# MISSISSIPPI RIVER
# Scenic Line
## HISTORIC HIGHWAY OF THE MIDDLE WEST

Burlington Route

(NORTHBOUND)


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## WHERE NATURE SMILES THREE HUNDRED MILES


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# ALONG THE MISSISSIPPI

***Historic Highway of the Middle West***

BY *Lucia Lewis*

LIFE on the Mississippi moves along with the years. Not so long ago—in Mark Twain's day—it was considered high speed to manage a trip between Chicago and St. Paul in a week's time. Today, aboard the Burlington Zephyr, we breeze over the same stretch in a few short hours.

The hours seem doubly short because travel along the Mississippi is as full of charm and excitement as ever. The river is as majestic as it was when Indian tribes feared and worshipped Father "Messippi." Its palisades and many-formed bluffs are as beautiful and wild as when they looked down upon the venturesome canoes of Hennepin, Perrot, Marquette and Joliet.

Many hundreds of miles along the river are original wilderness as they were then, thanks to a wise conservation measure. The towns and cities along our route are equally rich in romance. Every settlement we pass is redolent of the early West—when it was a tribal center, a military fort, a fur trading post or steamboat levee.

Progress goes forward along the Mississippi, but the new does not cloud the old. The scenic route today is what it always has been—a route of natural loveliness, a route of history, a vital route in the life of the Middle West. This is the route to which every American thrills as he follows it on the Burlington Lines, whose tracks roll along the shores of the river for 300 miles between the Twin Cities and Savanna on the route to and from Chicago.

### The Mississippi Today

The long-drawn-out whoop of the Zephyrs echoes from cliff to cliff across the valleys and rivers which once echoed to the whoops of warring Indians. We cross eight large rivers and many streams, all flowing into the father of them all. At one phase of our journey, the Mississippi is a broad, proudly moving river. Again, it breaks into many channels circling about the islands which dot its long course. At another point, it widens to form a great lake, still a part of the river, but so wide and beautiful that it is named "Lake" Pepin.

At every bend are the palisades, gently rolling hills or frowning

cliffs, fantastic rock formations and wooded valleys. The rare lotus shines golden in the quiet pools formed about many islands. At every season there is beauty and color along the Mississippi — the changing tones of the trees, the silver and blue of Lake Pepin, the flame of sumac, the glory of flowering dogwood, the freshness of ferns, the flash of red-winged blackbirds and wildfowl, the famous sunsets on crystal winter scenes.

"All the upper Mississippi region has these extraordinary sunsets as a familiar spectacle. It is the true Sunset Land; I am sure no other country can show so good a right to the name."

—Mark Twain

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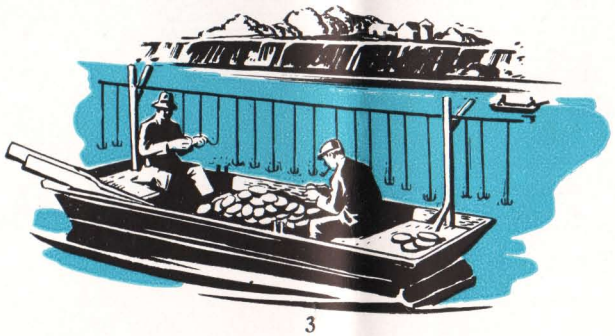
Though we pass many interesting towns and cities on the Burlington Route, vast spaces of the river's territory are and always will be unspoiled wilderness. Threatened for a time by a plan to drain the famous Winnesheik Bottoms along the Wisconsin shore, the area was saved by the efforts of the Izaak Walton League.

The league proposed and fought for the passage of a bill establishing a permanent wild life refuge along the upper Mississippi. This bill, passed by Congress and signed by President Coolidge in 1924, conserved 300,000 acres, extending from Rock Island, Illinois, to the mouth of the Chippewa River —forests, rivers, marshy "bottoms" and islands all along the Mississippi, forming one of the greatest refuges in the country for man's finned, furred and feathered friends.

* * *

In another aspect the Mississippi is changing under our eyes. As we travel along the river's edge, we have an opportunity to study the government lock and dam project authorized by Congress for flood control and navigation development.

Of the twenty-six dams, constructed at a cost of approximately $148,217,000, eleven are visible from the train between Savanna and St. Paul. The others in the chain extend down the river to St. Louis. The series of lakes, or pools, being created by the dams are becoming popular centers for fishermen and sportsmen who hunt in the regions set aside for that purpose by the Wildlife Refuge.



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We flash by cities which were once tiny trading posts and are now centers of industry. We see a village site chosen by German settlers because the Mississippi scene reminded them of their beloved Rhine. We note a colorful town reminiscent of the Mediterranean, whose Italian residents carry on the pearl fisheries of the river in their picturesque setting.

The Indian, the French, the British, the Americans and all the nationalities making up our country have left their mark upon this beautiful land, which remains beautiful in an age of often-ugly industrialism.

### Rolling Through the Centuries

The past can be recalled without any effort by the Mississippi traveler because the Upper Mississippi Wildlife Refuge preserves much of the land as it was known to the original Indians and early explorers. The thickly wooded islands and valleys, the millions of wild fowl, black bass, beaver and muskrat remind us that this was the happy hunting ground of the Algonquin, the Sioux, the Chippewa, the Winnebago, the Sacs and Foxes.

The awesome bluffs in whose shadows we ride retain the names and appearance of Indian times. Some look like rows of turreted castles, others are carved by the elements into almost human form. One, near Alma, has the gaunt features of a face which the Indians are said to have worshipped as the visage of the Great Spirit. White scars on its heights remind us that these bluffs were used for signal fires by the tribes which lived and fought here.

Burial mounds at many spots, notably near Trempealeau, hold many Indian secrets. A grave on a hill near De Soto is said to be that of Minnehaha, resting in one of the loveliest spots of her native land above winding channels, green

islands and rugged cliffs. Where the river widens to form Lake Pepin, Maiden Rock towers above the railroad tracks.

(From this cliff, the story goes, leaped Winona, daughter of Red Wing, chief of the Dakotas, who unfortunately fell in love with the son of Wahnabozah, chief of the enemy Chippewas. The lovers had planned to run away from their tribes and settle in the West, but on the night they fled towards a hidden canoe they were surprised by a jealous Dakota suitor to whom Winona had been promised by her father. He and his band killed the Chippewa chief with a volley of arrows, but they could not capture Winona. Lifting her lover's body, she ran to the top of the cliff and over the edge, dashing herself and the lifeless body against the rocks below. The Spirit of the Lake raised a great wave which swept the lovers to a quiet grave in Lake Pepin.

So many versions of this legend exist that it seems probable this cliff actually was the scene of a maiden's death, though Mark Twain smiles at the constantly recurring "lover's leap" story. He did not smile, however, at the beauty of this Lake Pepin, which thrilled him as it has thrilled thousands of other Mississippi travelers.)

### War Cries and Peace Pipes

Scores of battles have been fought in the area we cover, between Indian tribes, French and Indian, French and British, Indian and American. Decorah Peak, near La Crosse, is named after the Great Winnebago chief who fought so bravely for his British friends against the Sioux. La Crosse is also the ancient meeting place of the Indians who, during their tribal pow-wows, played the game later adopted by the French-Canadian traders and now known as "lacrosse," the national game of Canada.

Near Fountain City, at Victory and near La Crosse, at the Bad Axe River are battlefields of the Black Hawk War of 1832, which seems closer to us because it was the last great struggle of the Indians in this section against the American settlers.

When we travel through this scenic country, we can feel for the chief who fought in a lost cause for his homeland after a series of misunderstandings prevented a peaceful settlement of his differences with the Americans. The government recognized his high motives after the peace treaty was signed, and we regard him today as one of the noblest of the American chiefs.

From our Burlington Zephyr, we may glimpse (through the foliage at certain seasons) the huge Black Hawk statue on its bluff not far from Oregon, Illinois, overlooking the Rock River and the valley he loved so much. It is this valley he passed on to us with the touching farewell letter written to his conqueror, General Atkinson:

"The changes of many summers have brought old age upon me, and I cannot expect to survive many moons . . . I am now an obscure member of a nation that formerly honored and respected my opinions. The pathway to glory is rough and many gloomy hours obscure it. May the Great Spirit shed light on yours; and that you may never experience the humility that the power of the American government has reduced me to is the wish of him who, in his native forests, was once as proud and bold as yourself."

Then, closing his autobiography, he writes:

"I am done now. A few more moons and I must follow my fathers to the shades. May the Great Spirit keep our people and the white always at peace is the sincere wish of

"BLACK HAWK"

As Black Hawk represented the noblest type of his race, so Lorado Taft's statue of him overlooking the Rock River Valley represents the finest of Indian attributes. When the 48-foot figure was unveiled on July 6, 1911, the late sculptor gave an account of its conception:

"This is the way it happened. Every evening as the shadows turned blue we walked over this bluff. We always stopped at this point to rest—this (in 1911) is our fourteenth summer, and we have generally taken that attitude; restful, reverent. And as we stood there, we involuntarily folded our arms and it came over me that generations before had done so. And so the figure grew out of the attitude, as we stood and looked on this beautiful scene . . . I did not study any one type or race of Indians. It is a composite of the Foxes, and the Sacs, the Sioux and the Mohawks, and, in short, it represents the Indian personality. I have left off the usual Indian trappings—the feather and buckskin and other conventional signs. There is even a hint of the old Roman in the face, which was necessary to make it suggest a spirit unconquered while still the conquered race. To be suggestive rather than direct is what I aimed at—to do that is the great joy of the sculptor."

* * *

### Enter the White Man

Even more numerous than the remnants of the Indian age are the marks of the early explorers which we note all along our present-day route. Many years after De Soto and the Spaniards explored the southern Mississippi, the upper river country was still a wilderness into which no white man had penetrated.

He came at last from the St. Lawrence and the Great Lakes across "Ouisconsin." No actual evidence remains of the visits of Radisson and Grossilliers, who wrote in 1658 of seeing a "mighty river, great, rushing and profound." But the first authentic visit, that of Marquette and Joliet, we can retrace almost exactly.

A few miles south of Prairie du Chien, our Zephyr glides across the bridge over the Wisconsin River, down which so many historic canoe caravans have paddled. Where the Wisconsin flows into the Mississippi we can re-live that June day of 1673 when the two great explorers entered the father of waters.

The scene we pass now is much the same scene which greeted the explorer and the missionary — gentle hills and high bluffs, heavy timber and rich pasture lands, and the great Mississippi rolling along, dividing and meeting around its islands, collecting the watery tribute of the Wisconsin, the Chippewa, the Black, the Axe, the St. Croix and dozens of other rivers.

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### Trade Follows the Cross

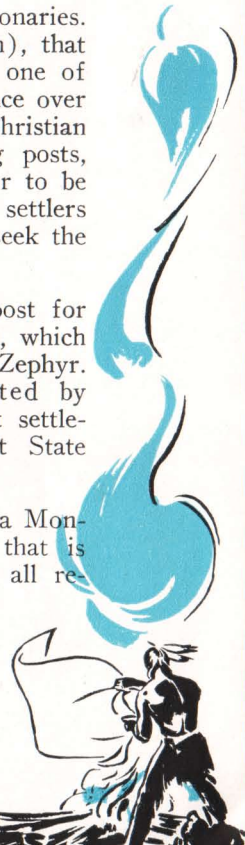
Many others — adventurers, explorers, missionaries, traders, voyageurs, coureurs de bois — came in the wake of Marquette and Joliet. Some came down the Wisconsin, some came over the other river highways.

From the Illinois River La Salle sent Father Louis Hennepin, who headed northward on the Mississippi in 1682 as far as the Falls of St. Anthony, now in the heart of Minneapolis. Radisson and Du Luth perhaps covered this stretch too, but Hennepin was the first to make a fairly accurate map of the entire river.

Trade followed the explorers and the missionaries. At the "Lake of Tears" (now Lake Pepin), that great pioneer, Nicholas Perrot, established one of his log outposts and raised the flag of France over this entire region. On this lake the first Christian mission was founded. Soon forts, trading posts, missions sprang up all along the river, later to be destroyed in wars or abandoned as their settlers moved restlessly up and down the river to seek the most advantageous sites.

Julien Dubuque established a profitable post for himself on the site of present-day Dubuque, which we see across the river from our Burlington Zephyr. Perrot chose the lovely region dominated by Trempealeau mountain for his permanent settlement and fort, now conserved as Perrot State Park.

Prairie du Chien; Trempealeau (from "La Montagne qui trempe a l'eau — the mountain that is steeped in water"); Dubuque; La Crosse; all recall the stirring seventeeth century when the French hurried from Canada and from the south to trade in the furs and minerals which opened a richer vista than if the river had been in truth the route to Cathay they once thought it was.



### Under Three Flags

The French could not hope to keep such a rich field for themselves. English traders came and established their posts. The French wooed some of the tribes, the British treated with others. Then came the clashes, the wars which were reflections of wars on the continent, and the ousting of the French.

After the eastern colonies revolted and formed the United States, the same thing happened to the British, though English traders at their posts and English soldiers at their forts carried on long after the Revolution. The last British flag did not disappear from the Mississippi territory until after the War of 1812.

With the establishment of American forts came the permanent settlements — farmers from New England, Germans, Scandinavians and many other nationalities — all welded gradually into the flourishing farms and communities of the Mississippi valley.

They had their troubles, too, as the battlefields we pass bear witness. In the early days, they turned often for help to Fort Snelling, Fort Crawford and the other forts along the river. Fort Snelling may still be visited at St. Paul, and from our Zephyr we discern the ruins of historic old Fort Crawford at Prairie du Chien. It was at this fort, then commanded by Zachary Taylor, that Jefferson Davis fell in love with Taylor's daughter. The two young lovers eloped and were married, and no one dreamed that Taylor, the irate father, would one day be President of the United States or that the impetuous young lieutenant would head the Confederacy.

We recall many familiar names as we rush along. Ulysses Grant, of course, at Galena, which was also noted for its lead mines and as a steamboat center. Zebulon Pike, whose Mississippi expedition in 1804 was so important in winning the Indians and traders of the territory over to the Americans; General Winfield Scott at Fort Crawford; John Jacob Astor, who established one of his first warehouses at Prairie du Chien; and hosts of others who blazed the trail for the era of lumbering and steamboat prosperity which followed.

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### From Rafts to Rails

In the early nineteenth century, the forests of the upper Mississippi began to ring with the sound of the axe, and down the Minnesota, the Chippewa, the St. Croix, the Black and other rivers floated acres of timber. The wild and reckless lumberjacks and raftsmen jockeyed for position on the river with the scows, keelboats and steamboats bearing supplies to the settlers and carrying out furs and lead from the mines of Galena and Dubuque.

This is the river celebrated by Mark Twain and the ditties of lumber days:

"And our clothes are dripping wet and fingers benumbed,
Our pike-poles we scarcely can hold.
Rocks, shoals and sands give employment to all hands,
Our well-banded raft for to steer
And the rapids that we run, oh, they seem to us but fun
For we're void of all slavish fear."

—American Song Bag

We pass Beef Slough near Pepin, once the world's greatest logging center. Logging and later steamboats made busy centers of St. Paul, Winona, Prescott, Alma, Fountain City, Galena, La Crosse. Nearly every city we pass has echoed to the shouts of the rip-roaring boatman described by Mark Twain.

> "Here, now, start that gang-plank for'ard. Lively, now! **What're** you about! Snatch it! **snatch** it! There! there! Aft again! **aft** again! Don't you hear me? Dash it to dash! are you going to **sleep** over it! 'Vast heaving. 'Vast heaving, I tell you! Going to heave it clear astern? WHERE're you going with that barrel! **for'ard** with it 'fore I make you swallow it, you dash-dash-dash-**dashed** split between a tired mud-turtle and a crippled hearse-horse!"

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But the west began to see wider horizons. The Great Plains attracted more settlers and thriving farming communities called for the extension of transportation facilities. Gold was discovered in California and settlers, adventurers, industries — the whole march of the western empire began to move at a faster pace.

At first the railroads bore traffic to the river to be transferred to steamboats. Then they crossed the river to make connections with the far west, building long railroad bridges at Quincy, Burlington, St. Louis, Winona, Dubuque and the historic bridges at Minneapolis. From a little 12-mile road started at Aurora, Illinois, in 1850 grew the great chain of 12,000 miles of railway tracks in 14 states which today makes up the Burlington Lines.

The rails now took the leading role in the development of the west and steamboats began to disappear with the demand for swifter and wider service. Along the Mississippi, some of the historic river towns grew to important cityhood as railroad and manufacturing centers. Others faded into picturesque little villages dreaming of their vivid past.

They all have a story; they all have a unique beauty which the observant passenger can capture today on the Mississippi River Scenic Line — the route of the Burlington Zephyrs.

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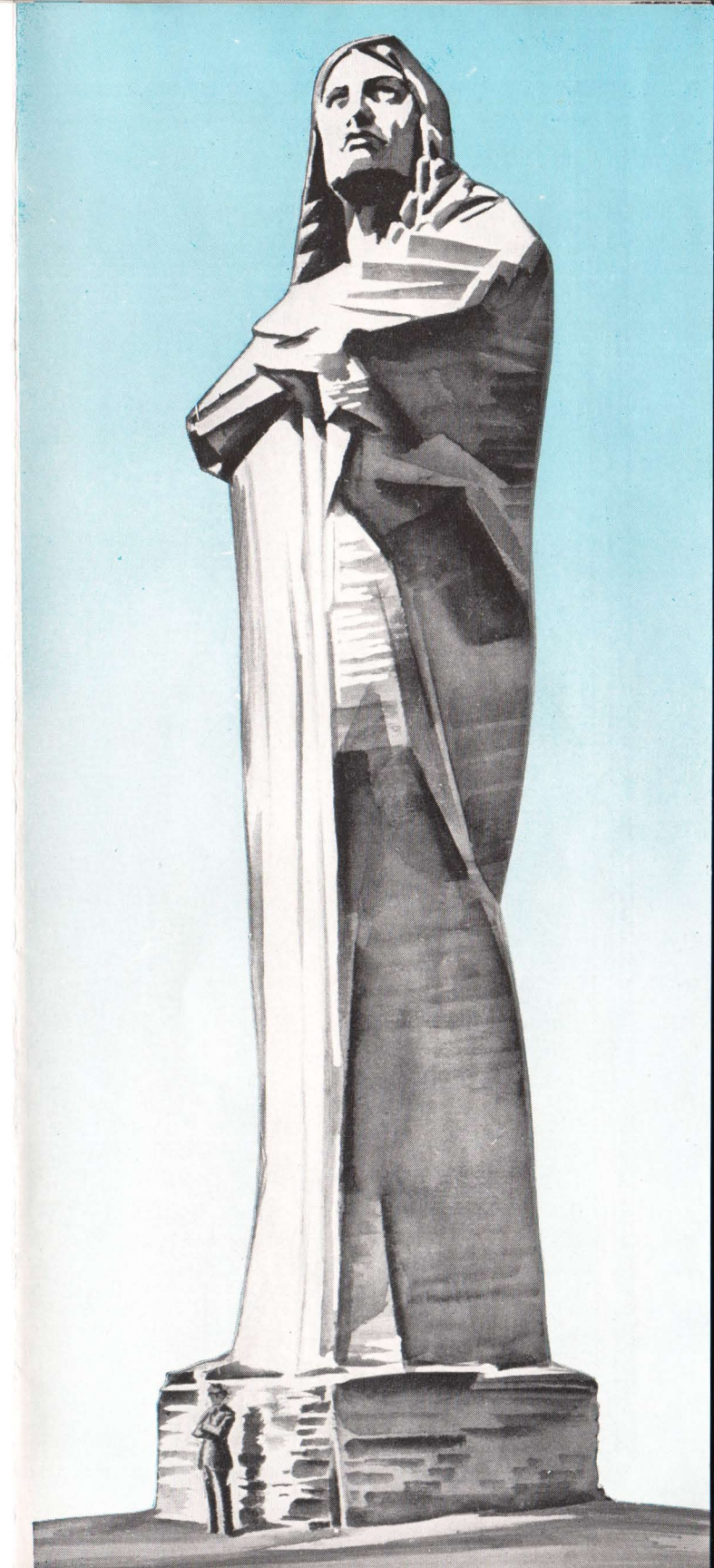
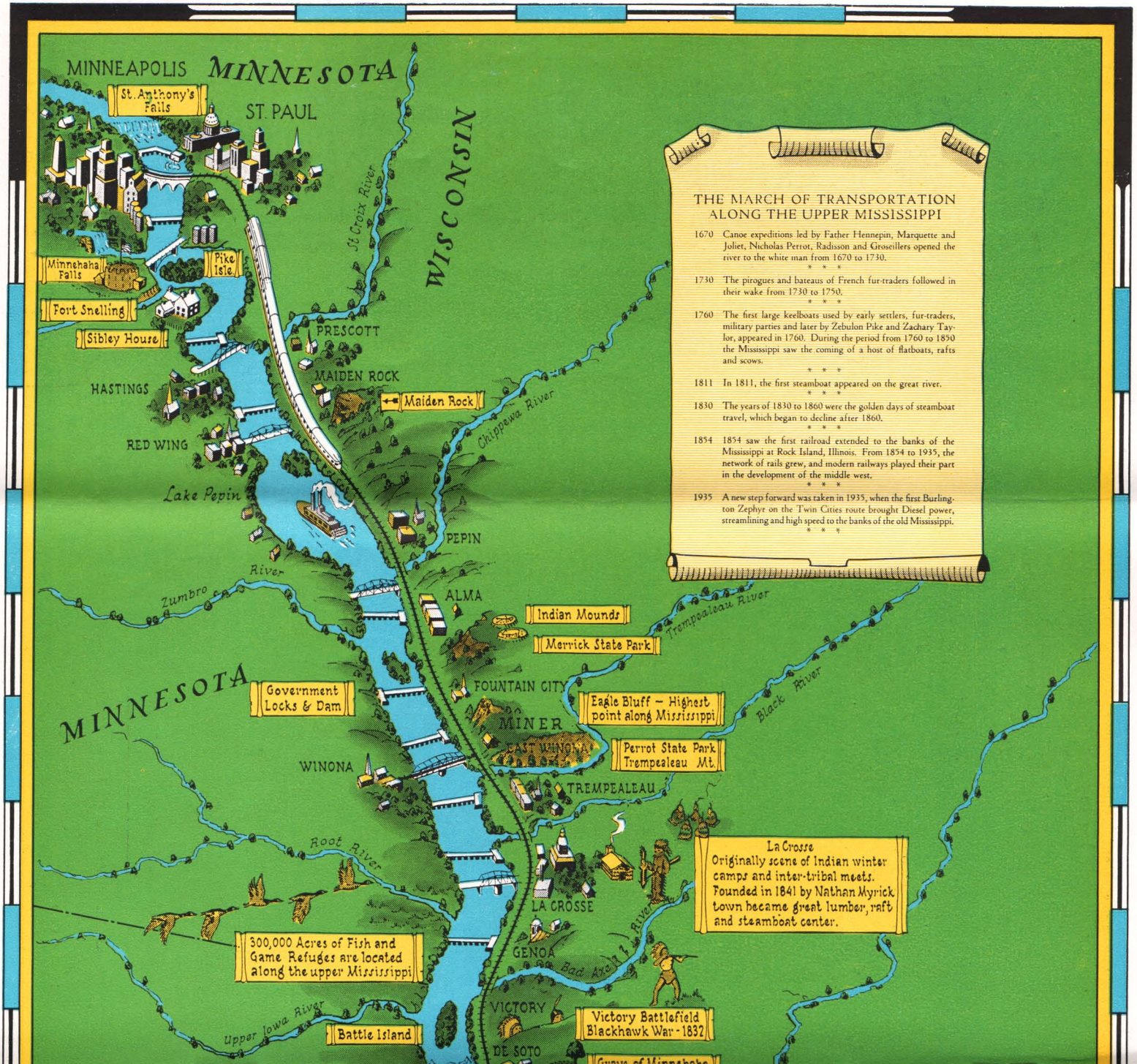
Permission to quote from the following is gratefully acknowledged:
*Life on the Mississippi*, by Mark Twain (Harper & Bros.).
*The American Song Bag*, edited by Carl Sandburg (Harcourt, Brace & Co.).
Lorado Taft Estate for quotation from Mr. Taft's discussion of the Black Hawk statue.








## THE MARCH OF TRANSPORTATION ALONG THE UPPER MISSISSIPPI

1670 Canoe expeditions led by Father Hennepin, Marquette and Joliet, Nicholas Perrot, Radisson and Groseillers opened the river to the white man from 1670 to 1730.

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1730 The pirogues and bateaus of French fur-traders followed in their wake from 1730 to 1750.

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1760 The first large keelboats used by early settlers, fur-traders, military parties and later by Zebulon Pike and Zachary Taylor, appeared in 1760. During the period from 1760 to 1850 the Mississippi saw the coming of a host of flatboats, rafts and scows.

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1811 In 1811, the first steamboat appeared on the great river.

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1830 The years of 1830 to 1860 were the golden days of steamboat travel, which began to decline after 1860.

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1854 1854 saw the first railroad extended to the banks of the Mississippi at Rock Island, Illinois. From 1854 to 1935, the network of rails grew, and modern railways played their part in the development of the middle west.

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1935 A new step forward was taken in 1935, when the first Burlington Zephyr on the Twin Cities route brought Diesel power, streamlining and high speed to the banks of the old Mississippi.

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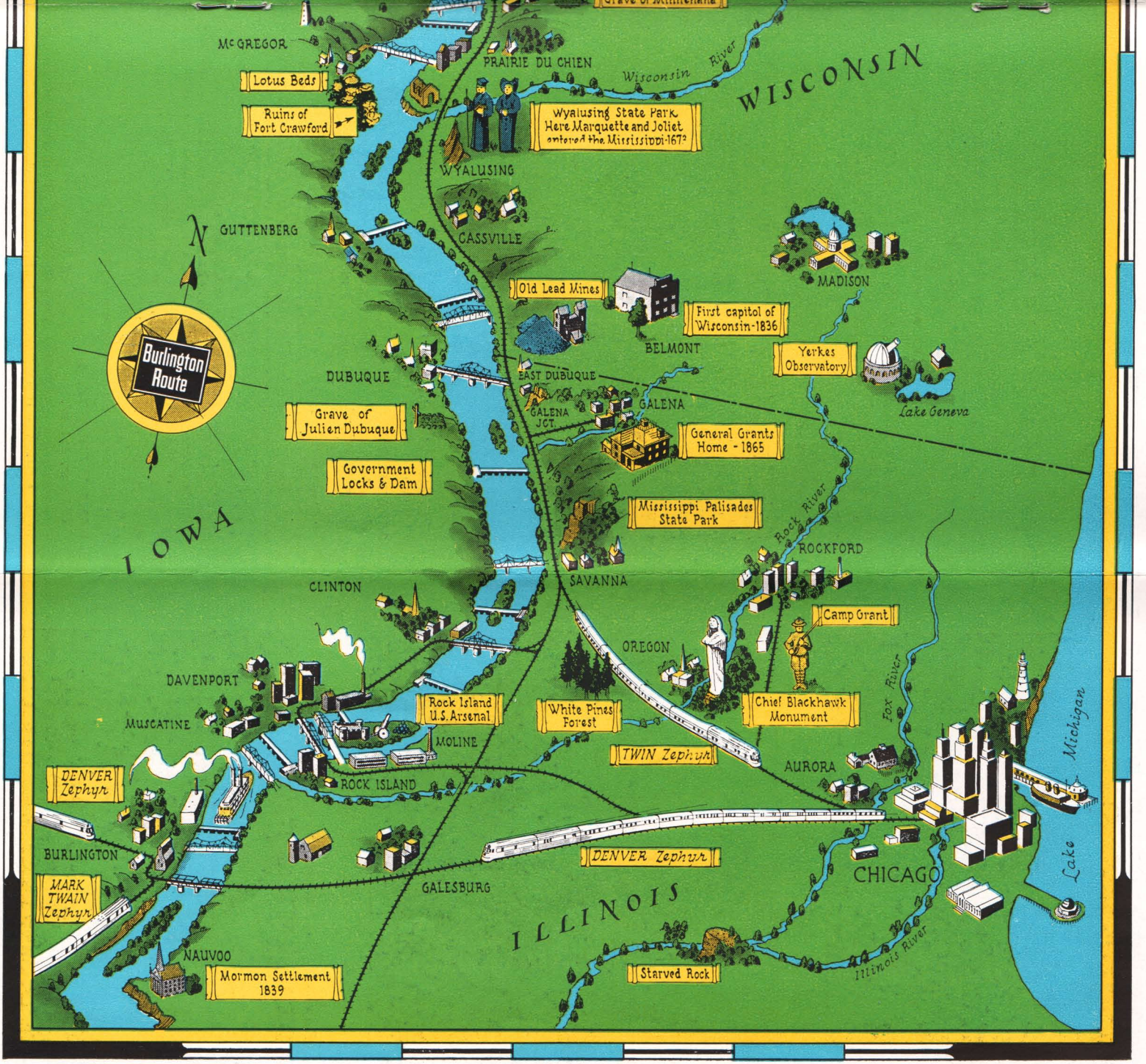
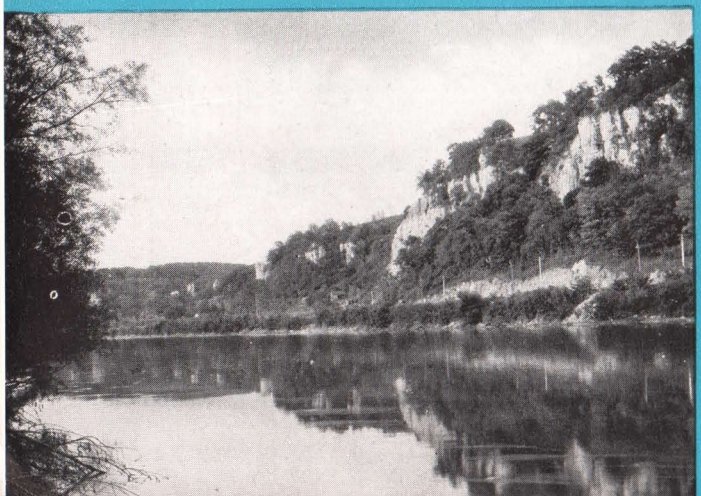

McGREGOR
Lotus Beds
Ruins of Fort Crawford
PRAIRIE DU CHIEN
Wisconsin River
WISCONSIN
Wyalusing State Park. Here Marquette and Joliet entered the Mississippi-1673
WYALUSING
GUTTENBERG
CASSVILLE
Old Lead Mines
First capitol of Wisconsin-1836
MADISON
BELMONT
Yerkes Observatory
Lake Geneva
Burlington Route
DUBUQUE
EAST DUBUQUE
GALENA JCT
GALENA
Grave of Julien Dubuque
General Grants Home - 1865
Government Locks & Dam
Mississippi Palisades State Park
Rock River
ROCKFORD
IOWA
SAVANNA
CLINTON
Camp Grant
OREGON
DAVENPORT
Rock Island U.S. Arsenal
White Pines Forest
Chief Blackhawk Monument
Fox River
MUSCATINE
MOLINE
TWIN Zephyr
AURORA
Lake Michigan
DENVER Zephyr
ROCK ISLAND
BURLINGTON
DENVER Zephyr
CHICAGO
MARK TWAIN Zephyr
GALESBURG
ILLINOIS
NAUVOO
Mormon Settlement 1839
Starved Rock
Illinois River

*Chicago, second city of the nation*

*Above—Stern-wheelers still ply the river*

*Below—A glimpse of the river near Savanna*



# THE MISSISSIPPI LOG

Is the train quicker than the eye? Not yet! This Mississippi Log will help you locate many interesting and beautiful spots as you pass by, even at Zephyr-speed.

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After leaving the city limits of Chicago, the Zephyr passes through a chain of attractive suburbs and the pleasant towns in the Fox River Valley on the way to Aurora.

**AURORA, ILL.**
**Pop. 46,589**
**Chicago, 38 mi.**

From a prominent stage coach transfer in the 1830's, Aurora developed into a thriving rail center, the "birthplace" of the Burlington Lines. The large railway supply buildings and the cut stone roundhouse, one of the oldest in the United States, are seen as the train enters the station. The 12-mile Aurora Branch Railroad, incorporated in 1849, the first of the Illinois state charter railways, was acquired by the Chicago, Burlington and Quincy Railroad in 1855. From this small beginning the Burlington Lines have grown into 12,000 miles of track welding together an empire of 14 states.

Aurora is the site of the annual Mid-State Fair and a popular horse-racing center.

**ROCK RIVER**

Crossing the Rock River, the Zephyr passenger may, during seasons of light foliage, glimpse the huge Black Hawk statue, two miles north of the Burlington tracks. Standing on a bluff above the river, the 48-foot figure erected in 1911 by the late Lorado Taft is the first and largest statue fashioned in concrete.

**OREGON, ILL.**
**Pop. 2,376**
**Chicago, 99 mi.**

County seat in the heart of the wooded Black Hawk country. Near beautiful palisades of the Rock River and noted White Pine Forest of Ogle County. Fittingly called by the Indian name "Oregon," meaning "River of the West."

**SAVANNA, ILL.**
**Pop. 5,086**
**Chicago, 145 mi.**

Our first views of the Mississippi. Beautiful area about the winding river forms the Mississippi Palisades State Park, noted for its scenery, picturesque Indian trails and Indian mounds in which have been found many arrowheads, pottery and other relics of Indian life in this territory. "Indian Head" and "Sisters," two rock columns, are especially imposing bluffs. Small cave near Indian Head said to be one of Black Hawk's favorite lookout posts. Islands and woods are part of Wildlife Refuge. Sportsman's club at the river's edge near the station, one of many in this region used by hunters and fishermen. Lotus beds near islands. First settlers in 1828 found a level plain of prairie grass, or "savanna," for which the settlement was named.

Savanna Ordnance Depot, proving grounds of U. S. Army, north of Savanna, Government warehouses and magazines for high explosives. Heavy gun range and world's largest storage pit for sodium nitrate.

**GALENA JUNCTION, ILL.**
**Chicago, 171 mi.**

Galena (population 3,878), once head of navigation and Mississippi "Traders' Point," is four miles east. White men were attracted to the region about

Galena as early as 1821 by the rich supplies of lead ore, and the city rose to wealth and importance as a mining center. To the Latin word "Galena," meaning the dross that remains after melting lead, the community owes its name. Former home of Ulysses Grant.

**EAST DUBUQUE, ILL.**
**Pop. 1,395**
**Chicago, 185 mi.**

Across the river is Dubuque, Iowa, a city of 41,679, founded by Julien Dubuque in 1788. He also owed his wealth and power to this region's lead mines and fur trade. Large shipyards for the building of river craft and other industries make this an important city. Impressive palisades rise above the river nearing East Dubuque.

Dubuque is noted as an educational center as well as for its industrial development. Clarke College, Columbia College and several distinguished preparatory schools are well-known Catholic institutions, while the University of Dubuque with the Presbyterian Theological Seminary and the Lutheran Wartburg Theological Seminary round out the educational picture. Near Dubuque is the famous Trappist monastery, New Melleray Abbey, which was founded in 1849.

**CASSVILLE, WIS.**
**Pop. 875**
**Chicago, 213 mi.**

Site of the first territorial legislature of Wisconsin. Important steamboat center and city proposed by Nelson Dewey, first governor of Wisconsin, in 1848, for the state capital. Dewey actually laid out "Capitol Square" and planned state buildings for his home town, but was overruled in favor of nearby Belmont. Cassville was named for Lewis Cass, the governor of the Michigan Territory (which included what is now Wisconsin) following the War of 1812.

**NELSON DEWEY STATE PARK**

Cross Wisconsin River at Mississippi shore where Marquette and Joliet entered the Mississippi on their historic expedition. Pass government locks and dam.

**PRAIRIE DU CHIEN, WIS.**
**Pop. 3,943**
**Chicago, 239 mi.**

Second oldest settlement in Wisconsin. Previously an Indian settlement with ancient mounds in the vicinity testifying to early habitation. The city is named after well-known Chief Chien (or Dog) of the Foxes, who had a large village here in 1760. Early French settlers called it Prairie des Chiens. First white man settled here, it is said, in 1723.

Ruins of old Fort Crawford may be seen. Originally French military post and captured by English and Indians from Americans during War of 1812. Restored to United States at close of war. Here Black Hawk surrendered to Lieut. Jefferson Davis, whom he calls a "good and brave young war chief, who treated us all with much kindness." Fur trading post established by John Jacob Astor in 1820. "Hills of McGregor" across Mississippi famous for beauty and wildlife. Lotus beds can be seen on opposite banks and near islands. Pass government locks and dam. Noted Jesuit school, Campion College, is located at Prairie du Chien.

**LYNXVILLE, WIS.**
**Pop. 230**
**CHICAGO, 254 mi.**

Pearl fishing town. River clams searched for pearls and shells used to manufacture buttons.

**DE SOTO, WIS.**
**Pop. 322**
**Chicago, 269 mi.**

Superb views of the river, bluffs, many channels and islands. De Soto, settled by Nantucket sea captains but named after the Spanish discoverer of the Mississippi, retains atmosphere of New England village. On



*Dubuque's monument overlooks the river*

*Above—One of many vistas near Prairie du Chien*

*Below—Tracks hug the water's edge near Lynxville*

crest of hill above town is grave said to be that of Minnehaha. Pass government locks and dam.

**VICTORY, WIS.** **Pop. 130** **Chicago, 274 mi.** Here, at the mouth of the Bad Axe River, is Victory battlefield, scene of the decisive battle of the Black Hawk War of 1832. In the distance is Battle Island, to which some of the Indian band escaped—even mothers with children on their backs attempting to swim to the opposite shore of the Mississippi. Black Hawk surrendered a few days after the battle and was taken to Prairie du Chien.

**GENOA, WIS.** **Pop. 912** **Chicago, 281 mi.** Settled by Italians; old Catholic church on hillside, fishing nets drying on beach and interesting water-front reminiscent of Italy. Even in winter the inhabitants carry on fishing through holes chopped in the ice. Pearl fishing carried on extensively. Pass government locks and dam.

**LA CROSSE, WIS.** **Pop. 39,614** **Chicago, 299 mi.** Fifth largest city in Wisconsin; attractive business and residential city. Originally scene of winter camp of Indians and inter-tribal meets. Still has several Winnebago villages nearby, with annual Indian pow-wow at La Crosse to this day. Attracted French Canadians who named settlement "Prairie La Crosse," to honor the Christian missions. First American settler, Nathan Myrick, started development in 1841; town became great lumber, raft and steamboat center.

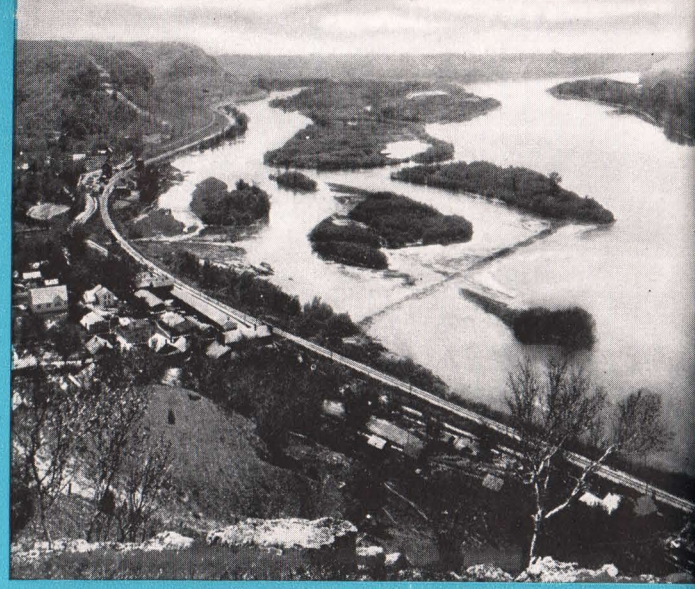
Area surrounding La Crosse makes up Winnesheik Bottoms, the nucleus of the Wildlife Refuge. Many camping sites and summer homes in region; canoe trips and fishing expeditions from La Crosse are popular. Lotus beds may be seen and country abounds in wild fowl, small game and fish. Fisheries headquarters for Upper Mississippi Wildlife Refuge, under U. S. Bureau of Fisheries, located at La Crosse. Only Federal fresh water aquarium in United States and world's greatest outdoor hatchery of black bass in refuge here. Two government locks and dams between La Crosse and Miner.

**TREMPEALEAU, WIS.** **Pop. 541** **Chicago, 318 mi.** In the heart of one of the most beautiful and historical regions along the Mississippi. The river shines and winds among many islands. A few miles beyond, Trempealeau Mountain rises from the waters. The Indians called it "Hay-nee-ah-chah" or "Soaking Mountain," because it is surrounded by water, and the first French explorers adapted this idea, calling it "La Montaigne qui trempe a l'eau" or "The mountain that is steeped in water." The bluffs here tower high above the river, the steepest being "Chickenbreast" bluff.

Nicholas Perrot, after the mountain was first mentioned by Father Hennepin in 1680, followed the northward trail in 1685 to establish fur trading posts. With his party, he spent the winter here, building a small log outpost, which was replaced in 1731 by the first French fort, whose site today is marked by a tablet in what is now Perrot State Park. The region became an important fur trading center.

North of Perrot Park, the railroad runs on high embankments through sloughs still thickly inhabited by muskrats, the fur-bearing animals which attracted Perrot and other early traders.

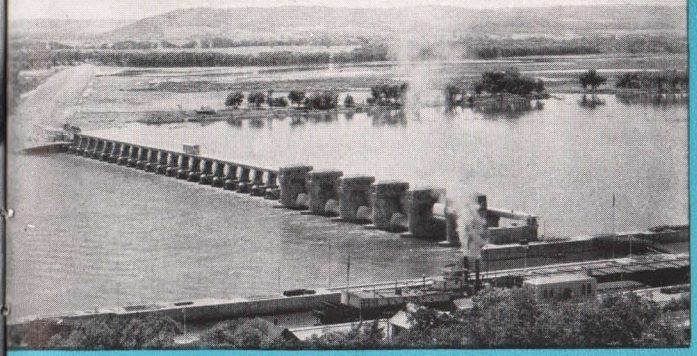




*The Father of Waters near De Soto*

*Above—Genoa is picturesque and beautiful*

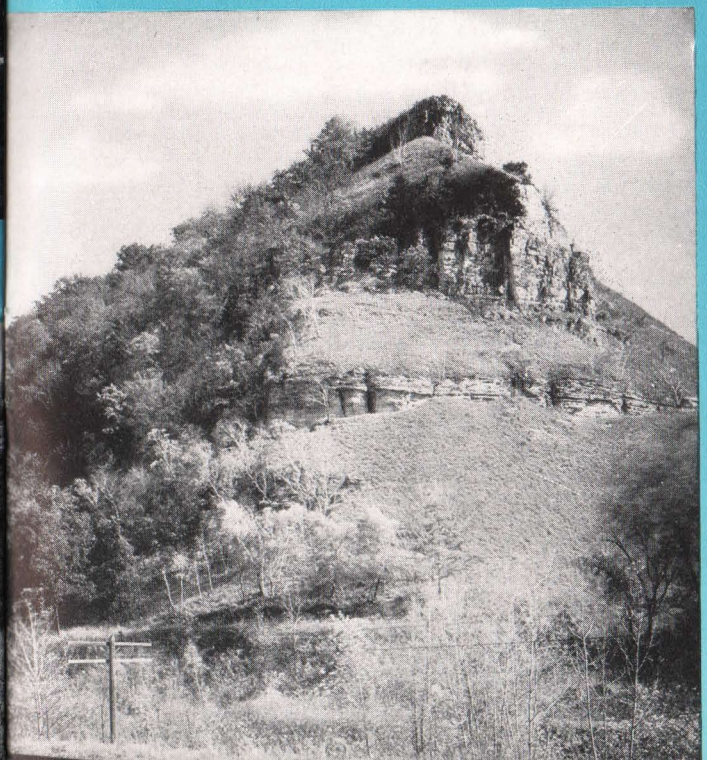
*Below—Fertile, rolling hills surround La Crosse*



*The locks at Alma, one of many*

*Above—Lake Pepin is like an inland sea*

*Below—Maiden Rock, from which Winona leaped to death*



**EAST WINONA, WIS.**
**Chicago, 326 mi.**

Across the river is the prosperous city of Winona, Minn. (population 20,850), distinguished by the unusual formation on a high bluff, called the "Sugar Loaf." It may be seen from the train, and a bridge carries a branch line across the river. Motor bus service to Winona connects with Burlington trains at Miner, Wis. Government locks and dam just north of bridge. Winona is the "capital" of the Wildlife Refuge, being the headquarters of the superintendent.

**FOUNTAIN CITY, WIS.**
**Pop. 880**
**Chicago, 334 mi.**

Attractive city on edge of Merrick State Park, named after George Byron Merrick, noted Mississippi River pilot and historian. Fishing and wildlife area. Along river here are "Eagle Bluff," the highest point on the Mississippi, and "Indian Head Rock," a natural formation resembling a chief's face.

Between Fountain City and Alma, we travel through pleasant valleys surrounded by rolling hills, through tracts of woods and across the broad Waumandee River.

**ALMA, WIS.**
**Pop. 1,009**
**Chicago, 352 mi.**

Just below Alma, we spy another government lock and dam, near a towering bluff which resembles the features of the Great Sphinx of Egypt. The bluff was regarded with awe by the Indians, who believed it portrayed the face of the Great Spirit. Some legends say Indian sacrifices were offered on its heights. White scars on the top indicate that the bluff was used for signal fires which flashed messages of peace and war across the river.

Alma, a town settled largely by Germans, is built in the shadow of the bluffs on a narrow strip of land and is reminiscent of many Rhine villages.

North of Alma, we travel through wooded lowlands, through Beef Slough, once the site of the busiest logging works in the world, and across the swift Chippewa River which has carried great quantities of sand into the Mississippi damming the Father of Waters and forming the beautiful Lake Pepin.

**PEPIN, WIS.**
**Pop. 603**
**Chicago, 367 mi.**

From the stretch of fine beach at the town, we look out upon the sparkling lake, studded with the white sails of pleasure craft, with high bluffs jutting out into the water to form the most picturesque scene of the middle west. Fort St. Antoine and the first Christian mission were established here in 1686. Other French forts and fur trading posts were built at several points along the lake, which is 22 miles long, extending to Bay City, Wis., and exceeding a width of 14,000 feet at certain points. Lake Pepin was, long before the Civil War, a popular summer vacation spot, and many Southern families traveled to the northern lake on the steamboat parties of the time. It is now a favorite fishing and boating center.

It is believed that a member of the prominent Quebec family of Pépins accompanied Radisson and Grosilliers on their Mississippi expedition from 1654 to 1656 and that the lake was named after him. Originally named the "Lake of Tears," perhaps because of the Indian legend of Winona's death here, the lake was called "Pépin" on the very early French maps.

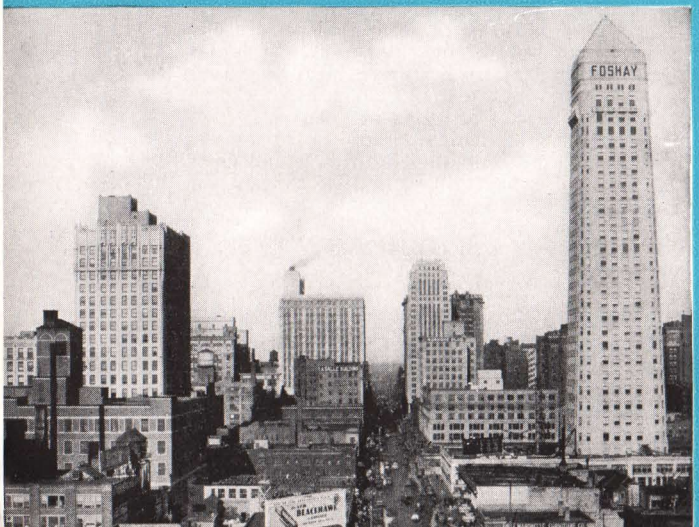
**MAIDEN ROCK, WIS.**
**Pop. 311**
**Chicago, 379 mi.**

Twelve miles north of Pepin is the picturesque village of Maiden Rock, below which is the 800-foot bluff from which Winona is said to have taken her "lover's leap." Almost directly opposite on the

*The Mississippi as seen from Prescott*

*Above—Saint Paul, capital of Minnesota*

*Below—Minneapolis, flour milling capital of the world*




other side of the lake is the illusive Point-No-Point, a baffling promontory which may be seen pointing sharply into the lake when one approaches from above or below but seems to disappear when viewed from directly across.

**BAY CITY, WIS.**
**Pop. 290**
**Chicago, 387 mi.**

Here the lake narrows and becomes a river again, with our train leaving its shore for a few miles to pass through a land of ravines, bluffs, and forests. At Diamond Bluff, we see the oddly shaped bluff which gives the village its name. Many ancient Indian mounds are located in this section. Returning to the Mississippi, we reach Prescott, often mentioned in logging and steamboat annals.

**PRESCOTT, WIS.**
**Pop. 755**
**Chicago, 408 mi.**

Prescott was a noted steamboat center and the home of Merrick, the pilot, who preserved the flavor of his day in several well-known historic works. From here, too, many great rafts started their voyage down the river, whose channels and rapids were particularly treacherous along this stretch.

Leaving Prescott, we cross the St. Croix River and enter Minnesota. The St. Croix has long been noted for its splendid fishing, and to the right at the head of St. Croix Lake is Stillwater, the former logging capital. From here the bluffs dwindle into rolling hills, and we pass through agricultural scenes, following the bends of the river to the destination of many of the earliest explorers—St. Anthony Falls, now part of Minneapolis.

**ST. PAUL, MINN.**
**Pop. 271,606**
**Chicago, 431 mi.**

Saint Paul, in the heart of the Land of Lakes, is the capital city of Minnesota, one of the most varied industrial and manufacturing centers in the country, site of the Minnesota State Fair, and a city of fine retail stores and unusual educational facilities. Its majestic "Seven Hills," gently sloping back from the river become plateaus dotted with fine homes and clear lakes surrounded by natural parks.

Paralleling the Mississippi through the downtown area is the Kellogg Mall, from which may be viewed the new City Hall and Court House, Library buildings, Municipal Auditorium and Federal Building.

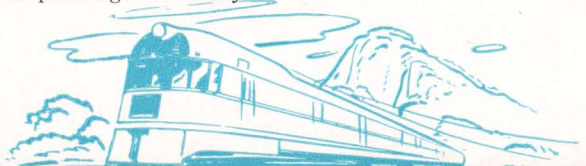
Traveling along the ten miles of shining rails between the Twin Cities we pass the great flour mills; see the stone arch bridge, oldest span across the Mississippi, and skirt St. Anthony Park.

**MINNEAPOLIS, MINN.**
**Pop. 464,356**
**Chicago, 441 mi.**

Distinguished for its beautiful lakes and parks, notably Minnehaha Park, with its falls mentioned in "Hiawatha," the University of Minnesota, and the greatest flour milling region in the world. Its six lakes attracted Southern families before the Civil War to their summer resorts, and Minneapolis is still the gateway to thousands of cool summer spots in Minnesota's forests.

The sources of the Mississippi lie still farther north, but on the Burlington Zephyr we have passed the most beautiful, the most interesting and historically important section of the great river.

In one short trip, we have reviewed the stirring beginnings of American history and the development of the middle west. Only on the Burlington Lines can we travel in full view of so much of the Mississippi, whose beauty has thrilled travelers from the days of Father Hennepin to the railroad passenger of today.



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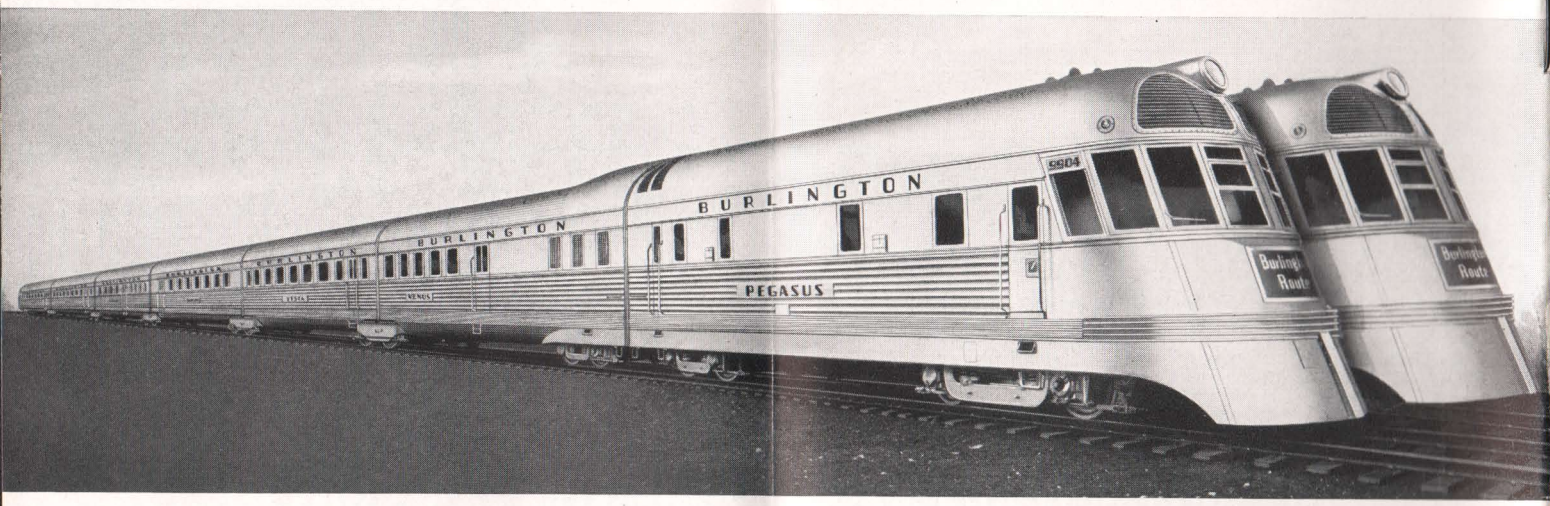


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