb.**—El. 4,091; pop. 4,894.

In 1867 Sidney was the terminus of the Union Pacific. From 1868 to 1894 Fort Sidney was maintained there. During the gold-mining rush it was the starting point of a stage line to the Black Hills.

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. A number of oil wells in the vicinity are now in production. 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 sq. mi.; pop. 290,529.

Most of the state lies in the Great Plains region, which consists of flat or gently rolling uplands, from 4,000 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

tracks of the Union Pacific are laid. In the west and northwest, in Grand Teton and Yellowstone National Parks, the finest mountain scenery is to be found.

Although sagebrush is the characteristic growth of the plains, there are also many nutritious native grasses which make the state one of the foremost stock ranges. Cattle raising is exceeded in magnitude only by sheep raising, the wool clip approximating 30,000,000 pounds annually.

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

From Wyoming's rich earth, first in abundance is oil. Coal is second. Other products of the mines and quarries include iron, bentonite, vermiculite, used extensively for roofing and insulation, gold, gypsum, limestone, marble, and phosphate.

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. Antelope, deer, coyotes, and wolves inhabit the plains; in the mountains are elk, moose, blacktail deer, antelope, mountain sheep, bears, pumas, lynxes, wolverenes, and many smaller animals. There is a great variety of game birds, and the lakes and streams are well stocked with native and rainbow trout. Dude ranches attract thousands of visitors each year.

The first known white man in Wyoming was the Sieur de la Verendrye, in 1743. John Colter discovered the Yellowstone region in 1807. 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 Frémont, guided by Kit Carson, in '42. When the Union Pacific started building through Wyoming in 1867, it was not even a name on the map, and only a handful of people lived within its present boundaries. The Jackson Hole country in the Grand Tetons was a





Fat Hereford cattle in a midwest feeding pen.



A Colorado wheat field.



For America's sweet tooth. Irrigating a field of sugar beets.

trading rendezvous for agents of St. Louis fur companies during the early decades of the Nineteenth Century. Large areas of the state were closed to white settlement by Indian warfare for more than a decade after the completion of the Union Pacific.

**Pine Bluffs, Wyo.**—El. 5,047; pop. 846.

First town on the Union Pacific in Wyoming, it was named for 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.

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 24-25). 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.

**Colorado**—Area 104,247 sq. mi.; pop. 1,325,089.

Colorado has a higher average altitude than any other state; approximately two-thirds of its area ranges from 6,000 to 14,000 ft. 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 extends north and south; numerous secondary ranges and spurs stretch in every direction. Between these parallel ranges are four great natural parklike areas and many smaller ones.

Nearly every useful mineral produced in the United

States is found in Colorado, and most of them have been mined to some extent. Despite its rank as a mining state, the annual value of its farm products is more than four times that of its mines and quarries, and it is the second state in irrigated acreage.

Wheat ranks first in value; sugar beets, second; and alfalfa, third. Colorado also raises vast herds of sheep, and many cattle, horses, mules, and hogs. Other important industries are packing plants and flour mills, iron and steel mills, and plants making chemicals and explosives.

Colorado is one of the nation's summer playgrounds. Its excellent roads, hundreds of lakes and streams, well-stocked with trout, and wonderful wild flower gardens deservedly attract thousands of visitors. Rocky Mountain National Park is the most popular national park in America.

Followers of Coronado and DeSoto 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. Although small deposits of gold were discovered between 1806 and 1857, prospectors first arrived in large numbers after its discovery in 1858 at the confluence of Cherry Creek and the South Platte River. Colorado became a territory in 1861, a state in 1876, just 100 years after the signing of the Declaration of Independence. For that reason it is called the "Centennial State."

**Sterling, Colo.**—El. 3,939; pop. 7,470.

Sterling is a wholesale distributing point for sugar, live stock, wheat, barley, and beans, produced on the 130,000 acres of irrigated farms in the surrounding territory. **Merino**—(pop. 259) is near the site of a former station on the Overland Trail where the agent, H. Godfrey, so well defended his post that the Indians named the place "Fort Wicked."

**Fort Morgan, Colo.**—El. 4,276; pop. 5,292.

Fort Morgan was founded in 1884 on the site of an 9





Colorado State Capitol, Denver.



Denver from the air—Civic Center and Capitol in the foreground.



City and County Building, Denver.

old military post. Sugar beets, hay, and live stock are produced by the irrigated farms in the vicinity.

**Denver, Colo.**—El. 5,280; pop. 412,856.

Denver, state capital and gateway to 14 national parks, is situated on both sides of the South Platte at its junction with Cherry Creek. The city is 14 miles from the eastern base of the Rocky Mountains and commands a superb view of the Continental Divide from Pikes Peak to Longs Peak. The first settlement was made in 1858 when gold was discovered there.

In the mountains, Denver owns 45 parks comprising about 20,000 acres, connected with the city by fine roadways. This system of parks has a wild animal preserve, shelter houses, camp sites, open-air fireplaces, and other accommodations. Among the scenic regions of the state which can be reached most conveniently from Denver are: Rocky Mountain National Park; Mesa Verde National Park; Colorado Springs; Manitou, with its celebrated curative springs; the Pikes Peak region; Cripple Creek, with its famous mines; Platte and Clear Creek Canyons; Evergreen, Morrison, and the Park of the Red Rocks in Bear Creek Canyon; Eldorado Springs; and Boulder, state university and chautauqua town.

Denver's sugar production ranks first in value of manufactured output; meat packing, second; and foundry production, third. It is the principal jobbing center of the Rocky Mountain region and an important railroad center.

**Rocky Mountain National Park**—The 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 canyons hold scores of beautiful lakes upon their terraced floors, and some bear living glaciers in their upper recesses. The most impressive and loftiest peak of the Rockies, Longs Peak, is in the Park.

10 The Park is very easy of access, and its hotel accom-

modations are ample and varied. Chief forms of recreation are motoring, camping, horseback riding, mountain climbing, fishing, golf, and tennis. It may be reached by auto-stage from Denver in a 250-mile circle tour through Estes Park, across the Continental Divide via the Trail Ridge Road to Grand Lake and back to Denver through Denver Mountain Parks, by way of Lookout Mountain and Golden.

**Brighton, Colo.**—El. 4,979; pop. 4,326.

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.

**Lupton, Colo.**—El. 4,906; pop. 2,000.

Principal products exported from Lupton are sugar beets, truck garden vegetables, hay, grain, live stock, and dairy products. **La Salle** (el. 4,673; pop. 755) ships sugar beets, potatoes, wheat and live stock.

**Greeley, Colo.**—El. 4,648; pop. 20,286.

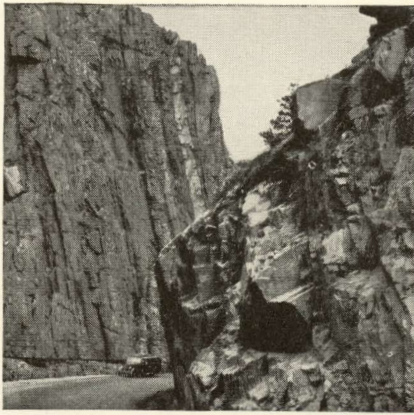
Greeley, on the Cache la Poudre River, was settled in 1870 by New England colonists under the patronage of Horace Greeley of the *New York Tribune*. Principal exports are sugar, canned goods, potatoes, and flour. The surrounding territory is devoted to irrigated farming and sheep and cattle raising. **Eaton** (el. 4,831; pop. 1,273) was named after a former governor of Colorado. It ships much the same produce as Greeley.

**Cheyenne, Wyo.**—El. 6,060; pop. 31,807.

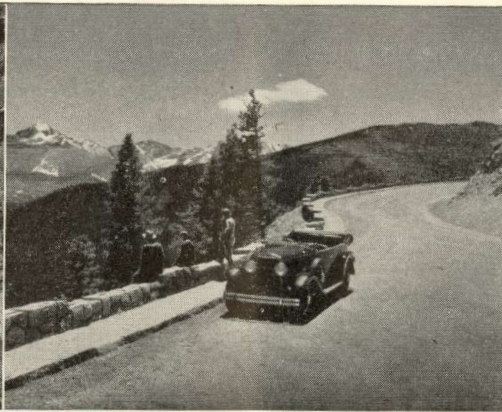
Cheyenne, named by Gen. Dodge after an Indian tribe, sprang into prominence when it became the terminus of the Union Pacific during the winter of 1867-68. Many of the picturesque features of its early days are recaptured at the annual "Frontier Days" celebration in late July.

Stock raising is the principal industry in the surrounding country, and hordes of beef cattle and sheep are shipped to eastern markets. Three miles northwest of the city—visible from the train—is Francis E. Warren Air Force Base,

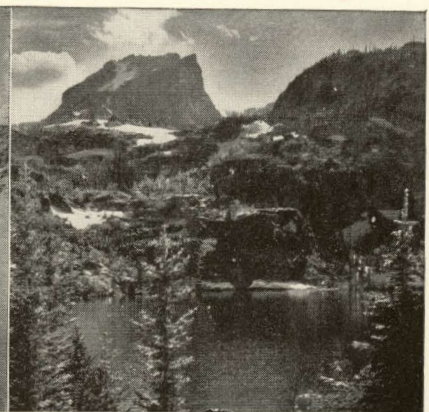




Big Thompson Canyon, Rocky Mountain National Park.



Longs Peak from "Many Parks" point, Rocky Mountain National Park.



Hallet Peak and Bear Lake, Rocky Mountain National Park.

still an important army post, established in 1867.

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.

#### Granite Canyon, Wyo.—El. 7,315; pop. 35.

There are quarries, lime kilns, and springs of pure water and fine trout fishing in near-by streams. A granite crushing plant provides resilient rock ballast for Union Pacific roadbeds and for highway construction. At Buford (el. 7,862) the famous Sherman granite was quarried, which was formerly used as ballast on the roadbed of the Union Pacific. The character of this granite may be observed in the deep cuts and on the immense embankments.

#### Sherman, Wyo.—El. 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 present route. 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.

#### Hermosa, Wyo.—El. 7,899; pop. 90.

Just before reaching Hermosa the train passes through a tunnel 1,800 feet long. The road enters the Laramie Basin, a hollow, mountain-rimmed upland between the Laramie and Medicine Bow ranges. There is excellent trout fishing in the streams, and the hunter of big game may find wolves, mountain lions, deer, and bears. 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 red sandstone columns in the vicinity, and similar formations may be observed in the vicinity of Colores. Stock raising is the chief industry of this region.

#### Laramie, Wyo.—El. 7,151; pop. 15,581.

This city, on the Laramie River and sheltered by the Laramie Mountains on the east and the Medicine Bow range on the west, was named for Jacques La Ramie, early trapper for the American Fur Company. The city is within easy driving distance of the Medicine Bow National Forest in which one may fish, hunt, and vacation from comfortable lodges and resorts.

In 1868 the site of Laramie was selected for a Union Pacific terminal. When the railroad went on, the city remained, for the Laramie Plains already had become valuable as an "open range" for cattle grazing.

Wyoming's open range has given way to ranches. North of Laramie is the King Brothers Sheep Ranch, famed the world over for its Corriedale and Rambouillet sheep. Laramie is the ranchers' shopping and shipping center.

Never a boom town, Laramie's development is due to the steady growth of staple industries. The Union Pacific has there the largest stock yards on the system for the feeding of livestock in transit. South of town is the Pacific Fruit Express re-icing plant, largest on the Union Pacific.

Lumber is a major industry producing over 325 million feet of railroad ties and two million feet of lumber.

The University of Wyoming, located here, is the state's single institution of higher learning and combines five standard colleges.

#### Rock River, Wyo.—El. 6,910; pop. 424.

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. Near Ridge (el. 6,692) occurs the Morrison formation, which contains the





"Ride 'em Cowboy." Cheyenne  
Frontier Days Annual Rodeo.



Downtown Cheyenne—Wyoming State Capitol in the distance.



Ames Monument, near Sherman, Wyo.  
(See Sherman article, page 11.)

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, Wyo.**—El. 6,564; pop. 328.

Formerly a favored rendezvous, it is the scene of some of the incidents in Wister's novel, "The Virginian." Ten miles south lie the Medicine Bow Oil Fields. At **Como** (el. 6,712) the road is built across a small lake fed by warm springs which abound in salamanders.

**Hanna, Wyo.**—El. 6,775; pop. 1,326.

Hanna is a coal-mining town. The coal formations, which contain many fossil bones of dinosaurs and freshwater shells, were first observed by Frémont in 1843. The Simpson Ridge Oil Field lies 10 miles southeast of town. Extensive reconstruction work on the Union Pacific has been done near Hanna. **Percy** (el. 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, 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.

## Walcott, Saratoga and Encampment

From **Walcott** (el. 6,624) a railroad runs southward to **Saratoga** (pop. 926) and **Encampment** (pop. 288), a distance of 45 miles. Saratoga is 24 miles from Walcott, where there are hot and cold mineral springs possessing curative properties. The State of Wyoming has purchased 420 acres of land surrounding the springs as a site for a State medical institution.

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.

**Fort Steele, Wyo.**—El. 6,511; pop. 139.

Fort Steele is the site of old Fort Steele, established to protect the builders of the Union Pacific. Here the train again crosses the North Platte River, from which it parted at North Platte, Neb. Fort Steele ships oil, sheep, a superior quality of building sand, and timber. North of the town may be seen the Rattlesnake Hills.

**Sinclair, Wyo.**—El. 6,586; pop. 775.

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. In the distant north the Seminoe and Ferris mountains are visible.

**Rawlins, Wyo.**—El. 6,747; pop. 7,415.

The town named for Gen. Rawlins, Secretary of War under President Grant, is the headquarters of extensive sheep, cattle, and mining interests and a railroad division point.

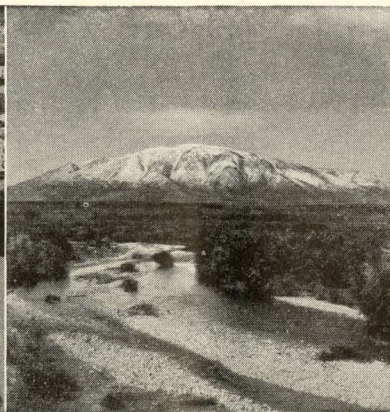
**Continental Divide**—At **Creston** (el. 7,107), south of the tracks, is a sign which reads: "Divide of the Continent." The Continental Divide is the great watershed that separates the streams flowing to the Atlantic from those flowing to the Pacific. Eastward and to the southeast are the Laramie and Medicine Bow ranges.

**Red Desert, Wyo.**—Views of the Red Desert, a basin floor of wonderful coloring, begin to appear just west of Creston. A few miles north of the Union Pacific tracks are one hundred miles of shifting sand dunes. The Red Desert, once a favorite hunting and battle ground of the Indians, is now, despite scant herbage, the winter range for thousands of sheep.

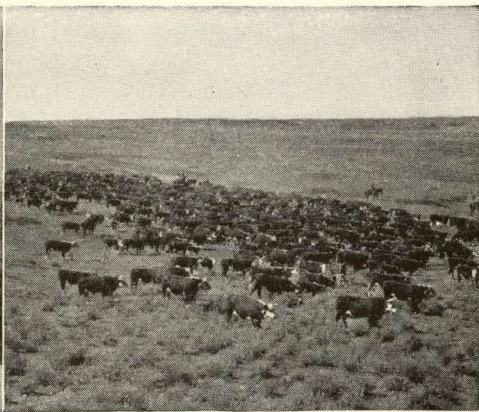




Air view of University of Wyoming, Laramie.



Elk Mountain (11,162 feet) Northern sentinel of the Medicine Bow Range.



Large herds of cattle now roam the former range of the buffalo in Wyoming.

#### Point of Rocks, Wyo.—El. 6,509; pop. 32.

Point of Rocks was named for the bizarre-shaped sandstone cliffs that rise above the tracks to the south. The stone house seen south of the track, opposite the depot, is one of the stations formerly used by Pony Express riders. Antelope herds are frequently seen along the railroad.

#### Rock Springs, Wyo.—El. 6,263; pop. 10,857.

At Rock Springs, named for large springs of saline water in the vicinity which were discovered by a Pony Express rider 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. Some of the mine openings may be seen to the north of the railroad as it approaches from the east. Large natural gas fields lie 16 miles southeast of Rock Springs. Rock Springs is also the center of an important cattle and sheep raising region. There are good roads to the south entrance of Yellowstone Park, a distance of 230 miles, via scenic Hoback Canyon and Grand Teton National Park.

#### Green River, Wyo.—El. 6,083; pop. 3,187.

The Union Pacific maintains shops and other activities here. Rocky Mountain region's deepest gas wells are 25 miles southwest. Green River is situated on the river of the same name, beside bluffs eroded into striking forms. Among those visible from the car window are "Man's Face," which is directly southwest of the station, and "Castle Rock," which is due north. In Fish Cut, west of Green River station, rocks containing fossil fishes are exposed. Green River is also the gateway to the Uintah Mountain area and the Firehole Basin. The splendid 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 was once a terminus of the Union Pacific.

#### Granger, Wyo.—El. 6,271; pop. 122.

From Granger a line of the Union Pacific runs north-

west to Pocatello, Ida., 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. **Church Buttes** station was named from a peculiarly eroded mass of rock ten miles south on the Overland Trail. **Bridger** station was named for Jim Bridger, noted trapper and guide; the historic fort of the same name is situated about twelve miles to the east on Blacks Fork. In 1858 the fort became a United States army post.

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**. Lined with cement and 5,900 feet long, this tunnel is the longest on the Union Pacific Railroad. Recently a second tunnel was cut through to complete double trackage between Omaha and Ogden.

After leaving 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.—El. 6,745; pop. 3,605.

Evanston, founded in 1869, owes its importance to increasing farm acreage, the extensive livestock interests, and to its coal mines. 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 sq. mi.; pop. 686,862.

Utah is a land of wide and varied character, from lofty snow-capped peaks to the abysmal chasm of the Colorado River; from endless, sweeping, painted plateaus to forbidding wastelands of salt desert. Its people include al-

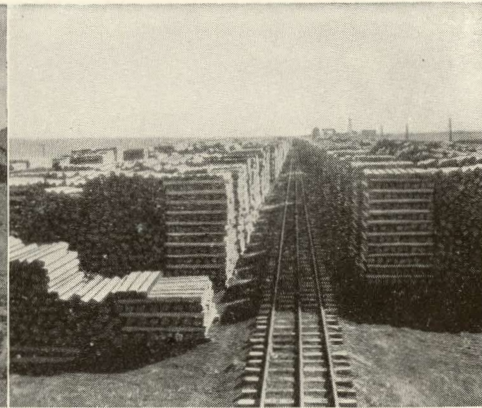




Corral on a Wyoming dude ranch.



Castle Rock and Green River Buttes, Wyoming.



Millions of railroad ties are hewn annually in Wyoming.

most every race and color. First seen in Utah by the traveler from the east are the Uintah Mountains with peaks reaching 13,498 ft. The only mountain range in the western hemisphere running east and west, it is paralleled by the Union Pacific between Granger and Evanston. The road then crosses the Bear River and soon follows the dashing Weber River through the beautiful Wasatch Mountains into fertile Salt Lake Valley.

To the southeast the mountains break and fan out into a great system of sweeping, two-mile-high plateaus. The western part of Utah lies within the Great Basin and consists of mountain ranges trending north and south, principal of which is the Wasatch extending from the extreme north edge south 150 miles, including Mt. Nebo.

Utah has many natural wonders: Great Salt Lake, the briny residue of ancient Lake Bonneville, whose waters were once 850 ft. deep at the point where the Mormon Temple in Salt Lake City now stands; three colossal natural bridges and the superb Rainbow arch in the southeastern National Monuments; the magnificent painted gorge of Zion Canyon; and the glorious chasms of Bryce Canyon National Park and Cedar Breaks National Monument. These, as well as Kaibab National Forest and Grand Canyon National Park, may be reached during the season, about June 15 to September 10, by regular motor bus tours daily from Cedar City, Utah, on the Union Pacific. (See page 17.)

Wild animal life consists of elk, mule deer, wolves, coyotes, cougars (mountain lions), black and grizzly bears, mountain sheep, antelope, buffalo, beaver, marten, bobcats, otter, mink, muskrats, red fox, skunks, weasels, and many other small animals and rodents. Pheasants, geese, and many species of wild ducks are plentiful. At the north end of Great Salt Lake is an exceedingly large water fowl refuge. Utah's 2,000 miles of streams and 2,500 lakes contain 58 varieties of fish, more than half of which were imported.

Alta, Snow Basin and Echer Hill, three of the state's 13 skiing resorts, have attained national prominence.

Climatic conditions produce every type of plant to be found between Mexico and Alaska. Both climate and soil are ideal for irrigated farms. Large new tracts on Milford Flats and the Escalante Desert are producing excellent crops by the use of surface and underground water. In order of their value the leading crops are: hay, wheat, barley, oats, corn, fruits, and vegetables. The fame of Utah celery is nationwide.

Utah also produces sheep, cattle, swine, horses and mules, milk cows, chickens, turkeys, and wool.

Most important manufactured products are: beet sugar, flour, and steel. The Geneva plant of the U. S. Steel Co., located on the Provo branch of the Union Pacific 28 miles from Salt Lake City, is one of the largest and most modern plants in the world.

Principal wealth of Utah, however, is her minerals. Practically all of the useful metals are found in this state, tin being the chief exception.

The state was first explored by Dominguez and Escalante, Franciscan friars, in 1776. In the winter of 1824-25, Jim Bridger, while seeking the source of Bear River, discovered Great Salt Lake. Ashley established a fort at Utah Lake in 1825. Gen. Frémont and Kit Carson visited Great Salt Lake in 1843, exploring 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. 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. Indian outbreaks were frequent between 1857 and 1862, and in 1865 the Blackhawk Indian war began. Utah became a territory in 1850, a state in 1896.

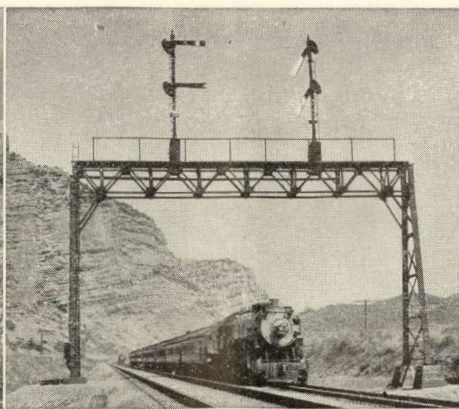
Wahsatch, Utah—El. 6,800; pop. 25.

A short distance westward the train passes through a

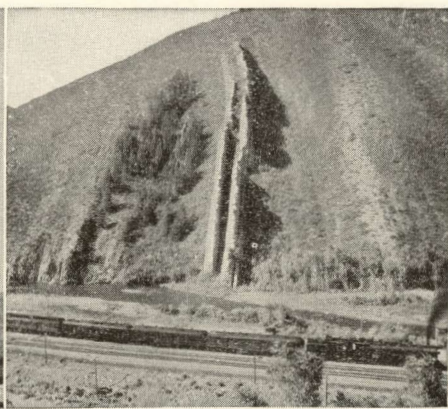




A field of Utah celery, famous for its richness and crispness.



The Los Angeles Limited in Echo Canyon, Utah.



Devil's Slide, Utah, may be seen from the train window.

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, frequently indented by the holes of swallows' nests, grow higher and higher. West of **Emory** (pop. 488) the eroded walls rise more than a thousand feet above the tracks. The weird formations here have local names such as Steamboat Rock, the Teakettle, the Sentinel, the Cathedral. Just before the train enters the village of **Echo** (pop. 145), **Echo Dam** may be seen one-half mile to the south. Water from the dam is used for irrigating the Salt Lake Valley. Two miles west of Echo, on a hillside to the north of the tracks, is a group of fantastic monuments called "The Witches."

**Henefer, Utah**—El. 5,337; pop. 346.

Henefer is the point on the Overland Trail where the Mormon pioneers turned westward and crossed the Wasatch Mountains into Emigration Canyon. Chief products of the community are a high-quality red fire clay, live stock, wool, and grain.

**Devil's Slide, Utah**—El. 5,251; pop. 500.

Devil's Slide is situated at the junction of Lost Creek Valley. On the left stand two parallel upturned limestone reefs 20 feet apart, thrusting serrate edges 40 feet above the mountain side. The reefs are composed of rock from which cement is made. From Devil's Slide westward to **Morgan** (pop. 1,064) a great gorge penetrates the Bear River Mountains, part of the Wasatch Range. 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 Weber River through the main range of the Wasatch Mountains. It is the most impressive

of the gorges through which the Union Pacific enters the valley of Great Salt Lake. Near the western end of the canyon stands Devil's Gate, but the railroad passes through a cut driven into the gravel of the old river bed and emerges upon a broad, fertile valley. The first station west of the Wasatch is **Uintah** (el. 4,502; pop. 317).

**Ogden, Utah**—El. 4,298; pop. 57,112.

At Ogden, Utah, the Union Pacific diverges for Los Angeles and the Pacific Northwest and connects 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. Change may be made at Ogden to Union Pacific trains for Yellowstone National Park (service in summer season only), Butte, Spokane, Portland, Tacoma, and Seattle.

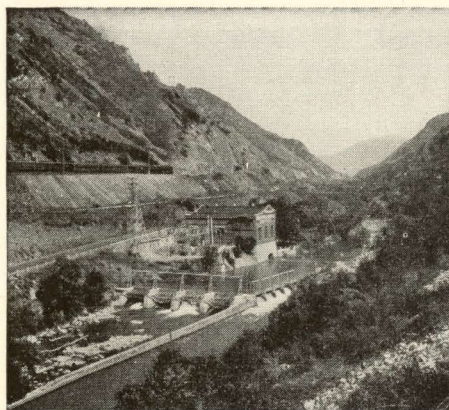
Ogden, at the juncture of Ogden and Weber Rivers, near the western base of the Wasatch Range, was founded in 1848 and laid out in 1850 under the direction of Brigham Young. Great Salt Lake lies 10 miles westward.

Second largest city in Utah, Ogden is an important livestock and manufacturing center; grain and flour mills, a can factory, sugar refineries, canning factories, and meat packing plants rank first in the value of their products. The Union Pacific maintains at Ogden a large ice manufacturing plant for icing refrigerator cars.

Ogden Canyon, two miles east of the city and reached by a modern highway, is one of the most picturesque gorges in the West.

**Snow Basin**—This winter and summer recreational area of six thousand acres has been set apart for public use under the control of the U. S. Forest Service. A mechanical chair lift more than a mile long is in operation. Skiing and tobogganing slopes and many summer picnic areas are provided. Snow Basin is reached from Ogden by an 18-mile paved highway.





Hydro-electric plant in Weber Canyon, Utah.



Weber Canyon where the Weber River plunges and foams in a boulder-strewn channel.



A view of downtown Ogden, Utah, with the Wasatch Mountains in the distance.

## Ogden to Salt Lake City

Southward from Ogden the train traverses the eastern edge of the Valley of Great Salt Lake; the majestic Wasatch Mountains rise near at hand in the east, and to the west the gleaming waters of the famous "Dead Sea of America" may be seen occasionally. Soon after leaving Ogden, on the left may be seen Ogden Arsenal. Bordering the Arsenal and extending farther east lies the Ogden Air Service Command's "Hill Field." Close on the right is **Clearfield**, (el. 4,473; pop. 4,723) center of tomato producing, and home of the largest inland Naval Supply Depot in the world.

**Salt Lake City, Utah**—El. 4,251; pop. 182,121.

On the slopes beneath the granite peaks of the Wasatch stands Salt Lake City, the metropolis of the Inter-Mountain West. It overlooks the great lake of salt waters and its charming valley, bounded on the southwest by the stately Oquirrh Mountains.

Salt Lake City is the state capital and headquarters of the Church of Jesus Christ of Latter-Day Saints. The principal buildings of the Mormons are the splendid Temple, the Tabernacle 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.

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, steel mills, and a blast furnace in the vicinity of Salt Lake City.

New Saltair Beach, famous 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 in the United States.

## Salt Lake City to Los Angeles

From Salt Lake City to southern California the Union Pacific 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. In traversing the 785 miles, the Union Pacific passes through scenery which embraces mountains, wide, fertile valleys, and canyons till it enters the heart of semi-tropical southern California's beautiful orange belt.

**Great Salt Lake**—El. 4,200.

Leaving Salt Lake City the Union Pacific skirts the shores of Great Salt Lake—largest inland body of salt water in the world. It is 70 miles long and 30 miles wide.

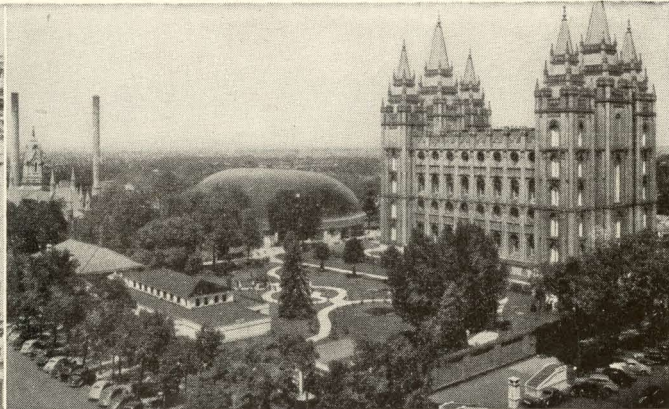
**Oquirrh Mountains**—The line leaves the shores of Great Salt Lake 27 miles from Salt Lake City and begins to climb the slopes of the stately Oquirrh Mountains revealing the distant crests of the canyon-riven Stansbury Range to the north and west. Thirty-five miles from Salt Lake City is **Warner**, junction point for **Tooele** (pop. 7,269) 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** (el. 6,060) highest point on the Union Pacific between Salt Lake City and Los Angeles.

**Great Pahvant Valley**—Descending, the line passes into great Pahvant Valley, which covers an area of 5,000 sq. mi., hundreds of thousands of acres being under irrigation. **Lynndyl** (el. 4,796; pop. 241) 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 by way of the eastern side of Bear Lake. Union Pacific shops are maintained there.





Salt Lake City—The Heart of Deseret. Utah State Capitol in the distance.



Famous Mormon Temple and Tabernacle, Salt Lake City, Utah.

**Delta, Utah**—El. 4,649; pop. 1,703.

This is the largest town in the Pahvant Valley. Nearly one-fourth of all the alfalfa seed produced in the United States is raised and marketed in the Delta district. From Delta a branch line of the Union Pacific extends 35 miles to Fillmore (pop. 1,890).

**Oasis, Utah**—El. 4,607; pop. 415.

This town is surrounded by fertile fields, 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. The Union Pacific runs through its center, flanked on both sides by mountain ranges. The valley's rich soil produces good crops of potatoes, sugar beets, grain, and alfalfa.

**Milford**—El. 4,968; pop. 1,673.

In the heart of the Escalante Valley, Milford is a division point on the Union Pacific where many men are employed in the railroad shops. An important agricultural shipping point, it is also a good livestock area.

Milford is the gateway to **Lehman Cave National Monument**, 90 miles to the northwest, near Baker, Nevada.

**Lund, Utah**—El. 5,091; pop. 160.

While only a hamlet, Lund 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.

**Cedar City, Utah**—El. 5,805; pop. 6,106.

From Cedar City motor-bus tours start for Zion National Park, Bryce Canyon National Park, Cedar Breaks, Kaibab National Forest and Grand Canyon National Park. Modern lodges at all the Parks, including a new hotel, El Escalante, erected by the Union Pacific at Cedar City, make Utah-Arizona tours thoroughly enjoyable.

In **Zion National Park** the principal canyon, Zion, is a matchless carving by the greatest of all sculptors, erosion. Varying in width from a mile to scarcely more than a few yards in the upper narrows, its unscaled, precipitous buttes rise several thousand feet above the canyon floor.

**Bryce Canyon National Park** has probably the most astonishing blend of exquisite beauty and grotesque grandeur that the forces of erosion ever produced. The Canyon is a giant amphitheater, from one to two miles wide, about three miles long and 1,000 feet deep.

**Cedar Breaks** covers about 60 square miles, lies directly north from Zion National Park, and is a series of vast amphitheaters eroded to a depth of 2,000 feet. It is perhaps even more colorful than Bryce Canyon. Elevation at the rim is 10,400 feet.

Beautiful **Kaibab National Forest** with its thousands of deer, and sublime **Grand Canyon**, seen from the North Rim, are included in one-day to five-day motor-bus tours from Cedar City. Grand Canyon is a colossal chasm, 220 miles long, a mile deep, and 12 miles wide.

**Utah-Nevada State Line**—El. 5,663.

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, Utah**.

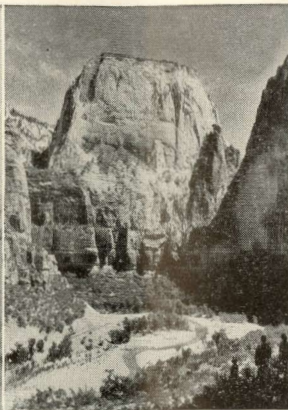
**Nevada**—Area 110,690 sq. mi.; pop. 160,083.

Nevada lies principally within the Great Basin, a broad plateau 4,000 feet above sea level, extending from the Sierra Nevada to the Wasatch Range. At fairly regular intervals the level character of the country is broken by mountain chains crossing the country in parallel lines. The soils are: sand and gravel loams; extensive clay deposits occurring in old lake basins; many alkaline soils on the desert. Generally the soil is extremely rocky and shows 17

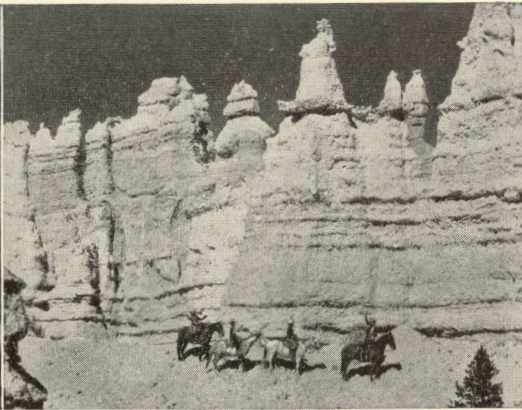




Union Pacific Station, Cedar City, Utah.



The Great White Throne in Zion National Park, Utah, towers 3,000 feet above the river.



"Queen Victoria," one of thousands of strange and colorful rock formations in Bryce Canyon National Park, Utah.

formations representing many geological periods. The valleys, however, are very fertile and, with sufficient irrigation, produce excellent crops. 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 irrigation projects are becoming more and more economically important. The greatest project, of course, is the Hoover Dam in the southern part on the Arizona-Nevada line.

Summer temperatures in Nevada are relatively high, and winter temperatures relatively low except in the southern portion. Nevada is extraordinarily rich in minerals and has produced an abundance of gold, silver, copper, lead, tungsten, antimony, manganese, iron and salt. It is the second of her industries.

The first is agriculture and stock raising. The natural grasses and forage plants support beef cattle and sheep from 9 to 12 months a year. 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 are orchards and small fruits. In the semi-tropical region in the southern part of the state, almonds, figs, dates, and pomegranates are plentiful. Forage crops are among the principal staples, and among exports, potatoes, onions, and cantaloupes hold an important place.

A Franciscan priest, Francisco Garces, was the first known white man to enter Nevada, passing through on his way to California in 1775. Peter Ogden, of the Hudson's Bay Co., 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, Frémont conducted explorations in different parts of this region. The first settlement, a small trading post, was made by the Mormons in 1849 at Genoa. The same year gold was discovered by William Prouse at Dayton, near Virginia City. Prospectors soon arrived from California and

the East, and when ten years later the Comstock Lode—richest in the world—was discovered, Virginia City was filled with fortune hunters. The lode was worked out practically by 1879, and the mining boom ended about 1908.

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

**Nevada Canyons**—At **Crestline** (el. 5,992) the line begins to wind down into the beautiful Nevada Canyons forming a horseshoe curve which presents some striking car-window views. The rock walls begin at **Brown** (el. 5,857) and continue for 21 miles to **Minto** (el. 4,733).

**Caliente, Nev.**—El. 4,390; pop. 970.

Caliente is a shipping point for the Delamar and Chief mining districts and extensive cattle and sheep ranches. A branch line runs 33 miles to **Pioche**, one of Nevada's mining centers. The town derives its Spanish name from the hot springs near by. Cathedral Gorge near Panac, 14 miles up the Pioche branch, is similar to Cedar Breaks National Monument.

**Rainbow Canyon**—At **Etna** (el. 4,227) the line enters the famous Rainbow Canyon. For 26 miles it follows the floor of this canyon to **Leith** (el. 2,910).

**Moapa, Nev.**—El. 1,644; pop. 25.

Moapa is the junction point for the Union Pacific branch line whose terminus is Mead Lake, 17 miles away. Near Mead Lake are located many places of interest, including the Valley of Fire, ancient salt mines, Indian picture writings, and the "Lost City of Nevada" where archaeologists have unearthed remains of a prehistoric city.

**Las Vegas, Nev.**—El. 2,027; pop. 24,624.

Las Vegas, division point of the Union Pacific, is surrounded by an artesian belt which produces large crops of fruits, vegetables, and melons. Fascinating blend of old





Cedar Breaks National Monument, where nature grinds the pigments for her most colorful sunsets.



"O why should the spirit of mortal be proud?"  
Grand Canyon from the North Rim.

and new, it is the stop-off point for visitors to Hoover Dam and Lake Mead, as well as the gateway to many scenic and recreational points, including Death Valley.

**Henderson, Nev.**—El. 1,811; pop. 3,643.

Henderson is on the Boulder City branch about 17 miles from Las Vegas and is one of the larger cities in Nevada. Several chemical plants now operate there and are rapidly making it the chemical center of the west.

**Boulder City, Nev.**—El. 2,427; pop. 3,903.

On the Union Pacific branch line, this charming community was originally constructed by the government to house the thousands of construction workers on the dam.

**Hoover Dam and Lake Mead**—Hoover Dam rises more than 700 feet from the surface of the Colorado River, its massive shoulders of steel and concrete being keyed into towering canyon walls to hold back the watershed of one-quarter of the continent. Behind the dam stretch the deep waters of Lake Mead, the world's largest man-made body of water. Hoover Dam and Lake Mead can be visited on a one-day stopover en route on the Union Pacific to or from southern California.

**Jean, Nev.**—El. 2,867; pop. 50.

Jean is the shipping point for the Good Springs Mining District, large producer of various metals.

**California**—Area 158,683 sq. mi.; pop. 10,568,223.

The variety of physical and climatic characteristics of California make it a perfect vacationland. The eastern boundary of the state is mountainous. The coast line is over 1,000 miles in length, the average width being 200 miles. The short distance between the mountains and the sea affords visitors the novelty of engaging in snow sports in the morning, lunching in a sub-tropical garden, and sun or surf-bathing in the afternoon. While the climate inland varies from mild to extremely rigorous, along the southern shore warm ocean currents prevent the temperature from varying more than 10 degrees in a year.

Composition of the soil is varied, granite formations being evident in some parts and sandstone in others. A bituminous character is seen in some 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, creating a lumber producing territory of vast importance.

The state is known for its "big trees", many of which may be seen in Sequoia and Yosemite National Parks. Some of the tallest are over 320 feet high and nearly 40 feet in diameter. Many are over 5,000 years old.

Orange culture is now practiced on a large scale in the south, and fruit farming of nearly every kind is one of the state's chief industries. Forage plants, wheat, barley, rice, beans, sugar beets, and even cotton are raised extensively. California wines are known all over the country.

Numerous minerals, such as gold, copper, petroleum in great quantity, quicksilver, potash and silver are found there. Important industries are: fishing, meat packing, sugar refining, foundry and machine work, steel, automotive and aviation manufacture, and dairying.

The first known white man to enter California was Alarcon in 1540. In 1579 the explorer Cabrillo visited the seaboard, and Vizcaino's expedition arrived in 1602. Actual settlement began in 1759 when Father Junipero Serra, leading a group of Franciscan missionaries, penetrated the wilderness, established settlements of Indian neophytes, and began construction of the famous missions which remain as reminders of the past.

California was ceded to this country in 1848 at the close of the Mexican War. Admission to the Union was in 1850.

**Afton Canyon, Calif.**—El. 1,403.

A beautiful canyon traversed by the railroad.

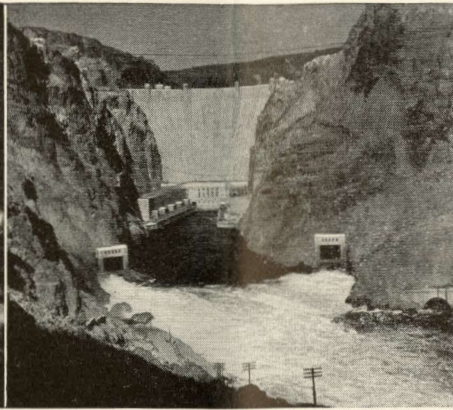
**Yermo, Calif.**—El. 1,929; pop. 600.

From Yermo, division point of the Union Pacific, side trips may be made during the winter months into myste-

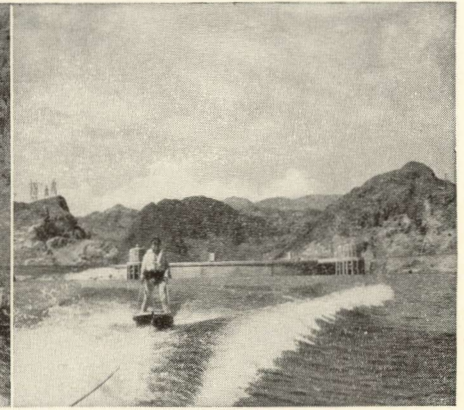




Night Street Scene in Las Vegas, Nevada.



Hoover Dam—mightiest engineering feat ever attempted by man.



A variety of water sports is enjoyed at Lake Mead formed by Hoover Dam.

rious Death Valley. From the depths of the valley, 276 feet below sea level, the lowest point in the United States, you can see the peak of Mt. Whitney, highest point in the United States. In summer it is extremely hot; in winter and early spring, the climate is delightful, and the valley is a carpet of rare desert flowers.

Death Valley was named as a result of the tragic expedition of the Jayhawkers, a wagon train party of men, women and children who became lost in its waterless wastes. Only a few survived. Its mystery derives from the noxious springs, weird scenery and tall tales of wild events and secret gold mines. Ghost towns fringe the Panamint Range to the east, relics of a fevered gold boom. Death Valley was established as a national monument in 1933.

**Barstow, Calif.**—El. 2,105; pop. 6,130.

The largest Diesel locomotive service shops in the West are located there. Once the outfitting point for Death Valley and a market for the adjacent mining territory, Barstow is now the center of an agricultural district, being located on the Mojave River, which supplies water for the raising of alfalfa, fruit, poultry, and dairy cattle.

**Victorville, Calif.**—El. 2,718; pop. 3,264.

Victorville, also on the Mojave River, derives its living from farming, dairying, fruit, poultry, quarrying and mining. Numerous motion pictures are made there because of the background scenery. Along the right-of-way from Victorville to Cajon Pass there are visible the strange, queerly shaped Joshua Trees.

**Cajon Pass, Calif.**—El. 3,285. Cajon Pass is the barrier between the east and semi-tropical Southern California. At **Summit**, its highest point, the train passes over the crest of the San Bernardino Range and makes a rapid descent. In the 25 miles from Summit—where in winter the train often encounters snow—the line descends 2,749 feet in a few minutes to the blossoming orange groves of San Bernardino.

Four miles north of San Bernardino, as the line emerges from Cajon Pass, an immense natural arrowhead, emblazoned on the mountain on the east side of the track, points to Arrowhead Hot Springs directly below. Years ago it was revered by the wandering Indian as a manifestation of the Great Spirit.

**San Bernardino, Calif.**—El. 1,076; pop. 62,792.

San Bernardino is the first city to be reached in the semi-tropical part of the state. It is a railroad center and a large shipping point for citrus fruit. The National Orange Show is held there every spring in conjunction with the Spring Flower Show. San Bernardino oranges are among the finest grown.

There also is the starting point of the famous 101-mile "Rim of the World" trip through the San Bernardino Mountains. The route traverses the crest of the mountains, passing many noted resorts such as Pinecrest, Arrowhead Lake, Big Bear Lake and Pine Knot Resort. It is a circle tour with no "scene twice seen."

**Colton, Calif.**—El. 979; pop. 14,420.

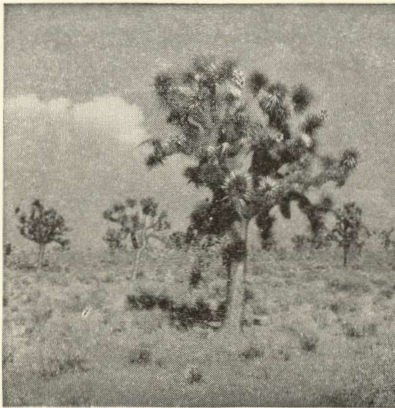
Colton is both a railroad center and a large producer of citrus fruits. The largest cement plant in Southern California is visible from the train there.

**Riverside, Calif.**—El. 868; pop. 46,399.

Rambling over an entire city block is famous Mission Inn, its architecture and impressive cloisters making it a shrine of California's historic past. Overlooking the city is Mt. Rubidoux, on the summit of which the first of all Easter Sunrise Services was held in 1909. Twenty thousand persons now attend the annual services. From the Washington Navel Orange Tree, brought to Riverside in 1873, has stemmed the forest of orange trees which now cover more than 100,000 acres.

Five miles out of Riverside the Union Pacific crosses the Santa Ana River 60 feet above the river bed. Between Riverside and Ontario, at Mira Loma, the railroad runs

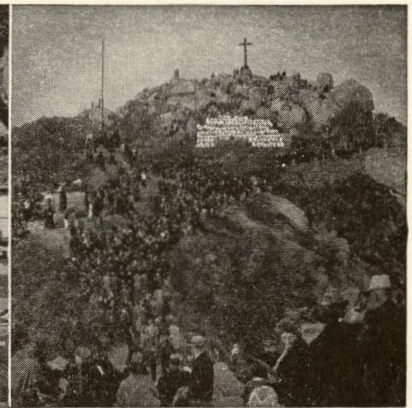




Adding to the fascination of the desert are the Joshua Trees and other strange flora.



Death Valley now boasts a modern resort hotel with swimming pool.



Easter sunrise services are held on the summit of Mt. Rubidoux near Riverside, Calif.

directly through the largest vineyard in the world.

**Ontario, Calif.**—El. 979; pop. 22,823.

At the foot of Mt. San Antonio, Ontario lies in a region of orange groves and flower gardens. Miles of pepper and eucalyptus trees line famous Euclid Avenue.

**Pomona, Calif.**—El. 861; pop. 35,157.

Pomona College, Claremont Graduate School, Scripps College, Claremont Men's College and LaVerne College, all situated in the suburbs, make this city indeed a college town. It is also the home each year of the huge Los Angeles County Fair.

**Alhambra, Calif.**—El. 371; pop. 51,284.

Five miles south of Pasadena, seven miles east of Los Angeles, at the gateway to the fertile San Gabriel Valley, lies Alhambra, large retail center. It is on the East Los Angeles Branch of the Union Pacific bus line which meets all transcontinental Union Pacific trains at the East Los Angeles station.

**Whittier, Calif.**—El. 600; pop. 23,866.

Located 13 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.

**Fullerton, Calif.**—El. 160; pop. 13,939.

Situated 29 miles from Los Angeles on the Orange County Branch, it is a center of the Valencia orange-packing industry.

**Anaheim, Calif.**—El. 158; pop. 14,522.

Terminus of the Orange County Branch of the Union Pacific, it is 31 miles from Los Angeles. It is now the center of Valencia Orange growing.

**Los Angeles, Calif.**—El. 293; pop. 1,957,692.

Founded in 1781 by a small band of immigrants from Mexico, Los Angeles remained for nearly a hundred years a small pueblo. Now it is the metropolis of western America and the Southern California terminus of the Union

Pacific Railroad. Its metropolitan area is 450 square miles.

As a winter and summer resort Los Angeles stands alone among the larger cities of America. It has dozens of public parks, among which Griffith Park, with its 31,761 beautiful acres, is the largest.

Its best known industry, of course, is the production of motion pictures in the Hollywood section and in Culver City, a near-by suburb. Most of the noted personages of the screen reside near by. Radio and television have also made Hollywood and Los Angeles their home.

Added to Hollywood's attractions are the Hollywood Bowl and the adjacent "Pilgrimage Play," presented in its own natural amphitheatre. It is also the home of the University of California in Los Angeles and the University of Southern California.

Santa Monica, Ocean Park, Venice, Redondo, Long Beach, and Seal Beach are a few of the larger beach cities near by.

Gem-like **Santa Catalina Island**, famed for its marine gardens and big game fishing, is 25 miles from Los Angeles Harbor and may be reached by steamers.

**Long Beach, Calif.**—Pop. 244,072.

Located at the Ocean, 21 miles from Los Angeles on the Union Pacific, Long Beach combines unexcelled industrial, commercial and resort opportunities. It is in the heart of California's richest oil fields, and the city itself owns large oil pools whose revenues have made possible many magnificent improvements, such as Long Beach Harbor.

**Los Angeles Harbor (San Pedro), Calif.**

San Pedro has been an integral part of the City of Los Angeles since 1909. It is 27 miles from the city on the Union Pacific and is its port. Although shipbuilding is the biggest industry, fish canning, oil refining and exporting, shipping and lumbering are also important.

San Pedro continues as a yachting center and is the Pacific battle fleet base. Cabrillo Beach offers both clean, still water and surf bathing. Fishing, from the Government 21





Snow-capped peaks and ripening oranges in Southern California.



Railroad Union Passenger Station, Los Angeles, California.



A picturesque palm-bordered drive in Southern California.

breakwater, and deep sea angling are always in vogue. Point Fermin Park, with its old lighthouse and its palisades overlooking the sea, is popular.

**Pasadena, Calif.**—El. 848; pop. 104,087.

Located 10 miles from Los Angeles on the Union Pacific, Pasadena stands at the base of the Sierra Madre mountains. The annual New Year's Day Rose Parade, thrilling floral spectacle, precedes the Rose Bowl football game.

**Glendale, Calif.**—El. 400 to 1,200; pop. 95,702.

Glendale is situated at the entrance to fertile San Fernando Valley, eight miles from Los Angeles. It is here you will find the famous "Little Church of the Flowers," "Wee Kirk o' the Heather," and the re-creation in stained glass of Leonardo da Vinci's painting, "The Last Supper," in Forest Lawn Memorial Park.

## Ogden to San Francisco

From Ogden westward across the Great Salt Lake the direct journey to San Francisco is over the Overland route of the Southern Pacific.

**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. Constructed to avoid the curves and grades of the original line around the northern end of the lake, it saves 44 miles.

The Salt Lake Cut-Off runs for 72 miles on land, and 31 miles on rock-fills and heavy trestle work. **Promontory Point** separates the east and west arms of the lake. The railroad extends on filled ground 7 miles across the east arm, then 4 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 20-mile causeway, of which 12 miles are trestle and 8 miles are filled ground. Beyond the islands is the lake's southern shore, 35 miles away. The trip across Great Salt Lake is a most novel journey; it is, literally, "going to sea by rail."

**Lakeside, Utah**—El. 4,218.

This station marks the western shore of Great Salt Lake. The isolated hill on the north is 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 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.**—El. 4,808.

Nevada's range country begins at Tecoma. It 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 an outstanding landmark which early immigrants used in steering for Humboldt Wells.

**Montello, Nev.**—El. 4,880; pop. 300.

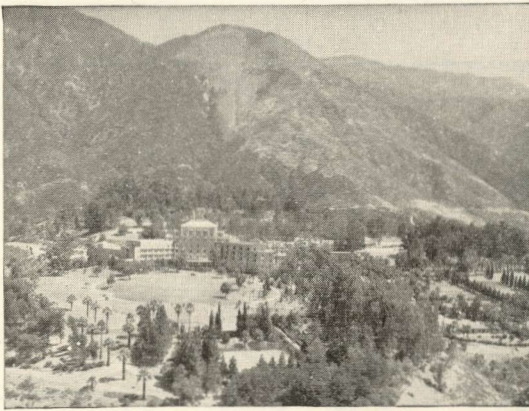
The highest level of ancient Lake Bonneville shows above Montello, division point of the railroad, at an elevation of about 5,000 ft. The railroad climbs westward, passing **Loray** and **Omar** to Cobre, near the summit of Valley Pass. The Toano Range appears on the south.

**Cobre, Nev.**—El. 5,924; pop. 45.

The Nevada Northern Railway runs 150 miles south to McGill's and Kimberly's copper mines. The ore lies on an open plateau, is blasted out, and picked up by steam shovels.

Proceeding westward across Nevada the train goes by mountain ranges and through broad basins and sheltered valleys. 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 **Moor**, near





Arrowhead Hot Springs—high in the San Bernardino Mountains.



New City Hall, Los Angeles.



Long Beach, fronting on the blue Pacific, is a thriving, metropolitan city.

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.**—El. 5,633; pop. 947.

This was an important supply point for hundreds of prairie schooners in the days of the Emigrant Trail. From Wells a great cattle range extends northward into Idaho, being served by a Union Pacific line to Twin Falls.

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

**Tulasco, Nev.**—El. 5,515.

Tulasco, 9 miles west of Wells, is the junction for **Metropolis**, a newly settled agricultural district 8 miles to the north.

**Deeth, Nev.**—El. 5,343; pop. 50.

From this station a 50 mile stage line is operated to **Charleston**, where gold mines and extensive cattle and sheep ranches are located.

**Halleck, Nev.**—El. 5,230.

Named after Fort Halleck, 12 miles south, it is located at the base of the Ruby Range. **Elburz** is 4 miles west. A short distance further 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.**—El. 5,063; pop. 5,393.

Elko lies north of the Diamond Range Mountains and possesses mineral hot springs of unusual size and depth. It is also the trade center for a large mining district,

producing copper, gold, and silver.

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.**—El. 4,901; pop. 1,203.

Before reaching **Carlin**, traveling west, the railroad passes through the Five-Mile Canyon. 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."

**Palisade, Nev.**—El. 4,846; pop. 75.

From 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.**—El. 4,514; pop. 767.

Battle Mountain, named from the Battle Mountain Range, lying to the south, is the distributing point for several gold-mining districts. Cattle raising and dry farming are the main industries. Farther west 27 miles, beyond **Iron Point**, the canyon widens into a valley and then closes in, at the entrance of Emigrant Canyon.

**Golconda, Nev.**—El. 4,391; pop. 430.

Cattle ranges lie to the north, also deposits of copper and gold. The Hot Springs Range is visible on the north, near the wells after which it was named, and the conspicuous crest on the south is Sonoma Peak, highest of the Sonoma Range.

**Winnemucca, Nev.**—El. 4,336; pop. 2,847.

Winnemucca is the center of a large trading area. Northwest is Winnemucca Peak. As the train approaches **Mill City**, it passes south of Eugene Mountains (where the largest tungsten mine in the United States is located) and

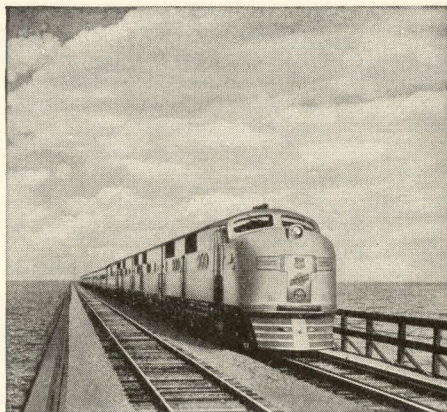












Streamliner "City of San Francisco" crossing Great Salt Lake, Utah.



The Gold Coast in Palisades Canyon, Nevada.



The picture speaks for itself.

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.**—El. 3,982; pop. 1,604.

Lovelock is the center of a large sheep and cattle raising district and the rich mining districts of **Mazuma** and **Seven Troughs**, 30 miles to the north. Irrigation is responsible for alfalfa and sugar beets. The new government dam in the Humboldt River at Rye Patch conserves water for Lovelock Valley.

**Hazen, Nev.**—El. 4,014; pop. 100.

Southeast of this point is the Newlands Irrigation Project. To the south is a mining district producing gold, silver, lead and quicksilver.

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 in the Truckee River. The agricultural development, particularly along Steamboat Valley, becomes noticeable as the town of **Sparks** (el. 4,427; pop. 8,203) is approached.

**Reno, Nev.**—El. 4,500; pop. 32,497.

Reno 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, is at the same time a part of our last frontier and a wealthy, sophisticated, modern city. The University of Nevada, north of the city, offers special courses in mining and agriculture.

Leaving Reno, the route runs west among the foothills of the Sierra Nevada, and at Verdi it enters the 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.**—El. 5,819; pop. 696.

At Truckee, on the Truckee River, the principal industries are lumbering, ice-cutting, and dairying. It is famous as a location for motion picture settings of winter scenes. Beautiful, mountain-rimmed Lake Tahoe is 15 miles away and reachable by bus. Boca Dam is 9 miles east.

**Lake Tahoe**—El. 6,280.

One of the largest and most beautiful mountain lakes in the world, it is completely hemmed in by mountains. It is 23 miles long and has a sounded depth of 1800 feet.

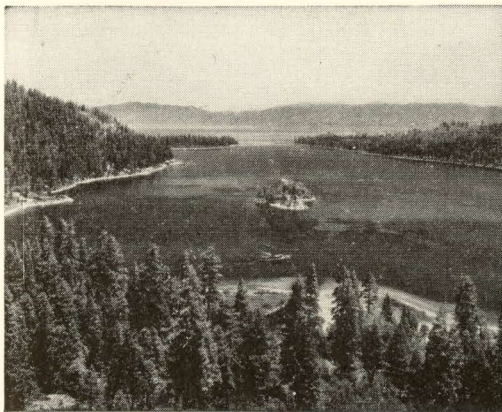
**Donner Lake**—El. 6,000. West of Truckee the grade steepens among the crests of the Sierra. Eight miles farther, on the north, a remarkable car-window view of Donner Lake, lying directly beneath, is obtained. It is named after the ill-fated Donner party of immigrants who were snowbound on its shores in the winter of 1846. Thirty-six out of ninety perished of starvation.

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. **Norden** (The Sugar Bowl), **Soda Springs** and **Cisco** are centers for winter sports. 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.

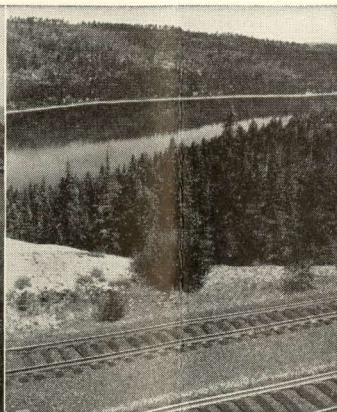
**American Canyon**—El. 4,016. In this region the line traverses the ridge above the American River for miles, sometimes at the very brink of the Canyon, affording everywhere magnificent views across a hundred miles of mountains.

At **Dutch Flat** and **Gold Run**, names associated with the days of '49, the view to the north shows a vast area which





Beautiful Emerald Bay on Lake Tahoe, California.



Donner Lake, high in the Sierras is seen from the train window.



An Overland Route train wends its way through scenes of unsurpassed beauty in the Sierra Nevada Mountains.

was once the scene of the most active placer mining in the world.

**Colfax, Calif.**—El. 2,418; pop. 820.

Here orchards of prunes, pears, and vineyards of grapes begin. At Auburn, 18 miles farther, the apples, peaches, pears, plums, and cherries start. Near Loomis is the Government Experimental Station for fig raising. To the west spreads the Sacramento Valley, and past Rocklin orange groves come into view. At Roseville is the largest fruit-icing station in the west.

**Sacramento, Calif.**—El. 35; pop. 135,761.

Sacramento, the capital of California, is one of its principal manufacturing cities, and the shipping and distributing center for the enormous agricultural, horticultural, mining and lumbering activities of the surrounding area. 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 from all over the world.

Leaving the city, the train crosses the Sacramento River. Beyond Davis the train runs southwest through an alfalfa, fruit, and nut district, extending into the marsh lands bordering Suisun Bay. Nineteen miles across the marshes lies Army Point, headquarters of the United States Army Signal Corps and Ordnance. Across the bay Mount Diablo, 3,896 feet high, is visible beyond the Contra Costa Hills.

Trains cross Suisun Bay over the Martinez-Benicia Bridge, 5,603 feet long, 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.

**Martinez, Calif.**—El. 14; pop. 8,216.

From Martinez, county seat of Contra Costa County, 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 ferry service to Benicia (pop. 7,725) which was the capital of California in 1853-54.

From Crockett, there is motor coach service to Vallejo (pop. 23,164). 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.**—Pop. 99,218.

Located on the east shore of San Francisco Bay, its port ranks second on the Pacific Coast in point of tonnage handled.

**Berkeley, Calif.**—Pop. 113,217.

Berkeley, seat of the University of California, one of the largest in the country in attendance, has a stadium seating 100,000 people. 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.**—Pop. 380,576.

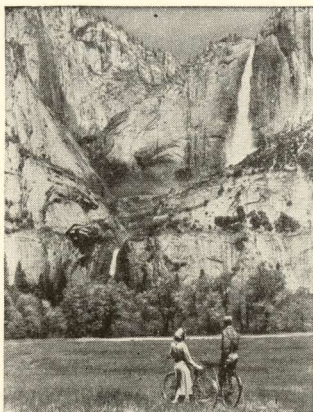
In size, Oakland is the third city of California. It has extensive manufacturing and shipbuilding interests and an excellent harbor. The city's flower gardens and trees are famous. On Lake Merritt, near the Civic Center, thousands of wild ducks make their winter home.

**Alameda, Calif.**—Pop. 63,425.

Directly south of Oakland, and separated from the larger city by a wide estuary, Alameda is reached via a mile-long tube. Shipbuilding activities at Oakland and Alameda add greatly to the business 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. Each side of the pier has been filled in to provide for extensive yards. At Oak-





Yosemite Falls—its silvery spray drops from a sheer height of 2,565 feet.



Martinez—Benicia Bridge over the Carquinez Straits.



Grounds of the California State Capitol at Sacramento.

land Pier, passengers for San Francisco board one of the ferry steamers of the trans-bay service. The 4-mile trip is made in 18 minutes, the landing being at the foot of Market Street.

To the right is the colossal Bay Bridge connecting Oakland and San Francisco, and to the northwest is the Golden Gate Bridge. The east and west portions of the Bay Bridge are connected by a tunnel through Yerba Buena Island. North of Yerba Buena Island, and connected to it by a causeway, is the world's largest man-made island, Treasure Island. Farther to the north, Alcatraz Island, with its lighthouse and famous prison, rises from the bay. Beyond Alcatraz, and forming the northern shore of the Golden Gate, are the Marin County Hills, with Mount Tamalpais. Angel Island 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 wide, its arms respectively 30 and 35 miles long.

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. There is also regular air service to Hawaii, the Philippines, Oceania, and Australia.

#### **San Francisco, Calif.—Pop. 760,753.**

Across the bay San Francisco rises impressively on its hills. Telegraph Hill, comprising the Italian quarter, is the first eminence on the right; beyond it, is Russian Hill; 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.

San Francisco has many noted restaurants, excellent theaters, and a sumptuous shopping district. Chinatown, with its quaint oriental community and gorgeous bazaars, is full of interest. Golden Gate Park, picturesque Fisherman's Wharf, the Ocean Beach, the Civic Center and Auditorium, the Presidio with its cantonments of regular troops—all these contribute their share to San Francisco's individuality.

## **Granger to Seattle**

**Diamondville, Wyo.—El. 6,885; pop. 415.**

Diamondville is an important coal-mining town. To the northwest are the Big Piney and Pinedale regions, among the best game haunts of the West.

**Kemmerer, Wyo.—El. 6,913; pop. 1,667.**

Kemmerer is also an important coal-mining town. Before the railroad came, it was a junction point of the Oregon Trail; today it is an important livestock center and 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. **Fossil** (el. 6,638) derives its name from near by Fossil Hill, where many petrified fish have been found; about 40 miles to the north lie the La Barge-Big Piney oil fields.

At **Beckwith** the train enters the fertile Bear River Valley in Idaho.

**Cokeville, Wyo.—El. 6,191; pop. 440.**

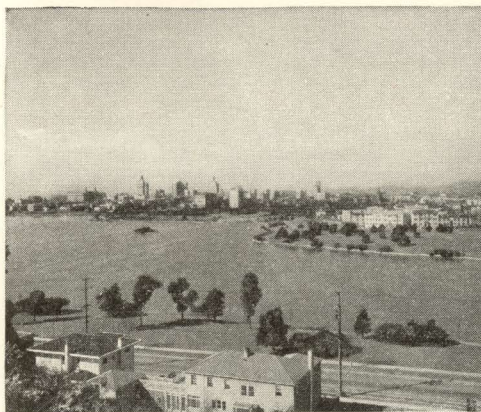
Cokeville is one of the oldest towns in southwestern Wyoming. In the days before the Union Pacific, it was a favorite camping ground for Indians and a rendezvous for trappers and traders following the Oregon Trail. Located at the junction of the Bear River and Smith's Fork, Cokeville is the center of sheep and cattle country. Hereabout also is the richest deposit of phosphate in the world.

Shortly after leaving Cokeville, the train enters Idaho, offering a glimpse of beautiful Bear Lake to the south.

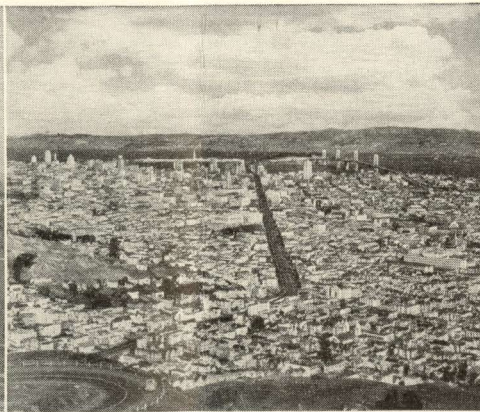
**Idaho—Area 83,888 sq. mi.; pop. 588,637.**

Idaho is widely diversified topographically, having hills and high mountains interspersed with gorges, valleys, meadows, and wooded parks, plateaus, prairies, lakes, and 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





Looking across beautiful Lake Merritt in Oakland.



Downtown San Francisco from Twin Peaks—famed Market Street in the center.



A street in San Francisco's Chinatown—a city in itself.

those along the Columbia, the lava plains of the Snake River Basin are the largest in the United States.

In altitude Idaho ranges from 700 to 12,000 feet. The great river of Idaho is the Snake; Shoshone Falls, one of its many cataracts, is 46 feet higher than Niagara.

In south central Idaho is the largest primitive area remaining in America, an immense, unspoiled wilderness of forests, lakes, rivers and mountains where deer, moose, elk, bears, mountain goats, puma and mountain sheep are still found in large numbers. Idaho's Craters of the Moon National Monument, sand "Himalayas," and ice caves are nationally famous.

During winter the prevailing movement of air from the warm Pacific keeps the climate mild even in regions where heavy snow falls, resulting in ideal conditions for winter sports. The Sawtooth Mountains, where America's winter sports capital, Sun Valley, is located, are in the heart of this favored area.

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 are practiced. In the Snake River Valley there are vast irrigation systems including on the south fork of the Snake, the Jackson Lake reservoir—largest in the United States—Arrowrock Dam, near Boise, and the American Falls reservoir.

The important crops are alfalfa, wheat, oats, sugar beets, apples, prunes, dry beans, garden and clover seed, and potatoes. Stock raising, particularly sheep, is an important industry. The chief manufactured products are lumber, beet sugar, concrete, packed meats, and flour.

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. The state also has vast deposits of phosphate.

The first known white men to enter the state were Lewis and Clark in 1805-06. The first home-makers and agricul-

turists 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. 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, started by Brigham Young and completed in 1879; it became a part of the Oregon Short Line, now Union Pacific, in 1887.

Idaho became a territory in 1863; a state in 1890.

**Montpelier, Idaho**—El. 5,942; pop. 2,684.

Montpelier, on Bear River, one of the oldest towns in Idaho, was settled by the Mormons in 1863. Hay, grain, potatoes, and small fruits thrive, and turkey raising is fast becoming a major industry.

**Bear Lake, Idaho**, is a fresh water lake 20 miles long and 5 to 7 miles wide. It may be reached from Montpelier by auto or from Logan, Utah, on the south. The altitude is 5,924 feet and the summer climate is ideal. The states of Idaho and Utah and Federal Bureau of Fisheries restock Bear Lake creating a fisherman's paradise.

Leaving Montpelier, through lava cuts and diversified farm areas, **Soda Springs** is reached (el. 5,779; pop. 1,334). This is an old health resort, known to pioneer trappers and famous for its 30 mineral springs. There are also huge phosphate deposits in the locality.

**Bancroft, Idaho**—El. 5,423; pop. 495.

Bancroft, at the head of Gentile Valley, distributes the products of 60,000 acres, irrigated with water conveyed from the Bear River through canals. Much dry-farming is also done there.

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

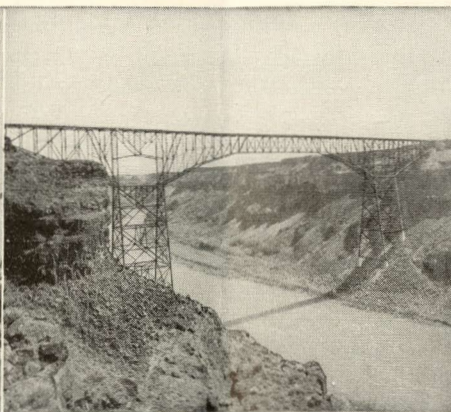
**Lava Hot Springs, Idaho**—El. 5,072; pop. 591.

The tracks now follow the Portneuf River through a canyon where the town is situated. Its famous curative 29





A portion of downtown Pocatello, Idaho.



Highway Bridge across Snake River Gorge near Jerome, Idaho.



Milner Dam on Snake River supplies water for irrigating the big Idaho potatoes.

springs are owned by the State. The resort provides three natatoriums, and a city-owned sanitarium.

**Pocatello, Idaho**—El. 4,463; pop. 25,882.

Air, rail, and trail center, it is the second largest city in the state. The original townsite was purchased from the Fort Hall Indian tribes in accordance with an Act of Congress dated 1888.

Although it was not officially incorporated as a village until 1889, it really began in 1882 with the completion of the Granger-Pocatello unit of the Oregon Short Line. Railroad officials named it for Chief Pokatello, a friendly Indian leader who helped negotiate the treaty for lands, then within the Reservation boundaries, that were needed for railroad right-of-way, shops and terminals.

Here the Omaha-Portland transcontinental line intersects with the Los Angeles-Butte service. All passenger, mail, and freight transfers are made here for points east, west, south and north.

Within 150 miles of the city will be found 50% of the combined resources of the state, including 73% of its irrigated lands. Pocatello is a tourist and vacation center, but its wholesale and manufacturing sections do a huge volume of business, of which the production of phosphate fertilizer is the most important.

**American Falls, Idaho**—El. 4,337; pop. 1,890.

American Falls, "the Power City," is the center of a great dry-farm wheat valley. The capacity of the huge storage reservoir of the American Falls Irrigation Project is 1,700,000 acre feet of water.

**The Snake River**—This river was named for the Snake Indian tribe, not for the sinuosity of its course. The train 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 northwestern 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. Follow-

ing a tortuous course, it flows southwestward, thence northward 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**—El. 4,282; pop. 113.

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 Declo; and Rupert to Bliss**. The latter branch traverses an irrigated section, a portion of which is identified with the Government's Minidoka project. Several towns are located on the branch including **Jerome** (pop. 4,515), **Paul, Eden, Hazelton and Wendell**.

**Twin Falls, Idaho**—El. 3,747; pop. 17,544.

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. Fruits, sugar beets, dry beans and garden seed, alfalfa, potatoes, grains and peas, clover and alfalfa seeds are produced.

A short distance away is the new Twin Falls-Jerome cantilever vehicular bridge, 502 feet above the Snake River bed. Shoshone Falls is a few miles distant. Near **Hansen** is a suspension bridge 345 feet above the river.

**Shoshone, Idaho**—El. 3,970; pop. 1,407.

Shoshone is the gateway to the "Valley of the Moon" and to the Sawtooth Range, with its lakes and streams for salmon and trout and its high mountains criss-crossed with game trails of elk and deer. Shoshone is the closest approach on the Union Pacific main line to the world-famous Sun Valley playground. A branch line takes the visitor





Shoshone Falls—Mightiest of the cataracts of the Snake River, near Twin Falls, Idaho.



Aerial view of the business section of Boise, Idaho.



Idaho State Capitol at Boise.

through Richfield, Bellevue and Hailey to Ketchum; another branch connects with Fairfield and Hill City.

**Sun Valley, Idaho**—More than 6,000 feet high amid the Sawtooths, Sun Valley is a summer and winter vacation center. Skiing, tobogganing, dog sledging, skijoring, ice skating, riding in reindeer-drawn sleighs, and swimming in the famous outdoor warm-water pools are popular winter sports.

Sun Valley in summer features dancing and ice skating on open-air plazas, pack trips through little-explored wilderness areas, rodeo contests, some of the finest game fishing in the world, swimming, golf, tennis, and horse-back riding. The variety and abundance of big game near Sun Valley make it one of the finest hunting grounds in North America in the autumn.

Sun Valley's Challenger Inn resembles an old-world mountain village. It features double rooms at popular prices and moderately priced meals. Sun Valley Lodge is open during winter and mid-summer seasons.

Sun Valley was established as a vacation center following a report by Count Felix Schaffgotsch, Austrian sportsman, who toured Western America for the Union Pacific Railroad on a search for the most suitable region for sports.

**Gooding, Idaho**—El. 3,576; pop. 3,092.

Gooding is the center of 75,000 acres of rich irrigated farm area and is an important stock marketing center.

**Bliss, Idaho**—El. 3,265; pop. 126.

Bliss is situated on a plateau crossed by the old Oregon Trail. Hagerman Valley, to the south, is noted for its belt of irrigation springs. Malad River, Canyon, and Falls are 5½ miles southeast. **King Hill** (pop. 490), the former site of an Indian "medicine" camp, is now the center of the King Hill Irrigation project.

**Glenns Ferry, Idaho**—El. 2,562; pop. 1,505.

Glenns Ferry is a division point of the Union Pacific and the site of railroad shops, club house and branch hos-

pital. **Mountain Home** (pop. 1,885) is an older town, originally a station on the Salt Lake—Boise stage route, now the center of an agricultural district and an outfitting point for the **Rocky Bar** and **Atlanta** mining districts. Huge Mountain Home Air Base and earth-filled Anderson Ranch Dam (550 feet high) are both reached from Mountain Home.

**Boise, Idaho**—El. 2,692; pop. 34,152.

In early days, this capital of Idaho obtained much of its heat from the natural hot springs which also supply the Natatorium. Fabricating, lumber manufacturing, and dairying are its principal industries. Arrowrock Dam on the Boise River is 22 miles beyond. A short distance from the dam is an area famous for its mining history. Over fifty millions of dollars in gold were taken from that region.

**Meridian, Idaho**—El. 2,605; pop. 1,799.

This important little city between Boise and Nampa is in an irrigated region where much fruit is grown and where dairy farming is carried on.

**Nampa, Idaho**—El. 2,489; pop. 16,142.

Nampa is in the Boise Valley, a two-crop area of fertile irrigated land. As a freight division point of the Union Pacific, it handles much of southern Idaho's produce. It has the second largest milk condensary west of the Mississippi, a huge sugar factory, the Terminal Ice and Cold Storage plant for icing refrigerator cars and providing cold storage facilities, and the Pacific Fruit Express shops which manufacture Union Pacific refrigerator cars.

It is the gateway to the ghost mining towns of **Silver City** and **De Lamar**, high in the Owyhee Mountains.

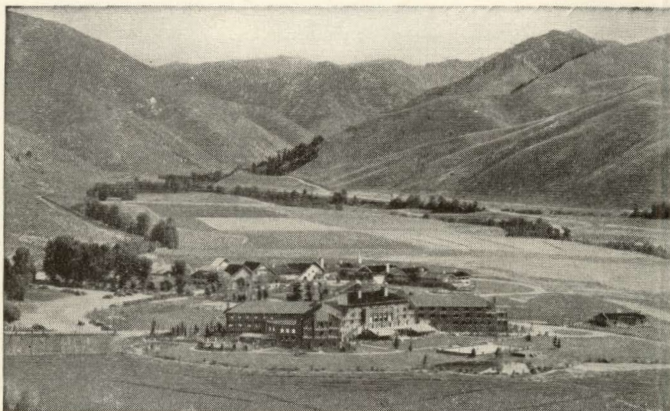
**McCall, Idaho**—El. 5,022; pop. 1,180.

Situated on Payette Lake, McCall offers boating, lake and stream fishing, golf, and water sports. It is also a lumbering center and stock-shipping point.

**Caldwell, Idaho**—El. 2,375; pop. 10,462.

Caldwell, one of the most enterprising of the older and larger towns, is situated in the irrigated fruit belt of 31





Sun Valley, Idaho, nestled in the heart of the Sawtooth Mountains, is enchanting in summer.



When the snows come, the King of winter sports proclaims his rule over Sun Valley.

western Idaho and is a large shipping point for livestock and other agricultural and horticultural products. It was settled shortly after the railroad was completed.

**Nyssa, Ore.**—El. 2,186; pop. 2,510.

This city is also in the fruit belt and ships potatoes, onions, lettuce, and sugar. 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 an agricultural and horticultural country, 25 miles to **Homedale** (el. 2,238; pop. 1,407) and terminates at **Marsing**, 8 miles beyond.

**Notus, Idaho**—El. 2,326; pop. 313.

Notus is the home of the U. S. Bureau of Reclamation and the Black Canyon Irrigation District. Principal crops are sugar beets, potatoes, onions, and lettuce.

**Parma, Idaho**—El. 2,231; pop. 1,369.

This community is the center of a large fruit growing and poultry producing district. It is widely known for the quality of its lettuce and early potatoes.

**Ontario, Ore.**—El. 2,160; pop. 4,412.

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 cattle country of central Oregon, served by the Oregon Eastern Branch, extending 127 miles southward to **Burns** (pop. 3,068).

**Payette, Idaho**—El. 2,154; pop. 4,036.

Payette was named for Francis Payette, 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, cherries, and prunes.

The Payette branch forms a 30-mile link between Payette on the main line and **Emmett** (pop. 3,061) on the Idaho Northern Branch, which operates through the Payette Valley. Black Canyon Dam is a few miles from

**Weiser, Idaho**—El. 2,121; pop. 3,947.

Weiser was named for Jacob Weiser, another Hudson's Bay Company trapper, and associate of Payette. Weiser produces fine fruits, and the cultivation of sugar beets has become important. A semi-precious gem industry is carried on in this area.

**Oregon**—Area 96,699 sq. mi.; pop. 1,521,341.

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. Oregon is divided geographically and industrially into two distinct sections by the Cascades. 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. Eastern Oregon is a high tableland of much less rainfall and greater fluctuations of temperature.

The great river of Oregon is the Columbia whose principal affluents in Oregon 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 Bonneville Dam, and by ocean-going vessels on the deep lake created by the dam as far as The Dalles. The Columbia is noted for the number of salmon taken from its waters.

Mt. Hood, 11,245 feet high, is the most notable peak in the Cascades of Oregon. The state also contains many lakes, most famous of which is Crater Lake. It lies 6,000 feet high, in the 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 a producer of wheat, live stock, and wool. The principal agricultural products are wheat, hay, barley, oats, corn, and rye; the chief fruits are apples, prunes, cherries, loganberries, pears, peaches, blackberries, strawberries, and raspberries. A considerable part of the original forest remains untouched, conifers furnishing the commercial timber. Near the ocean is a strip of forest in





A horseback party leaves picturesque Challenger Inn at Sun Valley.



Electric Ski lifts whisk skiers to mountain tops for exhilarating downhill runs.

which Sitka spruce and Port Orford cedar, the chief sources of aircraft lumber, are found in greatest perfection. Oregon's minerals are largely in the Blue Mountain region. Gold, silver, coal, zinc, platinum, lead, iron, copper, and nickel are mined in order of importance.

Oregon is rapidly growing in importance as a manufacturing state. Next to agriculture, lumbering is the leading industry; the canning of fish is also important.

Eight universities and colleges in the state include the University of Oregon at Eugene, and Oregon State Agricultural College at Corvallis.

Capt. Cook landed at Nootka Sound in 1778; Laperouse coasted the region in 1786; and Robert Gray, in 1791, 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 began about 1839.

Oregon became a territory in 1849, a state in 1859.

**Huntington, Ore.**—El. 2,116; pop. 953.

Huntington, situated on the foothills of the Burnt River Mountains, is the Union Pacific gateway to the Pacific Northwest where time changes from Mountain Time to Pacific Time. It was named for the two Huntingtons who owned the greater part of the site in 1883 when the O.S.L. and O.-W.R.&N. railroads, now the Union Pacific, 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. From **Blakes Junction**, a branch diverges 35 miles northward to **Robinette**, following the Snake River.

**Baker, Ore.**—El. 3,438; pop. 9,425.

Baker is the commercial center of an agricultural, horticultural, lumbering, stock-raising, dairying, and mining region. The town lies in the Powder River Valley, with the Blue Mountains for a background. It was named after Col. E. D. Baker, a friend of Abraham Lincoln. Baker

has large lumber mills, lumber processing plants, and foundries. It was settled in 1862 by a gold rush. Now it is the center of a sportsmen's paradise for migratory birds and big game hunting.

From Baker the train crosses the mountains and descends to **Union**, at the southeastern end of Grande Ronde Valley.

**Hot Lake, Ore.**—El. 2,708.

At the southern end of Grande Ronde Valley, fed by a great spring discharging daily one million gallons of the hottest curative waters known, is Hot Lake. The remedial quality of the water had been known to and used by the Indians, who celebrated the spring in their tribal traditions.

**La Grande, Ore.**—El. 2,788; pop. 8,596.

La Grande is the shipping center of the Grande Ronde Valley, noted for the richness of its agricultural, horticultural, lumber, and mineral resources. Products of the Wallowa Valleys also move to market through La Grande. The city is located on the Grande Ronde River at the base of the Blue Mountains.

Wallowa Lake, in the Wallowa Mountains, is reached from the Joseph Branch extending 84 miles eastward from La Grande. It was visited by Capt. Bonneville in 1834 and was the hunting ground of a noted Indian, Chief Joseph. The main line crossing the Blue Mountains at **Kamela** (el. 4,205), descends to the Umatilla Valley. **Meacham** was a stage station on the Oregon Trail. West of **Conway**, the train passes through the Umatilla Reservation.

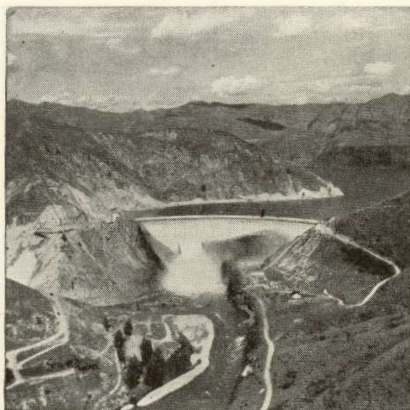
**Pendleton, Ore.**—El. 1,069; pop. 11,701.

Pendleton is on the Umatilla River, in Umatilla, one of the largest wheat-growing counties in the land. It also is one of the largest producers of green peas for canning and freezing. Hay, fruits, lumber, cattle, sheep, horses, hogs, wool, poultry, and dairy products are produced there.

The Pendleton Roundup, annual frontier festival in September, features races, roping, riding outlaw "buckers," and "bulldogging" steers.

Pendleton is a division headquarters and the junction 33

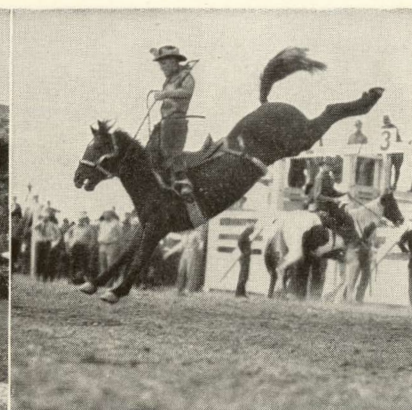




Arrowrock Dam rises 348 feet above the bed of the Boise River.



Moccasin Lake and Eagle Cap Mountain, Wallawa Primitive Area, Eastern Oregon.



The Pendleton Roundup is always a thrilling and exciting event.

point for two Union Pacific 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. Near **Stanfield** (pop. 400), surrounded by irrigated farms, the train crosses a part of the Umatilla Irrigation Project.

Before the line was built from Hinkle to Messner, the main line of the Union Pacific ran northward from **Hinkle**, across the original Umatilla Irrigation Project, the principal town of which is **Hermiston** (pop. 3,783). One of the foremost agricultural experiment stations in the West is maintained at Hermiston.

**The Columbia River**—At **Messner**, the first glimpse of the Columbia River is obtained. The river is 1,400 miles long, 7 miles wide at its mouth, and navigable for 200 miles. Two and one-half miles east of Umatilla is the huge new McNary Dam and Pool. The Union Pacific follows the Columbia for 200 miles. From time to time the grandeur of Mt. Hood and other peaks of the Cascades may be seen. As the hills draw nearer, the gorge deepens, displaying the great basalt palisades which constitute the distinctive geologic phenomenon of the Columbia River course.

From **Heppner Junction**, **Arlington**, and **Biggs**, Union Pacific branch lines extend southward to **Heppner** (pop. 1,626) **Condon** (1,050), **Moro** (300), and **Kent** (100).

**Celilo**—Twelve miles east of The Dalles are Celilo Falls where the entire river drops over basaltic ledges. Here the Indians caught the great Chinook Salmon. In a treaty with the Indians made in 1855, it was stipulated that the Indians should have the right to fish at this point with dip net and other instruments for their own use. Today the Indians fish primarily for commercial purposes. The annual migration of Columbia River Salmon occurs usually in the latter part of April and early part of May and at intervals thereafter until late September.

**Deschutes Valley**—The Dalles is the junction of the 34 branch that serves the fertile Deschutes Valley now being

developed. Deschutes River, famous fishing stream, cuts its way through a gorge often 1,000 to 1,500 feet deep. Water from this river is used for irrigation and power. A trip up this branch from The Dalles by motor stage, on which rail tickets are honored, affords the traveler splendid panoramas of Mt. Hood, the Three Sisters, and other snow peaks of the Cascades.

Near **Bend** (pop. 11,347) one may visit lava caves, the largest lava cast forests in the world, Newberry Crater; climb mountains; or fish. Bend is at the edge of pine forests so that lumbering is the principal industry.

**The Dalles, Ore.**—El. 99; pop. 7,645.

Located on the south bank of the Columbia River, 200 miles from the Pacific Ocean, the city is a trade center for a wide area producing live stock, poultry, wool, grain and fruits. Among its industries are large railroad shops, a large wood-treating plant, fruit and salmon canneries.

The name The Dalles is derived from the French word "dalle" meaning flag-stone and was applied to the narrows of the Columbia River above the present city of The Dalles by French-Canadian employees of the fur companies.

Lewis and Clark camped near the city in 1805-06. The first settlement was made by fur traders in 1820. Old Fort Dalles was an early military post. The residence of the Army Surgeon still stands and is now occupied by a museum of the Old Fort Dalles Historical Society, in which a collection of antiques and specimens of Indian artcraft is one of the best in the Northwest.

**Hood River, Ore.**—El. 103; pop. 3,696.

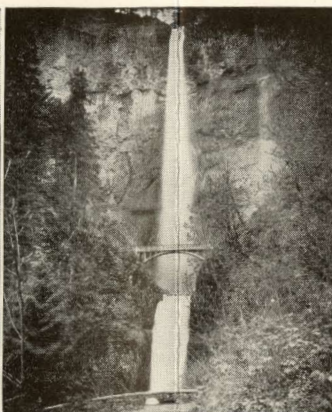
The Hood River Valley, extending 20 miles south from the Columbia to Mt. Hood, is celebrated internationally as an area growing the finest of apples, pears, and cherries.

Hood River, surrounded by fine orchards, berry fields, and flower gardens, is the commercial center of the valley. Chief among industries are the canning and evaporating plants, lumber mills and allied factories. From the eminences of the town fine views may be obtained of Mt.





Crown Point overlooks the Columbia River Gorge from 700 feet above the river.



Multnomah—the most beautiful and celebrated of the many waterfalls of the Pacific Northwest.



From the Pacific Northwest comes much of our canned salmon.

Hood and Mt. Adams (alt. 12,307), 40 miles northward.

Mountains, forests, streams and the genial climate make the Hood River region attractive all year for trout fishing, big game hunting, and for winter sports in season.

Mt. Hood 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 from the Inn. Many far-away peaks of the Cascades, and even the Pacific, 100 miles westward, may be seen from the summit.

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 Railroad parallels the most wonderful scenic highway in America. The Columbia River Highway runs along the Columbia River for 337 miles. Its steepest grade does not exceed five per cent. The highway winds to and fro at the base and upon the sides of sculptured cliffs, crosses dashing streams, passes many waterfalls and occasionally disappears in a short tunnel. Travelers to Portland on Union Pacific trains have many views of the famous roadway.

Just west of the city of Hood River one may see Mitchell Point tunnel, hewn out of solid rock with five "windows" looking down upon the river; next the "Bridge of the Gods" spans the Columbia at Cascade Locks; then the Great Bonneville Dam appears.

The Bonneville project for navigation and hydroelectric development has been constructed by the federal government at the head of tidewater on the Columbia River. An interesting feature is the fishway built to enable salmon to swim to upstream spawning waters. It is a staircase of water, which has saved the salmon industry in Oregon.

Just beyond Bonneville, Beacon Rock, a great basalt column on the northern bank, rises nearly 900 feet; its summit was used for signaling by the Indians. Next, 1,500 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 Pinacles, sharp obelisks rising 1,200 feet above the track. Presently train passengers see the finest waterfall in the Columbia Gorge—Multnomah. This beautiful column of water falls 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.

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 a convenient point, or continuing by bus to Portland.

**Portland, Ore.**—El. 29 to 1,260; pop. 371,011.

Portland, the nation's 24th largest city, located on the Willamette River just above its confluence with the Columbia River, is the metropolis of the state and the chief city of the Columbia River Basin.

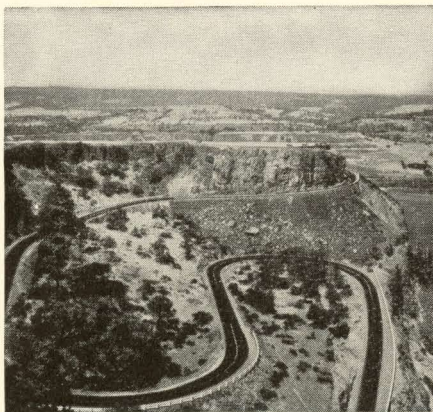
It is called the "Rose City," because from spring until autumn its yards and gardens are veritable conservatories of roses. The American Rose Society established its principal test gardens there because of the favorable soil and climate. There also is held the "Rose Festival" each June.

Summers are pleasantly cool and winters mild. Scores of short excursions may be made to mountains, fishing streams, and beaches.

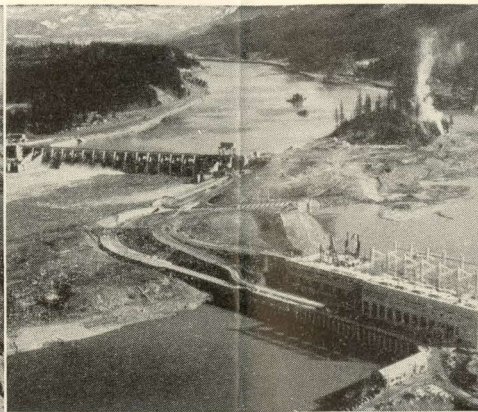
Portland is a busy seaport city with many steamship lines serving world ports. One may see ships being loaded with cargoes of lumber, wood pulp, paper, wool, wheat, flour, fruit, chrome ore, and Oregon manufactured goods.

Visitors to Portland are frequently unaware that it is the agricultural and livestock marketing center for the entire Columbia Basin area. It is the leading wheat exporting city in the United States; it is second only to Boston as a wool center; and its livestock market is the largest





The Rowena Loops exemplify some of the engineering problems in the building of the Columbia River Highway.



Bonneville Dam on the Columbia River is seen from Union Pacific trains.



Looking across Portland from Kings Heights to Mt. Hood's snowy cone.

in the Pacific Northwest. The great diversity of field, fruit, and vegetable crops provide an even flow of commodities for processing and marketing.

Situated 96 nautical miles from the sea, Portland is the only major fresh water harbor on the Pacific Coast located inland on a great river. Strictly modern terminal and dock facilities line the 27 miles of deep water frontage.

Its manufactured products range from swimming suits to machinery, flour to kitchen ranges, and chemicals to furniture.

Leaving Portland and traveling northward, the train crosses the Willamette River and then the Columbia River into Washington.

**Washington**—Area 69,127 sq. mi.; pop. 2,378,963.

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 a topographical diversity ranging from low plains to lofty peaks together with broad 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.

In eastern Washington is some of the most fertile wheatland on earth; there are also great cattle and sheep ranges, and irrigated farms. The principal crops, in order of their value, are wheat, hay, potatoes, oats, barley, and corn. Coal is first in importance among minerals. The Puget Sound Basin contains 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. On the lower lands along the coast and Puget Sound are vast forests, the most valuable tree being the Douglas fir. Another important industry is the salmon fisheries. An abundant water-power supply aids the flour and paper mills; airplane factories; shipyards;

iron and steel works; smelters; beet sugar, condensed milk, fertilizer, and furniture-industries; fruit and vegetable canneries, pottery works, and creameries. A vast maritime commerce is carried on.

Mt. Rainier National Park may be reached from Tacoma, Seattle or Yakima. Across Puget Sound from Seattle and Tacoma lies the Olympic Peninsula and **Olympic National Park**. Scores of rugged peaks arise amid a system of forest, lakes, and mountain playgrounds culminating in Mount Olympus, 8,470 feet high. Here are glaciers, permanent ice fields, giant spruce trees—soaring to 300 feet, their trunks measuring 10 feet in diameter—innumerable lakes and streams providing good fishing, and forests abounding in game. Here, too, primitive Indian villages carry on age-old ways of life little influenced by modern civilization.

The Straits of Juan de Fuca were discovered in 1592 by a Greek captain of that name in the service of Spain. 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. Washington became a territory in 1848, a state, in 1889.

**Vancouver, Wash.**—El. 47; pop. 41,449.

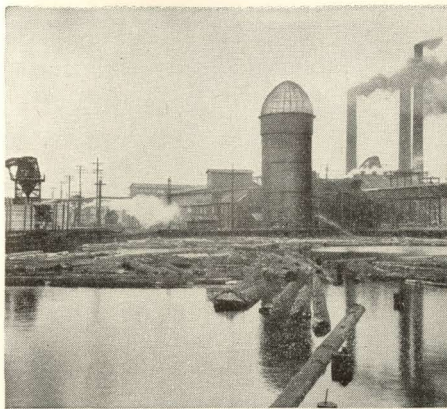
Established as a fort in 1825 by the Hudson's Bay Co., Vancouver, on the Columbia, is the oldest town in the state. Farming, poultry and stock raising, fruit growing, and lumbering are the principal industries of the region. Among its manufactories are aluminum, chemicals, carborundum and paper bags.

After passing a number of small towns, the train reaches Kelso (pop. 7,324) which ships dairy and forest products and smelt taken from the Cowlitz River on the banks of which it is situated.

**Longview, Wash.**—Pop. 20,256.

It is directly adjacent to Kelso on the west. An indus-





One of the large sawmills of the Pacific Northwest. More than 4½ billion feet of lumber are produced annually.



A street in Longview, Washington, lumber capital of the Northwest.



A section of downtown Tacoma—Mt. Rainier seems to rise in its eastern suburbs.

trial city, it was founded by the Long-Bell Lumber Co., which has there established one of the largest lumber manufacturing plants in the world. Guide service is provided for visitors, giving safe opportunity to witness the converting of huge Douglas fir logs into lumber.

At **Chehalis** (pop. 5,623) the principal industries are food processing, poultry, general agriculture, dairying, and lumbering. The industries of **Centralia** (pop. 8,648) four miles beyond are much the same.

**Aberdeen and Hoquiam**—Pop. 19,475 and 11,000.

The trip down Chehalis River brings us to the two cities which stand close together and have the same interests. Principal industries are large lumber and shingle mills, pulp and paper mills, plywood plants, sea food processing and canning. Agriculture includes dairying, poultry raising, vegetable seed production, and cranberries. These cities are the southern gateways to Olympic National Park.

**Olympia, Wash.**—At sea level; pop. 15,519.

Olympia, the capital of the state, is on the southernmost inlet of Puget Sound. It is a commercial center, the port of an area rich in timber, agricultural, and mineral resources. The oyster industry is outstanding, and other important industries include lumber and plywood mills, fruit and vegetable canneries, and breweries.

**Tacoma, Wash.**—At sea level; pop. 142,975.

It is situated on a series of terraced hills surrounding Commencement Bay, one of the finest harbors in the world. Steamship lines plying to all parts of the world connect there with transcontinental railroads.

The city's industrial products are lumber, pulp, furniture, doors, plywood, flour, chemicals, meats, candy, clothing, iron and steel products, and canned foods. Ship-building and pleasure boat building are also important. Two large railroad shops are located there.

Point Defiance Park, a 640-acre reserve of primitive

forest and miles of woodland roads and trails, contains the first fort built on the North Pacific coast, rose gardens, excellent salt water fishing, and a deep sea aquarium. The state historical museum, world's largest totem pole, Wright Park and the vegetable markets, are other attractions. Near by are wooded lakes for fishing, boating, and bathing. Puget Sound's scenic islands and winding waterways extend for miles on either side of Tacoma.

Hood Canal, 40 miles from Tacoma, is a 50-mile inland salt waterway, one of Washington's most popular summer resort areas. It forms the eastern border of Olympic National Park.

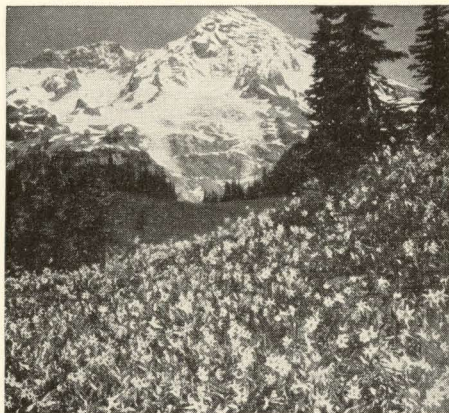
Within one and a half hours' drive from Tacoma is Rainier National Park with its 14,408 foot high Mt. Rainier. Dense forests and fields of brilliant mountain flowers line the highway to the summer snowline about 5,400 feet above sea level. Hotel and camp accommodations in the Park are excellent; the Park is open all year.

Nine miles from Tacoma is **Puyallup** (pop. 9,967) headquarters of a berry, truck garden, bulb, and dairy area. In this same valley to the north are **Sumner** (pop. 2,715), **Auburn** (6,494), and **Kent** (3,260) also centers of agricultural interest and the breadbasket of both Tacoma and Seattle.

**Seattle, Wash.**—El. 15 to 123; pop. 462,440.

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. Lake Washington, 26 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. The canal has extended Seattle's water front to 193 miles and has added a nontidal, fresh-water harbor bringing about a 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 37

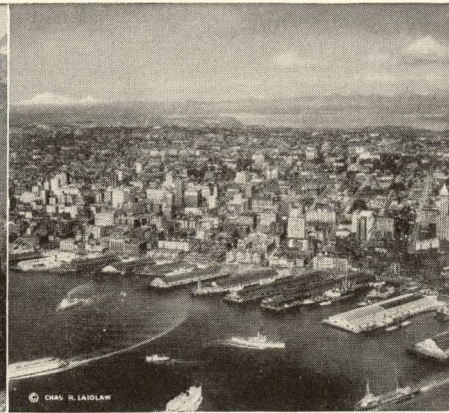




Alpine meadows and wildflower gardens on Mt. Rainier.



Mt. Olympus from the High Divide above Seattle Creek, Olympic National Park.



Seattle's waterfront where the argosies of the world contribute to her commerce.

to Seattle. The chief exports are wheat, flour, lumber, fish, coal, hay, fruit, live stock, and dairy products.

It is the center of a large hydro-electric development which serves 160 communities in the Puget Sound District. The cheap 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 42-story Smith Tower Building and the 27-story Northern Life Tower have observatories from which visitors may see the entire city. The Lake Washington floating bridge is more than a mile long, largest floating structure ever built by man. Seattle is the home of the University of Washington. A U. S. Naval Shipyard is maintained at Bremerton (pop. 27,746) across the bay.

Seattle has a mild climate because of the Japan Stream and ranks among the world's most healthful cities. Settled in 1851, it was named after a Siwash Indian chief.

**Gateway to Alaska**—Seattle is the gateway to Alaska, the last American frontier. Home of the "Valley of Ten Thousand Smokes" and Mt. McKinley, the highest peak in North America (20,300 ft.), Alaska, with its scenery, fish, big game, Eskimos, and ideal summer weather, is a powerful attraction to tourists.

The voyage through the Inside Passage to Skagway is one of great charm, for nearly 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; others to Seward, Columbia Glacier, Valdez, and Cordova.

## Pendleton to Spokane

This route lies northward through the wheat, oat, and  
38 barley fields and the apple orchards of the Inland Empire.

Large quantities of alfalfa are grown, and the berries are celebrated for size and quality.

**Walla Walla, Wash.**—El. 906; pop. 24,071.

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, vegetables, and fruits; the dairy and livestock industries are important. Its Indian name means "Many Waters." In 1857 a United States Army post was established on the site, and the settlement grew up around it. Near Walla Walla is Whitman National Memorial Park where, in 1847, Marcus Whitman, the noted pioneer and missionary, and his wife and 12 companions, were murdered by Cayuse Indians.

**Richland, Wash.**—El. 360; pop. 20,000.

This fast growing city is the townsite and residential area for huge atomic energy facilities. The Reservation comprises 600 square miles and is served by a Government owned railroad system of about 150 miles which interchanges carload freight with the Union Pacific at Richland. Passenger service is handled through Kennewick, Wash., 8 miles southeast, down the Columbia River.

**Yakima, Wash.**—El. 1,075; pop. 38,375.

From Walla Walla a branch extends northwestward to Yakima, through the fertile, irrigated districts—the largest in the state—of Yakima Valley. Yakima County ranks first in the United States in apple, pear, and hop production. Leading crops are alfalfa, fruit, grains, sugar beets, and potatoes. There is a large dairy and poultry industry.

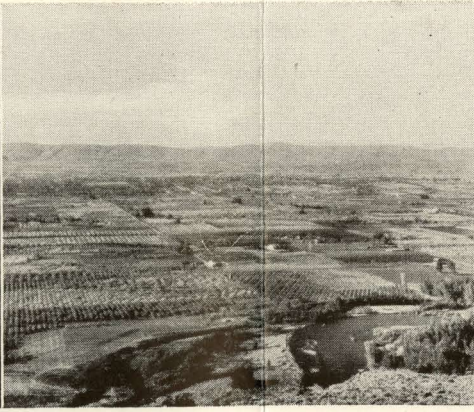
Yakima is the eastern gateway to Rainier National Park which is reached by a fine 67-mile scenic highway through Yakima Valley and over Chinook Pass to Sunrise Lodge in the northeast corner of the Park, 90 miles from Yakima.

From Riparia, 31 miles farther north, a branch follows the Snake River to Lewiston, Idaho, (pop. 12,910), situated at the confluence of the Snake and Clearwater Rivers, 125 miles south of Spokane.





U.S. Naval Shipyard on Puget Sound,  
Bremerton, Wash.



A garden spot in a land of plenty—the fertile  
Yakima Valley, Washington.



Spokane, Washington, metropolis of the rich  
Inland Empire.

**Clarkston, Wash.—Pop. 5,589.**

Clarkston is across the river from Lewiston. The region surrounding Lewiston produces hay, grain and fine fruit. Livestock raising is one of the major industries.

**Colfax, Wash.—El. 1,949; pop. 3,054.**

Colfax, on the Palouse River, is the trade center of the noted Palouse region. Wheat is the chief product, but fruit growing, stock raising and dairying thrive. From Colfax a branch line extends eastward 28 miles to Pullman and Moscow.

**Pullman, Wash.—Pop. 11,979.**

Located 17 miles from the County seat and 85 miles south of Spokane, it is a large wheat and dry pea producing area and is the home of the State College of Washington.

**Moscow, Idaho—Pop. 10,548.**

The University of Idaho is located in Moscow which is in a large wheat producing area and is also the center of the seed pea industry of the nation. Three railroads serve the city which has a meat packing plant and, naturally enough, many pea processing plants.

**Tekoa, Wash.—El. 2,474; pop. 1,179.**

Tekoa is surrounded by grain fields bordered by white and yellow pine. It is a shipping point for the Coeur d'Alene mining district and is a railroad division point. Farmington (pop. 239) and Garfield (647) are prosperous agricultural communities. Directly west from Farmington may be seen Steptoe Butte, notorious during the Indian Wars. Waverly (120) and Fairfield (369), in the grain region, have many fine orchards.

**Spokane, Wash.—El. 1,893; pop. 160,484.**

Spokane is the commercial and railway center of the "Inland Empire," comprising eastern Washington, northern Idaho, and western Montana, immensely rich in wheat, minerals, lumber, live stock, dairy products, and fruits. The city is located at the chief falls of the Spokane River

with mountains on the north and east. Its name is that of an Indian tribe meaning "Children of the Sun." The river, flowing through the heart of Spokane, is utilized for lighting and manufacturing. On the north is Mount Spokane which has recently been made a state park.

Spokane's manufactured products include lumber, water pipe, brick, terra cotta, cement, and aluminum sheet. Large quantities of wheat, fruits, vegetables, and berries are exported. Fort Wright, a large U. S. military post, is near by. It is on the site, where in 1858, the last battle with Indians in Washington occurred.

Spokane was settled in 1872, near the site of the first permanent settlement in the Oregon country.

Among the adjacent mountain lakes readily reached from Spokane are: Spirit, Medical, Hayden, Priest, Liberty, Pend Oreille, and Coeur d'Alene. Ninety-two miles west is Grand Coulee Dam project.

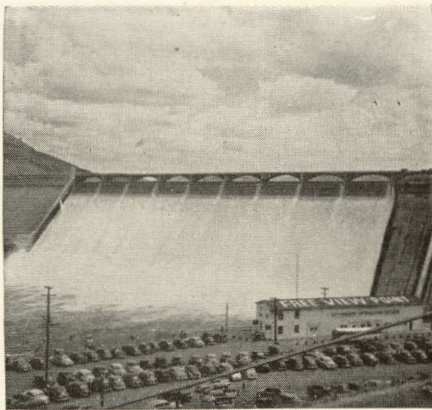
From Spokane, a branch of the Union Pacific penetrates the near-by Coeur d'Alene mining district to Wallace (pop. 3,133), Burke (997), and Prichard, Idaho. The region is famous for its marvelously productive mines of silver, lead, zinc and copper, and for its picturesque scenery. Grand Coulee Dam, 4,300 feet long and 550 feet high, has made possible the reclamation of a million acres of semi-arid land, and attracts over 300,000 sightseers each year.

## The Kansas Division of the Union Pacific Railroad

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 Railroads, which it is to meet and connect with at the meridian point named."

Ground was broken at Wyandotte, Kansas in 1863. 39





Grand Coulee Dam provides power and water for a vast area in the Pacific Northwest



Wallace, a busy place in the great mining regions of the Coeur d'Alenes, in Idaho.



View of the business district of St. Joseph, Missouri.

Meanwhile the name of the corporation had been altered to Union Pacific Railway, Eastern Division, and this subsequently became the Kansas Pacific. The line was completed into Denver in 1870. 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.

Although surveyors and graders were furnished arms by the Government and military escorts were provided, the boldness of the attacks by the Sioux, Cheyennes, Arapahoes, and Utes made it necessary to establish Forts Riley, Harker, Hays and Wallace.

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

**St. Joseph, Mo.**—El. 967; pop. 75,572.

Third largest city in Missouri, it lies on the east bank of the Missouri River. A trading post was established there in 1826 by Joseph Robidoux, and the community was incorporated as a city in 1851. Formerly the eastern terminus of the Pony Express, it is now a major terminal market for the handling of agricultural products and live stock. Its manufactures include milling and packing house products, cereals, chemicals, machinery, and mechanical appliances. St. Joseph is in the center of the Missouri Valley apple-growing district. From the city the Union Pacific runs in a northwesterly direction across northeastern Kansas, enters Nebraska south of Fairbury and joins the main line at both Grand Island and Gibbon, Nebraska.

## Kansas City to Cheyenne

40 **Kansas City, Mo.**—El. 748; pop. 453,290.

The city, situated at the confluence of the Kansas (or "Kaw") and Missouri Rivers, is the third largest city on the Union Pacific. The city has spread over the bottom lands adjoining the mouth of the Kansas. The first permanent settlement was made by the French fur traders in 1821; Jesuit Fathers established a mission in 1825.

Kansas City is the manufacturing and trade center of a rich agricultural region. The principal manufactured products are automobiles, flour, iron and steel products, crude and refined oil, and soap. 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 and as a horse and mule market. It is a major livestock market, meat packing center, grain market, and distributor of poultry, eggs, and butter.

**Kansas**—Area 82,158 sq. mi.; pop. 1,905,299.

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.

Kansas lies on the Great Plains, the greater part of its area being 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 being a deep, rich, clay loam, dark in color and that on the bottom lands near the streams, a black, sandy loam.

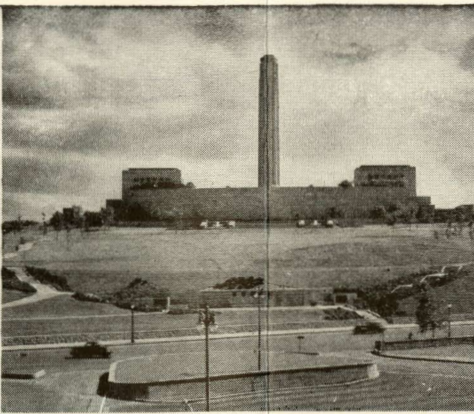
Kansas ranks first in production of wheat, both in quantity and quality; although second in value, corn usually ranks first in quantity. Other principal crops are oats, barley, rye, potatoes, hay, sorghum products, sugar beets, and flax.

Kansas ranks fourth in cattle raising and is among the leading states in the production of horses and mules. The state ranks second in the mining of lead and zinc ores and fourth in the drilling of oil. There are immense beds of bituminous coal in the east. Other mineral products of importance are salt, cement, building stone, and natural gas.

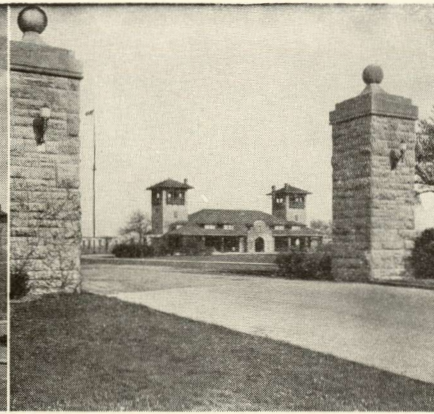




All railways entering Kansas City, Missouri, use this modern Union Station.



Liberty Memorial, Kansas City, Mo., as seen from Union Station Plaza.



Swope Park in Kansas City is one of the largest municipal parks in the country.

The principal industries 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 possession of the Indian tribes until 1803 when the Louisiana Purchase added it to the territory of the Republic. Lewis and Clark entered the region in 1804; Lieut. Pike, in 1806; Maj. Long, 1819; and in 1842 Gen. Frémont blazed a trail to California and Oregon. Settlement on the prairies was fraught with hardship and peril because of the Osage, Shawnee, Pawnee, Delaware, Kickapoo, and Kansas Indians.

The twenty-first state to enter the Union, Kansas was an important pivot in the struggle that resulted in the Civil War. 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.**—El. 755; pop. 129,583.

Kansas City, second 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, purchased from the Wyandotte Indians, was originally named Wyandotte.

Kansas City is noted for its livestock and meat-packing industries. It has important railroad car and machine shops, grain elevators, smelters, iron and steel works, flour mills, furniture factories, wood-working plants, soap and candle factories, chemical laboratories, foundries, and brick and lumber yards. Large machine and repair shops are maintained by the Union Pacific at Armstrong.

The Union Pacific has, through the Kansas City Industrial Land Co., developed approximately 2,000 acres of land, known as the Fairfax Industrial District, which are available for industrial purposes.

**Lawrence, Kan.**—El. 825; pop. 23,292.

Lawrence was settled in 1854 by anti-slavery pioneers

from Massachusetts. It became an important station on the "underground railroad system" which assisted 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.

Surrounded by farming and livestock districts, the city today occupies both sides of the Kansas River. Its manufacturing industries include flour and paper mills, foundries, and machine shops. Lawrence is the seat of the University of Kansas and of Haskell Institute for Indians.

**Leavenworth, Kan.**—Pop. 20,543.

Leavenworth is reached from Lawrence by the Union Pacific Railroad, the first railroad to enter the city. Leavenworth is the site of Fort Leavenworth, historic army post, and is one of the leading industrial cities of Kansas.

**Topeka, Kan.**—El. 987; pop. 77,827.

Topeka, capital of Kansas, was established in 1828 as a trading post; the city was organized in 1854. Situated in the fertile Kaw Valley, Topeka is the central market and shipping point for an agricultural and livestock region. Grain and potatoes are the principal agricultural products. The more important manufactures are flour and butter; there are also foundries, machine shops, and factories.

**St. Marys, Kan.**—El. 956; pop. 1,201.

St. Marys is the center of an agricultural district. It is the home of St. Marys Theological College and the Kansas Farmers Union.

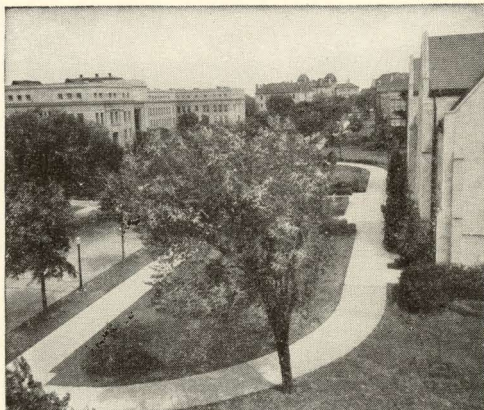
**Manhattan, Kan.**—El. 1,011; pop. 18,996.

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. It is a shipping point for grain, lumber, live stock, eggs, and dressed poultry, and the seat of the Kansas State College.

**Fort Riley, Kan.**—El. 1,062; pop. 12,825.

Established in 1852 near the junction of the Republican, 41

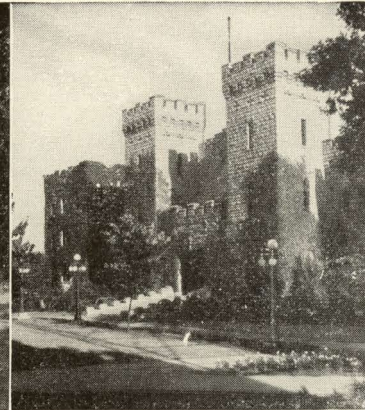




State University, Lawrence, Kansas. Lawrence is also the home of America's largest Indian School, Haskell Institute.



Kansas State Capitol, Topeka.



Nichols Gymnasium, Kansas State College of Agriculture, Manhattan.

Smoky Hill, and Kansas Rivers to protect trappers, it is now a United States army post. Marshall Flying Field is just across the Kansas 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.**—El. 1,075; pop. 13,370.

Junction City, at the confluence of the Republican and Smoky Hill Rivers, is an important commercial center, shipping grain, flour, live stock, and limestone. The site was visited by Coronado in 1542, and in 1719 by the French explorer, Dutisne, who found a populous Pawnee village there.

**Abilene, Kan.**—El. 1,152; pop. 5,580.

Abilene was settled in 1856. Formerly one of the termini of the Texas cattle trail, it was a gathering place for cowboys and gamblers. It remains one of the great agricultural markets and livestock centers of the state; the principal crops are corn, wheat, and alfalfa, and there are large shipments of butter and eggs. Its manufacturing interests include flour mills, creameries, and an ice plant. Abilene is the boyhood home of General "Ike" Eisenhower.

**Salina, Kan.**—El. 1,223; pop. 26,141.

Salina, on the Smoky Hill River and the commercial center of an agricultural and stock-raising region, was founded in 1858. The principal products are flour, wheat, alfalfa, livestock, poultry, and eggs. The city has factories making farm implements, brick, brooms, silos, and sheet metal products. Smoky Hill Air Force Base, one of the largest bomber bases, is located there, and an Indian burial ground dated from the 10th to the 15th centuries is near by.

**Kanopolis, Kan.**—El. 1,582; pop. 743.

Kanopolis Dam and Reservoir on the Smoky Hill River, a government-controlled project, is located near this point. Plans are completed for a recreation program at the dam, and various facilities are open to the public.

**Ellsworth, Kan.**—El. 1,534; pop. 2,193.

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. It has a large trade in grain, live stock, and poultry.

**Hays, Kan.**—El. 1,994; pop. 8,600.

Hays was founded in 1867, on Big Creek, near the site of Fort Hays. Among the celebrated names associated with Fort Hays are those of Generals Sheridan, Hancock, Custer, and Miles, and "Buffalo Bill" Cody. J. B. Hickok, better known as "Wild Bill," was made marshal during the uproarious frontier days and made much of his reputation as a gun man in and about Hays.

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. Many oil fields have been developed about Hays. It is the seat of the Fort Hays branch of the Kansas Experiment Station, one of the largest experiment farms in the world.

**Ellis, Kan.**—El. 2,114; pop. 2,653.

Ellis has a heavy production of live stock, poultry and turkeys, with interests in dairying, sheep and wool. In addition to oil, the Ellis area has abundant deposits of chalk, volcanic ash, limerock, sandstone, and shale. The late Walter Chrysler, automobile manufacturer, was born in Ellis and learned his trade as a machinist in the local Union Pacific shops.

**Oakley, Kan.**—El. 3,051; pop. 1,915.

Oakley is the commercial center of a wheat-growing district; wheat, live stock, and cream are the principal shipments. To the south 25 miles, along the Smoky Hill River, are the chalk pits so well known to fossil hunters. **Winona** (pop. 382) ships grain and live stock.

**Wallace, Kan.**—El. 3,312; pop. 111.

Wallace makes large shipments of live stock. Two miles









The picturesque Upper Falls of the Snake River in the Targhee National Forest.



Bear River Canyon, Utah. An irrigation canal spills its water back into the river.

from Brigham to Malad, Idaho, through farming sections of the Bear River Valley. **Corinne** (el. 4,432; pop. 427), an old Utah town, is on this branch. Thence wagon teams hauled freight to the Montana mines in early days. Other important towns on the branch are **Tremonton** (el. 4,322; pop. 1,662), **Garland** (el. 4,344; pop. 1,008), and **Malad** (el. 4,520; pop. 2,712).

North from Brigham City Bear River Canyon furnishes one of the most impressive and thrilling short canyon trips (by rail) of the West. For three miles trains pass along the eastern edge of the cliffs, through short tunnels, over trestles, around abrupt juts of rocks, 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**—El. 4,445; pop. 105.

Cache Junction and other towns in the marvelously rich Cache Valley are passed en route to **Logan**, third largest city in Utah (el. 4,498; pop. 16,832), established by the Mormons under Brigham Young in 1859. 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** (el. 4,746; pop. 364).

Beyond Swan Lake is **Downey** (el. 4,854; pop. 731), where Oxford Peak, 9,386 feet high, overlooks Red Rock Pass, the outlet of ancient Lake Bonneville. Before reaching **McCammon** (pop. 489) a defile (cut by the Portneuf River through the mountains) may be seen in the east.

## Main Line to Butte

44 **Fort Hall, Idaho**—El. 4,447; pop. 190.

Fort Hall, 12 miles north of Pocatello, a trading post built in 1830 by Nathaniel Wyeth, was later sold to the Hudson's Bay Co., and became a military post in 1849. It is now a United States Indian Reservation and Industrial School for Shoshones and Bannocks who are industrious farmers. A few miles west is the site of the Indian sun dance which takes place during each July to cure the bodily ills and discomforts of those who participate.

**Blackfoot, Idaho**—El. 4,500; pop. 4,178.

Blackfoot, between the Blackfoot and Snake Rivers, is the center of a great potato and wheat district.

The 85-mile branch from Blackfoot to Mackay for most of the distance follows Lost River, famed for excellent trout fishing. From **Arco** (pop. 961), 59 miles beyond Blackfoot, the Craters of the Moon National Monument, one of the most interesting attractions of the state, 24 miles distant, is conveniently reached by highway. **Mackay** (el. 5,323; pop. 760) is a main entry town to the central Idaho and Sawtooth Reservation country.

Northward from Blackfoot on the main line, **Shelley** (el. 4,627; pop. 1,865) 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 north, may be seen the crest of Caribou Peak. In very clear weather one may see over this range to Grand Teton Peak, 70 miles distant and 13,747 feet high.

**Idaho Falls, Idaho**—El. 4,708; pop. 18,855.

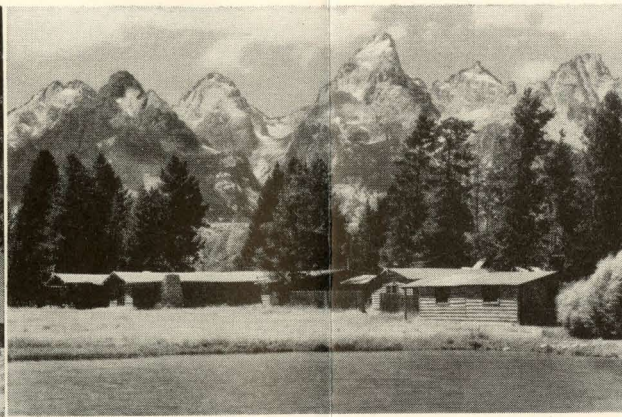
Prior to 1890 Idaho Falls was named Eagle Rock. In the early days freighters crossed the Snake River here enroute from Salt Lake City to the Montana mines.

Idaho Falls is located on the Snake River in the midst of the largest contiguous body of irrigated land in the world. Nationally known as a heavy shipping point for the famed Idaho Russet potato, it is also a point of origin for shipments of dairy products, feeds, pumice, potato products, sugar, live stock, grain, and other items. The





Old Faithful Geyser in Yellowstone National Park never fails to perform on schedule.



The sharp, glacier-bearing crests of the Tetons present one of the most thrilling sights in America.



The Lower Fall of the Yellowstone takes on new charm with each point of view.

sugar beet industry is of great importance.

A major branch line of the Union Pacific leaves the Butte line at Idaho Falls and extends north to Yellowstone Park.

**The West Yellowstone Branch**—It extends northeastward from Idaho Falls through **Rigby** (el. 4,856; pop. 1,844) with auto service daily to **Heise Hot Springs**, 14 miles distant. Heavy shipments of hogs, wheat, potatoes, hay, flour, honey, peas, and sugar beets originate there. Beyond is **Thornton** (el. 4,858; pop. 400). **Rexburg** (el. 4,864; pop. 4,205) is the center of one of the largest wheat sections in the United States. Beyond Rexburg the Teton River is crossed, and 4 miles farther is **Sugar City** (el. 4,891; pop. 684) named from its principal industry, the manufacture of beet sugar.

**St. Anthony, Idaho**—El. 4,971; pop. 2,687.

St. Anthony is situated on the north fork of Snake River in the heart of one of the largest sub-irrigated sections in the world. The principal crops of the area are seed peas, Idaho Russet potatoes, wheat, barley, and oats. Cattle and sheep, lumbering and dairy farming are important industries. The headquarters of the Targhee National forest, famous for its hunting and fishing, is located there.

**Ashton, Idaho**—El. 5,255; pop. 1,242.

Ashton is an important farming and stock-raising center on the Snake River, about 15 miles from its upper and lower falls. The town is in a large valley with high mountain ranges in the distance. There 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.

From Ashton to West Yellowstone oil-burning locomotives are operated through the National Forest Reserve and the pine-clad course of Warm River Canyon. A federal fish hatchery is located on Warm River 20 miles northeast of Ashton and a state fish hatchery is west of Ashton. At **Island Park** is a new government reclamation dam in

the north fork of Snake River; another is at Grassy Lake, 30 miles east of Ashton. **Trude** and **Big Springs** follow, then **Reas Pass** (el. 6,935) where the Continental Divide is crossed.

**Victor, Idaho**—El. 6,198; pop. 431.

Situated in a mountain basin, it is the main entrance to Grand Teton National Park, established in 1929. Grand Teton, the loftiest peak, is 13,747 feet high. The forests are full of game, and there are several beautiful mountain lakes. A number of excellent ranches are located in the vicinity of the Park.

**West Yellowstone, Mont.**—El. 6,665.

With a regular population of 40, during the Park season the town increases to several hundred transients daily. It is the terminus of the Yellowstone Branch, the western and favorite entrance to Yellowstone Park. The Union Pacific's station on the Park boundary features 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 are more geysers than in all the rest of the world. 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, cold springs of Apollinaris water, and prismatic pools. A mud volcano, a cliff of glass, petrified forests, a mountain that roars, seething multi-colored "paint pots," and tinted terraces, immense lakes, rivers, majestic peaks, and one of the finest of waterfalls—and there is more.

It is the greatest of all 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





The Grand Canyon of the Yellowstone is one of Nature's supreme masterpieces.

its excellent fishing. And there is The Grand Canyon, about which most of the superlative adjectives of the English language have been used.

Outside the Park, to the northeast, is the Grasshopper Glacier, surrounded by spectacular, serrate mountains. To the south, almost adjoining, is Grand Teton National Park and the celebrated Jackson Hole region, where the Teton Mountains rise from Jackson, Leigh, and Jenny Lakes. Grand Teton National Park is reached via Victor, Idaho, and also from Rock Springs, Wyo. through Hoback Canyon.

Two and a half day motor bus tours, with accommodations at hotels in the Park, include the principal attractions. During the summer season, the Union Pacific operates daily the Yellowstone Special from Salt Lake City and Pocatello to West Yellowstone, whence direct connections are made with Yellowstone Park Company's automobile service. Through sleeping cars are operated also between Chicago and West Yellowstone and between Salt Lake City and West Yellowstone, during the summer season. West Yellowstone is the favorite rail gateway to the Park.

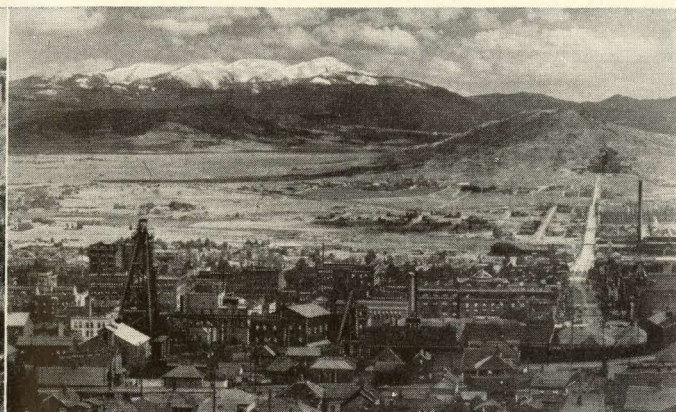
Northward from Idaho Falls, a farming and stock-raising territory is entered. Near **Hamer** are Camas Creek and three lakes providing excellent fishing and duck hunting in season. **Camas** has planned an irrigation project adequate to water 20,000 acres of dry-farm land.

**Montana**—Area 146,997 sq. mi.; pop. 559,456.

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.

The chief crops of both dry and irrigated farming are hay, wheat, oats, barley, flax, corn, potatoes, and sugar beets. Montana leads in the production of sheep and wool and raises vast herds of cattle and horses.

It ranks second in the production of silver, copper, and  
46 zinc, and fifth in the production of gold. Lead, manganese,



Butte, Montana, the world's Copper Capital and the Continental Divide. The "butte" from which the city takes its name is seen at right.

and coal, of which Montana's deposits are among the richest in the west, are mined extensively. 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, erected by Manuel Lisa in 1807 on the Big Horn River, was followed by the building of Ft. Union in 1829 at the mouth of the Yellowstone River by McKenzie, of the American Fur Co. Father DeSmet established a mission among the Indians in 1845, and gold was discovered 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.**—El. 6,258; pop. 600.

Lima is a division point of the Union Pacific and an important shipping point for wool, sheep, cattle, and grain. **Armstead** (pop. 100) is rich in historical background. **Dillon** (el. 5,096; pop. 3,079) is a heavy shipping point for live stock, grain, and wool. **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.**—El. 5,490; pop. 32,904.

Butte, metropolis of Montana, located on a high plateau between the Rocky and Bitter Root Mountains, is the largest mining town in the world. The surrounding hills are honeycombed with shafts and tunnels some of which are in the very heart of the city. Copper is the chief mineral produced although there are valuable deposits of gold, silver, lead, and zinc.

Butte is the trade and jobbing center of western Montana, served by 5 railroads and 2 air lines. It was settled as a gold-placer camp in 1863 and laid out as a town in 1866. The Continental Divide is 2 miles east of the city.



# UNION PACIFIC RAILROAD

## TRAFFIC DEPARTMENT OFFICES



**Aberdeen, Wash.**.....3 Union Pass. Sta., K and River Streets  
**Astoria, Ore.**.....438 Commercial Street  
**Atlanta 3, Ga.**.....1432 Healey Building  
**Bend, Ore.**.....1054 Bond Street  
**Beverly Hills, Calif.**.....9571 Wilshire Boulevard  
**Birmingham 3, Ala.**.....701 Brown-Marx Building  
**Boise, Idaho**.....City Ticket Office, Idaho Bldg., 212 North 8th Street  
**Boston 8, Mass.**.....294 Washington Street  
**Butte, Mont.**.....609 Metals Bank Bldg., 8 West Park Street  
**Cheyenne, Wyo.**.....City Ticket Office, 120 West 16th Street  
**Chicago 3, Ill.**.....City Ticket Office, One South La Salle Street  
**Cincinnati 2, Ohio**.....303 Dixie Terminal Building  
**Cleveland 13, Ohio**.....1407 Terminal Tower Building  
**Council Bluffs, Ia.**.....Union Pacific Transfer Depot  
**Dallas 1, Texas**.....2108 Mercantile Bank Building  
**Denver 2, Colo.**.....City Ticket Office, 535 Seventeenth Street  
**Des Moines 9, Iowa**.....407 Equitable Bldg., Sixth and Locust Streets  
**Detroit 26, Mich.**.....612 Book Building, 1249 Washington Boulevard  
**East Los Angeles, Calif.**.....5454 Ferguson Drive  
**Eugene, Ore.**.....Suite 21, Cascade Bldg., 163 East 12th Avenue  
**Fresno 1, Calif.**.....207 Rowell Building  
**Glendale 3, Calif.**.....City Ticket Office, 404½ North Brand Boulevard  
**Hollywood 28, Calif.**.....City Ticket Office, 6702 Hollywood Boulevard  
**Kansas City 6, Mo.**.....City Ticket Office, 2 East 11th Street  
**Las Vegas, Nev.**.....Union Pacific Passenger Station  
**Lewiston, Idaho**.....Room 7, Union Depot  
**Lincoln 8, Nebr.**.....City Ticket Office, 234 So. 13th Street  
**Long Beach 2, Calif.**.....City Ticket Office, 144 Pine Avenue  
**Longview, Wash.**.....Ticket Office, 1453 Broadway  
**Los Angeles 14, Calif.** City Tkt. Off., Union Pacific Bldg., 434 West 6th Street  
**Memphis 3, Tenn.**.....1137 Sterick Bldg., 8 North Third Street  
**Milwaukee 3, Wis.**.....814 Warner Bldg., 212 W. Wisconsin Avenue  
**Minneapolis 2, Minn.**.....890 Northwestern Bank Bldg., 620 Marquette Avenue  
**New Orleans 12, La.**.....504 Nat'l Bank of Commerce Bldg., 210 Baronne Street

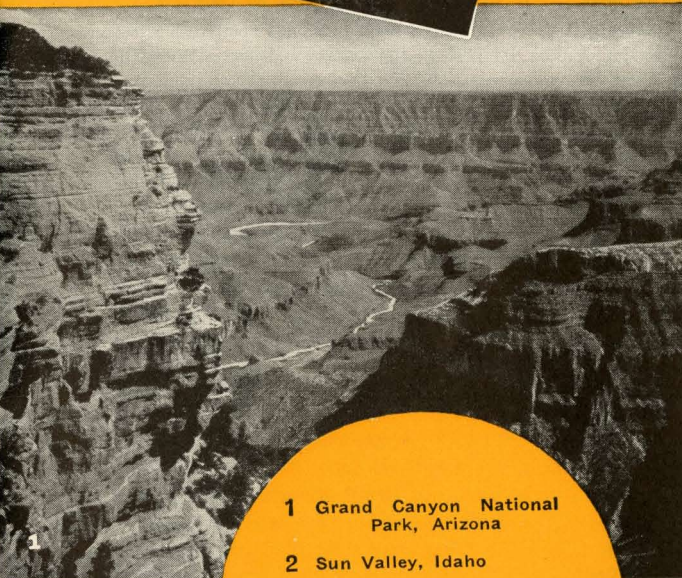
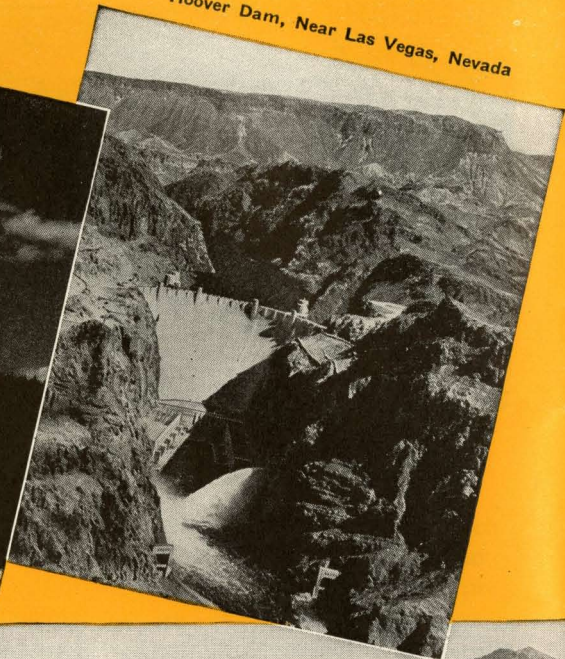
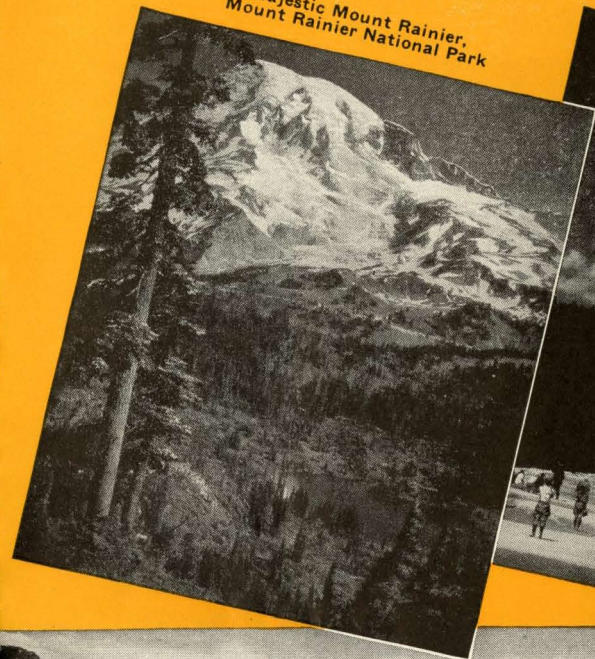
**New York 20, N. Y.**.....626 5th Ave., Suite 350, Rockefeller Center  
**Oakland 12, Calif.**.....215 Central Bank Bldg., 436 Fourteenth Street  
**Ogden, Utah**.....City Ticket Office, Ben Lomond Hotel Building  
**Omaha 2, Nebr.** City Ticket Office, Union Pacific Bldg., 15th & Dodge Sts.  
.....City Ticket Office, 1614 Farnam Street  
**Pasadena 1, Calif.**.....City Ticket Office, 205 West Colorado Street  
**Philadelphia 2, Pa.**.....904 Girard Trust Building  
**Pittsburgh 22, Pa.**.....1419 Oliver Building  
**Pocatello, Idaho**.....Union Pacific Passenger Station  
**Pomona, Calif.**.....Union Pacific Passenger Station  
**Portland 5, Ore.**.....City Ticket Office, 701 S. W. Washington Street  
**Reno, Nev.**.....209 American Building, 131 West Second Street  
**Riverside, Calif.**.....Union Pacific Passenger Station, 7th and Vine Streets  
**St. Joseph 2, Mo.**.....City Ticket Office, 516 Francis Street  
**St. Louis 1, Mo.**.....1223 Ambassador Bldg., 411 N. 7th Street  
**Sacramento 14, Calif.**.....217 Forum Bldg., 1107 Ninth Street  
**Salt Lake City 1, Utah**.....City Ticket Office, Hotel Utah Building  
**San Diego 1, Calif.**.....City Ticket Office, 320 Broadway  
**San Francisco 2, Calif.**.....City Ticket Office, Geary at Powell Street  
**San Jose 13, Calif.**.....206 First National Bank Building  
**San Pedro, Calif.**.....City Ticket Office, 805 South Pacific Avenue  
**Santa Ana, Calif.**.....City Ticket Office, 305 North Main Street  
**Santa Monica, Calif.**.....City Ticket Office, 307 Santa Monica Boulevard  
**Seattle 4, Wash.**.....204 Union Station and 1300 Fourth Avenue  
**Spokane 4, Wash.**.....City Ticket Office, 727 Sprague Avenue  
**Stockton 6, Calif.**.....206 California Building, 11 So. San Joaquin Street  
**Tacoma 2, Wash.**.....City Ticket Office, 114 South Ninth Street  
**Toronto 1, Ontario**.....201 Canadian Pacific Bldg., 69 Yonge Street  
**Tulsa 3, Okla.**.....823 Kennedy Bldg., 321 South Boston Street  
**Walla Walla, Wash.**.....1st Nat'l Bank Bldg., 2nd & Alder Streets  
**Washington 5, D. C.**.....600 Shoreham Bldg., 15th & H Sts., N. W.  
**Winston-Salem 3, N. C.**.....632 Reynolds Building  
**Yakima, Wash.**.....Union Pacific Bldg., 104 West Yakima Avenue



Majestic Mount Rainier,  
Mount Rainier National Park

Old Faithful Geyser,  
Yellowstone National Park

Hoover Dam, Near Las Vegas, Nevada



- 1 Grand Canyon National  
Park, Arizona
- 2 Sun Valley, Idaho
- 3 Southern California
- 4 Great White Throne,  
Zion National Park
- 5 In the Colorado  
Rockies

