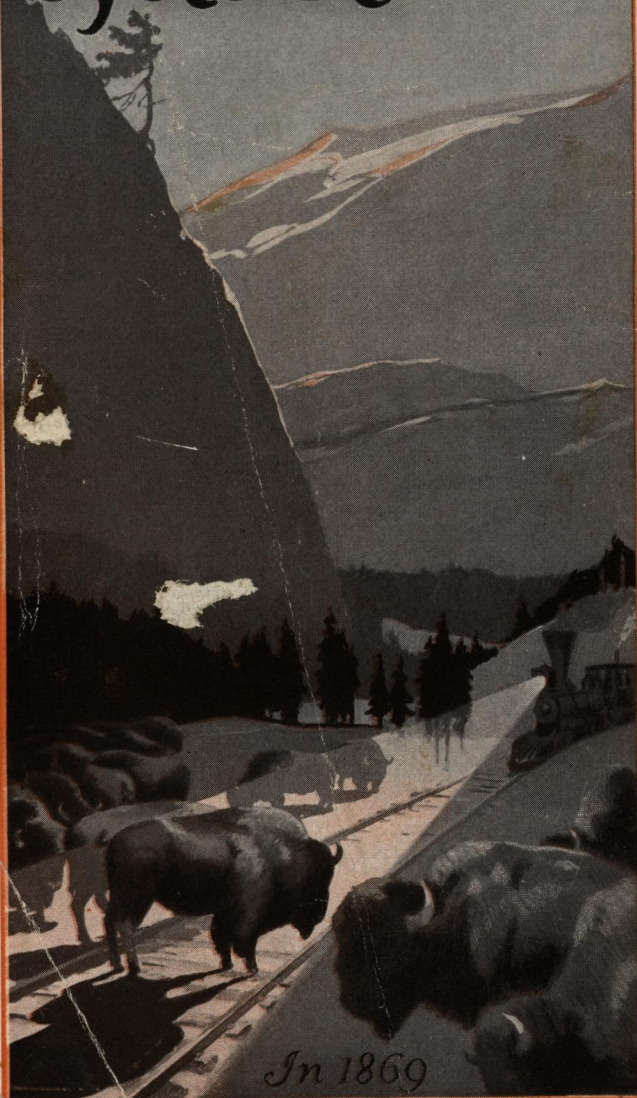


Along the Union Pacific System



In 1869

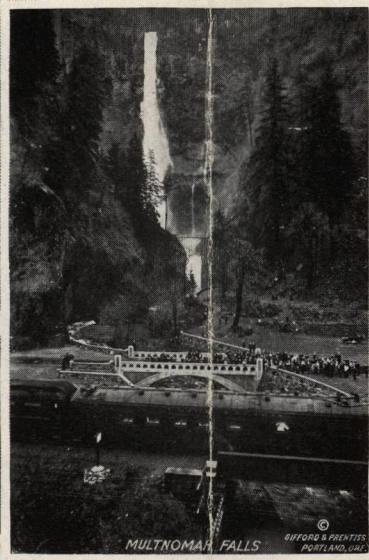
Along the Union Pacific System



Today



MT. RAINIER

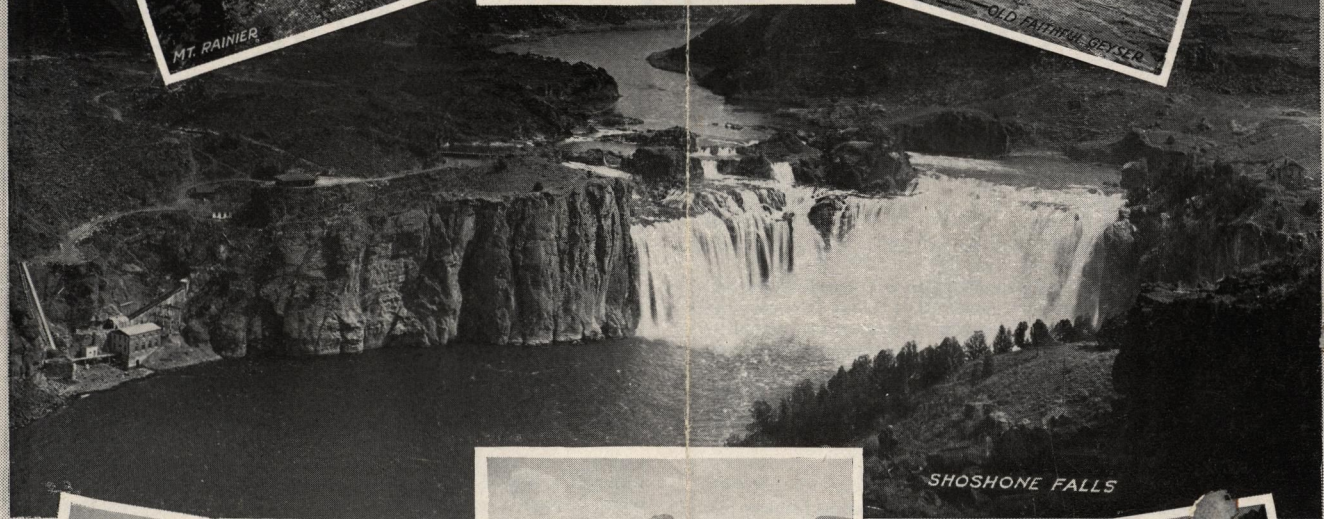


MULTNOMAH FALLS

©
RUFFORD & PRENTISS
PORTLAND, ORE.



OLD FAITHFUL GEYSER



SHOSHONE FALLS



WEBER CANYON



LONGS PEAK



OGDEN CANYON



LINCOLN MONUMENT, COUNCIL BLUFFS, IA.

OMAHA, FROM CITY NATIONAL BANK BLDG.

UNION STATION, OMAHA

The Overland Trail and the Union Pacific Railroad

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

The Oregon Trail (its early name) was one of the most remarkable natural highways known to history. No engineer examined its course, determined its grades and curves, marked its fords, built bridges, or surveyed its mountain passes. Originated for civilization by daring traders and trappers, it came into existence because it was needed not so much, at that time, as a trade route, but as a route for the emigration of an adventurous and enterprising people. Father DeSmet, the Belgian priest, traversed it in 1851 and pronounced it, although unimproved by man, one of the finest highways in the world.

EARLY EXPLORATION

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



Lewis and Clark

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

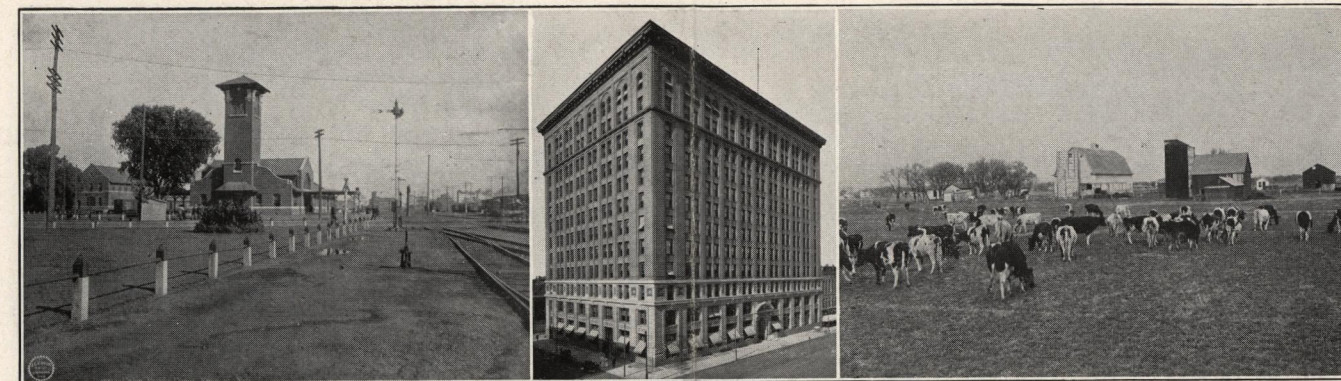
Laramie was built in 1833; Fort Hall, near the present site of Pocatello, Ida., in 1834; and Fort Bridger in 1843; for many years, these, with Fort Boise, were the only stations between the Missouri River and Fort Vancouver, near the mouth of the Columbia.

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

EARLY TRANSPORTATION

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

In 1861, Ben Holladay's famous Overland Stage Line was established between St. Joseph, Mo., then the westernmost railway terminus, and Sacramento, Cal., by way of Fort Kearney, Fort Laramie, Fort Bridger, Salt Lake City, Carson City, and Placerville, a distance of 1,900 miles. Holladay's equipment consisted of 100 Concord coaches and 2,700 horses and mules; the journey required 18 days. Passenger fare from Missouri River to Denver was \$75.00; to Salt Lake City, \$150.00; to California, \$225.00; and these were raised during the Civil War. The demand for quicker time, particularly for the mails, led to the organization of the Pony Express, which carried letters to California in 10 days. Eighty expert riders and 500 fast ponies were con-



UNION PACIFIC DEPOT AT FREMONT, NEB.

UNION PACIFIC HEADQUARTERS BUILDING, OMAHA

DAIRYING SCENE AT CENTRAL CITY, NEB.

tinuously engaged; the daring mail carriers rode light, bearing only mail pouch, bowie knife, and revolver, and they traveled 250 miles a day. Subject to frequent Indian attacks as they were, there was but one mail bag lost during the entire history of the service.

THE UNION PACIFIC RAILROAD

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

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

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

Even after the Union Pacific was completed, the driving of immense herds of cattle from the Southwest to Nebraska and Wyoming made Ogallala, Neb., Cheyenne, Wyo., and Ellsworth and Hays City, Kans., rendezvous for cowboys; saloon, dance hall, faro bank, and roulette wheel again flourished, night was disregarded, and shooting affrays attracted little attention. For a time

the buffalo continued to roam the plains in such numbers that trains were sometimes delayed for hours while a herd crossed the tracks.

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

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

COUNCIL BLUFFS AND OMAHA TO SALT LAKE CITY

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

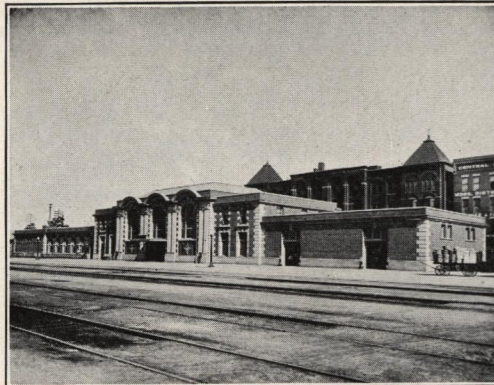
COUNCIL BLUFFS, IOWA—Elevation, 980; population, 36,162. The eastern terminus of the Union Pacific R. R. was established at Council Bluffs by decree of President Lincoln, March 7, 1864, and this required the railroad company to bridge the Missouri River, in those days an engineering achievement of first magnitude. The first bridge was completed in 1872; a double-track structure replaced it in 1886; in December, 1916, during the course of an hour and without disturbance to traffic, the present new million-dollar steel bridge was transferred from the temporary support where it was built to the permanent piers.

According to tradition the bluffs upon which the town is situated were used during several centuries for Indian powwows; Lewis and Clark held their historic council with the Otoe tribe, in 1804, upon similar bluffs some 20 miles to the north. Trading posts were established in the vicinity in 1807, and in 1819 the first steamboat, the Western Engineer, carrying a part of Maj. Long's exploring expedition, ascended the Missouri to Council Bluffs. The Mormons came in 1846 and created a settlement called Kanesville, which was gradually abandoned for Salt Lake City. During the rush to the California gold field in 1849-50, Council Bluffs was an important outfitting point.

Chiefly a railroad town, it has large



Building the UP under fire



STATION AT NORTH PLATTE



CORN FIELD



HOG RAISING, NORTH PLATTE VALLEY

repair shops; among its manufactures are brick, tile, carriages, wagons, and particularly agricultural implements, for which it is one of the largest distributing centers in the world. It has 8 big grain elevators, a fine public library and a school for the deaf; Lake Manawa, an attractive summer resort, is 3 miles south.

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

NEBRASKA—Area, 77,520 square miles; population, 1,295,502. Primarily an agricultural state, Nebraska lies mainly on the Great Plains which rise within her borders, at an average of 8 feet to the mile, from 842 feet along the Missouri River in the southeast to 4,849 feet in the northwest. The dominant character of three-fourths of the state's area is that of an undulating prairie whose soil is a black or brown alluvium underlain by a thick stratum of loess clay. More native grasses grow in Nebraska than any other state and most of them are valuable for forage; her prairies support 64 species of native trees and a rich flora including many beautiful wild flowers. Clay, limestone, and potash are the principal minerals of commercial value.

Farming, with the exception of a million acres in the western part of the state, is carried on without irrigation. The average annual precipitation is 23.84 inches and there is an abundance of underground water; 46 per cent of the rainfall occurs in the growing months. In the production of beef, pork, wheat and corn per unit of population, Nebraska ranks first. Gauged according to total production, the state stands first in alfalfa; second in hay; third in beef-cattle and butter; fourth in wheat and live stock; fifth in corn, oats, hogs and beet sugar; and ninth in the value of all crops, which total \$750,000,000. Corn is the most valuable crop.

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

Coronado, searching for Gran Quivira in 1541, is alleged to have been the first white man to enter Nebraska. French traders came in 1700; the first authentic exploration was made by the brothers Mallet in 1739, and French influence continued to dominate even after the region was ceded to Spain in 1762. The Louisiana Purchase in 1803 brought Nebraska into the American Republic, first as part of the territory of Indiana, then of Louisiana, and later of Missouri; government exploring parties under Lewis and Clark, Maj. Long, and Gen. Fremont visited the region in 1804, 1819, and 1842, respectively. Manuel Lisa, a Spaniard, was the foremost trader and the leading personality from 1807 to 1820, and until 1854 the annals of the fur traders were the history



President Lincoln and General Dodge, Council Bluffs, 1859

of Nebraska. On Lisa's first voyage up the Missouri in 1807, he met John Colter descending the Platte alone in a small boat after his discovery of Yellowstone Park, and attached him to his party. During the war of 1812, because of his profound understanding of Indian character, Lisa was commissioned to hold the trans-Missouri tribes loyal to the Republic, a task which he performed with conspicuous success. In 1820, Ft. Atkinson, then the westernmost U. S. Army post, was established 16 miles north of Omaha; in 1832, the American Fur Company maintained regular steamboat navigation on the Missouri. The Oregon, California and Denver trails, which crossed the state, began, in 1844, to bring a growing tide of immigration to the valley of the Platte.

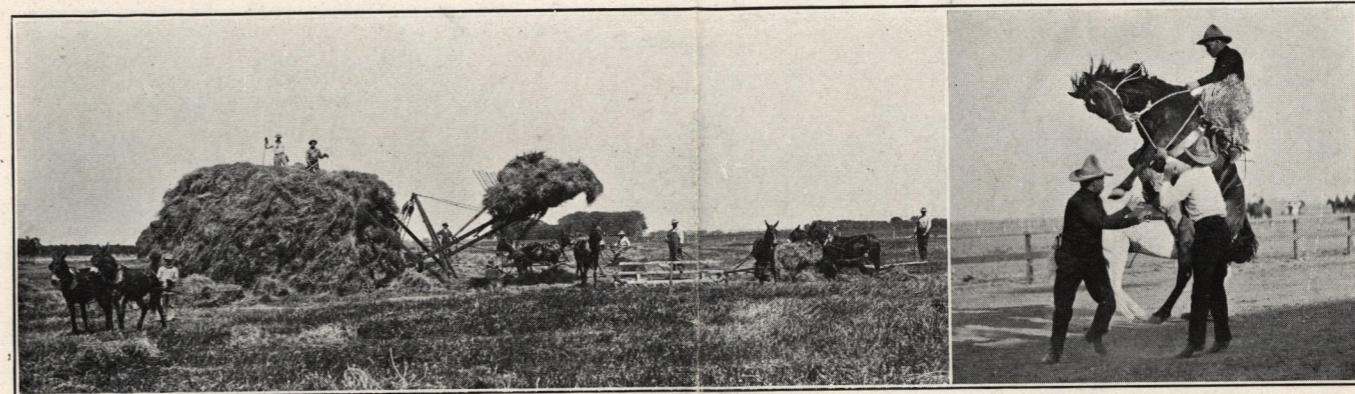
Early explorers found eastern Nebraska occupied by the Otoe, Omaha, and Ponca tribes; the central part of the state was claimed by the Pawnees, who displayed the greatest advance in cultural arts, music, and folklore; the Cheyennes and Arapahoes ranged the southwest; the Brule and Ogallala Sioux, the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

Nebraska became a territory in 1854, a state in 1867.

OMAHA, NEB.—Elevation, 1,024; population, 191,601. Omaha was named for the Omaha Indians, one of the tribes with which Lewis and Clark held conference in August, 1804. The first trading post was probably erected during 1805 at Bellevue by Crooks and McLellan. A trading post was established in 1807, where Ft. Calhoun now stands, and in 1820, a U. S. Army post, Ft. Atkinson, was erected at the same place; Ft. Lisa was built in 1812 and Cabanne's post about 1822, by fur-trading companies, and many other trading posts were erected in the vicinity during the next decade. The vanguard of the Mormon exodus crossed the Missouri in 1846, and those pioneers continued to pass westward while the heavy immigration to California was in progress, in 1849-50. In 1854, land was ceded by the Indians, permanent settlers arrived, and the first buildings were erected. Ground was broken at Omaha on December 2, 1863, for the construction of the Union Pacific R. R. and on May 10, 1869, at Promontory, Utah, the completion of the first trans-continental railroad was proclaimed.

Omaha now has an area of 28 square miles. It has 19 public parks connected by a boulevard system 35 miles long; a municipal water system valued at \$8,000,000; a public library; two imposing cathedrals and 125 churches; 56 schools, including one of the finest high school buildings in America; and three universities. The headquarters of the U. S. Military Department of the Missouri is at Omaha. Notable among the handsome buildings in the business district are the Federal Building, the Douglas County Court House, the City Hall, the Municipal Auditorium, the First National, Omaha National, and City National Bank Buildings, the Woodmen Building and the Union Pacific Headquarters.

In addition to the Union Pacific, which maintains shops and general offices, eight railroads enter Omaha. The most important industries are meat packing, smelting and refining, milling grain, and manufacturing dairy products. Omaha ranks first in butter production and the smelting of lead ores; second as a hog and corn market; third as a meat packing, live stock, and agricultural implement center; fifth in receipt of oats, sixth in receipt of wheat. A carnival called "The Festival of Ak-sar-ben" is held in Omaha every autumn.



PUTTING UP ALFALFA IN WESTERN NEBRASKA

MAIN LINE—OMAHA TO OGDEN

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

WATERLOO, NEB.—Elevation, 1,124; population, 431. At Waterloo the Union Pacific crosses the Elkhorn River, which flows along the bottom lands of the Platte, where large quantities of garden seeds are produced. Valley (elevation, 1,139; population, 764), ships wheat and corn; three miles west of the station the traveler obtains a clear view of the Platte River, to the southward.

LINCOLN, NEB.—Elevation, 1,167; population, 54,948. Lincoln (58 miles south of Valley on a branch of the Union Pacific), the capital of the state and a modern city with 83 miles of paved streets, half a dozen parks, five large hotels, and a municipal water-works and lighting plant, is an important manufacturing and jobbing center; among its products are: butter, paint, brooms, leather goods, corsets, silos, and gasoline engines; it is a distributing market for large quantities of fruit, groceries, seeds, farm machinery, and poultry, and for large numbers of thoroughbred horses. State institutions at Lincoln are: The Capitol, the State Fair Grounds, the University of Nebraska, the Orthopedic Hospital, the Hospital for Insane, and the Penitentiary. Other notable public buildings are: the Public Library, City Hall, County Court House, and the Federal Building. The city ranks high as an educational center, having altogether ten colleges and technical schools and a college population of 11,000.

FREMONT, NEB.—Elevation, 1,196; population, 9,605. A monument of red granite beside the station at Fremont marks the course of the Overland trail; the town was named for Gen. Fremont, "the Pathfinder." It has water-works, gas-works, and electric lighting plant, a Carnegie Library, creameries, candy and canning factories, iron works, grain elevators, packing plants, and stock feeding yards. The chief industries in the adjacent territory are growing grain and raising live stock; Fremont is an important market for horses, cattle, sheep, and swine.

COLUMBUS, NEB.—Elevation, 1,444; population, 5,410. Before the Union Pacific was built, Columbus was the most important Nebraska town west of Omaha; it marked the frontier, beyond which were few settlers, and its commercial life depended upon trade with overland wagon trains. Today, Columbus has all the conveniences of the modern town, and, in addition, a Roman Catholic Academy, creameries, flour mills, and large grain elevators; the principal products shipped are eggs, live stock, and grain.

GRAND ISLAND, NEB.—Elevation, 1,861; population, 13,960. The city was named after an island in the Platte River, where, in 1856, Col. Stuart and a detachment of cavalry attacked and killed ten of a band of Cheyenne Indians in reprisal for firing on a mail carrier. The first settlement was made in 1857 by a party of Germans from Davenport, Iowa. It is situated on a typical stretch of the Great Plains, which rise so gradually to the westward that they seem perfectly level; herds of buffalo roamed the vicinity until 1873. Grand Island is a Union Pacific division point, where extensive shops are maintained, and is an important commercial center, with paved streets, water-works, gas and electric light plants, large jobbing houses, grain elevators, flour mills, creameries, factories making ice, bricks, brooms, candy, wire fences, windmills, machinery, chemicals, cement, and stock food; one of the most important industries is the production of beet sugar. Grand Island is one of the great horse and mule markets of the world, and the stock yards ship many thousands of cattle each year. The surrounding country produces hay, grains, and sugar beets.

WOOD RIVER, NEB.—Elevation, 1,963; population, 820. Chief industries, farming and stock raising. Here, the Union Pacific tracks pass through the middle of the Platte River Valley, which is 22 miles wide, and run for long distances in lines that are nearly straight; one of these carelessness stretches is 40 miles long. In the early days, the banks of the Platte were well timbered, but the wagon trains and the railroad builders exhausted the supply.

KEARNEY, NEB.—Elevation, 2,146; population, 7,702. Historic Ft. Kearney, established in 1858 for the protection of the Overland Route, was situated south of the Platte, about 4 miles east of the present townsite. Before the Union Pacific was built, it became one of the most important stations on the Oregon Trail, as all routes from Missouri River towns, between Kansas City and Omaha, converged there. During the construction of the railroad, Kearney was the point at which serious Indian warfare began; every mile of road westward was surveyed and built under military protection furnished Gen. Dodge, the chief engineer, by Generals Grant and Sherman. Desperate encounters and daring exploits were so frequent that the bare facts are more thrilling than the most lurid fiction on Indian warfare. Ft. Kearney was the headquarters of Maj. North, who mustered four companies of Pawnees into the service of the United States, and used them effectively against their hereditary enemies, the Cheyennes and the Sioux.

Kearney is now an attractive modern town, with gas, electric lights, three parks, a water system, and irrigation canals. It has a County Court House; Federal Building; public library; opera house; Kearney Military School;





DIGGING SHERMAN GRAVEL, BUFORD, WYO.

ELK MOUNTAIN, WYOMING

GREEN RIVER, WYOMING

State Normal School; grain elevators, foundries, canning factories, bottling works and flour and alfalfa-meal mills. It was here that alfalfa was first raised without irrigation. The chief products shipped are corn, wheat, alfalfa, potatoes, and live stock.

LEXINGTON, NEB.—Elevation, 2,387; population, 2,327. Between Kearney and Lexington the land produces corn, wheat, rye, oats, potatoes, sugar beets, and alfalfa. Lexington, a town with electric lights, a public library, grain elevator, and flour mills, and formerly called Plum Creek, was the scene of numerous Indian attacks during the construction of the Union Pacific; in one of these, a freight train and its crew were captured, and promptly retaken by the railroad forces. In 1867, a band of Cheyennes under Chief Turkey Leg wrecked a train near Plum Creek, killed engineer and fireman, plundered the cars, tied bolts of bright cloths to their horses' tails, and galloped away across the prairies. Maj. North and his Pawnees overtook the marauders, killed fifteen and captured the nephew of Turkey Leg. While the Indians soon overcame their awe of the first locomotives, it was some time before they molested the telegraph wires, which they reverently regarded as instruments of the Great Spirit for talking "medicine."

Elm Creek, between Kearney and Lexington, was, in 1868, the scene of the massacre of five section men by Sioux led by Chief Two Strikes. At Willow Island, in January, 1872, Grand Duke Alexis of Russia, escorted by Generals Sheridan and Custer and "Buffalo Bill" Cody, started on a buffalo hunt during which the Russian displayed marked skill and daring.

GOETHENBURG, NEB.—Elevation, 2,559; population, 1,754. Gothenburg is an enterprising town with electric lights, a water system, grain elevators, flour mills, and a public library, and is a shipping point for grain, hay, flour, and live stock. Just before reaching the station the train crosses a large irrigation canal, the first of many that may be observed farther west; hereabouts, the sand-hill region begins, and the broken character of the land may be noted, to the south of the river.

NORTH PLATTE, NEB.—Elevation, 2,800; population, 10,466. During the winter of 1866-7, when the terminus of the Union Pacific was at North Platte, the town had 1,000 buildings and a temporary population of 5,000; for a short time it was "wide open;" every form of license, and even of lawlessness, was tolerated until a Vigilance Committee undertook to restore order by the swift, relentless method of capturing desperadoes red-handed and allowing them a few minutes for repentance at the end of a rope. Two companies of soldiers were maintained there, although no serious Indian attack was ever made on the town. For many years, North Platte was the home of "Buffalo Bill" Cody. It is now a modern city having electric lights, a



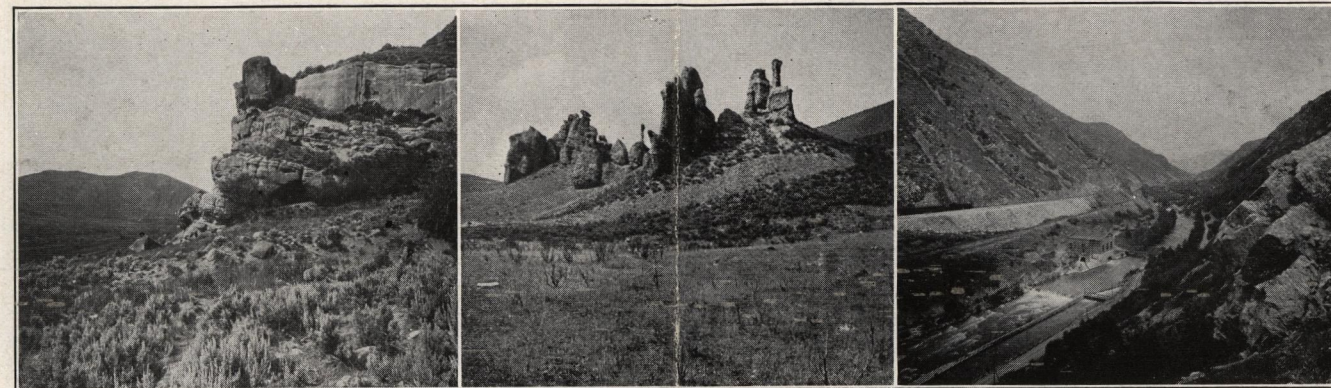
Grand Duke Alexis shooting Buffalo, 1872

Carnegie Library, municipal water-works, grain elevators, flour mills, bottling works, a United States Land Office, and Weather Bureau, and a State Experiment Farm. It is a Union Pacific division point, where extensive shops and one of the largest icing plants in the United States are maintained; more than 10,000 cars are iced annually at this plant, which may be seen on the left as the westbound train leaves the station. North Platte is the shipping point for a spacious irrigated district (the oldest in Nebraska), which produces vast quantities of wheat, sugar beets, and alfalfa; much live stock is raised and fattened in the vicinity. Just east of the town is the junction of the North and South Platte Rivers; the flow of the former averages about 3,500 cubic feet a second, while the latter is dry except in flood season, because of diversion into irrigation canals farther west.

OGALLALA, NEB.—Elevation, 3,211; population, 1,062. Ogallala, which means "throwing at," is the name of a tribe of Sioux Indians. The town is situated beside the river, at the foot of bluffs of sand and gravel which contain fossil bones of extinct mammals. Near Ogallala, in 1870, a band of Indians attempted to wreck a train by driving their ponies in front of the locomotive; a score of ponies were killed and the savages acquired a new respect for the "smoke wagon." Ogallala was at one time a terminus of the great Texas cattle trail and a gathering place for cowboys, who fought, drank, and gambled in the spectacular fashion then prevalent in the West. In 1875, sixty thousand cattle were driven to Ogallala for distribution.

BRULE, NEB.—Elevation, 3,286; population, 456. Brule was named for a Sioux tribe to whom the French fur traders applied the term "brule" (burnt) because their painted faces produced that impression. Spotted Tail was chief of the tribe and he, with Red Cloud, chief of the Ogallala Sioux, was at one time able to muster 10,000 warriors. Four miles west of the town is California Hill, where a branch of the Overland Trail crossed from the South Platte to the North Platte at Ash Hollow. Brule is a shipping point for wheat, hogs, and cattle. Big Springs, Neb. (elevation, 3,367; population, 408). Named from the large springs that issue from the bluffs north of the station; ships wheat, corn, barley, and millet. About eight miles west of the station the Union Pacific turns southward into Colorado, where it runs for ten miles before returning to Nebraska.

JULESBURG, COLO.—Elevation, 3,465; population, 1,320. Julesburg, named after an agent of the Overland Stage Line killed by J. A. Slade, a notorious desperado whose career is described by Mark Twain in "Roughing It," has as thrilling a history as any town on the western plains. Its site has been changed four times; the original town, sacked and burned by Indians in 1865, was opposite the mouth of Lodgepole Creek, south of the Platte; the Julesburg of 1867, where the village of Weir now stands, was a terminus of the Union Pacific Railroad with a population of 7,000. During this period desperadoes were temporarily in power, and only the man quick with his gun was respected. Early immigrants to California and Oregon usually crossed the South Platte at Julesburg, whence several routes led across the mountains, and the town became an important supply depot on the Overland Stage Line. In 1875, an attack was made upon the fort by 1,000 Sioux and Cheyennes, when Capt. O'Brien, with but one company of cavalry and two



ECHO CANYON, NEAR EMORY, UTAH

WITCHES ROCK, NEAR ECHO, UTAH

SCENE IN WEBER CANYON, UTAH

pieces of artillery, after suffering heavy losses, repulsed the savages. In those early days this region was a part of the range of immense herds of buffalo.

Julesburg is now a busy county seat with a water system, electric lights, grain elevators, and stores that supply a large territory; the chief products shipped are sugar beets, grain, and live stock.

SIDNEY, NEB.—Elevation, 4,090; population, 2,852. In 1868, Fort Sidney was established at this point, and continued until 1894; Indian attacks were frequent during the early operation of the Union Pacific and several section hands were killed by arrows. The stream valley is bounded by prominent bluffs of limestone in which the fossil bones of camels and mastodons have been found; the adjacent table-lands were favorite hunting grounds of the Sioux and the Pawnees. In 1867, Sidney was the terminus of the Union Pacific and the lawless element from North Platte moved in for a brief domination. During the gold-mining rush to that region, it was the starting point of a stage line to the Black Hills. The town has grain elevators, a court house, and a city hall; the chief products shipped are wheat, potatoes, and live stock. Just before entering Pine Bluffs, a stone monument marking the boundary between Nebraska and Wyoming may be seen to the north of the track.

WYOMING—Area, 97,594 square miles; population, 194,402. Most of the state lies in the Great Plains region, which consists of flat or gently rolling uplands from 5,000 to 7,000 feet in elevation, with occasional eroded buttes and mesas rising in picturesque prominence. The Rocky Mountain System crosses Wyoming from southeast to northwest, with a distinct break, in the form of a broad, relatively low pass, near the southern boundary, through which the tracks of the Union Pacific are laid. In the west and northwest, among the Teton Mountains and in the wonderland of Yellowstone National Park, the finest mountain scenery is to be found.

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

Since the average annual precipitation is but 12.5 inches, agriculture is carried on by irrigation and by dry-farming. The principal crops are hay, oats, wheat, potatoes, and barley; the growing of sugar beets is increasing and there are now three sugar factories in the state.

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

In Wyoming may be found more big game than in any other section of the United States; the Jackson Lake region south of Yellowstone Park, is a

famous hunting ground. Virginia deer, coyotes, and wolves inhabit the plains; in the mountains are elk, moose, blacktail deer, antelope, mountain sheep, bears, pumas, lynxes, wolverenes, and many lesser animals. There is a great variety of game birds in the state, and the lakes and streams are well stocked with rainbow and native trout.

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

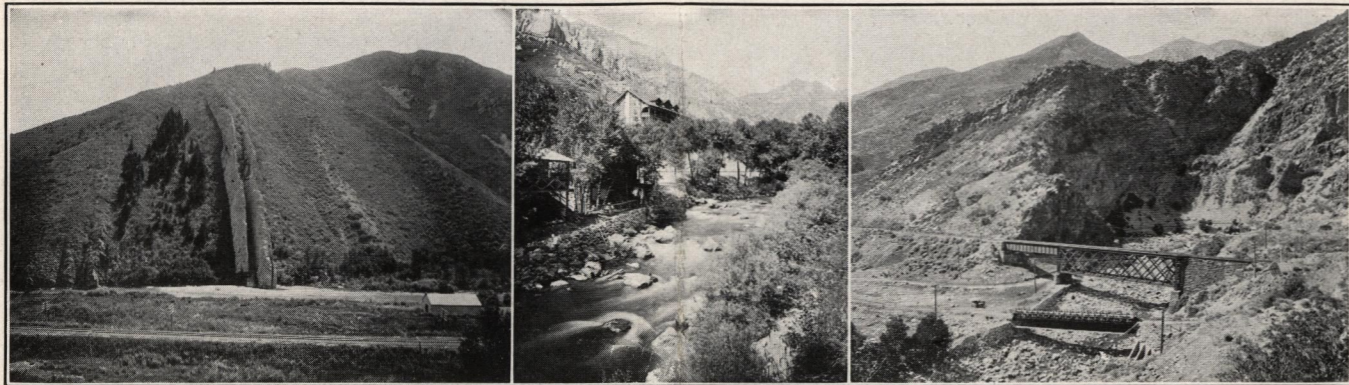
PINE BLUFFS, WYO.—Elevation, 5,043; population, 618. Pine Bluffs, the first town on the Union Pacific in Wyoming, was named from the stunted pines on the limestone bluffs bordering Lodgepole Creek. A much traveled Indian trail used to pass this point, and there were a number of attacks during the building of the railroad. The chief products shipped are wheat, potatoes, and live stock. At Hillsdale, named after L. L. Hills, a Union Pacific surveyor killed by Indians, the Rocky Mountains first come into view; the dark crests of the Laramie Range are visible in the west, and to the south, some 60 miles distant, the snowy summits of Longs and other lofty peaks of the Front Range may be seen in clear weather.

CHEYENNE, WYO.—Elevation, 6,058; population, 13,829. Cheyenne, named by Gen. Dodge after the Indian tribe, sprang into prominence when it became the terminus of the Union Pacific during the winter of 1867-8; within a few months it had a population of 6,000. When the town was six months old, the favorite pastimes of drinking whiskey, gambling, robbery and shooting men as an appetizer for the next meal, were but slightly restrained. Then the patience of the law-abiding citizens became exhausted and "Judge Lynch" was invoked to restore order. There were no delays to the trials, no demurrers, no admission of pleas of insanity, and the juries never disagreed; after a year, the Vigilantes were no longer needed. Several Indian attacks were made on the parties surveying and constructing the Union Pacific; the first burials in the graveyard of the future city were those of two members of a Mormon grading outfit killed by the Cheyennes.

Cheyenne, now a handsome modern city, was the first city in the United States to be lighted by electricity. The State Capitol is there; among other notable public buildings are: the Federal Building, Elks' Home, Carnegie Library, and the Masonic Temple. The Union Pacific maintains large shops; and there are creameries, canneries, packing and ice plants, a brick factory, planing and flour mills, and a grain elevator. Stock raising is the principal industry in the surrounding country and large numbers of beef-cattle and



Attacking a Stage Coach



DEVIL'S SLIDE, UTAH

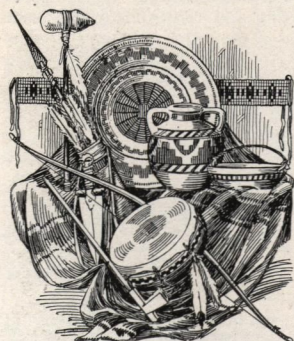
THE HERMITAGE, OGDEN CANYON

DEVIL'S GATE BRIDGE, NEAR GATEWAY, UTAH

sheep are shipped to eastern markets. Three miles northwest of the city (visible from the train), is Fort D. A. Russell, established in 1867, an important army post with buildings and equipment valued at more than \$7,000,000; during the war the post was greatly expanded and improved. Many of the picturesque features of Cheyenne's early history are reproduced annually at the "Frontier Days" celebration held during the latter part of July. Horse racing, broncho "busting," steer "bulldogging," roping and all the thrilling feats of horsemanship of which the cowboy is master, together with Indian dances, make up the program.

Near Otto, imposing views may be had of the Front Range of the Rockies, directly south; to the northward, the foothills of the Laramie Range may be seen. The train is now close to the mountains and, since leaving Omaha, has ascended more than a mile. At Granite Canyon (elevation, 7,312) are quarries, lime kilns, and springs of exceptionally pure water; there is excellent trout fishing in the nearby streams. At Buford (elevation, 7,858) is quarried the famous Sherman granite which forms the dustless and resilient ballast used upon the roadbed of the Union Pacific. The character of this granite may be observed in the deep cuts and on the immense embankments across the valleys.

SHERMAN, WYO.—Elevation, 8,009. Sherman, named in honor of Gen. W. T. Sherman, is the highest point on the Union Pacific; striking views of the Rockies may be obtained to the southward; the original line across this relatively flat summit of the Laramie Mountains lay two miles to the north and was 237 feet higher than the route now used; on the old line stands an impressive stone monument to Oakes and Oliver Ames, the two financiers whose energy and foresight contributed so much to the speedy construction of the Union Pacific. The scene hereabouts, a high and rugged upland with bold rock masses often eroded into fantastic shapes, is primitive and picturesque. Dale Creek (elevation, 7,918) was once the site of a famous bridge 650 feet long and 135 feet high; the new line, a notable feat of engineering, avoids the necessity for using a bridge.



Indian Weapons and Utensils

HERMOSA, WYO.—Elevation, 7,862; population, 150. Just before reaching Hermosa the train passes through a tunnel 1,800 feet long. Fine panoramas of the distant mountains continue in view. There, the road enters the Laramie Basin, a hollow, mountain-rimmed upland between the Laramie and Medicine Bow Ranges. In the vicinity are many bizarre monuments eroded from the red sandstone into shapes that generally suggest mushrooms, parasols, or hour-glasses. There is excellent trout fishing in the streams and the hunter of big game may find wolves, mountain lions, deer, and bears. Two cavalrymen,

while guarding an Overland Stage Station that once stood near Hermosa, were killed by Indians, in 1865. From a point about a mile west of Hermosa the Union Pacific has two lines to Laramie; westbound trains run via Red Buttes, eastbound, via Forelle and Colores. Red Buttes takes its name from the grotesque sandstone columns in the vicinity, and similar formations may be observed in the vicinity of Colores, on the eastbound track.

LARAMIE, WYO.—Elevation, 7,145; population, 6,301. Famous Fort Laramie, about 85 miles northeast of the city, was founded in 1834 by fur traders. River, fort and city were named after a French trader, Jacques La Ramie, who was drowned in Laramie River in 1821. The military post established later for the protection of the Laramie Plains, was Fort Sanders, situated three miles south of the city; like all other Western army posts existing during the Indian wars, it had a thrilling history. The founding of Laramie by the Union Pacific, in 1868, was followed by a period of lawlessness and the reign of order was introduced in the accepted Western fashion—by summoning "Judge Lynch."

Laramie, on the Laramie River, is now an orderly and progressive city, with important manufacturing industries, and is the shipping center for large numbers of live stock. A million-dollar oil refinery, with immense storage tanks, has recently been built and another is under construction; the crude product comes from the fields south of Rock River through a 6-inch pipe line. The city has a water system, electric lights, a large plaster factory which obtains material from the nearby gypsite deposits, rolling mills, glass works, tanneries, planing mills, a brick factory, packing plant, spacious stock yards, and a fair ground; the Union Pacific maintains large machine shops. Among the notable public buildings are: the Federal Building, Carnegie Library, State Museum, and the University Buildings. Laramie is said to be the first place in America to impanel a jury of women (1869). In the Snowy Range, 40 miles west of Laramie (10 miles from Centennial, on the C. W. & E. Ry.) and easy of access, are more than a score of picturesque lakes teeming with trout. They lie near the timber line in Medicine Bow National Forest and offer excellent camping sites amid majestic mountain scenery. Good hunting may also be had in the vicinity of Laramie.

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

ROCK RIVER, WYO.—Elevation, 6,904; population, 281; is the center of a prosperous stock raising region; good hunting and fishing may be found in the vicinity. Twelve miles south is one of the important oil fields of Wyoming, with a daily production of approximately 4,000 barrels. Near Ridge (elevation, 6,692), occurs the Morrison formation, which contains the fossil bones of reptilian monsters, some of which were more than seventy feet long and 20 tons in weight; Como Bluff, where the bones of the largest dinosaurs have been found, may be seen directly north of Ridge. Medicine Bow (elevation, 6,560; population, 210) is a stock raising and wool producing community. The surrounding region was a favored rendezvous for the Indians.



WASATCH MOUNTAINS, FROM SALT LAKE CITY

SALT AIR BATHING BEACH, SALT LAKE CITY

MORMON TEMPLE, SALT LAKE CITY, UTAH

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

HANNA, WYO.—Elevation, 6,769; population, 1,700. Hanna is a coal-mining town with a daily output of 2,500 tons; it has a water system, electric lights and good hotels. The coal formations, which contain many fossil bones of dinosaurs and fresh water shells, were first observed by Fremont, in 1843. Extensive reconstruction work on the Union Pacific has been done near Hanna. Percy (elevation, 6,923), was named after a Union Pacific construction engineer, Col. Percy, killed by Indians after he had held them at bay with his rifle for three days. Here the train traverses a cut 65 feet deep and 1 1/2 miles long, through beds of coal, shale and sandstone. Elk Mountain, a famous landmark, at whose foot Fort Halleck stood during the Indian wars and furnished soldiers for many a thrilling skirmish, may be seen about 15 miles southward; a vast mass of granite, 7 miles in diameter at the base and 11,162 feet in height, it is the northern sentinel of the Medicine Bow Range, and its summit is usually draped with snow. It was upon the rocky shoulder of Elk Mountain that one of the tragedies of the first transcontinental air race occurred. The country hereabouts is extremely wild and rugged.

FORT STEELE, WYO.—Elevation, 6,506; population, 60. Fort Steele is the site of old Fort Steele, established to protect the builders of the Union Pacific; it was from that army post that the ill-fated force under Maj. Thornburg was sent to quell the Ute Indian uprising at Meeker, Colo., in 1877; the command was ambushed in the Colorado mountains, where 13 men were killed and 43 wounded. About three miles west of Fort Steele, there may still be found a few relics of one of those turbulent western towns that sprang up like mushrooms, and faded as quickly. Benton, Wyoming, now but a name, was once the terminus of the Union Pacific, with a population of 5,000; it earned wide notoriety as the most incandescent of "red hot" towns, and started a cemetery that soon displayed a hundred graves. Situated 3 miles from the Platte, water sold for ten cents a bucket; but, since very potent "tangle-foot" whiskey could be had for 25 cents a drink, water was purchased chiefly for horses. At Fort Steele, the train again crosses the North Platte River, from which it parted at North Platte, Nebraska, 384 miles to the eastward, and more than a mile and a quarter lower in elevation. Fort Steele ships sheep, ore, and timber cut from trees floated down the Platte from the mountains. North of the town may be seen the Rattlesnake Hills. In the distant north, from Grenville, the Seminoe and Ferris Mountains are visible.

RAWLINS, WYO.—Elevation, 6,741; population, 3,969. The town was named for Gen. Rawlins, Secretary of War under President Grant. It is the headquarters of extensive sheep, cattle, and mining interests and a railroad division point where the Union Pacific maintains machine shops. A fine quality of sandstone, which may be seen in the State Capitol and the Federal

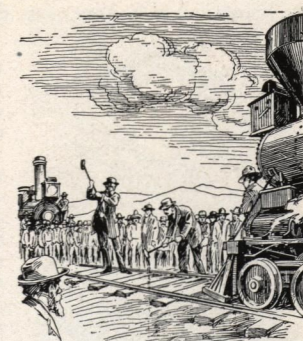
Building at Cheyenne, is quarried nearby. The region westward from Rawlins is rather desolate in appearance, yet many fortunes have been made thereabouts from sheep and wool.

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

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

POINT OF ROCKS, WYO.—Elevation, 6,503; population, 250. Point of Rocks was named from the light-colored sandstone cliffs, eroded in bizarre shapes and containing fossil oyster shells, that rise above the tracks, to the south; the chief industries are raising sheep and cattle and mining coal. About 65 miles to the north is South Pass, a famous crossing on the old Overland Trail.

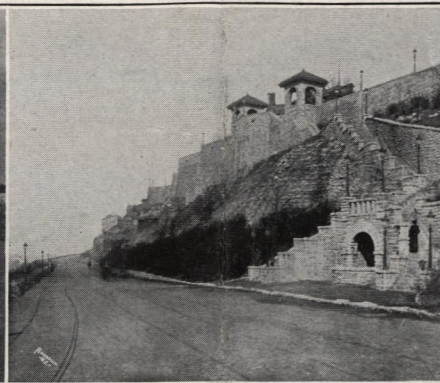
ROCK SPRINGS, WYO.—Elevation, 6,256; population, 6,456. At Rock Springs, named for large springs of saline water in the vicinity, is one of the most important groups of coalmines in the West; these mines have been worked since 1868, and their present production approximates three million tons yearly. The coal is a high grade of bituminous and occurs in upper Cretaceous strata in a series of beds ranging from 2 to 10 feet in thickness. Some of the mine openings may be seen to the north of the railroad as it approaches from the east. Rock Springs is also the center of an important stock raising region. The city has substantial business buildings and all of the conveniences of the modern town; the Wyoming General Hospital is situated there. Excellent fishing and big game hunting may be found 75 miles to the north.



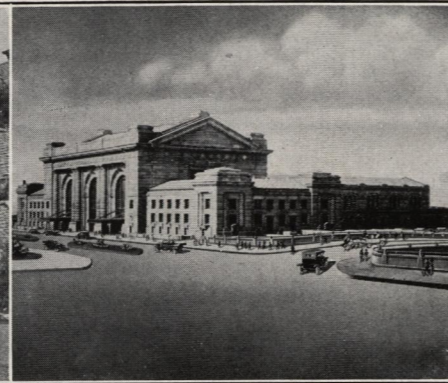
Driving the Golden Spike Promontory, Utah, May, 10, 1869



PAVILION, SWOPE PARK, KANSAS CITY, MO.



KERSEY COATS DRIVE, KANSAS CITY, MO.



UNION STATION, KANSAS CITY, MO.

GREEN RIVER, WYO.—Elevation, 6,077; population, 2,140. Sheep and cattle are the principal products of the surrounding territory; the town has a water system, electric lights, and a Carnegie Library; a large potash plant has recently been completed. The Union Pacific maintains shops and division headquarters at this point. Green River is situated on the river of the same name, beside bluffs eroded into striking forms resembling turrets, towers, fortresses, and castles, colored dark brown, dull yellow, and light green. The river derives its name from the fact that its bed is cut for some distance in the green shales, whose reflected color appears to tinge the water. The rocks that form the impressive monuments in the vicinity are rich in fossil fish, insects, and plants. West of Green River station the tracks of the Union Pacific have been realigned; in Fish Cut, rocks containing numbers of fossil fishes are exposed. The fantastically carved buttes continue in view for some distance.

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

From Granger (elevation, 6,279; population, 136), the Oregon Short Line R. R. runs northwestward to Pocatello, Idaho, whence its lines extend to Yellowstone National Park, Butte, Salt Lake City, and, in connection with the O-W-R. & N. Co., to Spokane, Portland, Tacoma, and Seattle. Before the Union Pacific was constructed, Granger was an important station on the Overland Trail. From points just west of the station the Uinta Mountains may be seen in the south. Church Buttes station was named from a peculiar eroded mass some ten miles to the southward, on the route of the Overland Trail; it stands in a region of fantastic domes, pinnacles, and fluted columns, where scientific exploring parties have found remarkable fossils. Bridger station was named for James Bridger, the noted trapper, and guide; the historic fort of the same name, situated about 12 miles to the eastward, on Blacks Fork, was erected by the Mormons on land where Bridger had established a trading post in 1843; there he lived for several years with his Shoshone Indian wife. In 1858, the fort became a United States army post, one of the most important in the West.



Jim Bridger

Originally the tracks of the Union Pacific westward from Leroy continued along Muddy Creek and crossed to the valley of Sulphur Creek; sharp curves and heavy grades led to the driving of the Aspen tunnel directly through the ridge between the stations, Aspen and Altamont; 5,900 feet in length and lined with cement, this tunnel is the longest on the Union Pacific R. R.

Between Leroy and Wasatch, cuts and fills are being widened for a distance of 40 miles. In the spring of 1921, when the construction work will have settled and hardened, second or double track will be laid. Ninety-two per cent of the main line between Omaha and Ogden will then be double track. On the old line stood the notorious town of Bear River City, which in 1868 had 2,000 inhabitants. In that year the lawless element became so bold that several pitched battles occurred between the desperadoes and the citizens; the jail was burned and its prisoners liberated. Thirty "bad" men were killed, however, and one hundred were wounded by the forces of order, who drove the survivors to other fields. The settlement faded and disappeared when the Union Pacific pushed westward.

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

EVANSTON, WYO.—Elevation, 6,739; population, 3,479. Evanston, founded in 1869, owes its importance to the growing farm acreage and the extensive live-stock interests in the vicinity, and to its coal mines; about 500 carloads each of coal and live stock are shipped annually. Evanston is a division terminal of the Union Pacific, which maintains large machine shops and an icing plant. The city has electric lights, a municipal water works, hotels, large mercantile establishments, a theatre, a public library, a handsome Federal building, flour mills, lumber yards, an ice factory, and a bottling works; the Wyoming Insane Asylum is situated here. Excellent hunting and fishing may be found in the adjacent mountains.

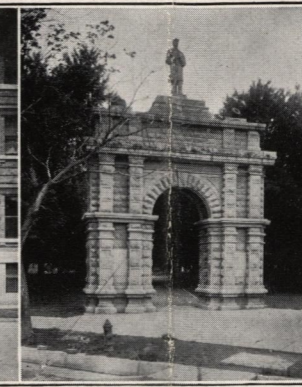
Six miles west of Evanston the Union Pacific crosses from Wyoming into Utah.

UTAH—Area, 82,184 square miles; population, 449,446. The eastern part of Utah lies upon the high plateaus, a region of broad, elevated mesas deeply eroded by canyons and narrow stream valleys. These plateaus attain elevations of 11,000 feet, and in the southern part of the state terminate in a series of giant terraces, colored pink, white, and vermilion, and magnificent in scenic effect. The western part of Utah lies within the Great Basin and consists of rugged mountain ranges trending north and south; rounded foothills; wide, gently sloping valleys; dashing streams; and lakes, both fresh and salt. The principal mountain ranges are the Uintas, extending east and west in the northeastern part of the state, and the Wasatch, extending north and south in the west central part, a rugged chain with majestic escarpments facing the west.

Utah has many natural wonders: Great Salt Lake, the briny residue of ancient Lake Bonneville, whose waters were once 850 feet deep where the Mormon Temple in Salt Lake City now stands; the three colossal natural bridges and the superb Rainbow arch in the southeastern National Monuments; and the magnificent painted gorge of Zion Canyon, in Zion National Park. Zion National Park, in addition to the incomparable canyon, has a host of towering peaks and buttes, colored with unearthly brilliance. The



SCENE IN TOPEKA, KANSAS



SOLDIERS AND SAILORS MONUMENT, JUNCTION CITY, KANSAS



AGRICULTURAL COLLEGE, MANHATTAN, KANSAS

Park may be reached during the season, approximately from May 15 to November 1, by regular automobile stages from Lund, Utah, on the Salt Lake Route, and arrangements may be made to continue down the great plateaus, through the Kaibab region, to the north rim of Grand Canyon. All of southern Utah, in fact, is a wonderland of deep, marvelously sculptured canyons, immense tinted cliffs, fantastic buttes, and unvisited cliff dwellings.

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

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

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

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

The latest figures available credit Utah with live stock as follows: Sheep, 2,089,000; cattle, 504,000; horses and mules, 148,000; swine, 112,000. The annual production of wool approximates 20,000,000 pounds.

The most important manufactures are beet sugar and flour.

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

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

ECHO CANYON—Near Castle Rock the walls on the north side of the gorge have the form of a castellated tower, and as the train descends, the

red and yellow cliffs of shale, sandstone, and conglomerate, twisted, split and carved into vague semblances of many familiar objects, and often indented by small hollows where swallows make their nests, grow higher and higher. West of Emory, where the eroded walls rise more than a thousand feet above the tracks, the canyon has a high degree of picturesque grandeur; spires, domes, pyramids, and great wedges, together with isolated turrets and columns, stand out from the narrowing masses on both sides. These formations have local names, such as Steamboat Rock, the Teakettle, the Sentinel, the Cathedral. Just before the train enters the village of Echo, Pulpit Rock may be seen on the right; local tradition avers that Brigham Young preached a sermon there, while leading the Mormon pioneers to the valley of Great Salt Lake.

About two miles west of Echo, on a hillside to the north of the tracks, is a group of fantastic monuments of conglomerate, some of them more than 100 feet high, called "The Witches." Between Wasatch and Emory a second main line has been constructed by the Union Pacific at a cost of \$3,000,000; grades and curves have been reduced, tunnels driven, and immense fills created in order to increase the speed and comfort of travel.

HENEFER, UTAH—Elevation, 5,409; population, 575. Henefer is the point on the Overland Trail where the Mormon pioneers under Brigham Young turned southward and crossed the Wasatch Mountains into Emigration Canyon. The chief products of the community are live stock, wool, and grain; good hunting and fishing may be had in the vicinity. A few miles west of Henefer the valley narrows into a canyon and the Weber River plunges and foams in the constricted boulder-strewn channel. Long, steep slopes ascend to jagged cones and pyramids fringed with pines and vistas are disclosed of more distant peaks of greater height and majesty.

DEVIL'S SLIDE, UTAH—Elevation, 5,314; population, 450. Devil's Slide is situated at the juncture of Lost Creek Valley, within which, on the right, may be seen a large mill manufacturing Portland cement; approximately one thousand carloads are shipped annually. On the left stands the remarkable formation called The Devil's Slide, two parallel upturned reefs of limestone twenty feet apart and thrusting serrate edges forty feet above the mountain side. These peculiar vertical reefs are composed of the rock of which cement is made. From Devil's Slide westward to Morgan, a great gorge penetrates the Bear River Mountains, part of the Wasatch Range, and is cut through gray limestone, salmon-colored sandstone, and red shales; the walls of the canyon attain a depth of 4,000 feet below the enclosing peaks. Near Strawberry, Observation Peak (10,000 feet) is the most prominent mountain to the north of the tracks.



Mormons arriving in Utah



BIRDS-EYE VIEW OF DENVER, FROM CAPITOL DOME



TOAD STOOL ROCKS,
CARNEIRO, KANSAS



BERTHOUD PASS, DENVER MOUNTAIN PARK

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

The first station west of the Wasatch is Uinta (elevation, 4,497; population, 175), the center of a district devoted chiefly to growing potatoes, apples, and peaches. West, north, and south spreads out a delightful panorama of the river valley, whose extent, however, is but a small part of the valley of Great Salt Lake. After the grim grandeur of the mountains, with their thousands of obstacles to the passage of man, it is not to be wondered that the Mormon pioneers welcomed the soft contours of the valley, even though uncultivated, as the promised land of Zion; for its geography includes a desert, a Dead Sea, a River Jordan, a Lake of Galilee, and many other physical features resembling those in the Holy Land.

OGDEN, UTAH—Elevation, 4,301; population, 32,804. Ogden is the western terminus of the Union Pacific R. R. Through sleeping cars and chair cars continue westward without change to San Francisco and southwestward to Los Angeles by way of Salt Lake City and Lund (gateway to Zion National Park). Change may be made at Ogden to Union Pacific System trains to Yellowstone National Park (service in summer season only), Butte, Spokane, Portland, Tacoma and Seattle. (Through cars to the Pacific Northwest leave the Union Pacific at Granger, Wyo.)



Seagulls and Mormons

Ogden, at the juncture of the Ogden and Weber Rivers, near the western base of the lofty Wasatch Range, was founded in 1848, and laid out in 1850 under the direction of Brigham Young. Great Salt Lake lies 10 miles to the westward. The second largest city in Utah, Ogden has an excellent water system, electric lighting and street cars, many miles of paved streets, modern hotels, a court house, City Hall, and Carnegie Library. The State Industrial School and State Institutions for the Deaf, Dumb and Blind are located there. Ogden is an important live stock and manufacturing center, canning factories, sugar factories, and meat-pack-

ing plants ranking first in the value of their products; there are also pickle, cereal, and cement factories, grain elevators, flour mills, woolen mills and brick and tile yards.

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

OGDEN TO SALT LAKE CITY

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

SALT LAKE CITY, UTAH—Elevation, 4,260; population, 118,110. On the slopes beneath the granite peaks of the Wasatch stands Salt Lake City, the metropolis of the Inter-Mountain West, with wide, clean streets, handsome public buildings and business blocks, excellent hotels, and beautiful residence districts. This highly individual city overlooks the great lake of salt and its charming valley, bounded on the west by the stately Oquirrh Mountains.

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

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



VIRGIN FOREST,
MT. EVANS, DENVER MOUNTAIN PARKS



BIG THOMPSON CANYON,
ROCKY MOUNTAIN NATIONAL PARK



LAWN LAKE, FROM HAGUE TRAIL,
ROCKY MOUNTAIN NATIONAL PARK

Saltair Beach, the noted bathing resort on Great Salt Lake, is 14 miles west, reached by fast electric cars. A swim in the refreshing and amazingly buoyant brine is an experience not to be duplicated elsewhere in the United States. Close to the city are City and Beck Hot Springs, bathing resorts supplied by curative mineral springs.

THE KANSAS DIVISION OF THE UNION PACIFIC RAILROAD

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

Ground was broken at Wyandotte, Kansas, near Kansas City, in August, 1863; grading commenced in September. Meanwhile the name of the corporation had been altered to Union Pacific Railway, Eastern Division, and this subsequently became the Kansas Pacific. After one year, about 37 miles of track were completed to a point near Lawrence; Manhattan was reached in August, 1866; the line was completed into Denver, August 15, 1870. Part of the construction was done by firms with which Generals Fremont and Palmer were connected. W. F. Cody ("Buffalo Bill") was at one time employed at a salary of \$500 a month to provide buffalo meat for the construction gangs. It is said that Cody killed more than 4,000 buffalo for this purpose with his breech-loading rifle, "Lucretia Borgia."

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

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

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

KANSAS CITY TO CHEYENNE

KANSAS CITY, MO.—Elevation, 750; population, 324,410. Kansas City, situated at the confluence of the Kansas and Missouri Rivers, is a city of great commercial importance. The original site was rugged, precipitous, and covered with dense forests; it has been reduced by vast grading opera-

tions to its present aspect, and the city has spread over the bottom lands adjoining the mouth of the Kansas. Its area now exceeds 58 square miles. The first permanent settlement was made by the French fur traders in 1821; Jesuit fathers established a mission in 1825. The original settlement, called Westport Landing, had a large steamboat traffic, and became the most important gateway for the immense trade of the Southwest. The city was laid out in 1838.

Kansas City has more than 1,250 factories and an annual output exceeding \$677,000,000 in value. The principal manufactured products are: automobiles, chemicals, flour, iron and steel products, crude and refined oil, packing house products and soap. There are eight packing plants producing foodstuffs and other commodities exceeding \$231,000,000 in annual value.

Among the cities of the United States, Kansas City ranks first in the sale of Pullman accommodations, agricultural implements, and yellow pine lumber; and first in miles of boulevard. It ranks second as a live stock market, as a horse and mule market, and as a packing center; third in telegraph business, in flour milling production, and as a grain, lumber, and poultry and egg market. It stands fifth in bank clearings and grain elevator capacity, and tenth in manufacturing.

Kansas City has more than 2,000 acres of public parks and boulevards; the boulevards and park drives exceed 140 miles in length. Two great railway bridges span the Missouri River.

KANSAS—Area, 82,158 square miles; population, 1,769,185. Kansas, the 21st state to enter the Union, is the geographical center of the Republic, and was an important pivot in the struggle that resulted in the Civil War. The name is derived from a Sioux Indian word, "Kanza," meaning "smoky wind," a term originating, no doubt, when prairie fires raged over the plains. Agriculture is the predominating industry in Kansas, which ranks first in the production of wheat, with a record crop of 180,000,000 bushels.

Kansas lies on the Great Plains, and the greater part of its area is rolling prairie, devoid of mountains or swamps.

The elevation rises gradually from 750 feet in the eastern part to 4,000 feet in the western. Most of the land is tillable, although rainfall is somewhat scant in the extreme west, where vast stretches are used for grazing. The soil of the upland prairies is a deep, rich, clay loam, dark in color; on the bottom lands, near the streams, a black, sandy loam prevails. The state is without forests.

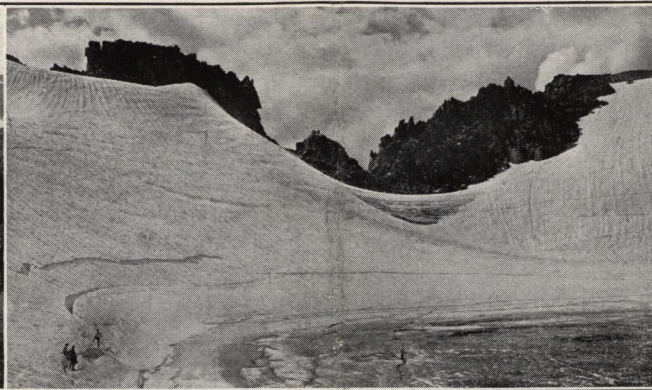
Kansas ranks first in production of wheat, both in quantity and quality; although second in value, corn usually ranks first in the quantity produced. The principal crops are wheat, corn,



Busted



ODESSA LAKE



HALLETT GLACIER
ROCKY MOUNTAIN NATIONAL PARK



PETER PAN AND BLUEBIRD LAKE

oats, barley, rye, potatoes, hay, sorghum, sorghum hay, sorghum seed, sugar beets, and flax. The total value of all farm products approximates \$600,000,000.

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

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

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

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

KANSAS CITY, KAN.—Elevation, 750; population, 101,078. Kansas City, Kansas, the largest city in the state, occupies lands at the juncture of the Kansas with the Missouri River. While it has a separate municipal existence, it forms, with Kansas City, Mo., a continuous community. The settlement was originally known as Wyandotte, the site having been purchased from the Wyandotte Indians.



Wagon Train Encampment

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

The city is the seat of Kansas City University, Western University, Col-

lege of Medicine and Surgery, and the State Institution for the Blind. It has a handsome Carnegie Library, a fine system of public parks, a large mileage of paved streets, a municipal electric light plant and excellent schools.

LAWRENCE, KAN.—Elevation, 825; population, 12,456. Lawrence was settled in 1854 by pioneers from Massachusetts who bitterly opposed the spread of slavery; the town became an important station on the "underground railroad system" for aiding the escape of negroes from slavery states. When the town was attacked, in 1856, by a band of border ruffians, it was defended by John Brown and his sons. In 1863, Quantrell's raiders pillaged Lawrence and killed 125 citizens.

Surrounded by rich farming and live stock districts, the city today occupies both sides of the Kansas River, which furnishes excellent water power. Its manufacturing industries include flour and paper mills, foundries, machine shops, and factories making ice, wire, bricks, tile, shirts, pipe-organs, doors, and sashes. Lawrence is the seat of Kansas State University, and of Haskell Institute, the second largest Indian school in the United States.

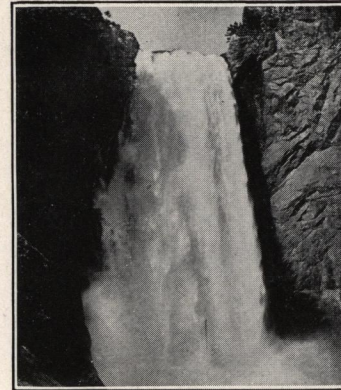
TOPEKA, KAN.—Elevation, 987; population, 50,022. Topeka, the capital of Kansas, derives its name from an Omaha Indian word meaning "potato." A trading post was established on the site in 1828; the city was organized in 1854. Before the Civil War it was a turbulent center of controversy concerning slavery.

Situated on a rolling prairie, beside the Kansas River, Topeka is the central market and shipping point for a rich agricultural and live stock region, and is an important manufacturing center. Grain and potatoes are the principal agricultural products. The more important manufactures are flour and butter; other industries are foundries, machine-shops, woolen and lumber mills, and factories making mattresses, trunks, boilers, and trusses, a large chicken and egg packing plant, and an important creamery.

The city is attractively laid out and has nine public parks, a municipal electric light plant and water works. Among the notable buildings are the imposing State Capitol and the County Court House (both visible from the train); the Federal Building, Public Library, City Hall, State Printing Plant, State Museum, and the Auditorium. Topeka is the seat of Washburn and Bethany Colleges and the Industrial Institute for Negroes. The State Insane Asylum and the State Reform School are situated there.

MANHATTAN, KAN.—Elevation, 1,011; population, 7,989. Manhattan, at the juncture of the Big Blue and the Kansas Rivers, was settled in 1854 by colonists from Ohio, who, in a small steamboat, voyaged all the way from Cincinnati. The city has electric lights, a municipal water-works, Carnegie Library, grain elevators, flour and alfalfa mills, packing plant, foundry, machine-shops, a limestone quarry, and brick and lumber yards. Manhattan is a shipping point for grain, lumber, and large numbers of live stock. It is the seat of Kansas Agricultural College and Experiment Farm, with an enrollment of more than 3,000 students.

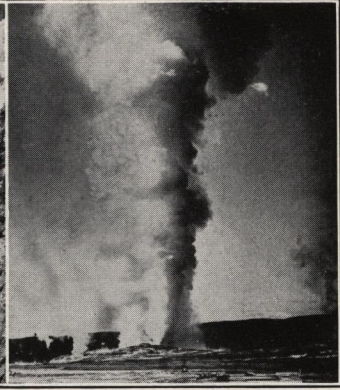
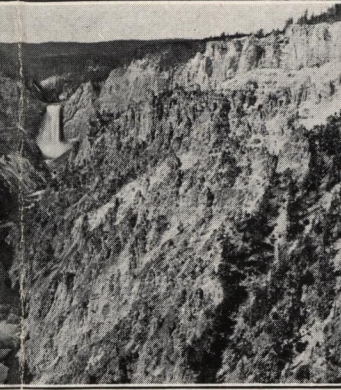
Four miles east of Fort Riley is Camp Funston, where National Army forces from Missouri, Kansas, Nebraska, Colorado, South Dakota, New Mexico, and Arizona were trained during the Great War.



GREAT FALLS



GREAT FALLS, FROM ARTIST POINT, YELLOWSTONE NATIONAL PARK



GIANT GEYSER

Among the notable buildings are: the State Capitol, of Colorado granite; the Federal Building, of white marble, in classic style; the U. S. Mint; public library; Union Station; City Hall; County Court House; two museum buildings; the stock-show stadium, and the Municipal Auditorium.

Meat-packing ranks first among manufactures in value of output; foundry products and railway and mining machinery, second; flour and grist-mill products, third; there are important manufactories of paint. Denver is the principal jobbing center in the Rocky Mountain region.

The summer climate of Denver is delightful: sunny days, the dry, sparkling air of mile-high altitudes, and cool, restful nights. The city is well provided with hotels, from those of the best metropolitan standards to those that are merely comfortable. It is the principal gateway to Rocky Mountain National Park and to all of the scenic regions of the state; among them are: Colorado Springs; Manitou, with its celebrated curative springs, and the Pikes Peak region; Cripple Creek, with its famous mines; the picturesque resorts in Platte and Clear Creek Canyons—Golden, Idaho Springs, Georgetown, Silver Plume, Mt. McClellan; Evergreen, Morrison, and the Park of the Red Rocks in Bear Creek Canyon; Corona, upon the crest of the main range of the Rockies (11,660 feet) and the highest point reached by a standard gauge railroad in the United States; Eldorado Springs; Boulder, a college town on "The Switzerland Trail;" Greeley; and Ft. Collins, gateway to many mountain fishing resorts. From Denver, also, many of the National Forests of Colorado may be reached most conveniently.

ROCKY MOUNTAIN NATIONAL PARK—Rocky Mountain Park comprises 400 square miles of the finest Alpine scenery of the Colorado Rockies. It is a region of rugged grandeur, tempered by the formal beauty of green, open valleys and splendid wild flower gardens. The profound canyons hold scores of beautiful lakes upon their terraced floors, and some of them bear living glaciers in their upper recesses. Foremost among the mountain summits of the Park is Longs Peak, the most famous, the most impressive, and one of the loftiest peaks of the Rockies. All but the highest slopes of the Snowy Range are covered with stately evergreen forests, diversified by frequent park-like open spaces where wild flowers grow in amazing variety and profusion. The climate is sunny, sparkling, and genial by day; cool, dry, and dewless by night. Practically all of the lakes and streams are stocked with trout. Birds and beasts find sanctuary there and may be observed in fearless enjoyment of their domain. Rocky Mountain Park is strikingly easy of access and its hotel accommodations are ample and varied. The chief forms of recreation are motoring (the new Fall River Road has opened the hitherto inaccessible regions west of the Continental Divide to the motorist), camping, horseback riding, mountain climbing, fishing, golf, and tennis. Trips may be made from hotel or resort to many of the principal scenic attractions between breakfast and dinner. During 1920 this great playground provided recreation for more people than any other National Park. The Park may be reached by auto-stage from Denver, Fort Collins, Boulder, Longmont, Loveland or Lyons.

BRIGHTON, COLO.—Elevation, 4,978; population, 2,715. Brighton is the commercial center of a rich, irrigated-farming district; its principal ex-

ports are wheat, cabbage, celery, canned goods, and live stock. The city has a beet sugar factory, two canning factories, a cheese factory, and an alfalfa-meal mill.

LUPTON, COLO.—Elevation, 4,909; population, 1,014. Lupton has a city park, flour mills, two canning factories, and a milk condensing plant; the principal products exported are sugar beets, hay, grain, live stock, and dairy products. Much of the surrounding land is under irrigation. La Salle (elevation, 4,673; population, 460) ships sugar beets, potatoes, wheat, and live stock.

GREELEY, COLO.—Elevation, 4,648; population, 10,883. Greeley, on the Cache la Poudre River, was settled in 1870 by New England colonists, under the patronage of Horace Greeley, of the New York Tribune; the surrounding territory is devoted to irrigated-farming and sheep raising. Greeley has flour mills, a beet-sugar factory, and canning factories; the principal exports are sugar, canned goods, potatoes and flour. It is the seat of a State Normal School. Eaton (elevation, 4,826; population, 1,289) was named after a former Governor of Colorado; the city has a water system, electric lights, a public library, flour-mills, and a sugar factory; the principal shipments are potatoes, flour, sugar, and live stock.

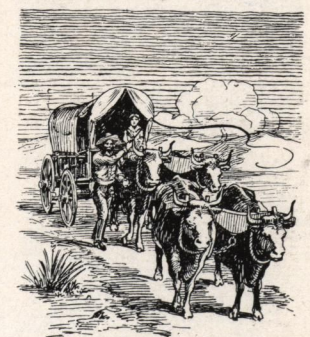
JULESBURG TO DENVER

STERLING, COLO.—Elevation, 3,934; population, 6,415. Sterling has an electric light plant, municipal water-works, lumber yards and planing mills, and a large beet-sugar factory; the principal exports are sugar, live stock, and wheat, produced on the irrigated farms in the surrounding territory. In Cedar Canyon, 12 miles northwest of Sterling, a force of cavalry under Capt. Downing defeated a band of Arapahoe Indians in 1864. Merino (elevation, 4,035; population, 263) ships sugar beets; a station on the Overland Stage Route was once located near the site of Merino, and the agent, H. Godfrey, acquired such a reputation for ability to defend his post that the Indians named the place "Fort Wicked."

FORT MORGAN, COLO.—Elevation, 4,269; population, 3,818. Fort Morgan was founded in 1884 on the site of an old military post. The city has electric lights, a water system, Carnegie Library, Federal Building, lumber yards, a flour mill, and a large beet-sugar factory. Sugar beets, hay, and live stock are the chief products of the irrigated farms in the vicinity.

GRANGER TO POCATELLO

DIAMONDVILLE, WYO.—Elevation, 6,885; population, 976.



A Bullwhacker



SHEEP AT BLUE LAKES, IDAHO

PAYETTE LAKES, IDAHO

ARROWROCK DAM, BOISE, IDAHO

Diamondville is an important coal mining town with an annual production of 15,000 cars. To the northeast are the Big Piney and Pinedale regions, among the best game haunts of the west. The country between Granger and Diamondville supports large herds of livestock.

KEMMERER, WYO.—Elevation, 6,913; population, 1,517. Kemmerer is the most important coal-mining town in western Wyoming, its annual production approximating a million tons. Before the railroad came, Kemmerer was a junction point for the various ramifications of the Oregon Trail; today it is an outfitting headquarters for the fishing and big game points to the northward. Two miles west the train enters Hodges Pass tunnel, 1,300 feet long and the highest point on the O. S. L. R. R. (7,029 feet). Fossil (elevation, 6,638) derives its name from nearby Fossil Hill, where many petrified bones of extinct animals have been found; the Big Piney oil field is in the vicinity. At Beckwith, after traversing a region once subject to terrific volcanic action, the train enters the fertile Bear River Valley.

COKEVILLE, WYO.—Elevation, 6,191; population, 350. Cokeville is the center of a rich sheep and cattle country, noted in local tradition for the exploits of dare-devil "bad men" in the early days. It is one of the entry-points to the Jackson Lake region, which may be reached more conveniently, however, from the Yellowstone and Teton branches of the Union Pacific System. Western Wyoming, from Cokeville northward to Yellowstone Park, is no doubt the best big game region in the United States; it is one of the localities where the hunter may hope to add the highly prized head of a big-horn sheep to his trophies. The hunting grounds are at some distance from the railroad and arrangements must be made for camping.

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

IDAHO—Area, 84,313 square miles; population, 431,826. Idaho is widely diversified topographically, having many hills and high mountains interspersed with gorges, valleys, wide upland meadows and wooded parks, broad plateaus, rolling prairies, beautiful lakes, and great rivers. From the Cabinet, Coeur d'Alene, and Bitter Root Mountains along the eastern boundary, spurs penetrate to the west and southwest through nearly all of the state to the great plains of the Snake River Basin which extends in crescent shape across the southern part. Excepting those along the Columbia, the lava plains of the Snake River Basin are the largest in the United States. In the northern and central parts there are many charming lakes, and picturesque Bear Lake, in the southern part, lies



Overland Wagon Train

half in Utah. In altitude Idaho ranges from 700 to 12,000 feet. The great river of Idaho is the Snake. Its tortuous course is enlivened by many splendid cataracts and by Shoshone Falls, one of the finest in the United States, 46 feet higher than Niagara. The stream provides electricity for many towns and irrigation for nearly 4,000,000 acres.

The soil of central and southern Idaho is formed of disintegrated lava (basalt), a fine, silty loam of remarkable fertility; in northern Idaho the soil is a sandy-clayey loam. Humid, dry, and irrigated farming is practiced. In the Snake River valley there are vast irrigation systems with more than 10,000 miles of canals; the Jackson Lake reservoir, on the south fork of the Snake, is the largest in the United States; and the great Arrowrock Dam, near Boise, the highest in the world, impounds water sufficient for 240,000 acres. The completion of the immense American Falls reservoir will add some 750,000 acres to the farm lands of the state.

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

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

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

The first white men to enter the state were Lewis and Clark, in 1805-6; Ft. Henry was established by fur traders in 1810; Ft. Hall, near Pocatello, was founded in 1830. The first homemakers and agriculturists were the Mormons. A mission was established by Catholic fathers among the Coeur d'Alene Indians in 1843. The discovery of gold in Boise basin by Capt. Pierce, in 1860, brought many white men into Idaho.

In 1864, Ben Holladay established a stage line from Salt Lake City by way of Ft. Hall and Boise, to Walla Walla, Wash. The first railroad in Idaho was the Utah Northern, commenced by Brigham Young, and completed in 1879; it became a part of the Oregon Short Line R. R. in 1887.

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

MONTPELIER, IDA.—Elevation, 5,942; population, 2,984. Montpelier, one of the oldest towns in Idaho, was settled by the Mormons in 1863. The world's largest phosphate deposits are in this region. Gypsum, copper, lead and lime are profitably mined, and hay, grain, potatoes, and small fruits thrive. Montpelier has excellent school, water, and electric light systems.

Bear Lake, Idaho, with numerous summer resorts and splendid bathing beaches, is a fresh water lake thirty miles long and five to seven miles wide. It may be reached from Montpelier or Paris (on a branch extending from Montpelier), by auto, or from Logan, Utah, on the south. The altitude is 5,224 feet, and the summer climate is ideal; the fishing is good.



SNAKE RIVER, NEAR HUNTINGTON

BONNIE MCCARROLL
AT PENDLETON ROUNDUP

HARVEST SCENE IN EASTERN OREGON

Leaving Montpelier, through lava cuts and diversified farm areas, Soda Springs is reached. (Elevation, 5,779; population, 1,500.) This is an old health-resort, known to the pioneer trappers, and famous for its 30 mineral springs, similar in formation to the non-erupting springs in Yellowstone.

BANCROFT, IDA.—Elevation, 5,423; population, 374. Bancroft, at the head of Gentile Valley, distributes the products of a territory approximating 60,000 acres, irrigated with water conveyed from the Bear River through canals. Much dry farming is also done here. At Pebble, nine miles beyond, the Dolbeer lime kilns appear on the right.

LAVA HOT SPRINGS, IDA.—Elevation, 5,062; population, 662. The tracks now follow the Portneuf River through a canyon where the town is situated. It is destined to become Idaho's foremost health resort, as the famous curative springs are owned by the state. The resort at present provides three large hot water natatoriums. McCammon, Idaho (elevation, 4,752; population, 467), on the Portneuf River, is the intersection point of the north-south, east-west trunks of the Oregon Short Line. Cattle and sheep raising are the chief industries.

POCATELLO, IDA.—Elevation, 4,461; population, 15,001. Pocatello, the "Gate City" of Idaho, is the seat of Bannock county and second largest city of the state. The townsite comprises 2,000 acres originally sold by the Indians to the United States. It is the principal railroad center of the Oregon Short Line, which divides it into two distinct sections, connected by a viaduct crossing the tracks near the station. All passenger, mail, and freight transfers are made here for four points of the compass: to Yellowstone Park and Butte; to Portland and the Pacific Northwest; to Ogden and Salt Lake City; and to Omaha, Chicago, and East. Approximately 3,000 railroad employees live here. The city has a Carnegie Library, a large R. R. Y. M. C. A., and five schools, which include the Academy of Idaho.

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

OGDEN TO YELLOWSTONE PARK AND BUTTE, MONTANA

Nine miles north of Ogden is Hot Springs (elevation, 4,274; population, 75), another health resort with natural hot mineral springs providing medicinal baths. A modern sanitarium is planned at this point.

WILLARD, UTAH—Elevation, 4,265; population, 920. Here the valley narrows to a two-mile width, with the Great Salt Lake on the west and the mountains (showing plainly the water lines of ancient Lake Bonneville) on the east.

BRIGHAM, UTAH—Elevation, 4,306; population, 5,430. Brigham is the shipping center of a famous peach growing district. Principal manufacturing industries are sugar making and cement quarrying. In the cement

plant at Bakers, visible four miles west, the salt-impregnated shale clay deposits of the ancient lake bed are made into high-grade cement, some of which was used in the Arrowrock Dam, near Boise, Idaho. Four miles north, the train crosses Box Elder Lake.

The Malad Branch extends 73 miles northwestward from Brigham through rich irrigated and dry farming sections. Corinne (elevation, 4,432; population, 250), an old Utah town, on the main line of the Southern Pacific R. R. before the Great Salt Lake Cut-Off was constructed, is on this branch. Thence wagon teams hauled freight to the Montana mines in early days. Other important towns on the branch are Tremonton (elevation, 4,322; population, 375), Garland (elevation, 4,344; population, 700), and Malad (elevation, 4,520; population, 1,500). The West Cache Sugar Factory, with an annual production of five million pounds, is at Garland. Malad, center of a fertile irrigated section, is the terminus of the branch.

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

CACHE JUNCTION, UTAH—Elevation, 4,445; population, 100. Cache Junction, and other towns in the marvelously rich Cache Valley, are passed en route to Logan, third largest city in Utah (elevation, 4,498; population, 9,478), established by the Mormons under Brigham Young in 1859. Utah Agricultural College is situated here. Logan Canyon, near by, is the favorite scenic route from the south to beautiful Bear Lake. The Cache Valley Branch was originally the main line of the Utah Northern Ry., connecting with the present main line at Swan Lake. The prosperous communities it reaches are devoted to general farming, fruit raising, dairying, milk-condensing, and cheese-making; these products are shipped in large quantities. From Cache Junction, a diversified agricultural section is traversed to Dayton (elevation, 4,746; population, 225), near Battle Creek Butte, the scene of Indian conflicts, and a prehistoric island of Lake Bonneville, the waters of which covered the land around Oxford 400 feet deep. Beyond Swan Lake is Downey (elevation, 4,954; population, 522), where Oxford Peak, 9,386 feet high, overlooks Red Rock Pass, the outlet of ancient Lake Bonneville. Before reaching McCammon, described previously, a defile (cut by the Portneuf River through the mountains) may be seen in the east; lava cliffs along the defile indicate the volcanic origin of the landscape.



Buffalo Bill and Spotted Tail



MEMALOOSE ISLAND, COLUMBIA RIVER

SEINING SALMON ON THE COLUMBIA RIVER

DESCHUTES RIVER

MAIN LINE TO BUTTE

FORT HALL, IDA.—Elevation, 4,447; population, 100. Fort Hall, 12 miles north of Pocatello, was first a trading post built in 1830 by Nathaniel Wyeth, the intrepid pathfinder and organizer of the Columbia Fishing & Trading Co. One of the first permanent settlements in Idaho, it was later sold to the Hudson Bay Company, and became a military post in 1849. It is now a U. S. Indian Reservation and Industrial School; the Indian population approximates two thousand Bannocks, industrious farmers, as may be noted by a few of their well-kept farms visible from the train.

BLACKFOOT, IDA.—Elevation, 4,500; population, 4,822. Blackfoot, between the Blackfoot and Snake Rivers, is the seat of Bingham County and the center of a great potato and wheat district; 35,650,000 pounds of potatoes were produced and 1,600,000 pounds of wheat-flour milled in 1919. The Utah-Idaho Sugar Company's annual sugar production here is 6,500,000 pounds.

The 85-mile Mackay Branch from Blackfoot for most of the distance follows Lost River, famed for excellent trout fishing. Mackay, the terminus (elevation, 5,323; population, 869), is one of the main entry towns to the Central Idaho and Sawtooth Reservation country, proposed as a national park.

Northward from Blackfoot on the Main Line, Shelley (elevation, 4,627; population, 1,223), is a shipping point for live stock, general agricultural products, sugar, flour, potatoes and wheat. Beyond the first low range of lava hills, to the northward, may be seen the crest of Caribou Peak. In very clear weather one may see over this range the snowy top of the Grand Teton Peak, 70 miles distant and 13,747 feet high.

IDAHO FALLS, IDA.—Elevation, 4,708; population, 8,064. Idaho Falls, originally "Eagle Rock," on the Snake River, is one of the state's old towns, and the center of a vast general agricultural and stock raising district, shipping annually more than 5,000 carloads of potatoes, sugar, mill stuff, live stock, grain and miscellaneous products. Important manufacturing industries of Idaho Falls are potato and wheat-flour milling, sugar making, honey packing, beet and pea seed culture, and ice making.



Chief Red Cloud

THE WEST YELLOWSTONE BRANCH extends northeastward from Idaho Falls through Rigby (elevation, 4,856; population, 1,800), site of a sugar factory with 800 tons per day capacity. Heavy shipments of hogs, wheat, potatoes, hay, flour, honey, peas and sugar beets originate here. Beyond is Thornton (elevation, 4,858; population, 50), operating regular

stage service to Heise Hot Springs, 16 miles east, on the Snake River. Rexburg (elevation, 4,864; population, 3,569) is the center of one of the largest dry and irrigated wheat sections in the United States, one farm alone comprising 5,000 acres. Beyond Rexburg the Teton River is crossed and four miles farther is Sugar City (elevation, 4,891; population, 680), named from its principal industry, the manufacture of beet-sugar.

ST. ANTHONY, IDA.—Elevation, 4,978; population, 2,957. St. Anthony is situated picturesquely on the north fork of Snake River, which flows through the town in a narrow channel of basalt. There is an impressive background of distant mountains, dominated in the east by the majestic Teton Range, near the Wyoming boundary; the sublime, snowy pinnacle of Grand Teton is one of the most striking summits in the United States. The land hereabouts is particularly adapted to seed pea raising.

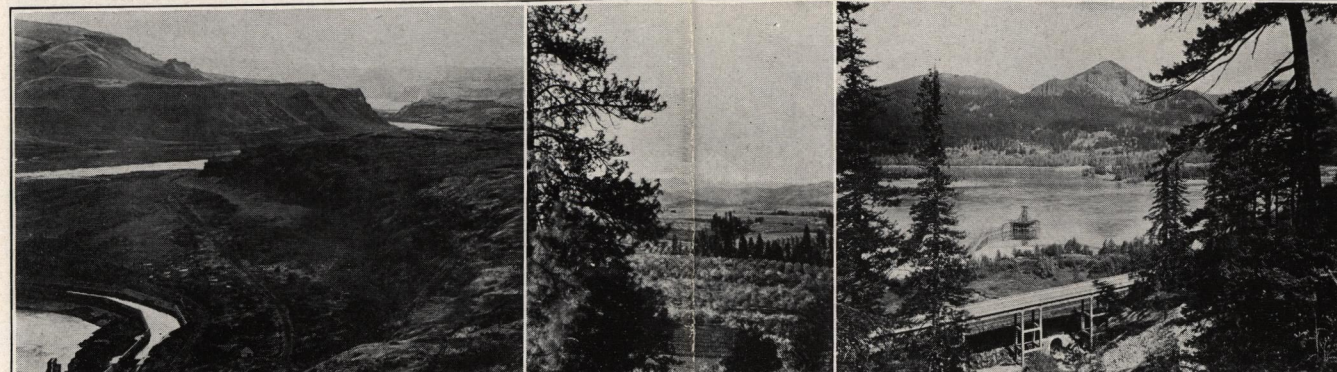
ASHTON, IDA.—Elevation, 5,255; population, 1,150. Ashton is an important farming and stock raising center, on the Snake River, about 15 miles from its upper and lower falls. The town has a beautiful site in an extensive valley, with high mountain ranges in the distance. Here one may outfit for the Jackson Lake country for the best fishing and big game hunting in the United States.

The Teton Branch extends from Ashton southeastward through Teton Valley, immensely rich in grain and cattle production. Prosperous towns dot its course, among them Driggs (elevation, 6,104; population, 250); and Victor (elevation, 6,198; population, 650), charmingly situated in a mountain basin, surrounded by inspiring peaks. Victor is the main gateway to the Jackson Lake country.

From Ashton to West Yellowstone, oil burning locomotives are operated through the National Forest Reserve and the pine-clad course of Warm River Canyon. At Fishatch is a state fish hatchery, with a capacity of 3,000,000 trout fry annually. At Island Park, a few miles beyond, is Mrs. E. H. Harri-man's ranch. Trude and Big Springs follow, then Reas Pass (6,935 feet), where the Continental Divide is crossed. Most of these points offer fine camping and fishing.

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

YELLOWSTONE NATIONAL PARK—Yellowstone is the largest and most famous of our National Parks. In it there are more geysers than in all the rest of the world. In the principal geyser basins the very earth labors, puffs, and steams like a great factory district in war time, while the great geysers, Old Faithful, the Grand, the Beehive, the Giant, and the Giantess send their graceful, steaming columns hundreds of feet into the air. There are boiling springs innumerable, cold springs of Apollinaris water, and prismatic pools with the exquisite beauty of flawless gems and flowers. There



CELILO CANALS ON COLUMBIA RIVER

MT. HOOD, FROM HOOD RIVER

MCCORD CREEK VIADUCT, COLUMBIA RIVER HIGHWAY

is a mud volcano, a cliff of glass, a mountain that roars, and seething multi-colored "paint pots." There are tinted terraces, resembling the fancied architecture of fairyland, and petrified forests. The region contains immense lakes, noble rivers, majestic peaks, and one of the finest waterfalls on the globe. The Grand Canyon of the Yellowstone is the most glorious color scheme on so large a scale that Nature has produced.

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

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

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

Five-day automobile tours, with accommodations either at hotels or camps, include the principal attractions. But Yellowstone is a place to linger for a month or a summer. During the season, approximately June 20th to September 15th, the Union Pacific System operates the noted Yellowstone Special from Salt Lake City to West Yellowstone, whence direct connections are made with the excellent automobile service of the Yellowstone Park Transportation Co. West Yellowstone is the leading gateway of the Park, according to the latest travel statistics.

MAIN LINE TO BUTTE

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

MONTANA—Area, 147,182 square miles; population, 547,593. The Rocky Mountains cross Montana from northwest to southeast, throwing off many spurs and outlying ranges, which occupy nearly one-third of the area in the west and southwest. The remainder of the state lies chiefly on the Great Plains.

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

Montana has an immense and varied store of useful minerals. The state ranks second in the production of silver, copper, and zinc; and fifth in the production of gold; lead and manganese are extensively mined. The deposits of coal are among the richest in the West.

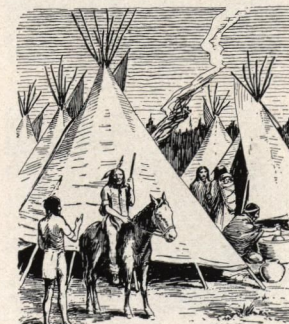
The chief manufacturing industries are smelting ores, the production of lumber, flour, beet-sugar, and flax fibre.

Montana was first explored by Verendrye, in 1743. The Lewis and Clark expedition entered the state in 1805-6. The first trading post was erected by Manuel Lisa, in 1807, on the Big Horn River; and many other trading posts arose in the following years. McKenzie, of the American Fur Co., built Ft. Union in 1829, at the mouth of the Yellowstone River. Father DeSmet established a mission among the Indians in 1845. Gold was discovered in paying quantities in 1862 on Grasshopper Creek, where the town of Bannock afterwards arose and became the territorial headquarters, in 1864. Montana became a state, the third largest in area of the Union, in 1889.

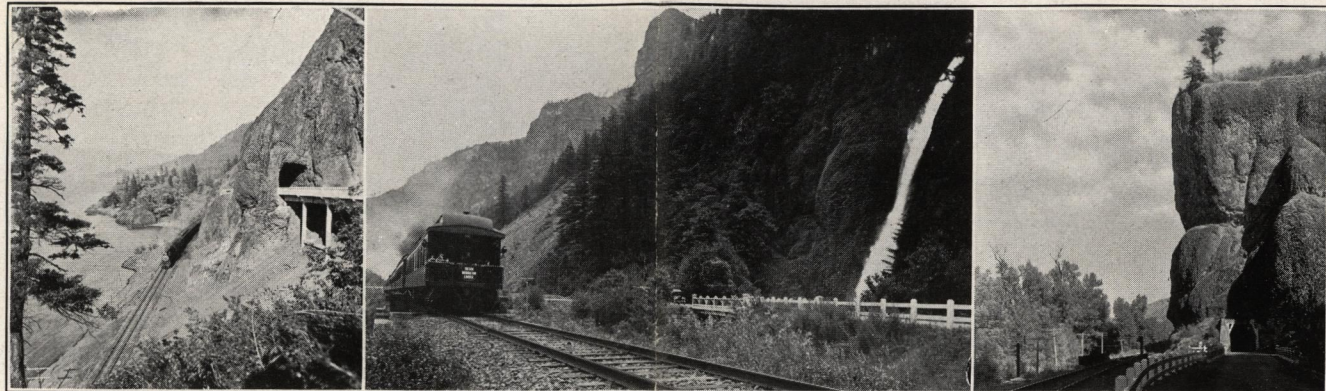
LIMA, MONT.—Elevation, 6,250; population, 476. Lima is a division point of the Oregon Short Line and an important shipping point for wool, sheep, cattle and grain; Armstead is the junction point for the Gilmore & Pittsburgh Railroad operating to Salmon City and the interior of Central Idaho, a vast and inspiring scenic region with many productive mines. Dillon (elevation, 5,096; population, 2,701) is a heavy shipping point for live stock, grain and wool; there are a number of mines in the vicinity. Bond is the gateway to the Tory Mountain and Mountain Lakes District, 35 miles northwest, where there is good fishing and big game hunting in season.

BUTTE, MONT.—Elevation, 5,800; population, 41,611. Butte, on a high plateau between the Rocky and the Bitter Root Mountains, is the largest mining town in the world. Copper is the chief mineral produced, although there are valuable deposits of gold, silver, lead, and zinc. The Butte mines produce 25 per cent of all the copper mined in the United States and 13 per cent of the world's output, and the total annual mineral production exceeds \$60,000,000. The surrounding hills are honeycombed with mines and some are in the very heart of the city.

Butte has an extensive trolley system and gas and electric lights; among its important public buildings are: the city hall, court house, opera house, Federal Building, and a fine high school building; it has a public library and several handsome theatres. The Montana School of Mines is there. Butte is the trade and jobbing center of Western Montana. It was settled as a gold-placer camp in 1863, and laid out as a town in 1866.



Indian Village



MITCHELL POINT

HORSETAIL FALLS, ALONG THE COLUMBIA RIVER

ONEONTA BLUFFS

POCATELLO TO SEATTLE

AMERICAN FALLS, IDA.—Elevation, 4,337; population, 1,547. American Falls, "the Power City," is the center of a great dry-farm wheat valley. With the completion of the storage reservoir of the Bruneau project, the town will be moved to the nearby highlands and the present townsite will be some forty feet under water.

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

MINIDOKA, IDA.—Elevation, 4,282; population, 260. Minidoka is the junction of the Twin Falls Branch which operates 74 miles through the agricultural towns of Rupert, Burley, Milner, Kimberly, and Twin Falls, to Buhl, with intermediate branches from Twin Falls to Rogerson; Burley to Oakley; Burley to Idaho; and Rupert to Bliss; elevations range from 3,302 to 4,897 feet.

TWIN FALLS, IDA.—Population, 8,324. Eighteen years ago the "Twin Falls Country" was a sagebrush waste; today it is one of the richest agricultural and commercial sections of the West, comprising a half million irrigated acres. Fruits, sugar beets, alfalfa, grains and peas, clover and alfalfa seeds of prize-winning quality are produced, while dairying and hay growing are highly profitable. The famous Blue Lakes Ranch of I. B. Perrine is near by. Shoshone Falls, "the Niagara of the West," may be conveniently reached from Twin Falls.



Deer Racing with Union Pacific Train

SHOSHONE, IDA.—Elevation, 3,970; population, 1,156. is the junction of the Ketchum Branch, and in 1883 was the western terminus of the Oregon Short Line. The Ketchum Branch, one of the first to be constructed upon the completion of the main line westward in the '80's, traverses a beautiful agricultural and scenic mountain section for 70 miles,

through the towns of Richfield, Picabo, Bellevue and Hailey (population 1,201), to Ketchum (elevation, 5,816; population, 260). The Sawtooth Mountain region of Central Idaho may be reached from this branch.

GOODING, IDA.—Elevation, 3,576; population, 1,933. Gooding seat of Gooding County, was originally Ex-Governor Gooding's farm, and is now the center of the Idaho Irrigation Project tract of 30,000 acres.

BLISS, IDA.—Elevation, 3,265; population, 220. Bliss is situated on a plateau crossed by the Old Oregon Trail and once a camping place for the Indians. Hagerman Valley, to the west, is noted for its belt of irrigation springs. Malad River, Canyon, and Falls, are 5½ miles south. King Hill (elevation, 2,532; population, 300), the site of an Indian "medicine" camp in early days, is now the center of the King Hill irrigation project, comprising 15,000 acres. Crater Hot Springs and Canyon are 60 miles northeast.

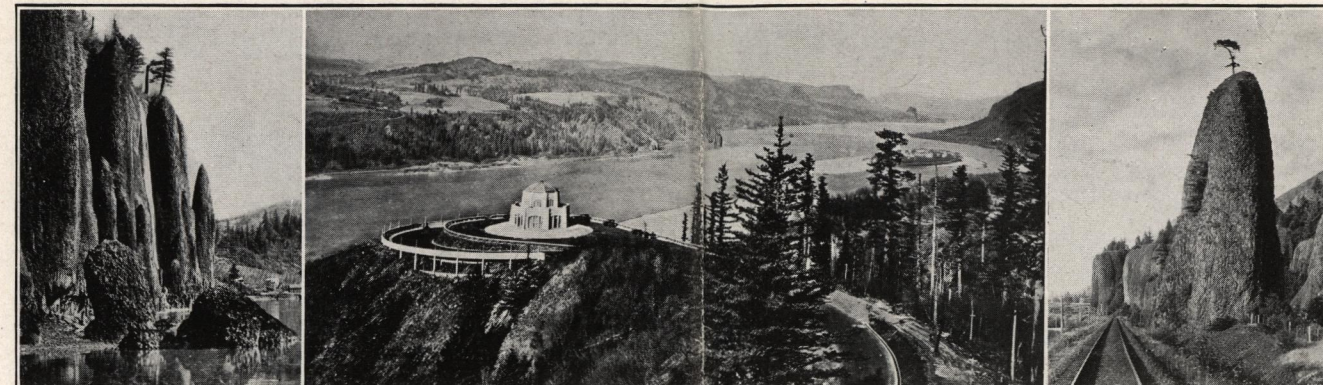
GLENNS FERRY, IDA.—Elevation, 2,562; population, 1,500. Glens Ferry is the western division point of the Oregon Short Line, and the site of railroad shops and club-house. The Snake River is one-half mile distant. Mountain Home (elevation, 3,148; population, 1,644), is an older town, originally a station on the Salt Lake-Boise stage route, now the center of a rich agricultural district, and an outfitting point for the mining districts of Rocky Bar and Atlanta, once bonanza camps, and still active.

NAMPA, IDA.—Elevation, 2,489; population, 7,621. Nampa is a farming, stock raising, dairying and horticultural center, and junction point of the Boise, Murphy and Idaho Northern Branches of the Oregon Short Line. Here is entered a portion of the rich fruit-growing section of western Idaho. Here, also, is located one of the largest milk condenseries of the United States. Nampa has paved streets and other modern metropolitan conveniences and is one of the most progressive cities of the state.

The Murphy Branch, 30 miles long, extends southward from Nampa through an agricultural section to Murphy (elevation, 2,768; population, 155), an important live-stock, wool, and ore shipping point, and gateway to the Silver City, DeLamar and Dewey mining camps. Tributary to it are 30,000 acres of extremely productive land irrigated directly from the Snake River. The Boise Branch extends 20 miles northeastward from Nampa through Boise Valley, which displays a checker-board of beautiful, well kept fruit orchards and truck gardens. This section is nationally famous as a fruit district, shipping thousands of carloads of apples, prunes, and other fruits.

The Idaho Northern Branch also diverges northward from Nampa into the rich farm and fruit sections of Middleton and Emmett, and through scenic Payette River Canyon to the heart of Valley County at McCall. McCall (elevation, 5,022; population, 200), formerly Lakeport, and renamed in conformity with the original settlement, is situated on Payette Lake. The lake is 5,000 feet above sea level, has summer camps, tent-houses, a club-house, and excellent provisions for water sports, moonlight excursions, beach camp-fires, and dancing.

BOISE, IDA.—Elevation, 2,692; population, 21,393. Boise, capital of Idaho and terminus of the branch, is beautifully situated and is one of the



CAPE HORN, COLUMBIA RIVER

CROWN POINT, COLUMBIA RIVER

PILLARS OF HERCULES, COLUMBIA RIVER

most attractive of Western home cities. Much of its heat is obtained from natural hot springs which also supply the noted Natatorium, one of the finest bathing pools in the West. Boise is an important lumber shipping point; other industries include stock raising, brick-making, and stone quarrying. It is the site of the Boise Military Barracks and Reservation. At Arrowrock, 22 miles distant, is the loftiest irrigation dam in the world, 348.5 feet high and extending 90 feet below the river to solid granite. Boise is one of Idaho's oldest cities; the first settlement was established in 1834 on the western bank of Snake River, by Thomas McKay, as a trading post for the Hudson Bay Company, but was relocated by Francis Payette, in 1837, across the Snake, one mile below the mouth of the Boise River.

CALDWELL, IDA.—Elevation, 2,375; population, 5,106. Caldwell, the seat of Canyon County, and one of the most enterprising of the older and larger towns, is situated in the fruit belt of western Idaho. It was settled shortly after the Oregon Short Line was completed. Nyssa, Ore. (elevation, 2,186; population, 532), is also in the fruit belt. Just east of the town the Snake River is crossed, from Idaho into Oregon. From Nyssa the Homedale Branch operates in a half circle south and east along the Snake River, through a rich agricultural and horticultural country, 25 miles to Homedale (elevation, 2,238; population, 220). This is a favored agricultural and stock raising section, with the Wilder Bench and the Eagle Mountains adjacent.

ONTARIO, ORE.—Elevation, 2,160; population, 2,319. Between Ontario and Payette, the train recrosses the Snake River into Idaho. Apples and other fruits are produced on the irrigated farms, and dairying, hog-raising, and grain-growing are important industries. Ontario is also the gateway to the great cattle country of Central Oregon, served by the Oregon Eastern Branch, which extends 127 miles southwestward to Crane.

PAYETTE, IDA.—Elevation, 2,154; population, 2,433. Payette was named for Francis Payette, an early Hudson Bay trapper for whom the river and lake were also named. It is surrounded by a rich fruit section, noted for its fine apples and cantaloupes. The Payette Valley has 15,000 acres of orchards in the largest fruit-raising district of Idaho, and includes the Little Willow Irrigation Project of 5,000 additional acres. The Payette Branch forms a 30-mile link between Payette on the main line and Emmett on the Idaho Northern Branch, operating through the beautiful and fertile Payette Valley.

WEISER, IDA.—Elevation, 2,121; population, 4,500. Weiser was named for Jacob Weiser, another Hudson Bay Company trapper, and associate of Payette. It is the junction point of Pacific & Idaho Northern Railway, extending northward into the New Meadows and Payette Lake country, a beautiful scenic region. Weiser is also a famous fruit-growing center.

OREGON—Area, 95,592 square miles; population, 783,825. Oregon is a mountain state, traversed from north to south by two great ranges, the Coast Range and the Cascade Range. In the northeast are the Blue Mountains, rich in minerals. By the lofty Cascades, Oregon is divided geographically and industrially into two distinct sections. The Japan current gives to the western part a mild, delightful winter climate, and the northwest winds keep the summer temperatures low; there is abundant rainfall. The genial

climate and arresting scenery of this region make it a glorious summer playground. Eastern Oregon is a high table land of much less rainfall and greater fluctuations of temperature.

The great river of Oregon is the Columbia, with a drainage area of 245,000 square miles. Its principal affluents are the Snake, Umatilla, John Day, Deschutes, and the Willamette. The Columbia is navigable for ocean-going ships to Portland, 115 miles inland; thence, for river steamers to the Cascades, and, by means of the canals at that point and at Celilo, for 190 miles beyond. The Columbia is noted for the beauty of its scenery and for the vast numbers of salmon taken from its waters.

There are a number of majestic peaks in the Cascades of Oregon, the most notable being Mt. Hood, 11,225 feet high. The state also contains many lakes, most famous of which is exquisite Crater Lake, in the National Park of that name; it lies 8,000 feet high, in the picturesque crater of an extinct volcano in the Cascades, and is the deepest body of fresh water in America.

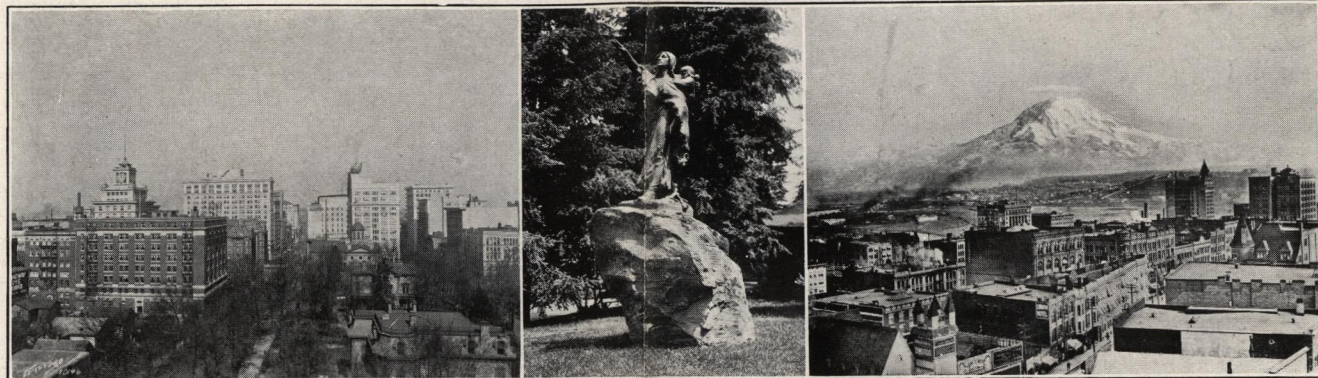
Oregon is the richest lumber state in the Union and one of the great producers of wheat, live stock, and wool. In order of their value, the principal agricultural products are wheat, hay, barley, oats, corn, and rye; and the chief fruits and berries grown are apples, prunes, loganberries, pears, peaches,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

Oregon is destined to become one of the great manufacturing states of the Union because of her wealth of raw materials and immense store of water power; one-third of all undeveloped waterpower in the United States is in Oregon. Next to agriculture, lumbering is the most important industry; the canning of fish ranks third. Other important manufactured products are steel and wooden ships, furniture, cordage, flour, rubber products, packed meats, leather, woolen goods, and pulp and paper. The paper mills of Oregon supply most of the newspapers west of the Rockies.

The public schools of the state are well endowed and the educational system highly organized; there are eight universities and colleges.



Squaw and papoose



PORTLAND RETAIL DISTRICT

SACAJAWEA MONUMENT,
PORTLAND, OREGON

TACOMA AND MT. RAINIER

Spanish and English navigators saw the Oregon coast in the 17th century, but left no record. Capt. Cook landed at Mootka Sound in 1778, and Laperouse coasted the region in 1786. In 1791, Robert Gray, in the employ of Boston fur merchants, named the Columbia. The Lewis and Clark expedition explored a part of the state in 1805-6, and in 1811, members of Astor's American Fur Co., erected trading posts at Astoria. Indian missions were founded in 1834-6 and immigration commenced about 1839. Oregon became a territory in 1849; a state in 1859.

HUNTINGTON, ORE.—Elevation, 2,108; population, 666. Huntington was presumably named after W. P. Hunt, of the ill-fated Hunt-Astoria party dispatched in 1811 by John Jacob Astor to establish a chain of trading posts. This party, the first white men to cross southern Idaho, underwent terrible privations, and lost 14 members. Huntington is the connecting point with the Oregon-Washington Railroad & Navigation Company, third unit of the Union Pacific System; here the Oregon Trail is again touched and the Snake River is crossed for the last time; an extensive irrigated-farming, wool-growing, lumbering, and mining territory is tributary to Huntington, which is situated on the foothills of the Burnt River Mountains. From Blakes Junction, the Homestead Branch diverges 59 miles northward through Robinette to Homestead (elevation, 1,683, population, 100). This branch follows the Snake River through a region of kaleidoscopic mountain scenery.

BAKER, ORE.—Elevation, 3,437; population, 7,729. Baker is the seat of Baker County and the commercial center of an extensive agricultural, horticultural, lumbering, stock-raising, dairying, and mining region. The town is in the great mineral section of Oregon, the Blue Mountain district, rich in gold, silver, copper, and with large deposits of gypsum, clay, and building stones. Baker lies in the Powder River Valley, with the beautiful Blue Mountains for a background. The town has water, gas, and electric lighting systems, lumber mills, foundries, machine shops, hotels, newspapers, a theatre, and a natatorium. It was settled in 1860.



The Pony Express

From Baker, the O.-W. R. & N. crosses the mountains and drops down to Union, at the southeastern end of Grande Ronde Valley, a thrifty community noted for its excellent fruit and live stock.

HOT LAKE, ORE.—Elevation, 2,701. At the southern end of the fertile Grande Ronde Valley, fed by a great spring (one million gallons daily), said to discharge the hottest curative waters known, is Hot Lake. The remedial qualities of the waters, due to radio-activity, are famous and bring thousands of persons to the commodious sanatorium each year. Although the lake has been known to civilized man for but a comparatively short time, the

Indians of Oregon have used it for many generations and its healing properties are woven in tribal tradition.

LA GRANDE, ORE.—Elevation, 2,784; population, 6,913. La Grande is the metropolis of Union County and a division headquarters, and extensive shops are maintained. It is the shipping center of the noted Grande Ronde Valley, rich in agricultural, horticultural, lumber, and mineral resources. The city is on Grande Ronde River at the base of the Blue Mountains, whose stately peaks are continually bathed in exquisite blue haze.

Wallowa Lake, a beautiful body of water in the Powder River Mountains, is reached from the Joseph Branch, extending 84 miles eastward from La Grande. The main line tracks cross the Blue Mountains at Kamela (elevation, 4,203) and descend to the Umatilla Valley. West of Conway, the train passes through the Umatilla Reservation where glimpses may be had of the Indians—not the savage red men of old, but a progressive, wealthy tribe that farms areas of wheat land.

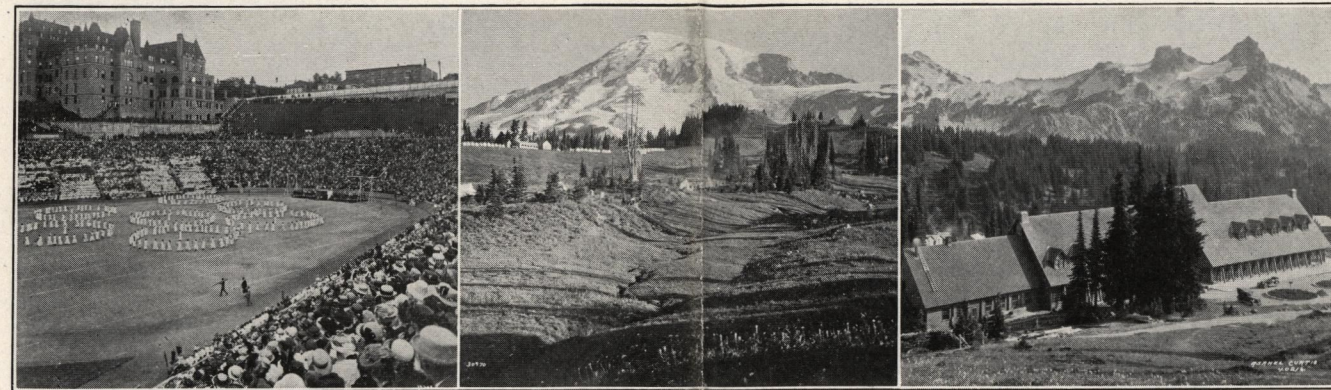
PENDLETON, ORE.—Elevation, 1,067; population, 7,387. Pendleton, the seat of Umatilla County, is on the Umatilla River, which furnishes abundant water power for manufacturing. Umatilla is one of the largest wheat-growing counties in the land, producing annually more than 5,000,000 bushels of superior wheat, one per cent of the world's output. In addition to grain, hay, fruit, lumber, sheep, cattle, horses, hogs, wool, and dairy foods are produced in large quantities. The city has paved streets, water-works, electric lights, flour mills, grain elevator, foundries and machine shops, harvester factory, planing, woolen, and paper mills, and a packing plant. It is the seat of St. Joseph's Academy and a State Hospital for the Insane.

The Pendleton Roundup, a noted frontier festival held annually in September, consists of races and other contests illustrating the work and play of the cowboy in the days when the West was raw; roping, riding outlaw "buckers," "bulldogging" steers, and many other equestrian feats of thrilling interest make up the program. Some fifty thousand persons visit this historical spectacle each year. The Roundup is a community enterprise in which the management serves without pay.

Pendleton is a division headquarters and the junction point for two O.-W. R. & N. branch lines, one extending northward through Walla Walla to Spokane, the other southward to Pilot Rock. Leaving Pendleton, the train follows Umatilla River, which it crosses four times. At Echo is one of the largest concrete grain elevators in Oregon, and a wool-scouring plant covering five acres. Near Stanfield, surrounded by irrigated farms, the train crosses a part of the Umatilla Project, which will soon supply an additional tract with irrigation water.

Before the "Cut-off" was built, the main line of the O.-W. R. & N. ran northward from Hinkle, across the original Umatilla Irrigation Project, the principal town of which is Hermiston. The old Hermiston Project was declared by the Reclamation Service engineers to be the most productive of the early irrigation projects established by the government. One of the foremost agricultural experiment stations in the West is maintained at Hermiston.

THE COLUMBIA RIVER—At Messner, the first glimpse of the mighty Columbia River is obtained. It is 1,400 miles long, 7 miles wide at its



HIGH SCHOOL AND STADIUM, TACOMA, WASH.

PARADISE VALLEY, MT. RAINIER, WASH.

PARADISE INN AND TATOOSH RANGE,
RAINIER NATIONAL PARK

mouth, and is navigable for 400 miles. The Columbia River Route of the Union Pacific System follows the majestic stream for 200 miles, through the rugged, spectacular gorge it has been uncrowned ages in carving. From time to time, towering Mt. Hood and other white sentinels of the Cascades may be seen. As the enclosing hills draw closer, the gorge deepens and multiplies its spectacular features, displaying the great palisades of basalt—molten volcanic rock that split into dark, five- and six-sided columns as it cooled—which constitute the distinctive geologic phenomenon of its course.

From Heppner Junction, Arlington, and Biggs, Union Pacific System branch lines extend southward to Heppner, Condon, and Skaniko, among the vast wheat fields and live-stock ranges of Central Oregon. Arlington ships wheat, wool, and live stock. Sherman is the junction of the branch that serves the fertile Deschutes Valley. Deschutes River, which flows through a stupendous canyon 1,000 to 1,500 feet deep and noted for its arresting scenery and excellent trout and salmon fishing, is one of the greatest water-power streams in the West. On the forested slopes of the adjacent Cascade Mountains are many lakes and streams and fine camping sites; splendid panoramas are disclosed of Mt. Hood and other snowy peaks of the Cascades. Near Bend (population, 5,415), there is a peculiar ice cave, and the noted Three Sisters Mountain is in view.

At Celilo, on the main line, 4 miles west of Sherman, are Celilo Falls and Rapids, around which the Federal Government has constructed a lock-canal at a cost of \$5,000,000. In the vicinity may be seen the curious fish-wheels, revolving with the current and with scoops attached which dip up the salmon as they ascend the stream. The entire river pours over a 40-foot cliff at Celilo Falls and the Rapids continue to The Dalles.

THE DALLES, ORE.—Elevation, 96; population, 5,807. The river makes a great bend and the palisades of basalt narrow until there is a width of but 165 feet for the passage of the mighty stream, which leaps, rushes, and seethes in a series of furious rapids and whirlpools. Along this stretch of the Columbia the scenery is noted for its grandeur. The Dalles is the seat of Wasco County, a modern city with an extensive trade in live stock, wool, grain, and fruits. Among its important industries are large railroad shops and fruit and salmon canneries, flour mills, lumber yards, and wool-scouring and fruit-evaporating plants. The city has a municipal water-works, hospital, and Carnegie Library, and is the seat of St. Mary's Academy. The first settlement there was made by fur traders in 1820; a military post was established in 1838, and, about the same time, a Methodist Mission.

HOOD RIVER, ORE.—Elevation, 98; population, 3,195. The Hood River Valley, cradled by mountains, and extending south from the Columbia to Mt. Hood, some 20 miles, is celebrated internationally for its apples and is noted throughout the United States for the excellence of its strawberries. The highest priced Spitzenburgs and Pippins found in the markets of New York and London were grown at Hood River. The region has been called "The University of Apple Culture," because there the growing and marketing of the fruit has been reduced to a science.

The charming and enterprising town of Hood River, surrounded by fine orchards, berry fields, and flower gardens, is the commercial center of the remarkable valley. It has electric lights, a municipal water-works, Carnegie

Library, high schools, lumber mills, canning and evaporating plants, machine shops, vinegar, cider, and syrup factories, wagon factory, and a co-operative creamery. From the eminences of the town fine views may be obtained of Mt. Hood, perhaps the most accessible of America's perpetually ice-capped peaks, and of Mt. Adams (altitude, 12,470), forty miles northward.

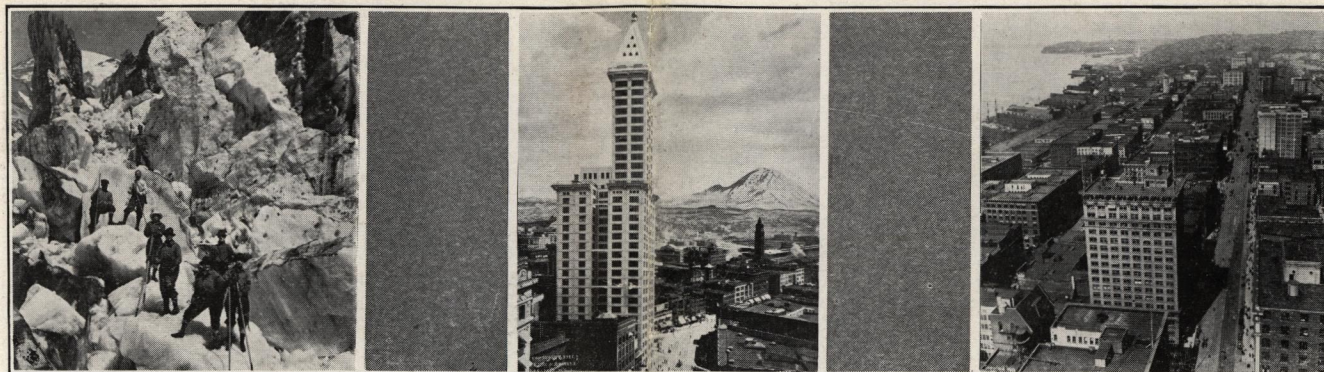
The Alpine scenery of the Hood River region is of high rank; moreover, the genial climate makes it attractive all the year. Within an hour's ride of the town are lofty mountains, vast forests, rushing streams, and beautiful lakes, trout fishing, big game hunting, and winter sports during their respective seasons. Mt. Hood, sheathed by glaciers and with all the icy grandeur of a peak of Switzerland, may be ascended with comparative ease. Cloud Cap Inn, at the snow-line, a two hours' automobile ride from Hood River, is the chief starting point; the summit is four miles distant. Many faraway peaks of the Cascades, and even the Pacific Ocean, 100 miles westward, may be seen from the crest.

THE COLUMBIA RIVER HIGHWAY—Now the O.-W. R. & N. parallels the most wonderful scenic highway in America, perhaps in the world. The Columbia River Highway extends 70 miles from Hood River to Portland; it is 18 feet wide, with a bitulithic surface, and its steepest grade does not exceed five per cent. Following the majestic river that determined its course, the highway winds to and fro at the base and upon the sides of sculptured cliffs, crosses dashing streams on magnificent bridges of steel and cement, passes many waterfalls of matchless beauty, and occasionally disappears momentarily in a short tunnel. Travelers to Portland on Union Pacific System trains have many views of the famous roadway.

The Mitchell Point tunnel is one of the notable engineering achievements of the highway. At Cascade Locks is another construction triumph, demanded by navigation. Across the Columbia is Table Mountain, where, according to Indian legends, the "Bridge of the Gods" once spanned the stream until some cataclysm plunged it beneath the waters. Just beyond Bonneville, Castle Rock, a great basalt column, on the northern bank, rises 900 feet skyward; its summit was used for signalling by the Indians. Next, 2,500 feet above the tracks, towers St. Peter's Dome. Then appears Horsetail Falls, plunging 250 feet; Oneonta Gorge, a remarkable cleft in the canyon wall; and the Winnema Pinnacles, sharpobelisks extending 1,500 feet above the train. Presently the train slows down to give passengers a good view of the finest waterfall in the Columbia Gorge—Multnomah. This beautiful column of falling water first leaps 570 feet down a sheer cliff, pauses momentarily upon a terrace, and drops another 60 feet. A short distance farther are



Father DeSmet



NISQUALLY GLACIER, MT. RAINIER

SMITH BUILDING, SEATTLE

BIRDS-EYE VIEW OF SEATTLE

Bridal Veil and Latourell Falls, of striking beauty. A mile beyond is Crown Point, where the highway circles the crest of a high promontory. A few suburban towns are passed and the train reaches Portland.

PORTLAND, ORE.—Elevation, 30 to 1,260; population, 258,288. Portland, on the Willamette River just above its confluence with the Columbia, is the metropolis of the state and chief city of the Columbia River Basin. It has an excellent freshwater harbor with a 40-foot channel to the sea and enjoys an immense volume of trade.

It is called "The Rose City," because, from spring until late autumn every yard and garden and the parkways along the streets are veritable conservatories of roses; even during the winter many sheltered gardens produce beautiful blooms. Portland's remarkable success with "the queen of flowers" and her unusually favorable soil and climate have led the American Rose Society to establish its principal test gardens there. Portland is famous for civic beauty, and this is enhanced by the magnificent background formed by the Cascade Range, with Mts. Hood, Adams, and St. Helens chief in majesty. The city has handsome public buildings, churches, hotels, theatres, and business blocks, fine schools and a number of colleges, the Multnomah Public Library, the Public Auditorium, 21 parks and public playgrounds, excellent street car and interurban service, and an ambitious system of municipal docks, terminals, and harbor improvements. The climate is celebrated for the coolness of the summers and the mildness of the winters. Scores of short excursions may be made from Portland to the snow-capped mountains and their fishing streams, along the great river, and to the charming beaches near the mouth of the Columbia.

Portland is the chief lumber manufacturing city in the world, and has immense furniture factories; it ranks second in importance as a wool market; it is the chief wheat port of the Pacific Coast and one of our great live-stock and packing centers. It is also the principal banking center of the Pacific Northwest. With twenty-two million undeveloped hydro-electric horsepower and an abundance of raw material at her gates, the city has measureless possibilities as a manufacturing metropolis. Among the more important products of its plants are lumber, flour, woollens, leather goods, machinery, canned fruits, packed meats, railroad cars and equipment, and steel and wooden ships. Ships from all maritime nations come to her harbor and distribute her products throughout the world.



Panning Gold

ASTORIA, ORE.—Elevation, 0; population, 14,027. Astoria, seat of Clatsop County, on the Columbia, about 9 miles from its mouth, although not on the rail lines of the Union Pacific System, is reached by its steamer service from Portland. The site was first visited by Captain Gray, and it

was the terminus of the Lewis and Clark expedition in 1805. In 1811, the Astor party founded a trading post, which was seized by the British during the War of 1812, and restored in 1818. Astoria has 5 miles of water frontage, extensive docks, commodious warehouses, and a large maritime commerce. Its salmon fisheries and canning industries are among the greatest in the world. Iron works, flour mills, shipyards, and large lumber plants are the chief manufacturing industries. The city has a heavy export trade in lumber, wheat, oats, live stock, wool, potatoes, and apples.

From Astoria may be reached the delightful North Beach resorts, extending from Ilwaco to Nahcotta, on the Washington coast.

WASHINGTON—Area, 69,127 square miles; population, 1,356,316. Washington, the "Evergreen State," is divided by the Cascade Range, as is Oregon, into two distinct sections, the western part having a mild, moist climate, the eastern, hotter summers and colder winters. The state is characterized by great topographical diversity, ranging from low plains to such lofty peaks as Mt. Rainier (14,408 feet), together with broad, rolling prairies, elevated plateaus, deep canyons, and fertile valleys. Puget Sound, a great inland sea with many arms and bays, extends southward 200 miles from the Canadian boundary to Olympia.

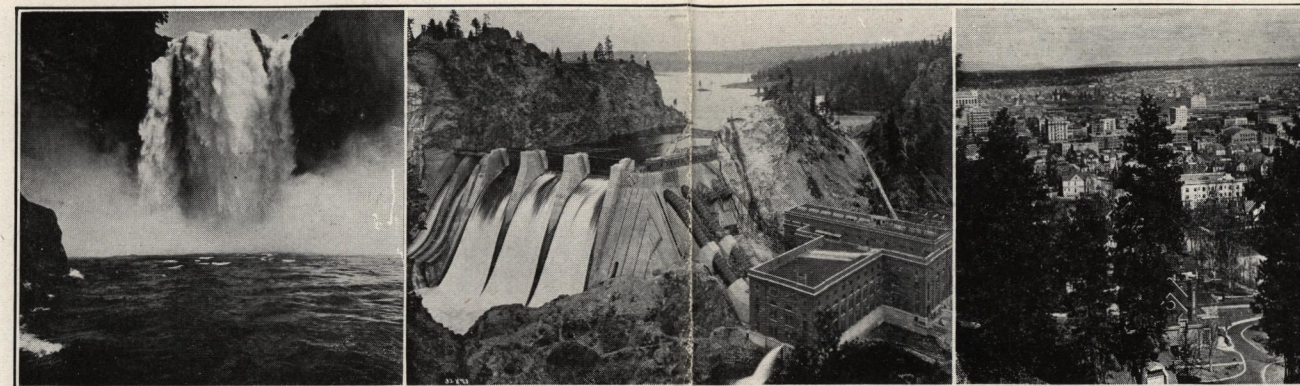
On the lower lands along the coast and Puget Sound are vast forests; diversified farming, fruit growing, and dairying are the principal agricultural pursuits. In eastern Washington is found some of the most fertile wheat land on earth; there also, are the great cattle and sheep ranges, and fine irrigated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

The principal crops, in the order of their value, are wheat, hay, potatoes, oats, barley, and corn. Coal is first in importance among minerals; in the Puget Sound Basin are practically inexhaustible beds of bituminous coal. The state also contains lead, zinc, tungsten, platinum, and large deposits of iron ore. The greatest industry of Washington is the manufacture of lumber and shingles. About 4½ billion feet of timber are cut annually and the untouched stand approximates 400 billion feet; the most valuable tree is the Douglas fir. Another industry of foremost importance is the salmon fisheries; there are more than 70 canneries and Washington brands are known throughout the world. With an abundance of water power, there are extensive and varied manufacturing interests, among them, flour and paper mills, aeroplane factories, shipyards, iron and steel works, smelters, beet-sugar, condensed milk, fertilizer, and furniture factories, fruit and vegetable canneries, pottery works, and creameries. A vast maritime commerce is carried on.

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

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

The Straits of Juan de Fuca were discovered in 1592 by a Greek captain of that name in the service of Mexico. In 1792, Captain Gray explored the mouth of the Columbia and Captain Vancouver explored Puget Sound. Lewis and Clark came in 1805. Traders of the Northwest Fur Co. established posts in 1811; Dr. Whitman founded a settlement near Walla Walla in 1836.



SNOQUALMIE FALLS, WASHINGTON

LONG LAKE, DAM AND POWER HOUSE, SPOKANE

BIRDS-EYE VIEW OF SPOKANE

There were Indian wars in 1855-6. Washington became a territory in 1848; a state in 1889.

Leaving Portland, northward, the train crosses the Willamette River, passes great mills, elevators, and docks and the carshops of the O.-W. R. & N., then crosses the Columbia into Washington on one of the finest steel bridges in America.

VANCOUVER, WASH.—Elevation, 75; population, 12,637. Vancouver, on the Columbia and the seat of Clarke County, is the oldest town in the state, founded in 1828 by the Hudson Bay Co. It is an enterprising modern city, with important shipyards. Farming, stock-raising, fruit-growing, and lumbering are the principal industries of the surrounding region. Among its manufactures are lumber and flour mills, brick plants, and machine shops. Vancouver Barracks, a military post established in 1849, is one of the best in the United States.

After passing a number of small towns, the train reaches Kelso, which ships annually more than 2 million pounds of smelt, taken from Cowlitz River; Castle Rock, on the same stream, has two state fish hatcheries. There are convenient points of departure for Silver and Spirit Lakes and Mt. St. Helens. From the vicinity may be obtained the best views of the Cascade Mountains; on clear days Mt. Rainier is visible. At Chehalis, the principal industries are coal-mining, dairying and lumbering; to the east of the track is the State Training School for Boys. The industries of Centralia, 4 miles beyond, are similar in character. Centralia is the junction of the Gray's Harbor branch.

ABERDEEN AND HOQUIAM—The trip down Chehalis River is a succession of charming landscapes; originally, this was one of the richest timber regions of the state, but the forests have been cut and fertile farms now occupy their places. The population of the two cities, which stand close together and have the same interests, is 25,000. They are modern communities, with paved streets, libraries, electric street and interurban cars, excellent schools, and a fine harbor. The principal industries are large lumber and shingle mills, cooperages, fish-curing plants, and shipyards.

OLYMPIA, WASH.—Elevation, 0; population, 8,537. Olympia, the capital of the state, is on the southernmost inlet of Puget Sound. The city has a number of fine structures, including the handsome State Capitol, Temple of Justice, City Library, Federal Building, and County Court House. It is an important commercial center, the port of an extensive area rich in timber, agricultural, and mineral resources. The oyster industry is important and much fruit is grown. The chief manufactures are lumber and knitting mills, iron works, and fruit and oyster canneries.

TACOMA, WASH.—Elevation, 0; population, 96,965. Tacoma is charmingly situated on rolling hills that slope down to Commencement Bay, one of the finest harbors in the world. The municipality owns the electric power and lighting plant, water-works, street-car lines, and there is a municipal dock. Tacoma has a Carnegie Library, a noted high school, several denominational colleges and academies, substantial business blocks, attractive parks, and a municipal stadium seating 35,000 persons.

The manufacture of lumber is Tacoma's leading industry; its smelters reduce ores from both Washington and Alaska. A large maritime commerce

gathers about its six miles of water front, where immense wheat warehouses stand. Among its important manufactured products are ships, furniture, packed meats, candy, marble, and iron and steel products. Steamship service is maintained to Pacific Coast ports, British Columbia, and Alaska. Like other cities of the Pacific Northwest, Tacoma has an abundance of hydro-electric power close at hand. The city was laid out in 1868, by Gen. McCarver.

There are scenic regions of high rank within easy reach from Tacoma. The sharp peaks and wild canyons of the Olympic Range are less known than any other section of the United States. Mt. Rainier National Park, with its glorious peak, which the Indians called "The Mountain that was God," may be reached in about three hours from the city in automobiles that proceed to the very feet of the glaciers. There are excellent hotels and camps in the Park; the season extends approximately from June 15th to September 15th.

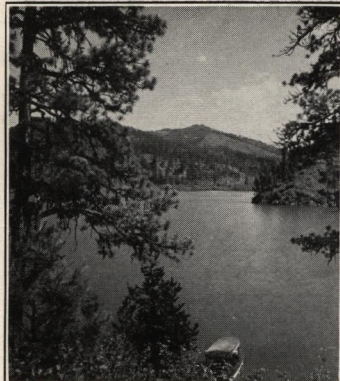
Eight miles beyond Tacoma is Puyallup (population, 6,271), headquarters of an extensive berry-raising and canning industry; a few miles north are Auburn and Kent, centers of a great dairying district, with large milk condenseries. Beyond is the suburban garden district that supplies the markets of Seattle.

SEATTLE, WASH.—Elevation, 10 to 123; population, 315,362. Seattle, the largest city of the Pacific Northwest and a seaport of great importance, is situated on Elliott Bay, between Lake Washington and Puget Sound. Its area, including water surface, is about 95 square miles. It has a hilly site of marked beauty, with the snow-capped Olympics in the west, and the lofty Cascades in the east. Lake Washington, 22 miles long and 4 miles wide, is connected with the Sound by an 8-mile ship canal, and with Lake Union (2 miles long) in the heart of the city. This canal has extended Seattle's waterfront from 40 to 140 miles, and has added a non-tidal, fresh-water harbor. With such facilities, Seattle has a vast maritime commerce with Pacific Coast ports, British Columbia, Alaska, South America, Australia, and all the Orient, as well as with Atlantic ports through the Panama Canal. Practically all the gold from Alaska and the Yukon comes to Seattle. The chief exports include wheat, flour, lumber, fish, coal, hay, fruits, live stock, and dairy products; among the leading imports are silks, rice, tea, coffee, sugar, spices, and indigo. Cheap and abundant hydro-electric power has made Seattle the most important manufacturing city in the Pacific Northwest; the principal manufactured products are flour, lumber, canned salmon, and ships.

The municipality owns the water-system, electric light and power plant, and street railway, and has established municipal markets and beaches; Seattle is brilliantly lighted. It has many stately public buildings, fine churches, and imposing business structures, among the latter the 42-story



Fur Traders



LAKE COEUR D'ALENE, IDAHO



ORCHARD SCENE NEAR WALLA WALLA



LAKE PEND OREILLE, IDAHO

L. C. Smith Building, the tallest office building outside New York City. There are 44 parks and an extensive boulevard system; excellent grade and high schools; a number of denominational colleges, and the University of Washington, with 6,000 students.

Seattle has a mild climate, due to the Japan current, and ranks among the most healthful cities in the world. There is a multitude of scenic attractions in the vicinity. It was settled in 1852, and named after a Siwash Indian chief.

GATEWAY TO ALASKA—Seattle is the chief gateway to Alaska, the last American frontier. It is the land of gold, of the midnight sun and the Northern lights, of giant mountains, entrancing fiords, mighty rivers, roaring rapids, tumultuous waterfalls, Alpine lakes, geysers, volcanoes, and glaciers of amazing immensity. It is a land of big game and fighting fish, the home of the seal, the walrus, the totem, and the Eskimo. Strangely enough, it is also a land of beautiful flowers and ideal summer weather.

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

PENDLETON TO SPOKANE

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

WALLA WALLA, WASH.—Elevation, 1,060; population, 15,503. Walla Walla, on the Walla Walla River, 15 miles west of the Blue Mountains, is the trade center of a fertile valley producing large crops of wheat, oats, barley, alfalfa, vegetables, and fruits; the dairy industry is important. The name is an Indian one, meaning "Many Waters." In 1857 a United States army post, which had a thrilling history, was established on the site, and the settlement grew up around it. Walla Walla is a prosperous modern city, with a municipal water-works, gas and electric plants, public library, U. S. Land Office, and several denominational colleges. The chief manufactured products are lumber and flour. Fort Walla Walla adjoins the city on the west. Near Walla Walla, in 1847, Marcus Whitman, the noted pioneer and missionary, together with his wife and 12 companions, was murdered by Cayuse Indians.

YAKIMA, WASH.—Elevation, 1,075; population, 18,539. From Walla Walla a branch extends, via Attalia, northwestward to Yakima, through the fertile, irrigated districts (the largest in the state) of Yakima Valley. Yakima County ranks fourth in the United States in value of agricultural output. The leading crops, in order of acreage, are alfalfa, fruit, wheat, beans, corn, sugar-beets, and potatoes; there is a large dairy and poultry industry. Dry-farming is practiced on the highlands.

Yakima is the metropolis of the valley, the county seat, and the home of the Blossom Festival and the State Fair. It is a thriving municipality with modern city equipment, handsome public buildings and business blocks, charming parks, and attractive homes.

At Bolles, 26 miles north of Walla Walla, a branch line extends eastward to Waitsburg and Dayton, in a region devoted to stock-raising, fruit-growing, and general farming. From Riparia, 31 miles farther north, a branch follows the Snake River to Lewiston, Idaho, a prosperous city in a region highly productive of hay, grain, and fine fruit. Lewis and Clark camped on the town site in 1805. In 1863-4 the town was the capital of Idaho Territory. It is a modern municipality, with live stock and mining industries in the surrounding region. There are a number of factories and a State Normal School.

COLFAX, WASH.—Population, 3,300. Colfax, on Palouse River, is the trade center of the noted Palouse Region; wheat is the chief product, and fruit growing, stock-raising, and dairying thrive. Colfax has a growing manufacturing industry. From Colfax a branch line extends eastward 28 miles to Pullman (population, 4,000), an enterprising modern community and the seat of the State College of Agriculture; and to Moscow, Idaho, (population, 3,956), center of a lumbering, mining, farming, fruit-growing, and stock-raising district. The Idaho State University is at Moscow.

TEKOA, WASH.—Population, 1,800. Tekoa is surrounded by grain fields bordered by extensive tracts of white and yellow pine; it is a shipping point for the Coeur d'Alene mining district and a railroad division point. Farmington and Garfield are prosperous agricultural communities. Directly west from Farmington may be seen Stepto Butte, notorious during the Indian wars. Waverly and Fairfield, in the grain region, have many fine orchards; beets are grown and beet-sugar is manufactured.

SPOKANE, WASH.—Elevation, 1,893; population, 104,204. Spokane is the metropolis and commercial center of the rich "Inland Empire," comprising eastern Washington, northern Idaho, and western Montana, immensely productive of wheat, minerals, lumber, live stock, dairy stuff, and fruits. The city has a charming site on the Spokane River, at its chief falls, with a background of mountains on the north and east. Its name is that of an Indian tribe, and means "Children of the Sun." The river, flowing through the heart of Spokane, can furnish 400,000 electric horse-power, a part of which is now utilized for street cars, lighting, and manufactories.

Spokane has handsome public buildings and business blocks, excellent street car and interurban service, splendid boulevards, and a large park area. Its manufactured products include lumber, water pipe, brick, terra cotta, flour, foundry, and machine-shop products, vinegar, pickles, cereal foods, and furniture. Large quantities of wheat, fruits, vegetables, and berries are exported. There is a well organized public school system, including five high schools, a university, and a number of denominational schools and colleges. Fort Wright, a large U.S. Military Post, is near by. Spokane was settled in 1872.

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

From Spokane, a branch of the Union Pacific System penetrates the famous Coeur d'Alene mining district to Wallace and Burke. The region is famous, not only for its marvelously productive mines of silver, lead, zinc, and copper, but also for its picturesque scenery.

TRAVEL INFORMATION

If you will inform any representative named on the opposite page what places you or your friends contemplate visiting, he will cheerfully furnish you specific information concerning routes, fares, sleeping car service, stop-over privileges, and side trips; if desired, he will prepare a complete itinerary to include the principal places of interest.

UNION PACIFIC SYSTEM PUBLICATIONS

The following publications, attractively illustrated and containing useful travel information, in addition to authentic descriptions, may be obtained on application to any Union Pacific System representative named on the opposite page:

California Calls You

Colorado for the Tourist

Rocky Mountain National Park

Utah, Idaho Outings

Pacific Northwest and Alaska

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Folder Map of the United States

U. S. GOVERNMENT PUBLICATIONS

Booklets on the National Parks mentioned in this publication are issued by the National Park Service, and may be obtained, without charge, by addressing the Director of the National Park Service, Washington, D. C. Topographical maps of the National Parks may be obtained at nominal prices from the Director of the Geological Survey, Washington, D. C.

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Omaha, Neb.—Union Pacific Headquarters Building, 1416 Dodge Street
A. K. CURTIS, City Passenger Agent
Philadelphia, Pa.—536 Commercial Trust Building, 15th and Market Streets
F. L. PEAKINS, General Agent
Pittsburgh, Pa.—7026 Jenkins Arcade Building, 5th and Liberty Streets
JOHN D. CARTER, General Agent
Portland, Ore.—Wells Fargo Building, Sixth and Oak Streets
L. E. OMER, City Passenger Agent
Sacramento, Cal.—221 California Fruit Building, 1006 Fourth Street
C. T. SLAUSON, General Agent
St. Joseph, Mo.—302 Bartlett Trust Building, Frederick Ave. and Felix Street
S. E. STOHR, Gen. Freight and Passenger Agent, St. J. & G. I. Ry. Co.
St. Louis, Mo.—2053 Railway Exchange Building, 611 Olive Street
J. L. CARNEY, General Agent
Salt Lake City, Utah—Deseret News Building, 10 South Main Street
E. A. SHEWE, District Passenger Agent
San Francisco, Calif.—415 Monadnock Building, 681 Market Street
JOHN L. AMOS, Assistant Traffic Manager
H. A. BUCK, District Passenger Agent
Seattle, Wash.—Oregon-Washington Passenger Station
W. H. OLIN, Assistant General Freight and Pass. Agent, O.-W. R. & N. Co.
W. S. ELLIOTT, General Agent
Spokane, Wash.—727 Sprague Avenue
W. R. SKEY, District Freight and Passenger Agent
Tacoma, Wash.—106 South Tenth Street
WM. CARBUTHERS, District Freight and Passenger Agent
Toronto, Ontario—201 Canadian Pacific Ry. Bldg., 69 Yonge Street
GEORGE W. VAUX, General Agent
Vancouver, B. C.—407 Granville Street.....FRANK S. ELLIOTT, General Agent
Walla Walla, Wash.—Baker Building, Main and Second Streets
C. F. VAN DEWATER, District Freight and Passenger Agent
Yakima, Wash.—Oregon-Washington Passenger Station, 122 W. Yakima Ave.
H. M. WEST, District Freight and Passenger Agent

A. L. CRAIG
General Passenger Agent
U. P. R. R. Co. and St. J. & G. I. Ry. Co.
OMAHA, NEB.

D. S. SPENCER
General Passenger Agent
Oregon Short Line R. R. Co.
SALT LAKE CITY, UTAH

WM. McMURRAY
General Passenger Agent
Ore.-Wash. R. R. & Nav. Co.
PORTLAND, OREGON

BUREAU OF SERVICE
National Parks and Resorts
C. J. COLLINS, Manager
148 S. Clark Street, Chicago, Ill.

W. S. BASINGER
Passenger Traffic Manager
Union Pacific System
OMAHA, NEB.