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DINING CAR SERVICE.

ALL MEALS 75c. EACH.

WISCONSIN CENTRAL LINES
NORTHERN PACIFIC RAILROAD CO. LESSEE

Pullman Route

TO AND FROM THE

Northwest.

2 THROUGH FAST TRAINS 2

EACH WAY DAILY BETWEEN

Chicago Milwaukee AND St. Paul Minneapolis

WITH

Pullman Vestibuled Drawing Room Sleepers

AND THE

"Central's" Famous Dining Cars Attached.

THROUGH PULLMAN VESTIBULED DRAWING ROOM AND TOURIST SLEEPERS VIA THE NORTHERN PACIFIC RAILROAD BETWEEN

THROUGH

Vestibuled Pullman Sleepers

FROM CHICAGO DAILY.

2- CHOICE OF TWO ROUTES - 2

WISCONSIN CENTRAL OR

CHICAGO, MILWAUKEE & ST. PAUL RY.

AND NORTHERN PACIFIC R. R.

TO

LIVINGSTON, HELENA, BUTTE, SPOKANE, TACOMA, SEATTLE, PORTLAND.

AND

J. M. AINSLIE, General Manager, - - - - - MILWAUKEE, WIS.
S. R. HANNAFORD, General Traffic Manager, - - - - - ST. PAUL, MINN.
H. C. BARLOW, Traffic Manager, - - - - - CHICAGO, ILL.
JAMES C. POND, Gen'l Pass'r and Ticket Agent, - - - - - CHICAGO, ILL.

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CHICAGO

AND

Portland, Ore., and Tacoma, Wash.

FAST TRAINS

With Pullman Vestibuled Drawing Room Sleepers, Dining Cars, and Coaches of Latest Design, between

Chicago and Milwaukee and Ashland and Duluth.

FOR Tickets, Sleeping Car Reservations, Time Tables, and other Information, apply to Ticket Agents anywhere in the United States or Canada.

S. M. AINSLIE, General Manager, - - - - - MILWAUKEE, WIS.
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THE CHOICE OF

PULLMAN TOURIST SLEEPERS

OR FREE COLONIST SLEEPERS

ON EXPRESS TRAINS

is offered to all holders of

SECOND-CLASS TICKETS.

READ THIS!

The Northern Pacific Railroad, in connection with the Wisconsin Central, is the ONLY Company running PULLMAN TOURIST SLEEPERS between CHICAGO and ST. PAUL, MILWAUKEE, HELENA, SPOKANE, TACOMA, SEATTLE, PORTLAND, and all the principal points in the Northwest, for the use of holders of either First or Second-Class Tickets.

These cars, as operated by the Pullman Company, are fitted up complete with mattresses, pillows, blankets, clean bed linen, curtains, and carpet in the aisles. The toilet rooms are fitted with wash stands, towels, soap, combs, brushes, etc., requiring nothing to be furnished by the passenger. Uniformed colored porter, with each Pullman car, is charged with the sole duty of looking after the comfort of our patrons using these accommodations. A double berth in these cars will accommodate two persons comfortably. The following are the rates for a double berth, whether occupied by one or two persons, to some of the principal points:

CHICAGO TO			
Livingston	\$2.50	Spokane	\$3.25
Bozeman	2.75	Cheney	3.50
Helena	3.00	Ritzville	3.50
Missoula	3.00	Portland	4.00

ST. PAUL OR MINNEAPOLIS TO			
Livingston	\$1.75	Spokane	\$2.50
Bozeman	2.00	Cheney	2.75
Helena	2.25	Sprague	2.75
Missoula	2.25	Ritzville	2.75

50 Cents per Night between Intermediate Stations.

FREE COLONIST SLEEPERS

Are run between St. Paul or Minneapolis and all points in Montana, Idaho, Washington, and Oregon.

These cars are fitted with sections similar to first-class sleepers, having upper and lower berths. The only material difference being that the berths in the former are not upholstered. No charge is made for berths in these sleepers, but passengers furnish their own bedding. Such other things as they may desire to take with them can be purchased at the news stand in the Union Depot, St. Paul, and on all passenger trains going east or west, single tufted tick mattresses and pillow \$1.00, curtains \$1.00 per pair, and single tick \$1.00. Second-class Pullman sleepers can get meals at regular "Eating Stations" along the line, or they can carry cooked provisions with them, and buy tea or coffee at the eating houses, and eat on the train.

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THE

NORTHERN PACIFIC

RAILROAD

AND

THE COUNTRY IT TRAVERSES.

THE traveler who goes over the NORTHERN PACIFIC RAILROAD sees the most picturesque, interesting, and prosperous belt of country traversed by any railroad running between the Mississippi Valley and the Pacific Coast. This region has more varied and striking scenery, more cultivated country, more towns and cities, and better opportunities for settlement and business than that tributary to any other transcontinental line. For this reason the Northern Pacific is preeminently the favorite route to and from Pacific Coast points, for pleasure tourists, for business men, and for home-seekers.

TERMINAL CITIES.

The Northern Pacific has eastern terminals at St. Paul, Minneapolis, Duluth, Superior, and Ashland. St. Paul and Minneapolis, called the "Twin Cities" of Minnesota, are exceedingly interesting places to see, by reason of their rapid and solid growth, their stately business structures and handsome residences, their noble public edifices, their extensive industrial establishments, and their vast commercial movement. Ashland has the greatest iron ore docks in the world. At Duluth and Superior more wheat is shipped than at Chicago. The huge elevators and coal docks at these neighboring cities are objects of interest. The western terminal city of the Northern Pacific system is Tacoma, on Puget Sound, a place of marvellously rapid growth, with an immense commercial movement in wheat, coal, and lumber, and with shipping relations with all Pacific Coast ports and with the ports of China and Japan. The most imposing snow peak in America, Mount Tacoma, is in plain sight from the streets of the city. From Tacoma a Northern Pacific line runs southward to Portland, the rich and handsome commercial capital of the Columbia and Willamette Valleys. Another branch runs northward to Seattle, the prosperous commercial center of the Middle Sound country.

OTHER NOTABLE CITIES.

Among other cities on the Northern Pacific system that present features of special interest are Fargo, the wheat metropolis of the Red River Valley; Bismarck, the capital of No. Dakota; Helena, the capital of Montana, with its gold and silver mines and reduction works; Butte, where more mineral wealth is annually produced than any other spot in the world; and Spokane, with its beautiful cataracts, forming the greatest water-power on the Pacific Coast.

AGRICULTURAL RESOURCES.

The Northern Pacific runs through two of the greatest wheat-growing regions in the world. The first is the hard-wheat belt of Northern Minnesota and North Dakota, extending from about the center of Minnesota westward to the western boundary of North Dakota. This belt is about 500 miles long and 300 miles wide, and

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includes the famous Valley of the Red River of the North, which ranks for fertility with the valleys of the Volga and the Danube, in Europe. Here is produced the best wheat in the world, known as "No. 1, Hard," a variety that can be grown in no other part of the United States. This wheat contains a larger percentage of gluten than any other, and makes more flour to the bushel and better flour. It yields from 15 to 35 bushels to the acre. The second great wheat-growing region tributary to the Northern Pacific is in Washington, where there is a stretch of rolling prairie 250 miles long by about 60 miles wide, which produces regularly from 30 to 50 bushels to the acre of a soft, white wheat, and which has never had a failure of crop. Most of this wheat goes to Liverpool by way of Tacoma. In Montana, between these two remarkable wheat regions, much wheat is grown in irrigated valleys, yielding from 30 to 60 bushels to the acre. Oats are a good crop in all the Northern Pacific country. Barley is extensively grown in Minnesota, North Dakota, and Washington, yielding from 20 to 50 bushels to the acre. The Washington barley ranks for malting purposes with that raised in California. Other crops are potatoes, which are shipped from North Dakota, as far east as Chicago, and are of a quality unequalled in the East; millet, rye, onions, peas, beets, cabbages, and all other garden vegetables. In several of the rich alluvial valleys of Washington hop-growing is the chief industry, the average yield being from 1,200 to 2,000 pounds to the acre, against an average of 600 pounds in the hop districts of Wisconsin and New York. All the fruits of the temperate zone grow in Washington, and also in some of the warm valleys of Western Montana. In North Dakota, small fruits and berries and hardy varieties of apples are grown. Dairying is becoming an important industry in Minnesota and North Dakota, and numerous creameries are in successful operation.

THE GRAZING INDUSTRY.

All of Montana except the agricultural valleys and the wooded mountain ranges, a large part of Western North Dakota, and much of the Columbia Basin, in Washington and Oregon, is essentially a grazing country, and is occupied by large herds of cattle and flocks of sheep. The principal grass is the bunch grass, which cures in the dry air of summer, and furnishes feed all winter. This grass is the most nutritious known, having, when dry, the properties of both hay and grain. Cattle fatten on it more rapidly than on the blue grass of Kentucky, or the buffalo grass of Nebraska and Colorado. Range cattle are not sheltered or looked after in winter. They run over the open country, and pick up their living on the dried, standing grass. Sheep are herded and kept in corrals during storms, but are out on the open ranges most of the winter. Nearly 100,000 head of range cattle are shipped to Eastern markets every fall by the Northern Pacific. Sheep are shipped in large numbers from Montana and Washington to St. Paul and Chicago. The raising of horses is also a growing and profitable industry. No winter care is given them, and when rounded up in the spring they are found to be as fat as if they had been stabled and well fed all winter. Eligible unoccupied locations may still be found for engaging in any branch of the stock business. It is a safe, profitable, and independent way of getting a living from the land.

PRECIOUS METALS.

Montana now leads all the States and Territories in the production of gold, silver, and copper, her annual output exceeding \$30,000,000. The principal mining camps are on the slopes of the main divide of the Rocky Mountains, near Helena and Butte, and also on the flanks of the Belt Mountains

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and the Bitter Root Range. The recent construction of branch railroads penetrating the mineral districts has given a new impetus to this important industry, and new mines are constantly being opened. Montana has at Marysville the greatest gold mine in the world, at Butte the greatest copper mine, and at Granite Mountain the greatest silver mine. In Northern Idaho, the Cœur d'Alene mining district, reached by a Northern Pacific branch, has come rapidly to the front as a great gold and silver region; and is only in the infancy of its development. In Washington, north of Spokane Falls, the Colville Valley contains a number of rich silver mines; and the Okanogan country, reached from either Wilbur or Ellensburg, is rapidly developing as a silver and gold camp. Valuable ore deposits are also being opened on Lake Pend d'Oreille and the Pend d'Oreille River, and in the Kootenai country.

COAL, IRON, ETC.

Nearly all of Western North Dakota is underlaid with seams of lignite coal, which makes a valuable fuel for domestic use and for stationary steam engines. In Montana there are enormous deposits of bituminous coal on Rocky Fork, south of Billings, reached by a branch road from Laurel, on the Northern Pacific. Near Bozeman, on the main line of the Northern Pacific, coal is extensively mined. At Roslyn, Carbonado, and other points near the Cascade Division of the Northern Pacific are the most productive mines on the Pacific Coast, furnishing the railroad and the towns with fuel, and shipping large quantities to San Francisco. One mine produces coking coal exclusively, and another, gas coal. Iron ore is found at numerous points in Washington, and will soon become the basis of an important industry. Lead abounds in Montana, Idaho, and Washington. Granite, limestone, and sandstone, for building purposes, are quarried in many parts of Montana; and marble has been discovered in Washington.

LUMBERING AND FISHING.

The pineries of Northern Minnesota supply a large part of the lumber used in that State, and in North Dakota, Iowa, Nebraska, and Kansas. The lumber resources of Washington are practically inexhaustible; the immense forest which envelops Puget Sound and covers the Cascade and Olympic Mountains is the finest body of timber in the world, and is estimated to contain 160,000,000,000 feet. The principal growths are fir, spruce, pine, cedar, larch, and hemlock. Lumber is shipped from Puget Sound and from the Columbia River to California, Mexico, South America, China, Japan, Australia, and New Zealand; and ship spars are sent to the navy yards of Europe. The white-fishing on Lake Superior is an important industry; and the salmon-fishing at the mouth of the Columbia River, in Oregon and Washington, is a business of such great dimensions that it supplies the whole civilized world with canned salmon.

THE SCENIC WONDERLAND.

For varied, grand, and peculiar scenery no journey of equal length compares with that over the Northern Pacific. At the eastern end of this transcontinental highway is Lake Superior, the greatest lake in the world; at its western end is the Pacific, the greatest ocean in the world; Puget Sound, the most picturesque inland sea in the world; and the Columbia River, the finest scenic river in the world. No mountains in the Alps surpass in grandeur

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the gigantic, solitary snow peaks of the Cascade Range. In Northern Minnesota are hundreds of small lakes as lovely as those of Scotland and Ireland. In the Bad Lands of Dakota is a singular region, where subterranean fires are still burning and where forests have been petrified and strata of blue clay converted into red scoriae. The Yellowstone National Park, reached by rail only by way of the Northern Pacific, is the world's wonderland, attracting tourists from every part of the civilized globe to gaze upon its surprising geysers, its boiling mud pools, its cliffs of shining black obsidian, its profound cañon, where the rocks have been painted by nature with rainbow colors and its inspiring Rocky Mountain scenery. From Tacoma, the western terminus of the Northern Pacific, steamers make the round trip to Alaska in about two weeks, a distance of over 2,000 miles. This is, beyond question, the most superb marine excursion in the world, showing to the tourist the loftiest mountain peaks of the continent, glaciers, icebergs, and beautiful land-locked bays, straits, and estuaries. The route is entirely between islands and the main land, so that, although the whole voyage is on salt water, there is no suffering from sea sickness.

ROAD EQUIPMENT.

The advent of the Northern Pacific Railroad, as a competitor for through transcontinental business, marked a new era in railway passenger service between the East and the Pacific Coast.

The most notable feature in connection with the train service inaugurated by this new line was the introduction of elegant dining cars, which were built at the Pullman Car Works, being marvels of luxury and of the most elegant design and finish. In these cars the passenger sits down to a bountiful "spread," comprising all the delicacies of the season on both the Atlantic and Pacific Coasts, as well as the fish and game obtained from the country through which the road passes, for which he pays the modest sum of 75 cents per meal.

Not content with the great improvements made in the past, the Northern Pacific Railroad on May 1st, 1889, put in service between St. Paul and Minneapolis and Tacoma and Portland complete vestibuled passenger trains.

These trains are equipped with the latest improved, automatic Westinghouse brake, the Westinghouse air signal, Miller platform, patent steel-tired wheels, and in fact, every appliance and improvement in the railway service that will contribute to the safety, convenience, or comfort of the traveler.

While making every effort to please the first-class and tourist travel, the Northern Pacific Railroad has not been unmindful of the comfort of the intending settler, destined to Montana, Idaho, Oregon, or Washington, and through express trains carry Pullman Tourist Sleepers and Free Colonist Sleepers, equipped with all the latest improvements.

The Colonist Sleepers, while not upholstered, are fitted with berths similar to first-class sleepers, with movable tables between each section, Baker heaters, ranges for light cooking, and separate toilet rooms for ladies and gentlemen. Smoking in these cars is prohibited.

The free use of these sleepers is given to holders of second-class Montana and Pacific Coast tickets. Passengers can furnish their own bedding, or purchase an outfit of mattresses, blankets, pillows, and curtains, at an expense not to exceed \$3.00, either at the St. Paul Union Depot or on the train.

The Pullman Tourist Sleepers, operated by the Pullman Company, are fully equipped with every convenience. For further information see page 21.

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A CONDENSED DESCRIPTION

OF THE

Northern Pacific Railroad Lands,

THE FREE GOVERNMENT LANDS,

And including a brief description of the belt of highly productive country traversed by the Northern Pacific Railroad from Lake Superior to Puget Sound and the Pacific Ocean.

THE region covered by the Land Grant of the Northern Pacific Railroad stretches from Lake Superior to Puget Sound, on the Pacific coast, and lying on both sides of the Northern Pacific Railroad, is generally known as the "Northern Pacific Country." It embraces portions of Minnesota, North Dakota, Montana, Idaho, Washington, and Oregon, and presents a great variety of surface, soil, and natural productions. No portion of the United States now offers as favorable opportunities for settlement and new business enterprises. In no other section is there as much good Government land still open to homestead, pre-emption, and timber-culture claims, and large areas of desirable railroad lands for sale at low prices and on long time for payment. The climate is everywhere healthful and invigorating. The Northern Pacific Country offers, for the occupancy of settlers, millions of acres of rich agricultural land, immense areas of grazing land valuable for stock-raising, great tracts of fine timber land, extensive mineral districts where gold, silver, copper, and lead are profitably mined, and large deposits of coal and iron. This progressive Northwest region invites the farmer, the stock-raiser, the merchant, the lumberman, the miner, the tradesman, the professional man, the business man, the manufacturer and the capitalist.

MINNESOTA.

The Northern Pacific Railroad Company has over 1,350,000 acres of land for sale in the State of Minnesota, at prices ranging chiefly from \$4 to \$6 per acre, and the preferred stock of the Company is received at par in payment. There is considerable Government land open for entry. For about half the distance across the State, from the head of Lake Superior, the country traversed by the road is timbered. Land can be profitably cleared here and farms opened, the nearness to the markets and the value of the timber compensating for the cost of clearing. A beautiful region of rolling prairie interspersed with oak groves and belts of hardwood timber, and dotted with numerous lakes, comes next as we travel westward. This is called the "Lake Park Region." Beyond lies the level, fertile valley of the Red River of the North, which laps over into the eastern part of North Dakota, the Red River forming the boundary line between the northern portion of Minnesota and North Dakota. The country is well adapted for wheat-raising, dairying, general farming, and farm stock-raising.

NORTH DAKOTA.

The Northern Pacific Railroad traverses North Dakota from east to west for a distance of nearly 400 miles, with numerous branches to develop the country and facilitate settlement. The land grant embraces alternate mile square sections, for a distance of 50 miles on each side of the track, and a large part is still open for the settler's selection. The agricultural lands are sold at prices ranging chiefly from \$3 to \$6 per acre, grazing lands from \$1.25 to \$4 per acre, and on 5 and 10 years' credit to settlers. The railroad lands lying east of the Missouri River can be paid for with the preferred stock of the Company, which is received at par. The country is rolling prairie of almost uniform fertility. Beyond the Missouri River North Dakota country is somewhat broken with buttes and low ranges of hills. There is a large quantity of very productive and desirable Government land in North Dakota open for settlement, under the homestead, pre-emption, and timber-culture laws. There are about 20,000,000 acres of Government land granted as agricultural lands, and exclusive of lands in the Indian and Military Reservations, now open for entry in the States of North and South Dakota, of which 18,000,000 acres are located in North Dakota. In the extreme western part of the State the lands are unsuited for grazing purposes, and there are already large herds of cattle.

The Northern Pacific Railroad Company has over 12,000,000 acres of land for sale in Washington and Oregon, at prices ranging chiefly from \$2.60 to \$6 per acre for agricultural lands, and from \$1.25 to \$2.50 per acre for grazing lands, and on 5 and 10 years' credit, and there are large areas of unoccupied Government lands open for settlement. For information concerning lands in Idaho, Washington and Oregon, apply to PAUL SCHULTZ, General Agent, Tacoma, Washington, or to GEORGE W. BOARD, General Land Agent, St. Paul, Minn.

OREGON.

Oregon, like Washington, is divided into two climatic regions by the Cascade Mountains. The eastern section contains less agricultural land than Eastern Washington, and is in the main a stock-raising country. Horse-raising and sheep-herding are profitable industries. Much land, formerly wheat, in Western Oregon lies the fertile Willamette Valley, already well settled, and supporting many large towns. The wheat of all this section goes to Europe for a market by way of the Pacific coast. The unoccupied land west of the Cascade Range, adapted for farm-uses, is timbered land in the foot-hills.

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per acre. Oats, rye, barley, flax, and corn yield bountiful crops. All vegetables are produced, grow to large size, and are of fine flavor. The dryness of the atmosphere makes the winters in North Dakota much more agreeable than the changeable weather and the moist atmosphere of the East. The long muddy seasons experienced in the South are not encountered in North Dakota. Cool nights and constant breezes render the summers delightful. In the autumn the mild, pleasant weather usually lasts until about the first of December.

MONTANA.

The eastern and central part of Montana is a rolling plateau, broken by mountain spurs, and well watered by numerous streams. It is preeminently a grazing country, being covered with the nutritious bunch-grass, which cures itself in the summer months, and furnishes feed all winter. Stock-raising and wool-growing are very profitable industries. There is still plenty of room for new herds and flocks. The fertile valleys adapted to farming and dairying invite the settler. The mining districts and cattle ranches supply a ready market for grain and vegetables. Western Montana is largely covered by the numerous ranges and spurs of the Rocky Mountain system, but contains many attractive valleys, and is rich in minerals. There are extensive forests in Western Montana, belts of fine timber in Central Montana, and considerable timber scattered through Eastern Montana. The output of gold, silver, copper, and lead in 1888 was over \$40,487,266. Coal is abundant. Montana's climate is dry and bracing, and is modified by the influence of the warm "Chinook" wind. The Northern Pacific Railroad traverses the territory for a distance of nearly 800 miles. Montana offers many and varied opportunities to enterprise and industry. Its magnificent mountain scenery, lovely valleys, cold, clear streams, beautiful lakes, and large tracts of timber make it a delightful region for the resident, the hunter, the fisherman, and the sportsman. The Northern Pacific Railroad Company has over 1,750,000 acres of land for sale in Northern Idaho, and there are desirable Government lands open for entry.

NORTHERN IDAHO.

Northern Idaho is mainly a region of mountains and forests, with small prairies and narrow valleys available for farming settlement. It contains the famous Cœur d'Alene mining region. These mines are being steadily worked, and many of them are developing to be exceedingly rich. The mineral resources of this region include quartz leads as well as placer deposits, and invite development. The Bitter Root and Cœur d'Alene Mountains, and bordering closely on Eastern Washington, is a rich agricultural district consisting of rolling uplands, covered with bunch-grass, and highly productive. The climate is mild and healthy, and the near mountains afford abundant timber for building, fencing, and fuel. The Northern Pacific Railroad Company has about 1,750,000 acres of land for sale in Northern Idaho, and there are desirable Government lands open for entry.

WASHINGTON.

This State is sometimes called the Pennsylvania of the Pacific coast, because of its varied natural resources. It possesses, like Pennsylvania, large agricultural areas, great stores of coal and iron, vast forests, and an open highway to the sea for commerce. The Cascade Mountains divide it into two natural divisions, each having distinct climatic peculiarities. The climate is notably agreeable. The Cascade Mountains are chiefly a plains country, well grassed, and large portions of it are highly fertile. The railroad in passing through Washington shows the traveler hardly anything of its agricultural resources, the line running for most of the distance in Eastern Washington through deep coulees, and the Western Washington country lies on both sides of the track, stretching away to the south and the north. Wheat is the principal crop. All the grains and fruits of temperate latitude flourish. In Central Washington, the Yakima Valley, through which the Cascade Division of the Northern Pacific passes, is attracting some portion of this section requires irrigation. All of it is valuable for grazing. Western Washington, comprising the Puget Sound country, is a large settlement area, and the most important industry. Agriculture is the most important industry. Coal is mined in large quantities. The mountains are in numerous rich valleys running back from the Sound to the coast. The most productive hop districts in the world are in these valleys. Fortunes have been made from little patches of hops during the past few years. The climate of this region is very equable. The winters are rainy and very mild, the summers cool and delightful. The weather the year round closely resembles that of the south of England.

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This is a detailed historical map of the Northwest Territories and Yukon, showing the railway route from Vancouver to Dawson City. The map includes geographical features like mountains, rivers, and lakes, as well as administrative boundaries and place names. The railway line is highlighted in orange, starting from Vancouver and extending eastwards through the territories. Key locations marked include Vancouver, Kamloops, Kelowna, Vernon, Prince George, and Dawson City. The map also shows the borders of British Columbia, Alberta, and Saskatchewan, and the Yukon River. The railway route is shown as a solid orange line, with branches to various locations. The map is oriented with North at the top.



**POINTS
CONTIGUOUS TO
NORTHERN
PACIFIC
RAILROAD
AND
CONNECTIONS.**

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