

Old Faithful Geyser, Upper Geyser Basin. Plays Regularly Every Hour.

gradations and mixtures. White, clean and pure, and again weathered into dull grays and browns, assumes a prominent part in the color symphony. Green, lavender, and black are found and the blue of the sky overhead adds an emphasis to the phenomenal scene. Such mural painting as this is unknown and such a combination of wall sculpture and decoration as God has here given us the world has never seen elsewhere.

The excavation of this remarkable cañon has been accomplished by the same agencies operative in other cañons, namely, erosion in its varied forms. There is found here, however, a factor not usually known elsewhere and it is to this agency that the peculiar and marvelous effects noticed are due. The volcanic rock through which the cañon has been formed is rhyolite, and it has been decomposed by the thermal action of steam and hot water which are prevalent in the cañon the same as in the geyser basins and elsewhere in the park. To these agencies is also due the high, varied, and rich coloring with which the walls are emblazoned. Through the decomposition and disintegration of the rhyolite the usual sculptural effects have been greatly accentuated, and in the process of decomposition heat has effected chemical changes in the rock that have produced the vivid and lurid cañon walls that in the sunshine remind one of an awful conflagration.

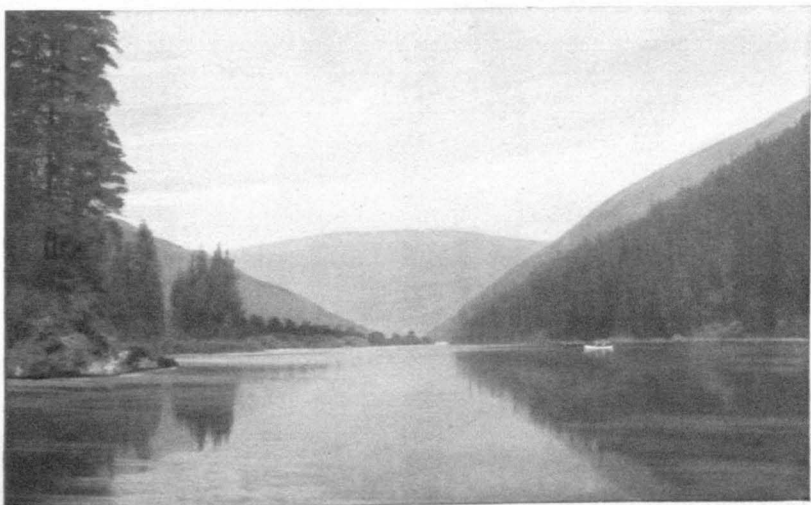
The magnificent river that, in a mad frenzy of white tinged with the natural green of the water, goes tearing over its rocky bottom a succession of rapids and falls, heightens the beauty and grandeur of the scene, for water is always a prominent, rarely a passive, factor in a landscape. Then, looking from most of the projecting angles of the walls toward the head of the cañon the Lower, or Greater, fall adds a dignified and majestic presence to the picture. It is seldom, indeed, that such a marriage, or union, of desirable features is found in one landscape.

Important adjuncts are the Upper fall and the glorious rapids just above it. These are less than a mile above the Lower fall and are really a part of the cañon proper although the word Grand can, perhaps, not justly be applied to the gorge above the Lower fall. The two falls, the Upper 112, the Lower 310, feet high, are as unlike as can be imagined. The Upper one goes pitching over the brink in a most exultant sort of a way while the other drops into the chasm in a noble, regal manner, the embodiment of repose and dignity. Each fall may be reached by trail and road from the Cañon hotel.

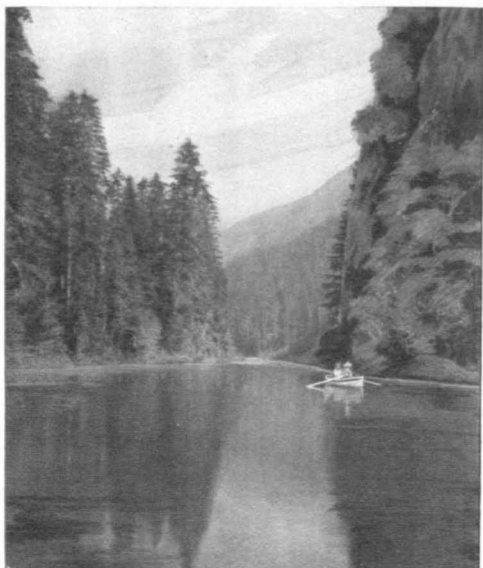
Two side trips here are of particular interest. One is across the graceful bridge at the rapids and down the new road to Artist's point, before mentioned. The other is by the new road to the summit of Mount Washburn. This trip will occupy a day and will afford the tourist an entirely new sensation. The road is a fine one that will never be forgotten. The eastern and northeastern parts of the park are in sight, Yellowstone lake and the Three Tetons to the south, and Electric peak and Cinnabar mountain to the north, are seen.



There is no more attractive feature of scenery than a beautiful lake. Whether it be found deeply emboweled among lofty peaks and crags, nestling within the confines of a sun-kissed valley, or shimmering amid the illimitable wrinkles and horizons of a vast prairie, it is ever and always an important and modifying element of any landscape. It seems to soothe and mollify nature even as it does mankind. Nature's angularities are toned down, its asperities softened, and a lightsomeness and cheerfulness imparted to what otherwise would often be harsh, cold, and forbidding. And the variety in lakes is almost as limitless as are their number or are the bounds of the prairie itself. But however welcome and refreshing the sight of such a body of water wherever found, it is among the mountains that the supremest effects are to be seen. The very phrase "a mountain lake," has come to have a meaning and significance



Looking Toward the "Narrows," Lake Kachess, Washington.



In the "Narrows," Lake Kachess.

distinctly its own. And what a newness and individuality there is to each and every such lake has recently been borne upon me.

Flowing from the eastern slopes of the Cascade range is a stream now well known throughout the west for the benisons it imposes upon a dry and thirsty, but very rich, land by means of irrigation. This river, the Yakima, has its sources in three of the purest mountain lakes in the world, each of them in close proximity to the Northern Pacific Railway. Farthest to the west lies Lake Keechelus, close to the Stam-

pede pass and tunnel, farthest to the east is Lake Clealum, while between the two and nearly equi-distant from each is Lake Kachess, the largest of the three. This fine sheet of water is about seven miles in length by from one to one and one-half miles wide. It is connected with another lake known as Little Kachess, by a short narrow stream known simply as the Narrows. I think that I can write in all truth and soberness that of all the lakes that I have seen, and they are many, Lake Kachess is beyond question the finest of its size. It is, except as to size, in many respects another Lake Chelan, the latter lying farther north among the Cascades, in Washington.

It would be hard indeed to exaggerate the wild mountain grandeur and at the same time the simplicity, of this little known body of water. While those resident in its vicinity have known something of this delightful mountain retreat, thousands of travelers and tourists have yearly passed within sight of it, almost, without the least suspicion of its existence.

Leaving the railway at Easton, a small station on the eastern slope of the Cascade mountains, a ride of four and one-half miles brings us to the foot of the lake. From the beginning one sees that one is in a region quite out of the ordinary, and as one penetrates farther within its silent spaces this fact



Little Kachess Lake and High Peaks of the Cascades Beyond.

is more and more revealed to the soul. It might have inspired Scott to write—

"In all her length far winding lay,
With promontory, creek, and bay,

* * * * *

"And mountains, that like giants stand,
To sentinel enchanted land."

It were, truly, a fit subject for any pen. Rising high and yet higher above the deep, beautiful, "dark-blue mirror" of the lake are, "presumptuous piled," the "rocky summits, split and rent," forming "turrets, domes, or battlements;" here are found dense forests of pines, firs, cedars, and aspens "with boughs that quake at every breath" of the soft zephyrs that come crooning down from the rifted rocks and weather-beaten crags that, snow powdered and whitened, glisten among the fleeting mists that enrap them. The whole scene is

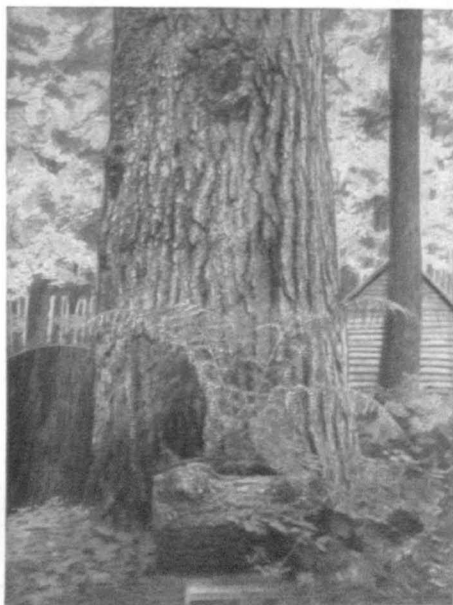
"So wondrous wild, the whole
might seem

The scenery of a fairy dream."

The entire region adjoining the lake is now a Government Forest Reserve. Prior to the setting aside of the reserve, however, Mr. J. W. Gale, then a passenger engineer of the Northern Pacific railway, with a friend, entered a homestead on the south side of the lake near the Narrows. Here they constructed two fine cabins and these are the only habitations

on the lake. Mr. Gale built his house large and roomy, for the accommodation of the public, and called it Kachess Lodge. Mr. Gale's health compelled him, recently, to retire from railroading, and now he and his good wife devote themselves to making Kachess Lodge an enjoyable retreat for those who love to cultivate nature in the fastnesses of the mountains. And, judging from my own experiences, they are successful in their efforts.

The lodge is beautifully situated among the native forest trees at the edge of the lake, and it commands a glorious view of the entire lake and the encircling mountains. The trees here are giants; large, tall, straight fellows that stretch upward 150 or 200 feet. A clear, cold, little trout



A Washington Tree at Lake Kachess.



Kachess Lodge, Lake Kachess.

stream flows at the side of the house, and the lake and all of its inflowing creeks afford choice trout fishing, while the mountains supply deer and wild goat hunting.

The mountains at the head of the lake and about the Narrows and Upper lake are formed into split,

isolated, castellated crags, that rise bare, high, and picturesque and are a constant challenge to the mountain climber, a source of joy and inspiration to others.

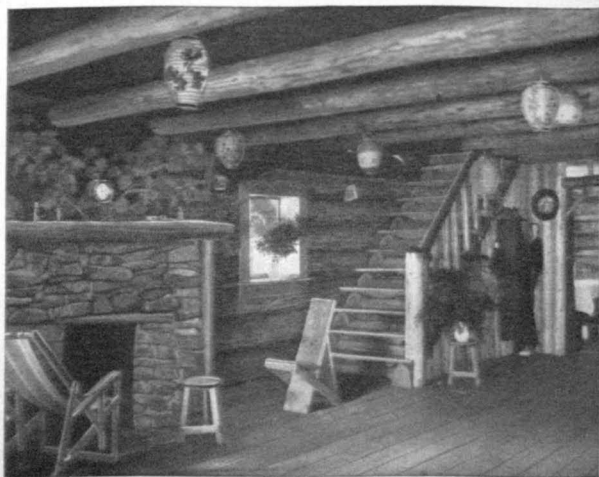
It is a real treat to spend a few days or weeks at this beautiful spot where, although close to the railway and within two or three hours of a train, yet the sound of the whistles of the locomotives is barely heard as they pull their trains up the grade of the Cascades to the Stampede tunnel.

During the fall and on rainy or cloudy days when the mists hover over mountains and lake, nature's dissolving, moving pictures are of a sort that memory will ever cherish.

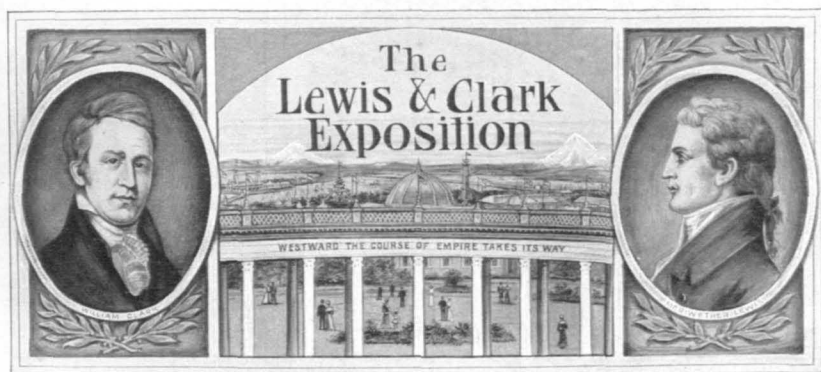
Then there are ducks! The fall shooting and fishing is worth considering by those who enjoy such sport in connection with glorious scenery.

Mr. Gale has a gasoline launch with which he conveys his guests to and from the Lodge and the boat landing near Easton, and it is used in excursions about the lakes. The supply of small boats is ample and his rates by the day and week are extremely reasonable.

In connection with Green River Hot Springs just over the range, on the railway, and distant but an hour or two, Lake Kachess should prove a most popular spot.



Interior of Kachess Lodge.

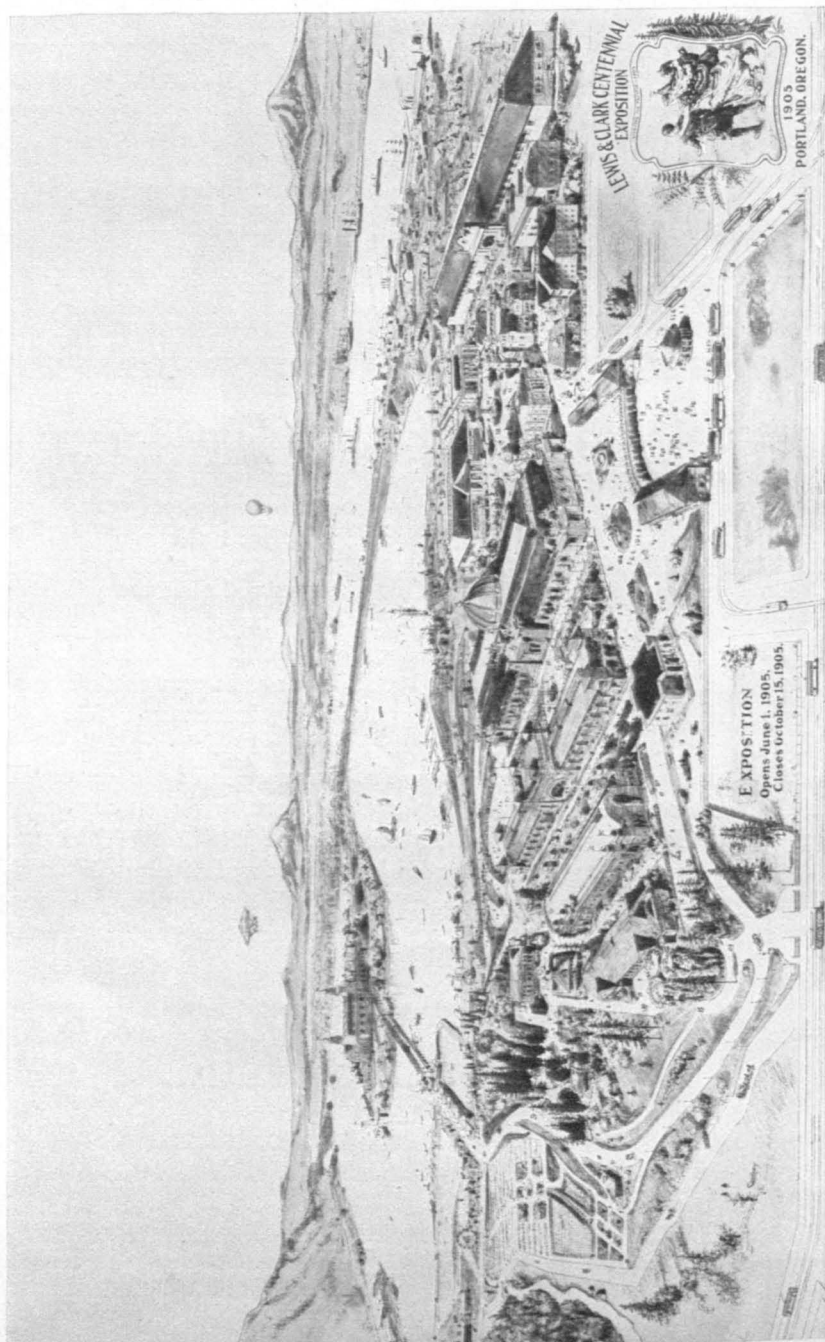


During the tourist season of 1905, a time of the year when nature is all glorious and radiant in the Pacific Northwest, there will be held, at Portland, Ore., what will be, probably, for some time, the last of the series of National expositions which have become so familiar to the country in recent years.

That we have had a plethora of expositions and that the public is awearied of them can hardly be gainsaid. For years they have followed each other in steady succession, somewhat varied in detail yet, necessarily, much alike in general character, and some of them so vast in their proportions as to tire and surfeit one by their very immensity. While all this is true, there are reasons why the Lewis and Clark exposition has just and meritorious demands upon the country. It is the centennial of the greatest exploring expedition ever sent out by this or any other general government, a fact generally conceded; it is to be held in a part of our country particularly rich in its historical associations; while containing national and international exhibits it will aim, especially, to furnish a display of products of all sorts representative of the Far North-



Oriental Exhibits Building.



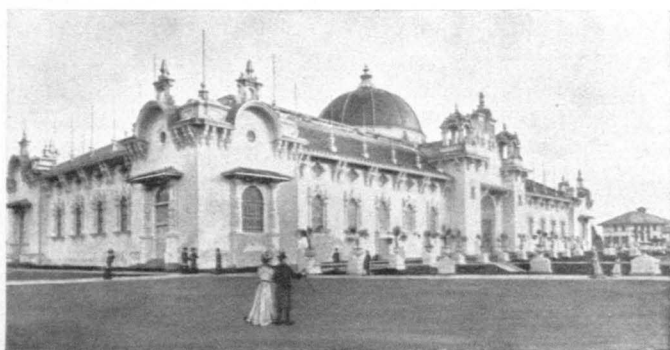
Lewis and Clark Exposition Grounds, Portland, Oregon.



Colonnade Entrance Lewis and Clark Exposition, Portland, Oregon.

west and the Pacific slope; although comprehensive and national in its scope the exposition will not be on such a scale as to make sightseeing burdensome and a task, and cause one to retire each night worn out in body and mind; it will afford an unusual opportunity to those living in the east and south to visit, at a small expense, the young, stirring cities of the Pacific Coast and Northwest, see the varied and splendid scenery found there, look upon the rich, fertile valleys of the region, some under irrigation, others not, and see how bountifully and even luxuriously, nature supplies the wants of mankind in the old Oregon country of which Jonathan Carver first wrote and William Cullen Bryant sang.

In recent years thousands of people have seen this old Oregon country, have been charmed by its beauty and climate, and have been surprised at its richness and fertility. Its prodigious mountains, white, eternally white with a glacial mantle, its vast, illimitable forests that seem unconquerable, its beautiful mountain streams and large rivers, its fine fisheries, its rushing, pushing cities throbbing with domestic trade and foreign commerce, have all impressed the visitor with the tremendous possibilities and future greatness of the region. And well they may! Lewis and Clark foreshadowed, in reality, the futurity of the land as a careful reading of their report will show, and Whitman, whatever may



Agricultural Building, Sunken Gardens to Right.

The vista from the top of these steps, comprehends rugged mountains, rivers, lakes, snow-peaks and far-spreading valleys.



Lake View, Grand Stairway and Terraces.

be thought of his share in the so-called saving of Oregon, undoubtedly correctly estimated the value of the country to the United States, as, indeed, did every intelligent emigrant in the early days of its settlement.

The Lewis and Clark exposition of 1905 will be worth visiting for itself, for it will contain exhibits, both State and national, as well as foreign, of interest and value. Many valuable exhibits, the cream of them, in fact, have been transferred from St. Louis to Portland and a large amount of additional and unique material will be added to them.

Oregon and Portland have worked hard to provide a valuable exposition largely, of course, of western life and customs, and they have been cordially assisted by their neighboring sister States and even Canada, New York, Massachusetts, and other far eastern States have taken hold with energy to aid their one-time sons and daughters do credit to their nativity.

Italy, Germany, France, Switzerland, Japan, China, and other foreign governments will be well represented there.

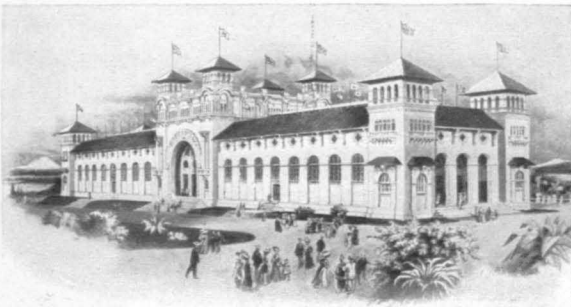
The grounds are large and artistically laid out under the direction of eastern landscape architects. The buildings are of the usual exposition sort and while somewhat less pretentious than were those at Chicago and St. Louis, they are large, refined, and in keeping with the objects and more modest character of the enterprise itself. It has been found necessary to erect additional buildings so great has been the demand for space. Flowers and shrubbery, of the luxuriant Oregon sort, will surprise the visitor; a beautiful lake will add its attractions, and, lying as it does at the base of some grand, wooded bluffs dotted with fine homes, it proves to be a most effective bit of adornment. The entire outlay for the exposition will equal, and probably exceed, \$7,000,000.

The view from the grounds and the heights above is one of few such sights on earth. Encompassed within a comparatively small arc stand five of the seven grandest glacier-covered peaks, not only of the



Forestry Building, Lewis and Clark Exposition.

An original and unique conception, embodied in an artistic structure made from the large trees, for which Oregon is noted.



European Exhibits Building.

United States, but of the world. Rainier, St. Helens, Adams, Hood, and Jefferson loom in far off, silent grandeur, from 50 to 100 miles, or more, distant, but

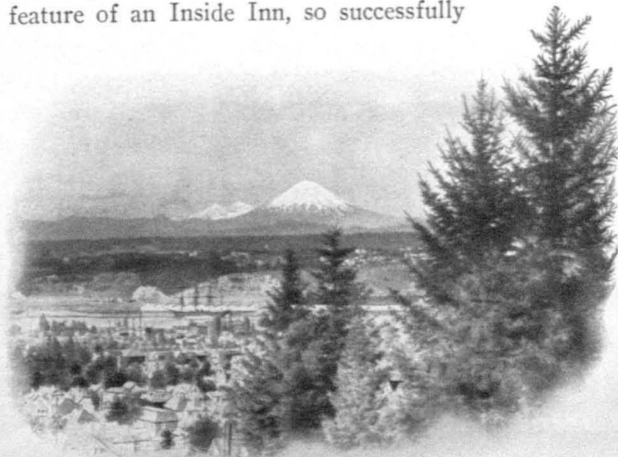
clear cut, white, almost glistening, and, apparently, nearly within reach of one's hand. No more sublime sight of its kind can be found than that of these ermined monarchs, stately, majestic, the embodiment of Godlike dignity and grandeur. At the sea's level, they rise from 9,700 to nearly 14,500 feet above the ocean's bosom, relics of a volcanic age and a sight for gods and men.

Just* below the grounds flows the peaceful Willamette river on its almost currentless way to join the mighty Columbia. Lake, river, and mountains form a noteworthy picture and the beautiful city which frames the grounds and extends across the river to the Mount Tabor heights beyond, certainly detracts not one whit from it.

Portland itself is one of the most attractive cities of the west. It is conservative, yet progressive. Its buildings are entirely modern, its streets are asphalted or splendidly macadamized, its parks and private grounds are adorned with Oregon flowers and shrubbery. Its hotels are many and good, its numerous restaurants are of a high order, and its stores, I venture, will prove a delightful surprise to exposition visitors. In no city of my acquaintance in the Northwest, not excepting Chicago, are store windows so artistically and fetchingly dressed. The shop windows of Portland are a constant temptation to the tourist and visitor to exchange his ducats for beautiful wares, souvenirs, etc. In Chinese and Japanese goods the stores of this city carry a stock exceptionally fine, and reasonable as to prices.

The hotel situation is a satisfactory one. There are many hotels of all grades and prices and the feature of an Inside Inn, so successfully carried out at St. Louis, will be found in operation at Portland.

The street car systems of Portland are very complete. The cars cover all parts of the city and suburbs, transfers are freely given, and four lines of electric cars run to the exposition grounds, which comprise 182 acres of land and 220 acres of water.



Mounts St. Helens and Rainier, the latter being the low white mountain to the left of Mount St. Helens.

The "Midway" of Chicago and the "Pike" of St. Louis will be found in a new and original "Trail" constructed across the lake from the main grounds to a peninsula in the lake. The "Trail" will be 150 feet wide and will prove of unbounded interest.



Mount Hood from Portland. 11,225 feet high.

But after all said or written, the greatest benefit that the exposition visitor will derive from his or her visit is the opportunity given, at a remarkably low cost, *to see the country*. This applies equally to the exposition traveler pure and simple and to the tourist who spends the winter in California for health or pleasure. To the latter class, this chance to explore the States of Oregon and Washington, view the surpassing scenery of the Columbia river, gaze upon the dimpled waters of Puget sound, that entrancing inland sea, and the Strait of Juan de Fuca, named after the historical old Greek pilot, with the glorious Olympic range silhouetted in transcendent beauty on its farther border—this chance, I repeat, is one which should appeal particularly to the winter tourist class.

This country is growing and its importance, from every standpoint, is rapidly increasing. In the opinion of shrewd observers the greatest city on the Pacific will eventually be found on the North Pacific coast. Seattle, Portland, and Tacoma make no concealment of the fact that they are rivals of San Francisco, Los Angeles, etc., and that before many years the commercial supremacy of the Pacific will, as they believe, be shifted far to the north of the Golden Gate.

These three cities have a total population of more than 300,000, and Everett and Bellingham add nearly 50,000 more. Within a radius of 300 miles of Portland there are 1,200,000 people.

The foreign commerce to and from these ports now causes Puget sound to rank ninth as an Import and Export station and this commerce is increasing at a prodigious rate. But, leaving out the commercial and economic features and confining the discussion entirely to the scenic and superficial or pleasurable aspects of the



Multnomah County Court House, Portland, Oregon.

region, where can one find anything more grand and inspiring and instructive than here? Aside from the individual snow peaks already mentioned, the Cascade and Coast ranges of mountains, including the



The Portland, Oregon, Public Library.

Olympic range, present some of the finest general mountain scenery to be found anywhere, and an abundance of hunting and fishing. Scattered through the mountains, within easy reach from Portland, Astoria, South Bend, Hoquiam, Olympia, Tacoma, Seattle, Everett, Bellingham, Port Townsend, Port Angeles, Victoria and other places, there are numerous retreats of various degrees of excellence and where rates are noticeably moderate.

The ride up the Columbia river will prove a revelation. The Columbia is *the* scenic river of our country, surpassing the Hudson. Its great bluffs and palisades of lava, its rapids, its wide, swirling reaches of water, its high, gloriously forested mountain slopes, the beautiful waterfalls that so gracefully precipitate themselves down the crannies of the cliffs, combine to form a kaleidoscope of the grandest scenic effects of which the mind can conceive.

Hood River and Cloud Cap Inn, on the upper Columbia, the latter perched high up on a shoulder of Mount Hood, are delightful places of resort. Hood River may be reached either by steamer or train from Portland, the Inn by a farther ride by stage coach through the forest from Hood River.

The sea beaches at Long Beach, Clatsop, and Seaside, reached from Portland, and Ocosta, reached from Tacoma and Seattle, are long, clean, good beaches well supplied with hotels of the medium class and with boarding houses.

From Tacoma and Seattle, Lake Cushman, Lake Crescent, Snoqualmie falls, and Lake Kachess are inexpensive mountain resorts near by, are surrounded by mountain scenery of the highest order, and supply the tourist with fine fishing.

Green River Hot Springs, a short distance east from Seattle and Tacoma, on the main line of the Northern Pacific, is a new, modern, well-equipped, mineral hot springs sanatorium in the Cascades. Those who, after visiting the exposition and other places, appreciate a quiet, restful spot, with delightful mineral water baths, massage, etc., will enjoy Hotel Kloeber at these springs, as it is far above the usual hot springs hotel to be found in the west, and the rates are extremely low. There is also abundance of good trout fishing.



Chamber of Commerce, Portland, Oregon.

A very unusual trip, one full of original experiences, is to go from Tacoma to Paradise Park on the southern slope of Mount Rainier. Here there is a good tent hotel in the midst of some of the most sublime scenery on the globe. Mountains, falls, glaciers, cañons, cliffs, snow fields, islands of timber, rushing streams, wide areas of living green, and a most wonderful flora, lie stretched on all sides. It is scarcely possible to adequately describe the beauty, variety, and absorbing interest of the secluded little realm of which Paradise Park is the center. If the visitor is ambitious in the line of mountain climbing, the ascent of Mount Rainier, the highest glacial peak in the United States exclusive of Alaska, can be added to the program, but for this a guide is necessary.

Paradise Park is now easy of access. The Tacoma Eastern railway extends from Tacoma to Ashford, at and near which point there are several good stopping places, notably a new hostelry, in a lovely nook in the mountains, just completed by W. A. Ashford, whose rates are remarkably reasonable. Between Ashford and Longmire Springs a good wagon road is found and between Longmire's and Paradise Park the Government has constructed a very fine road. The entire distance from Tacoma may easily be covered in a day—and there are some most effective bits of scenery along the railway—but one will find it pleasant to stop a night or more at Longmire's and enjoy drinking the waters and bathing in them. The water is a natural soda water but of varying temperatures. *En route* some glorious views of Mount Rainier are obtained, and at Longmire's there is a grand view of the southern one of the three peaks of Rainier and the long, rocky ridge, or salient that runs down from it.

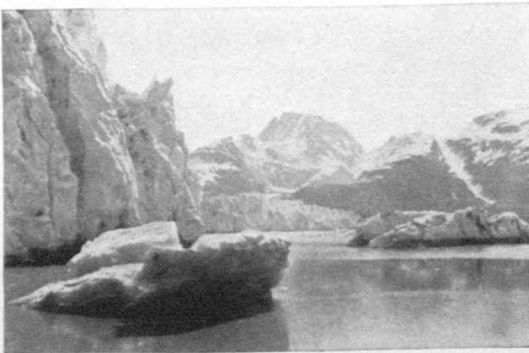
At Paradise Park the atmosphere is balmy and the nights are not unduly cold.

At all the important cities and towns on Puget sound the hotel and restaurant accommodations are entirely satisfactory. Most of the hotels are on the European plan, are substantial structures, and are conveniently located. Some of the hotels on the coast are models of their class.



An Oregon Spruce Log. Diameter, 9 feet 8 inches.

Those who have long desired to make the Alaskan tour will find the way opened by the Lewis and Clark exposition and the low railway rates in effect therewith. The Alaskan steamers start from Tacoma and Seattle, and the "Spokane," a new and commodious steamer, is used exclusively for passenger excursion travel during the tourist season. Experienced travelers pronounce the Alaskan tourist trip the finest in the world. What is of much consequence to most people is the fact that the seasickness so much dreaded on sea voyages need not enter into one's calculations. The route of the steamers is wholly within the inland passage and the sea proper is scarcely ventured upon. At Skagway one can leave the steamer, cross the White Pass by rail, visit the country about the headwaters of the Yukon and return to Skagway. Or, after crossing the White Pass, the route can be continued by steamer to Dawson and thence down the Yukon to Nome and return to Puget sound. Whatever portion of the Alaskan trip one may take, it is safe to conclude that it will stand out ever after a milestone, as it were, in one's life. It is



Face of Muir Glacier, Alaska, from Morain.

proper to add here that those who visit the exposition going via California, may make the trip from California ports to Portland and the Sound by steamer, or, connecting with an Alaskan steamer at Victoria, may visit Alaska and, returning, then go to Portland and the exposition.

As a final word let me urge those who for years have been dreaming of a trip to the coast, to Alaska, or Yellowstone Park, to seize the opportunity now offered. Procrastinate no longer! In connection with the Lewis and Clark exposition Alaska, the Yellowstone, or California may be visited, one or all, going or coming, within the limits of the tourist season as regards Alaska and the Yellowstone. If only a part of this program can be carried out now, do what you can and look forward with glowing anticipation to the remainder. See your own country, a new portion of it each year, and get into the habit of doing it and you will never give it up. Then too when you return home you will sing as never before, "My country, 'tis of thee."



Greek Church, Sitka, Alaska.



The tendency in recent years for eastern people to go to California and the Pacific coast to spend the winter and spring months, has become a confirmed habit. That those who can afford to do so should prefer to spend the days of stormy winter and of cold inclement spring far away in a region of balm, beautiful and fragrant flowers, and luscious fruits, to say nothing of the manifold scenic attractions and historic associations, is not at all surprising, now that the journey can be so cheaply, easily, and comfortably made. But it is much more than this. It means that the senseless fad of European travel to the neglect of American shrines of equal and often greater interest and worth, is at last having a serious check put upon it.

Among our intelligent travelers it has become a truism, confirmed by foreigners themselves, that Americans leave finer scenery at home to seek inferior sights abroad. Anything that will, therefore, compel the American to know his own beautiful and wonderful country before seeking the pleasures of foreign travel is to be welcomed, and the habit of spending the winter in Arizona and California tends toward this.

And what a new, wonderful, rare, and diversified land those who thus journey to it find! And one, too, so thoroughly cosmopolitan now, that it may truly be said to be of, and to belong to, the whole country in a sense that, probably, no other part of the Union does. In the early summer of 1881, the writer, *en route* from the Pacific to the Atlantic



Castle Crags and Sacramento River, Shasta Route, Northern California.

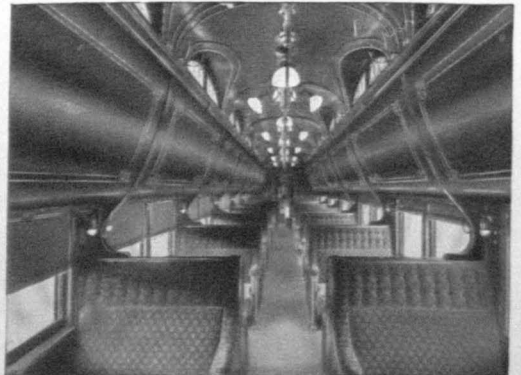


Shasta Soda Springs, Shasta Route, Northern California.

coast, traversed California, south from San Francisco. I have recently repeated much of that trip, and what a transformation I have witnessed! And it has all taken place, largely, within a decade! Then the land had the tang and the flavor of the ancient occupancy, of the Mexican, *padre*, and Indian; league upon league of wide spreading valley and hill, bare and untenanted, stretched upon every side. True the old *padres* had departed, in greater part at least, but one familiar with the story of that sunny land as Dana, for example, has described it in *Two Years Before the Mast*, could see it all and picture to himself the old, long gone days, and then, too, the Mexicans and Indians and the old missions were still there. Now the whole country is Americanized, it is a transplanted east. The wide, sterile spaces have gone and thriving cities, beautiful orange, lemon, olive, English walnut, and fruit orchards, and alfalfa fields and vegetable gardens have taken their places. Steam and electric railways extend to remotest corners, large irrigation works have metamorphosed the desert, and the finest and most complete of large, modern hotels are found ensconced in the most healthful and beautiful spots, enticements to the weary, ill, and winter-tired habitants of colder, more severe climes.

But there is a larger California than most persons are aware of, and north of it and extending along the same Pacific coast lies a region, a continuation of the other, historically, scenically, commercially, and climatically, and even more congenial in many respects, to many, as a region of recuperation and convalescence. Northern California, Oregon and Puget sound have unsurpassed advantages in these respects, that must be frankly conceded. No one spot or locality ever has proven, or ever will prove, the perfect Utopia for everybody. The entire Pacific coast is a vast, magnificent, natural sanatorium, and the Pacific Northwest is as perfect in this way as is justly famed southern California, and in saying this I abate not one jot nor tittle of southern California's due. Each has its merits and excellencies—and each its deficiencies.

Winter, in the usual meaning of the word, is as little known in western Oregon and the Puget sound region as it is in California, and those who desire a variety of mild climates and wish to reap the



Standard Pullman Sleeping Car, Northern Pacific Railway.

greatest advantage from a winter and spring residence on the Pacific coast, will wisely include these portions of the coast in their itinerary.

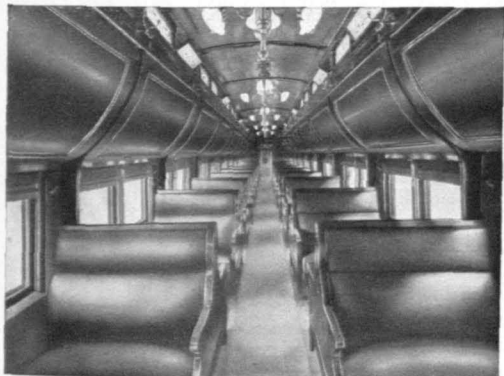
After enjoying life among the splendidly appointed hotels at San Diego, Los Angeles, Riverside, Redlands, Pasadena, Santa Barbara, and Monterey, one will, naturally, visit San Francisco and the numerous places of interest in the vicinity and then travel north by the Shasta route, one of the most interesting and instructive in the world, to Portland, Ore.

Of all California lines none equals the Shasta route. It is the scenic route *par excellence* of the coast and, in connection with the Northern Pacific and Yellowstone Park forms, beyond all question, the grandest homeward route for California tourists.

Leaving San Francisco in the evening the following morning finds the train on the headwaters of the beautiful Sacramento river, in the vicinity of Dunsmuir, Castle Crag, and Shasta Springs. From this locality, until the passage of the Siskiyou range is effected, the sym-

posium of scenery constitutes a veritable scenic feast. The river, fresh from the snows and springs about Mount Shasta, is a rippling, rushing, foaming stream, clear and pure as crystal itself, and it winds among the hills and mountains as though completely lost and groping about to find a way out of the labyrinth of peaks that encircle it. The upper Sacramento is the peer of any stream I know, in its scenic setting. The cañon is not one of the great, magnificently colored cañons, after the fashion of the Yellowstone or Colorado cañons, but, while devoid of vivid colors, it is a perfect gem in its way, is extremely sinuous, draped with luxuriant foliage, and with a background of titanic crags and tremendous mountains and with breaks, or openings through which these can be seen in glorious vista, it soon compels one to become its ardent lover, its enthusiastic disciple.

Castle Crag is a group of old-time, massive, granite crags on the western bank of the river. They are of many forms, of huge proportions, cold, gray, and austere in



Tourist Sleeping Car, Northern Pacific Railway.



Standard Dining Car, Northern Pacific Railway.

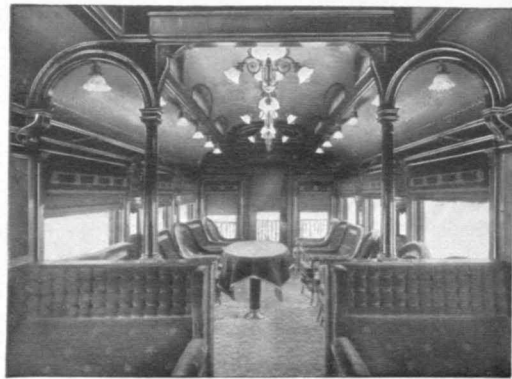
appearance, rise high up into the clear blue sky and challenge, successfully every time, one's admiration. As a matter of fact, it is rare indeed that one meets with such a grand and glorious spectacle of its kind as these superlative rocks provide, and as the train slowly draws past them, turning in all directions, the great knobs seem, themselves, to be moving and changing position.

At Shasta Springs one is regaled by an unusual spectacle. Just below the station a beautiful spring, or fountain, breaks forth out of the green, mossy, river bank. It is not of the usual type of fountain but it gushes forth in many irregular, branching, noisy streams that, leaping forth full born, plunge into the river below and rush onward to the sea. Such is Mossbrae falls.

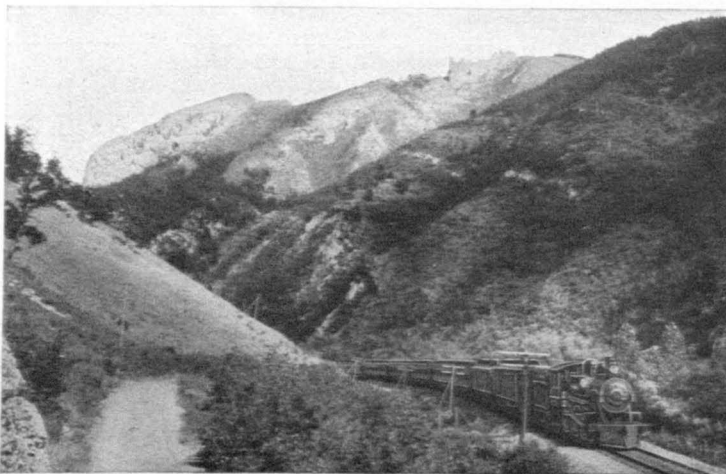
At the station, as the train draws in, can be seen a more conventional sort of fountain, but one of infinite grace and beauty. It is a genuine soda fountain of nature simply controlled and arranged so as to minister to man's enjoyment and please his artistic instincts.

The soda stream comes tumbling down from the plateau above, forming a lovely cascade. At the bottom of the descent a part of it is conducted into a pipe and turned aloft and it shoots upward for a hundred feet, probably, with great velocity, forming an exquisite, graceful, white, soda-water plume. A charming rustic house at the station platform holds a large, carved, rock font filled with soda water free to everybody, and the train is always emptied of its scores of passengers who flock to the enclosure for a draught of the delicious fluid, and many fill bottles or cups with it to drink from on the train.

Before this, glimpses of Mount Shasta have been obtained, fleeting but



*Observation Car Parlor, "North Coast Limited,"
Northern Pacific Railway.*



The "North Coast Limited."

entrancing, and, now, the great white monolith swings full into view in all its majesty and glory. It is an inspiration. It is one of the really great views to be found in our whole country. At one point, Sisson's,

the peak is only twelve or fifteen miles distant and it seems as if we were swinging along within the very shadows of the mountain so clear, distinct, and close at hand does it appear to be.

Dwellers on the Atlantic shore can form no conception of such a vision as this. There is no such mountain or view along the whole Atlantic coast and none in Southern California, and here it is one of many, the first of a series of such transcendent and ennobling sights.



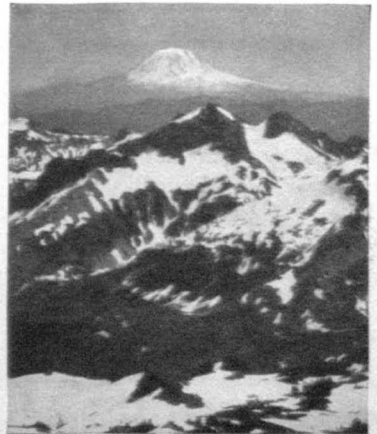
Along the Sacramento River, Shasta Route.

It is difficult for the imagination to picture such a scene as Shasta or Rainier or Hood. A snow-capped mountain is far removed from a peak that is *all* snow and ice. Year in and year out, for centuries, these glacial mammoths have stood, clad in their icy robes, shedding or renewing them as the seasons come and go, but always preserving their snowy, immaculate state. No thin veneering of snow covers their rocky shoulders, but from summit to foothills a thick, heavy mantle of snow and ice overlays them and, summer and winter, they are always white, cold, gleaming, and glittering.

To see sights such as Shasta Mahomet must go to the mountain. Those resident east of the Rockies cannot be told too often that the incomparable scenery of the west and the Pacific coast cannot be brought to them. The Garden of the Gods, the Grand cañon of the Colorado, the Yosemite, the Big Trees, Shasta, Hood, Rainier, Adams, the Columbia River gorge, Puget sound, the Yellowstone park, have all been placed where they are in the inscrutable wisdom of the Almighty, and if those who love the masterpieces of omniscience would see and glory in them, they must make pilgrimages to where they are.

Leaving the vicinity of Shasta and winding across a region interesting in many ways, we come to the Siskiyou range across which the shining rails lead us.

What does the word Siskiyou not mean to those who, loving glorious mountain scenery, have seen this range! There are many of the component ranges of the Cascades, Sierras, and Rockies that are higher, rougher, grander



Mount Adams, Northern Pacific Railway.



Mount Rainier from Paradise Park, Northern Pacific Railway.

in many ways, and meet more readily the type of the ideal mountain range, but there is a charm about this range, apparent at once and compelling, but not so readily defined, perhaps, when it comes to stating it. There seems to be a softness, a gentleness about it while yet being lustily rough and abrupt, that is very appealing to one's love of mountain beauty and it maintains its hold of one afterward.

The ascent and descent of the range is quite contrasting and the windings hither and thither afford us a full set of beautiful panoramic pictures. Prominent among these from the southern side is Shasta, receding and sinking into distance as the miles and ascent increase. Descending into the upper Rogue River valley one is afforded a landscape etching rarely equaled in beauty anywhere, and particularly so if it be a time of year when the greens and yellows of the fields and hills are changing and varied.

The second morning after leaving San Francisco the train rolls across the Willamette River bridge and into the fine Union station at Portland, Ore.

At Portland there is no end of interesting side excursions to make, and the beautiful city itself will almost surely captivate every traveler. Under the heading "The Lewis and Clark Exposition" in another portion of this work, there will be found suggestions as to what may be seen in the vicinity of Portland.

In resuming the journey from Portland, if the tourist wishes a delightful experience in railway travel, he will take the Northern Pacific's "North Coast Limited" eastward. This train is justly called the Crack train of the Northwest, and eastern travelers will be more than surprised, most of them, to find that it surpasses, in many respects, the vaunted trains of the eastern railways. Wide vestibuled, steam heated,



A Residence Street, Tacoma, Washington.

electric lighted, with new tourist and standard Pullmans, the latest improved dining cars, and an observation-library car of special design for first-class passengers only, it is luxury on wheels. No additional fares are charged, except for first-class passengers (exclusive of those in the standard Pullmans) in the observation car. This train is a moving illumination at night, being lighted by 300 electric lights and having two lights to each section in the standard Pullmans.



Pioneer Square, Seattle, Washington.

From Portland the Northern Pacific trains run direct to Tacoma and Seattle and Puget sound. En route the train is ferried entire across the broad Columbia river, and Mounts Hood, St. Helens, Adams, and Rainier, all glacial peaks like Shasta, form the accented parts of the landscape. Mount Rainier, more than 14,500 feet in height, is probably the grandest spectacle of its kind in the world.

The Puget Sound region is an intensely interesting one and is growing in population and commercial importance by leaps and bounds. In the chapter on the Lewis and Clark Exposition there will be found, also, much of detail relating to this country.

Eastward from Puget sound comes first, the Cascade mountains. Here the traveler will find no snow sheds, no trestles, only one or two short and low steel bridges, and, except the Stampede tunnel at the summit, but two or three short tunnels in the entire passage of the range. The trestles, that in the early days were necessarily found, have all been filled in from the mountains by hydraulic sluicing, thus forming a solid roadbed. The tunnels, including the Stampede, are all concrete lined, and this is true of all the tunnels, which are few,



A Columbia River Indian Maiden.

on the Northern Pacific. Near the summit of the range can be seen the remains of the old switchback which was used during the construction of the Stampede tunnel.

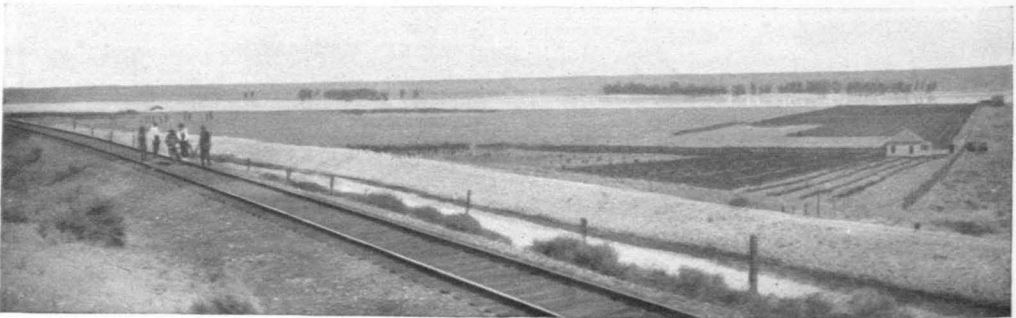
East of the range lie the Kittitas and Yakima valleys, separated by the cañon of the Yakima river, and rapidly filling up with eastern people seeking a mild, healthful region that is at the same time rich and productive. Irrigation has metamorphosed this valley. In area, fertility, abundance of water for irrigation, location for marketing its products, stability and mildness of climate, the Yakima valley—of which the

Kittitas is really a part—has no superior and perhaps no equal.

As Ellensburg is approached Mount Adams is again seen, to the south, rising domelike, white, and clear, high above all else, a grand monument and forming a noble view.

Of these three peaks of the North Pacific coast, opinions will differ as to which is the finest. Shasta, Rainier, as seen when nearing Tacoma from Portland, and Adams, from the Yakima valley, form a puzzling trinity as to which should stand first, second, and third. It can hardly be doubted however that most persons will give precedence to Rainier.

A few years since two youthful friends of mine, sisters and the elder about entering her teens, were journeying to Portland from St. Paul. They were closely watching these grand snow peaks as they successively came into view, after leaving Tacoma, and amused themselves, girl-like, in establishing a new nomenclature for them. Mount Rainier thus became the "North King," Mount St. Helens the "Snow Queen," Mount

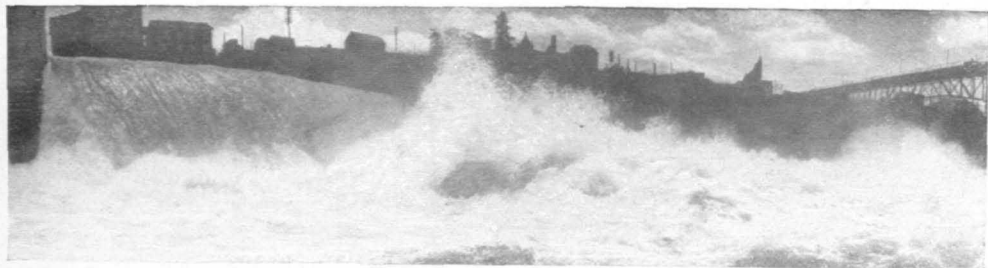


Strawberry Farms under the Kennewick Canal, Lower Yakima Valley, Washington.

Adams the "Shy Prince," because "you can just get a glimpse of the top of it," and Mount Hood was called the "Mount of the Angels," for the reason that "it looked so bright and filmy it didn't seem as if it belonged to the earth at all." Those who have seen these peaks from the neighborhood of Portland will, I think, catch the spirit of originality in, and the aptness of, these modern names bestowed by my young friends.

For nearly 150 miles the Northern Pacific follows the meanderings of the Yakima river, and for mile after mile the traveler sees the miracle of the shaggy, unkempt desert transformed into a living, vital, vivid, green valley of alfalfa and hop fields, orchards, melon and strawberry ranches, etc.

At the foot of the valley between Kennewick and Pasco, the Columbia river is again crossed and the train traverses a region which is already a renowned grain-producing section. During 1904 the wheat raised throughout this region was not only shipped westward to the Pacific



Spokane Falls, Spokane, Washington.

ports and then to all parts of the world, but vast quantities of it were transported to the Eastern United States.

Spokane and its mighty falls are soon reached. This thoroughly modern and vigorous city is the metropolis of the "Inland Empire" and merits a stop on the part of the wide-awake traveler.

Northward lies the Colville valley and the beautiful Kootenai lake, northwestward is glorious Lake Chelan and the Big Bend country, southward are the Palouse and Lewiston, or Clearwater, regions, marvelous producers of everything, almost, that will grow in the richest of soils.

East from Spokane come the mountains again, Lake Pend d'Oreille, than which there is none more beautiful, and the Clark fork of the Columbia, named after Captain Clark of Lewis and Clark. There is some exceptionally fine river, mountain, and cañon scenery about the lake and along the Clark fork. At the upper end of the valley, near Dixon, one obtains a glimpse of the magnificent Mission range, which borders the eastern shore of Flathead lake, and at whose base, just over the divide from Ravalli, lies St. Ignatius mission of the Flathead Indians.

Near Arlee the agency of the Flatheads can be seen, to the north, and the smoke-colored tips of the Indians dot the scene at frequent intervals.

Missoula, just across the southern end of the Mission range and the seat of the University of Montana, is a growing, healthful, progressive place, most beautifully situated at the foot of the Bitterroot valley. Just to the south Lolo peak can be seen and along its northern base the Lewis and Clark expedition passed in 1805 and again in 1806.

Just below Missoula Captain Lewis with his detached party forded the Missoula, or Clark river, and then followed the very route

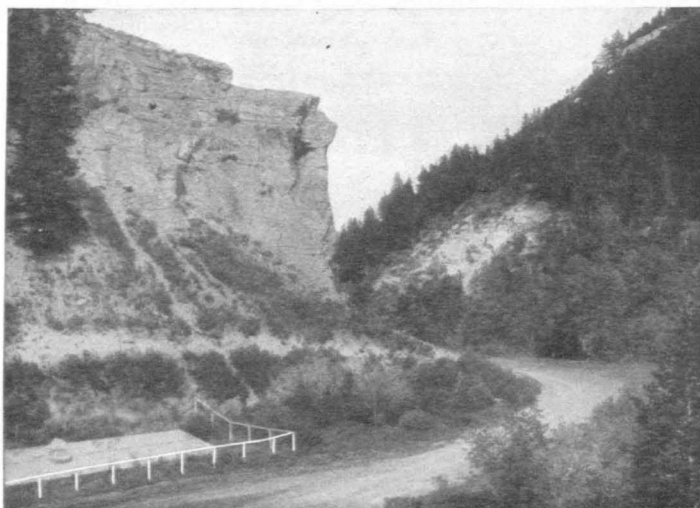


Northern Pacific Double Track along Puyallup River between Tacoma and Seattle.

that the railway now follows, to Bonner, on his return to the Great Falls of the Missouri.

After crossing the Rockies at either Mullan tunnel, or the Pipestone pass, *the Northern Pacific follows, for almost every mile of the distance, the route which Lewis and Clark pioneered in 1805-6, to Glendive, Mont., where the railway leaves the Yellowstone river.*

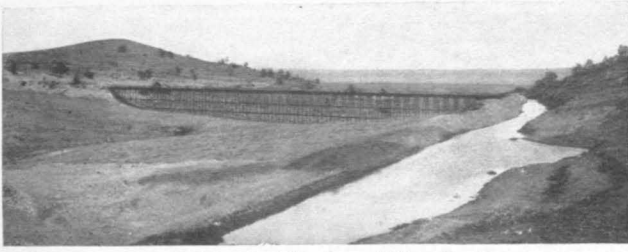
Along the Hellgate river, from Missoula to the Mullan pass, there is more fine mountain scenery. Near Gold Creek the first discovery of gold in Montana was made in 1852, and there, too, the last spike of the completed Northern Pacific railway was driven at Mr. Villard's great gathering, in September, 1883. There are many fine ranches in the Hellgate cañon, one of them, near Missoula, being owned and operated by Daniel E. Bandmann, the well-known actor.



Bridger Cañon, near Bozeman, Montana.

At Garrison, named for Wm. Lloyd Garrison, there is a choice of routes via Butte or Helena. The "North Coast Limited," and the "Burlington" trains to and from Denver, Kansas City and St. Louis run through Butte, the transcontinental trains numbers Three and Four use the route via Helena.

East from Helena and Butte the Northern Pacific, through Montana, lies alongside the Missouri river and its branches and the Yellowstone river, passing through the renowned Gallatin valley. Fine ranges of mountains, the highest in Montana, are in sight for nearly the entire distance. Prominent among these are the Big Belt mountains along the Missouri, the Gallatin and Bridger ranges which enclose the Gallatin



Irrigation Flume and Canal near Billings, Montana.

valley, and the Snowy, Crazy, and Big Horn mountains along the Yellowstone.

All along this part of the route, in the Gallatin and Yellowstone valleys particularly, the marvelous results of irrigation are again seen.

At Livingston those who make the tour of Yellowstone Park leave the main line trains and proceed via the Park branch to Gardiner, at the edge of the park. This is the official entrance to the park, the point where the \$10,000 lava arch was erected by the Government, and it is only five miles from Mammoth Hot Springs the capital of the park.

Of all that there is to be seen along the Shasta-Northern Pacific route the Yellowstone park stands at the head. It is the supreme scenic drama of the world and an elaborate account of its marvelous wonders will be found elsewhere in this volume.

The 340-mile ride along the Yellowstone river is full of interest as regards scenery, the startling effects of irrigation, and the historical associations. It may be stated here, that almost one-half of the entire distance traveled on the Northern Pacific is beside streams and lakes.

Just east of Livingston, at Springdale, are Hunter's Hot Springs, well known for the virtue of their waters.

An historic landmark along the Yellowstone river is Pompey's Pillar, near the station of that name. It is a prominent sandstone rock, north of the track, climbed and named by Captain Clark in 1806, and on which he roughly carved his name which is yet visible.

Leaving the Yellowstone, the train crosses an elevated plateau, a fine grazing country, descends to the Little Missouri river, winds through the bright-colored Badlands, and reaches the Missouri river once more, at Mandan and Bismarck. Here the river is a far different stream from what it is at the Three Forks, near Logan, Mont. It is crossed on a strong steel bridge and then we swiftly course through the Coteau country of North Dakota and reach the well-known, rich, black-soiled, wheat-raising Red River valley. Here all farming is easily, almost



Deer Lodge River and Valley, Looking South from Garrison.



A Bit of the Yellowstone Valley near Livingston.

lazily done by machinery, and the broad expanse of unfenced, flat wheat fields presents a somewhat refreshing contrast to the mountainous country to the westward.

Between Fargo and Moorhead the Red river, the dividing line between North

Dakota and Minnesota, is crossed, and then we enter a beautiful undulating, glacial-formed land, the Lake Park region of Minnesota, a cool, healthful, lake-dotted land of summer recreation.

At Staples one has the option of continuing on to St. Paul and Minneapolis and then by train to the South or East, or one can go to Duluth and thence east by rail, or by steamer down the Great lakes.

The Shasta-Northern Pacific route should prove a most popular and advantageous one during 1905, in connection with the Lewis and Clark Exposition, Yellowstone Park, and Alaska. The route can be used in either or both directions and the low rates named in the final pages of this publication give the various combinations available. Between St. Paul, Minneapolis, Duluth, Superior and Puget Sound and Portland there are two trans-continental trains daily and a third one is in operation between Billings, Montana, and the Coast, plying between Billings and Denver, Kansas City, and St. Louis, over the Burlington route. Between the Dual Cities and the Head of the Lakes there are three trains daily, two of them day trains carrying observation cars. Between Puget Sound cities and Portland there are several trains each day, two of them, also, having parlor cars of the most recent pattern. The day trip



Station on the Northern Pacific Railway, Livingston, Montana.

between Portland and Tacoma and Seattle, on the "Puget Sound Limited," is a most enjoyable one. Nearly all of these trains have either superb dining cars or a good café in conjunction with the observation car. All through trains have both Pullman Standard and Tourist Sleeping Cars as a part of their equipment. The tourist cars are large, exceptionally well built, finely upholstered in leather, and are pleasantly comfortable for such cars. The "Lake Superior Limited," between Minneapolis, St. Paul, Superior, and Duluth, is, practically, a counterpart of the "Puget Sound Limited," and is the fast, popular train between those points.



Wheat and Corn in North Dakota.

NORTHERN PACIFIC RAILWAY

RATES AND ARRANGEMENTS FOR THE TOURIST SEASON OF 1905.

(SUBJECT TO CHANGE WITHOUT NOTICE.)

MINNESOTA

SUMMER RESORTS

During the summer season the Northern Pacific Railway will sell round-trip excursion tickets from St. Paul or Minneapolis to Glenwood (Lake Minnewaska) at \$5.25; Henning \$7; Battle Lake, \$7.50; Fergus Falls, \$7.50; Pequot, \$6.35; Pine River, \$6.75; Backus, \$7.10; Walker, \$7.95; Bemidji, \$9.20; Turtle, \$9.60; Tenstrike, \$9.85; Blackduck, \$10.15; Perham, \$7.75; Detroit Lake, \$9.15; Minnewaukan (Devils Lake), \$18.65; Winnipeg, \$22.50. From Duluth to Deerwood, \$3.80; Henning, \$7; Battle Lake, \$7.50; Fergus Falls, \$7.50; Pequot, \$5.35; Pine River, \$6.65; Backus, \$6.65; Walker, \$6.65; Bemidji, \$6.65; Turtle, \$7.10; Tenstrike, \$7.35; Blackduck, \$7.65; Perham, \$7.75; Detroit Lake, \$9.15; Minnewaukan, \$18.65; Winnipeg, \$22.50. From Ashland, Wis., to Henning, \$8.50; Battle Lake, \$9; Fergus Falls, \$9; Pequot, \$6.85; Pine River, \$8.15; Backus, \$8.15; Walker, \$8.15; Bemidji, \$8.15; Turtle, \$8.60; Tenstrike, \$8.85; Blackduck, \$9.15; Perham, \$9.25; Detroit Lake, \$10.65; Minnewaukan, \$20.15; Winnipeg, \$22.50. Transit limits to Minnesota resorts one day (from Ashland two days), to Minnewaukan (Devils Lake) and Winnipeg two days in each direction. Good to return on or before October 31.

Round-trip summer excursion tickets will be sold from St. Paul, Minneapolis, or Stillwater to resorts on the "Duluth Short Line" as follows: Forest Lake, \$1; Wyoming, \$1.20; Chisago City, \$1.45; Lindstrom, \$1.55; Centre City, \$1.60; Taylors Falls, \$1.80; Rush City, \$2.15; Pine City, \$2.55. Tickets on sale daily, May 1 to November 15; limit, ten days. From St. Paul or Minneapolis to White Bear and return, 50 cents; Bald Eagle or Dellwood and return, 55 cents; Maltonedi and return, 60 cents. Tickets on sale daily; limit, thirty days. Summer excursion rates from St. Paul, Minneapolis, or Stillwater to White Bear Lake points or Bald Eagle and return, tickets on sale week days, going and returning on date of sale, 35 cents; tickets on sale Sundays, going and returning on date of sale, 25 cents.

YELLOWSTONE PARK RATES

\$5 TICKET.—Includes rail and stage transportation Livingston to Mammoth Hot Springs and return.

\$7 TICKET.—Includes rail and stage transportation Livingston to Mammoth Hot Springs and return and two meals (lunch and dinner) at Mammoth Hot Springs Hotel.

\$28 TICKET.—Includes rail transportation Livingston to Gardiner and return, and stage transportation Gardiner to Mammoth Hot Springs. Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Cañon and Falls of the Yellowstone and return. This ticket does not cover hotel accommodations.

\$45 TICKET.—Includes rail transportation from St. Paul, Minneapolis, Duluth or Superior to Gardiner, Mont., and return to any one of the above-named points, or via Billings and the B. & M. R. R. to Missouri River.

\$47.50 TICKET.—Includes rail and stage transportation from St. Paul, Minneapolis, Duluth, or Superior to Mammoth Hot Springs and return to any one of the above-named points, or via Billings and the B. & M. R. R. to Missouri River.

\$49.50 TICKET.—Includes rail transportation Livingston to Gardiner and return, stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Cañon and Falls of the Yellowstone and return, and not to exceed five and one-half days' accommodations at the Park Association hotels.

\$55 TICKET.—Includes rail transportation from St. Paul, Minneapolis, Duluth, or Superior to Gardiner and return to any one of the above-named points, or via Billings and the B. & M. R. R. to the Missouri River, and stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Cañon and Falls of the Yellowstone and return. This ticket does not cover hotel accommodations.

\$75 TICKET.—Includes rail transportation from St. Paul, Minneapolis, Duluth, or Superior to Gardiner and return to any one of the above-named points, or via Billings and the B. & M. R. R. to the Missouri River; stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Cañon and Falls of the Yellowstone and return, and not to exceed five and one-half days' accommodations at Yellowstone Park Association hotels.

\$105 TICKET.—Includes rail transportation from St. Paul, Minneapolis, Duluth, or Superior to Gardiner, stage transportation Gardiner to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins, Yellowstone Lake, Grand Cañon, Falls of the Yellowstone and Monida, hotel accommodations for not to exceed six and one-quarter days, between Gardiner and Monida, and rail transportation from Monida, either via Oregon Short Line R. R. and Union Pacific to Missouri River points, or via O. S. L. R. R. to Ogden, any line Ogden to Denver, thence via either the B. & M. R. R. R. R., Union Pacific, A., T. & S. F. Ry., C. R. I. & P. Ry., or Missouri Pacific Ry. to Missouri River terminals.

\$84 TICKET.—Same as the \$105 ticket, except that it covers rail and stage transportation only, meals and lodging not being included therein.

The \$5 and \$7 tickets will be sold at Livingston May 31 to September 24, 1905, inclusive, and at St. Paul, Minneapolis, Duluth, and the Superiors, and at western terminals May 29 to September 22, 1905, inclusive. Tickets must be used from Livingston not later than morning train of September 24, 1905.

The \$28 and \$49.50 tickets will be sold at Livingston May 31 to September 19, 1905, inclusive, and at St. Paul, Minneapolis, Duluth, and Superior, and at western terminals May 29 to September 17, 1905, inclusive. Tickets must be used from Livingston not later than morning train of September 19, 1905.

The \$45 and \$47.50 tickets will be sold at St. Paul, Minneapolis, Duluth, and Superior May 29 to September 22, 1905, inclusive; the \$55, \$75, \$84, and \$105 tickets will be sold at St. Paul, Minneapolis, Duluth, and Superior May 29 to September 17, 1905, inclusive. These tickets will bear going transit limit thirty days; return transit limit thirty days; final return limit ninety days, but not exceeding limit of September 24, 1905, for trip through the Park, and extreme final limit of October 24, 1905. Stop-overs allowed within limits. The trip through the Park must be completed by September 24, 1905.

Half of the \$5, \$28, \$45, \$47.50, \$55 and \$84 rates will be made for children five years of age or over and under twelve years of age. Half of the \$7, \$49.50, \$75, and \$105 rates will not be made for children, but children under ten years of age will be granted half rates locally at the Yellowstone Park Association hotels.

The \$45 ticket must be validated for return passage at Gardiner, Mont., and presented on train on or within one day of such date. The \$47.50 ticket must be validated for return passage at Mammoth Hot Springs Hotel and presented on train on or within one day of such date. The \$55, \$75, \$84 and \$105 tickets must be validated for return passage at Grand Cañon Hotel.

FROM CHICAGO AND ST. LOUIS round-trip tickets corresponding to the above will be sold at rates \$10 higher than from St. Paul.

The hotel rates in the Park will be \$4 per day and upwards for the first seven days; after seven days, \$3.50 per day and upward.

Above rates, etc., subject to change without notice.

Stop-overs on all classes of railroad and sleeping-car tickets are given at Livingston, Mont., during the season, to enable our patrons to visit Yellowstone Park.

MONTANA, EASTERN WASHINGTON, AND EASTERN BRITISH COLUMBIA POINTS The Northern Pacific Railway has on sale, at reduced rates, round-trip excursion tickets from St. Paul, Minneapolis, or Duluth to Billings, Springdale, Livingston, and Bozeman, Mont.; Helena, Butte, and Anaconda, Mont. (choice of routes returning from Helena, Butte and Anaconda, via Northern Pacific or Great Northern Railway, or from Butte at a higher rate, via Oregon Short Line and connections); Missoula, Mont.; Spokane, Wash. (choice of routes returning, via Oregon Railroad & Navigation Company and its connections, or via the Great Northern or Northern Pacific Lines); Medical Lake, Pasco, Walla Walla, Kennewick, and Toppenish, Wash.; Nelson, Trail, Rossland, Ainsworth, Kaslo, and Sandon, B. C., and Conlee City, North Yakima, and Ellensburg, Wash.

These tickets are of ironclad signature form; require identification of purchaser at return starting point.

Any of the above tickets may read to return via Billings direct to the Missouri River, or when destination is Helena, or Butte, Mont., or a point west thereof, via Billings, Denver, and any direct line to the Missouri River except that Helena, Butte, Anaconda, and Missoula tickets will not be good for return via Billings, Denver, and the Union Pacific Railway.

NORTH PACIFIC COAST EXCURSIONS A \$90 round-trip individual excursion ticket, St. Paul, Minneapolis, or Duluth to Tacoma, Portland, Seattle, Everett, Bellingham, Vancouver, or Victoria, is on sale daily at points first named and by Eastern lines.

Tacoma, Seattle, Everett, Bellingham, Victoria, Vancouver, or Portland tickets, at above rates, will be issued, going via Northern Pacific, returning via same route, or Great Northern or Soo-Pacific to St. Paul, Minneapolis, or Duluth; or via Canadian Pacific to Winnipeg or Port Arthur; or via Billings to the Missouri River, either direct or via Denver; Portland tickets will also be issued, returning via Oregon Railroad & Navigation Company and its connections to either Omaha or Kansas City, or to St. Paul via Council Bluffs or Sioux City.

Above tickets limited to nine months from date of sale, good going ninety days to first point en route in State of Washington. Stop-overs allowed within limits.

ALASKA

EXCURSIONS

An excursion ticket will be sold from Eastern termini named to Sitka, Alaska (not good on steamer Spokane), at \$150, which rate includes meals and berth on the steamer.

The steamer Spokane will make six Alaska excursion trips, leaving Tacoma and Seattle early in the morning on June 8 and 22, July 6 and 20, and August 3 and 17, 1905; arriving at those points on the return about twelve days later. The route will be especially arranged to give passengers an opportunity to see all interesting and accessible glaciers and the most important ports. Round-trip rate from St. Paul, Minneapolis, or Duluth, including meals and berth on steamer Spokane, \$190.

Tickets on sale May 1 to September 30. Limit, nine months, good going ninety days to first point en route in State of Washington, returning within final limit, holder to leave Sitka on or before October 31. Tickets will be issued to return via either the Northern Pacific, Soo-Pacific, or Great Northern lines to St. Paul or Minneapolis, or via Canadian Pacific Railway to Winnipeg or Port Arthur, or via Billings to the Missouri River, either direct or via Denver. Usual stop-over privileges granted. Steamer accommodations can be secured in advance by application to any of the agents named on appended list. Diagrams of steamers at office of General Passenger Agent at St. Paul. Only the steamer Spokane will call at Glacier Bay.

The opening of the White Pass and Yukon route from Skaguay across the White Pass opens a new and inviting field to the tourist, by rail and boat, down the Yukon River to Dawson and into the Atlin region. Tourist accommodations are entirely satisfactory as to quality and reasonable as to price.

CALIFORNIA

EXCURSION RATES

The Northern Pacific Railway will sell round-trip excursion tickets from St. Paul, Minneapolis, or Duluth as follows:

To San Francisco, going via the Northern Pacific, Seattle, and steamer, or Portland and the Shasta Route, or the ocean to San Francisco; returning via rail or steamer to Portland, or via steamer to Seattle or Victoria, and the Northern Pacific, Great Northern, or Soo-Pacific lines to St. Paul or Minneapolis; or via Canadian Pacific to Winnipeg or Port Arthur; or via Billings to the Missouri River, either direct or via Denver; or via rail or steamer Portland and Huntington to the Missouri River; or returning by the southern lines to Council Bluffs, Omaha, Kansas City, Mineola, or Houston, at \$105; to New Orleans or St. Louis, at \$111.

To Los Angeles, going via Portland and Shasta Route, and returning via rail, Portland and the Northern Pacific, Great Northern, or Soo-Pacific lines to St. Paul or Minneapolis; or via Billings or Huntington to the Missouri River, at \$124; or going via Portland and Shasta Route and returning via San Francisco and Ogden to Council Bluffs, Omaha, or Kansas City, at \$114.50; to St. Louis, at \$120.50.

To San Diego, going via Portland and rail through Los Angeles, and returning via rail, Portland and the Northern Pacific, Great Northern, or Soo-Pacific lines to St. Paul or Minneapolis; or via Canadian Pacific to Winnipeg or Port Arthur; or via Billings or Huntington to the Missouri River, at \$130.50; or going via Portland and Shasta Route and returning via San Francisco and Ogden to Council Bluffs, Omaha, or Kansas City, at \$121; to St. Louis, at \$127.

Tickets via ocean include meals and berth on steamer.

At the eastern termini of the southern transcontinental lines excursion tickets will be sold, or orders exchanged, for tickets to San Francisco, returning via either the Shasta Route, the all-rail line to Portland, or the ocean and the Northern Pacific to St. Paul, Minneapolis, or Duluth, at a rate \$15 higher than the current excursion rate in effect between Missouri River points, Mineola, or Houston and San Francisco. The steamship coupon includes first-class cabin passage and meals between San Francisco and Portland.

These excursion tickets allow nine months' time for the round trip; ninety days allowed for west-bound trip up to first station en route in State of Washington; return any time within final limit.

PARTIAL LIST OF PUBLICATIONS

SUPPLIED BY THE PASSENGER DEPARTMENT

OF THE

NORTHERN PACIFIC RAILWAY.

The following pamphlets, folders, etc., will be sent to any address upon receipt in stamps, silver, money order, or otherwise, of the amounts set opposite them.

WONDERLAND 1905. An annual publication—this pamphlet—gotten up in most attractive style. Its pages are beautifully illustrated in half-tone. The contents of each number are varied and different from its predecessor. The NORTHERN PACIFIC has become noted for this publication. Send Six Cents.

MINIATURE WONDERLAND. A neat and dainty publication containing a complete history of the Northern Pacific trade-mark. The artistic covers of the "Wonderland 1901," are used in miniature. Send Four Cents.

WILD FLOWERS FROM YELLOWSTONE. A book of pressed wild flowers from Yellowstone Park, showing the real flowers in their natural colors. This is a dainty and beautiful souvenir—has twelve specimens of flowers and six full-page illustrations of Park scenery. It also contains a brief description of the Park. Send Fifty Cents.

PANORAMIC YELLOWSTONE PARK PICTURE. A large, many-colored Panoramic Picture of the Park, 32 x 48 inches in size, showing the topography of the Park in great and accurate detail, the hotels, roads, etc. This production is a work of art and suitable for framing, and is a valuable picture and map combined. Send Thirty-five Cents.

YELLOWSTONE PARK FOLDER. A new and complete folder in book form with maps and illustrations, giving full details of the trip through Yellowstone Park, including rates, hotel and transportation facilities, and all important items of information. Send Two Cents.

LEWIS AND CLARK EXPOSITION BOOKLET. A sixty-four page pamphlet descriptive of the Lewis and Clark Expedition and Exposition at Portland, Ore., containing views of the grounds and buildings, also a map of the grounds. Send Four Cents.

EASTWARD THROUGH THE STORIED NORTHWEST. An elegantly illustrated brochure in covers very artistic in design and coloring. It describes all that is of historic and scenic interest in the journey eastward from California over the Shasta-Northern Pacific Route, via Portland, Puget Sound, Seattle, Tacoma, Bellingham, Yellowstone Park, Badlands, Minneapolis and St. Paul. Send Four Cents.

CLIMBING MOUNT RAINIER. An illustrated, pocket-size book, in strong flexible covers, descriptive of an ascent of the highest peak in the United States—outside of Alaska—of a glacial nature. Send Twenty-five Cents.

MAP FOLDER. A general folder with map of the NORTHERN PACIFIC RAILWAY, giving much general information, time tables, elevations of towns, etc. Free.

In sending for these write the address carefully.

A. M. CLELAND,

General Passenger Agent,
ST. PAUL, MINN.

LAND, IRRIGATION, AND INDUSTRIAL PUBLICATIONS

THE NORTHERN PACIFIC COUNTRY. Illustrated pamphlet, giving a general description of the country in all the States through which the Northern Pacific runs. English edition, No. 26; German edition, No. 26½.

CENTRAL NORTH DAKOTA. Illustrated pamphlet on Central North Dakota, from Jamestown west, containing testimonial letters from prosperous North Dakota farmers, No. 65.

GERMAN BAPTIST (DUNKARD) CHURCH AT CARRINGTON, NORTH DAKOTA. A pamphlet giving an account of the dedication of the German Baptist (Dunkard) Church at Carrington in 1896. No. 27.

WELLS AND FOSTER COUNTIES, NORTH DAKOTA. A German pamphlet descriptive of Wells and Foster counties, in Central North Dakota. No. 17½.

SECTIONAL MAP OF NORTH DAKOTA (west of the Missouri River). No. 66.

MAP OF EASTERN MONTANA. No. 63.

IRRIGATION IN THE YELLOWSTONE VALLEY (near Billings, Montana). A description of the land now being irrigated and offered for sale by the Billings Land & Irrigation Company.

"UNCLE SAM'S GUNS." A pamphlet giving a general description of Washington and the northern part of Idaho, with special reference to the markets of the Orient. No. 59.

EASTERN WASHINGTON AND THE PANHANDLE OF IDAHO. A pamphlet descriptive of Eastern Washington and Northern Idaho, with special reference to Adams, Asotin, Columbia, Douglas, Franklin, Garfield, Kittitas, Klickitat, Lincoln, Spokane, Stevens, Walla Walla, Whitman, and Yakima counties, Washington; and Latah, and Nez Perces counties in Idaho. No. 68.

GREEN ACRES. Descriptive of irrigated land for sale by the Spokane Canal Company located only a short distance east of Spokane.

THE YAKIMA VALLEY. A "wallet," No. 67, containing a number of views as well as letters from settlers in the valley.

KENNEWICK, PROSSER AND SUNNYSIDE. Separate publications describing each of these districts. Also pamphlets issued by the Commercial Club of North Yakima dealing with the valley as a whole.

WESTERN WASHINGTON. A pamphlet treating of fruit and hop raising, dairying and general farming, lumbering, fishing, and mining, with special reference to the agricultural resources of Clallam, Clarke, Chehalis, Cowlitz, Island, Jefferson, King, Kitsap, Lewis, Mason, Pacific, Pierce, San Juan, Skagit, Skamania, Snohomish, Thurston, Wahkiakum, and Whatcom counties. No. 70.

"OPPORTUNITIES." A recently revised account of all the cities and towns along the line of the Northern Pacific Railway, where business or professional openings can be found, with a detailed description of the towns mentioned.

Any of the above publications will be sent free on application to

C. W. MOTT,

General Immigration Agent Northern Pacific Railway,
ST. PAUL, MINN.

GENERAL AND DISTRICT PASSENGER AGENTS.

BOSTON, MASS.—207 Old South Building. C. E. FOSTER.....	District Passenger Agent.
BUFFALO, N. Y.—215 Ellicott Square. WM. G. MASON.....	District Passenger Agent.
BUTTE, MONT.—Corner Park and Main Streets. W. H. MERRIMAN.....	General Agent.
CHICAGO—208 South Clark Street. C. A. MATTHEWS..... J. C. THOMPSON.....	General Agent Passenger Department. District Passenger Agent.
CINCINNATI, OHIO—40 East Fourth Street. J. J. FERRY..... W. E. SMITH.....	District Passenger Agent. Traveling Passenger Agent.
DES MOINES, IOWA—318-319 Citizens' Bank Building. E. D. ROCKWELL.....	District Passenger Agent.
DETROIT, MICH.—Room 221 Hammond Bldg., Corner Fort and Griswold Streets. W. H. WHITAKER.....	District Passenger Agent.
DULUTH, MINN.—332 West Superior Street. T. E. BLANCHE.....	General Agent.
HELENA, MONT.—Main and Grand Streets. E. S. RICHARDS.....	General Agent.
INDIANAPOLIS, IND.—42 Jackson Place. C. P. O'DONNELL.....	District Passenger Agent.
LOS ANGELES, CAL.—125 West Third Street. C. E. JOHNSON.....	Traveling Passenger Agent.
MILWAUKEE, WIS.—316-317 Herman Building. CHAS. C. TROTT.....	District Passenger Agent.
MINNEAPOLIS, MINN.—19 Nicollet Block. G. F. MCNEILL.....	City Ticket Agent.
MONTREAL, QUE.—Temple Building, St. James Street. G. W. HARDISTY.....	District Passenger and Freight Agent.
NEW YORK CITY—319 Broadway. W. F. MERSHON.....	General Agent Passenger Department.
PHILADELPHIA, PA.—711 Chestnut Street. P. W. PUMMILL.....	District Passenger Agent.
PITTSBURG, PA.—305 Park Building. C. E. BRISON.....	District Passenger Agent.
PORTLAND, ORE.—255 Morrison Street. F. O'NEILL..... A. D. CHARLTON.....	District Passenger Agent. Assistant General Passenger Agent.
SAN FRANCISCO, CAL.—647 Market Street. T. K. STATELER.....	General Agent Passenger Department.
SEATTLE, WASH.—First Avenue and Yesler Way. I. A. NADEAU..... R. T. BRETZ.....	General Agent. Division Freight and Passenger Agent.
SPOKANE, WASH.—Riverside and Howard Streets. JNO. W. HILL.....	General Agent.
ST. LOUIS, MO.—210 Commercial Building. D. B. GARDNER.....	District Passenger Agent.
ST. PAUL, MINN.—Fifth and Robert Streets. GEO. D. ROGERS.....	City Ticket Agent.
ST. PAUL, MINN.—Fourth and Broadway. HARRY W. SWEET..... G. W. McCASKEY.....	District Passenger Agent. District Passenger Agent.
SUPERIOR, WIS.—821 Tower Avenue. F. C. JACKSON.....	Assistant General Agent.
TACOMA, WASH.—925 Pacific Avenue. A. TINLING..... WEBB F. SATER.....	General Agent. Traveling Passenger Agent.
VANCOUVER, B. C.—430 Hastings Street. J. O. McMULLEN.....	General Agent.
VICTORIA, B. C.—Corner Yates and Government Streets. C. E. LANG.....	General Agent.
WINNIPEG, MAN. H. SWINFORD.....	General Agent.

J. G. WOODWORTH,
Traffic Manager,

J. M. HANNAFORD,
Second Vice-President,

ARTHUR B. SMITH,
Assistant General Passenger Agent,

A. M. CLELAND,
General Passenger Agent,

ST. PAUL, MINN.

