

WINTER, 1883-84.

WINTER, 1883-84.

Short Line to the Pacific Coast

Short Line to the Pacific Coast

Northern Pacific

Northern Pacific

OREGON RAILWAY & NAVIGATION CO.

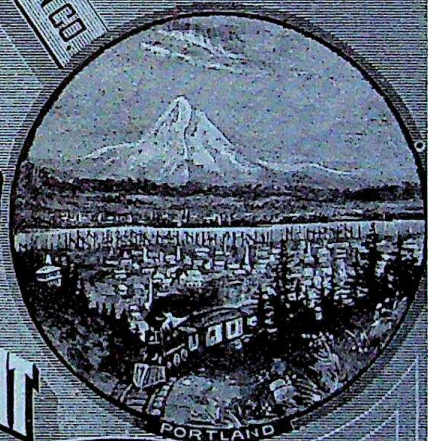
OREGON RAILWAY & NAVIGATION CO.

R.R.

R.R.

THE
NEW
ROUTE
ACROSS
THE
CONTINENT

THE
NEW
ROUTE
ACROSS
THE
CONTINENT



MINNESOTA
DAKOTA | OREGON
MONTANA | WASHINGTON
IDAHO | CALIFORNIA
AND
British + Columbia

MINNESOTA
DAKOTA | OREGON
MONTANA | WASHINGTON
IDAHO | CALIFORNIA
AND
British + Columbia

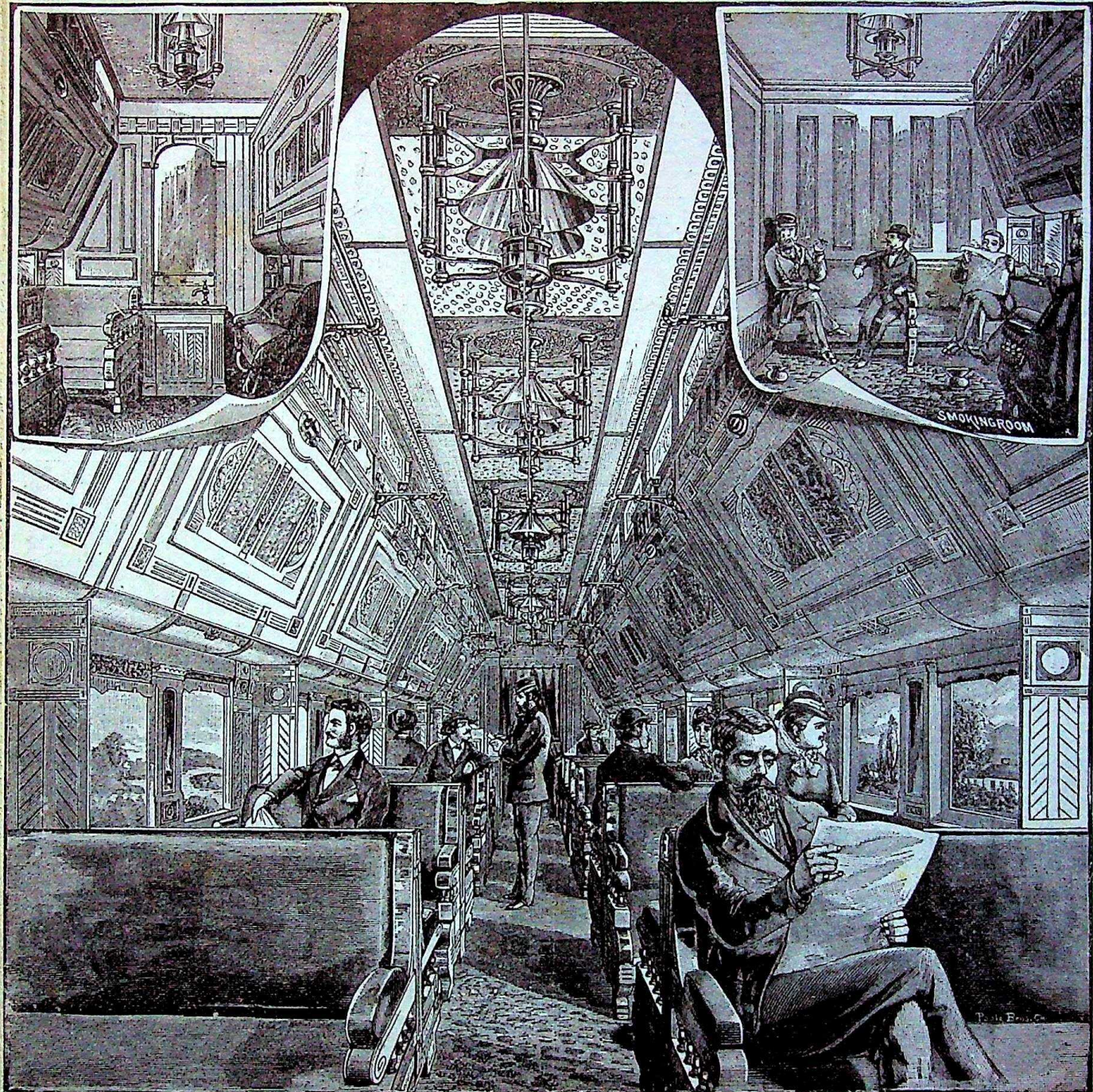
JOHN MUIR, Superintendent of Traffic,
CHARLES S. FEE, General Passenger Agent,
H. C. DAVIS, Ass't General Passenger Agent,
CHAS. B. LAMBORN, Land Commissioner,
P. B. GROAT, General Emigration Agent,

St. Paul, Minn.
St. Paul, Minn.
St. Paul, Minn.
St. Paul, Minn.
St. Paul, Minn.

JOHN MUIR, Superintendent of Traffic,
CHARLES S. FEE, General Passenger Agent,
H. C. DAVIS, Ass't General Passenger Agent,
CHAS. B. LAMBORN, Land Commissioner,
P. B. GROAT, General Emigration Agent,

St. Paul, Minn.
St. Paul, Minn.
St. Paul, Minn.
St. Paul, Minn.
St. Paul, Minn.

THESE CELEBRATED SLEEPING CARS ARE RUN THROUGH BETWEEN ST. PAUL AND PORTLAND, OREGON.



Interior View of the New Pullman Palace Sleeping Cars now Running on the Northern Pacific R. R. through between St. Paul and Portland.
(See another page for more about these Cars, rates, etc.)

OREGON & CALIFORNIA RAILROAD.

SOUTH.			EAST SIDE.		NORTH.	
Alb. Exp.	Mail.	Mis.	STATIONS.		Mail.	Alb. Exp.
14.00 p.m.	17.30 a.m.	0	Lv. Portland	Ar.	14.25 p.m.	10.05 a.m.
4.15 "	7.45 "	"	East Portland		4.10 "	9.50 "
6.00 "	8.37 "	15	Oregon City		3.25 "	9.06 "
6.00 "	9.14 "	25	Aurora		2.41 "	8.15 "
6.00 "	9.26 "	37	Woodburn		2.19 "	7.33 "
6.00 "	9.45 "	38	Gervais		2.03 "	7.28 "
6.15 "	10.25 "	52	Salem		1.24 "	6.47 "
7.66 "	11.05 "	66	Marion		12.45 "	6.07 "
8.10 "	11.18 "	71	Jefferson		12.33 "	5.54 "
8.35 "	12.05 p.m.	79	Albany		12.05 p.m.	5.30 "
8.45 "	"	82	Fromam		"	5.20 "
19.20 p.m.	"	94	Lebanon		"	14.45 a.m.
12.50 p.m.	"	97	Halsey		10.56 a.m.	"
1.14 "	"	105	Harrisburg		10.32 "	"
1.27 "	"	110	Junction City		10.20 "	"
2.04 "	"	123	Eugene		9.41 "	"
2.57 "	"	143	Cottage Grove		8.35 "	"
3.50 "	"	181	Oakland		6.35 "	"
6.15 "	"	197	Roseburg		5.30 "	"
10.35 "	"	262	Glendale		1.00 "	"
11.02 "	"	278	Almaden		12.25 a.m.	"
11.49 p.m.	"	276	Alta		11.40 p.m.	"
12.30 a.m.	"	290	Grant's Priso	Lv.	10.00 p.m.	"

SOUTH.			WEST SIDE.		NORTH.	
Express.	Mail.	Mis.	STATIONS.		Mail.	Express.
15.00 p.m.	19.00 a.m.	0	Lv. Portland	Ar.	13.20 p.m.	18.30 a.m.
5.40 "	10.00 "	11	Beaverton		2.20 "	7.53 "
6.12 "	10.43 "	21	Hillsboro		1.47 "	7.22 "
6.32 "	11.12 "	26	Forest Grove		1.27 "	7.03 "
7.20 "	12.06 p.m.	39	North Yamhill		12.35 p.m.	6.20 "
16.00 p.m.	1.20 "	50	McMinnville		11.59 a.m.	15.45 a.m.
"	1.33 "	54	Whites		11.15 "	9.55 "
"	3.05 "	75	Independence		"	"
"	4.30 p.m.	97	Corvallis	Lv.	18.30 a.m.	"

PORTLAND AND SAN FRANCISCO ROUTE.

The elegant passenger steamers of the Oregon & Navigation Company and the Pacific Coast Steamship Company sail between Portland and San Francisco, touching at Astoria, the proposed time to March 1st, 1884, being as follows:

STEAMERS.	From Portland	From San Francisco.
(Passengers can go aboard at Portland any time after 6.00 p.m.)	Leaving Alnsworth, Dock at 12.00 midnight.	Leaving Spear St. Wharf at 10.00 a.m.
" Columbia "	Feb. 16th and Mar. 2d.	Feb. 24th and Mar. 10th.
" Oregon "	" 21st and " 12th.	" 14th and 30th.
" State of California "	" 11th and 26th.	" 19th and Mar. 5th

RIVER ROUTES.

- LOWER COLUMBIA RIVER**—Mail Boat, daily except Sunday. Leave Port land 6.00 a. m., arrive Astoria 4.00 p. m. Leave Astoria 6.00 a. m., arrive Port land 4.00 p. m.
- MIDDLE COLUMBIA RIVER**—Mail Boat, daily except Sunday; stopping at Vancouver, Cape Horn, etc. Leave Portland 7.00 a. m.; arrive Dalles 5.00 p. m. Leave Dalles 8.00 a. m.; arrive Portland 5.00 p. m.
- SNAKE RIVER**—Leave Riparia 3.00 a. m., Monday and Friday. Arrive Lewiston 5.00 p. m. Monday and Friday. Leave Lewiston 7.00 a. m., Wednesday and Sunday, arrive Riparia 4.00 p. m., Wednesday and Sunday. Stops at Almoda, etc. both ways.
- WILLAMETTE RIVER**—Leave Portland 6.00 a. m., Monday and Thursday; arrive Corvallis, Tuesday and Friday 7.00 a. m. Leave Corvallis 9.00 a. m., Tuesday and Friday, arrive Portland Wednesday and Saturday 5.00 p. m. Stops at Oregon City, Salem, Albany, etc. in both directions.
- YAMHILL RIVER**—Leave Portland 7.00 a. m., Monday, Wednesday and Friday; arrive Dayton, Ore., same days, 5.00 p. m. Leave Dayton 6.30 a. m., Tuesday, Thursday and Saturday; arrive Portland same days 6.00 p. m.

PUGET SOUND ROUTES.

- VICTORIA ROUTE**—Leave New Tacoma 7.00 p. m., daily except Saturday; arrive Victoria next day 1.00 p. m., connects with steamers for New Westminster. B. C. Steamer leaves New Tacoma Sundays at 4 p. m. Leave Victoria 5 a. m., daily except Sunday; arrive New Tacoma same day 6.00 p. m.
- SEATTLE ROUTE**—Connect at New Tacoma with N. P. trains each way. Leave New Tacoma 4.00 p. m. daily; arrive Seattle same day, 6.30 p. m. Leave Seattle 8.30 a. m., daily except Sunday; arrive New Tacoma same day, 6.00 a. m.
- OLYMPIA ROUTE**—Touching at New Tacoma each way. Leave Seattle 3.30 a. m., daily except Sunday; arrive Olympia same day, 10.00 a. m. Leave Olympia 11.00 a. m., daily except Sunday; arrive Seattle same day, 6.30 p. m.
- WHATCOM ROUTE**—Touching at Mukilteo, Talalp, Coupeville, San Juan Island, Friday Harbor, Oak Harbor, Ulslandy, La Conner, Edalgo, Anacortes, Samish, and Schome. Leave Seattle 3.30 p. m., Sunday and Wednesday, arrive Whatcom next day 4 p. m. Leave Whatcom 7 p. m. Monday and Thursday, arrive Seattle next day 4 p. m.

PACIFIC COAST STEAMSHIP CO.—ALASKA ROUTE.

Steamer sails from Portland, Ore., the first week in each month for Ft. Wrangle, Juneau and Sitka, Alaska, touching at Port Townsend, W. T., and Victoria, B. C. Tourists desiring to take this trip should give notice at least two weeks in advance, in order that state rooms may be reserved for them.

EASTERN AND SOUTHERN CONNECTIONS AT ST. PAUL AND MINNEAPOLIS IN UNION DEPOTS.

RIVER BANK ROUTE.

Chicago, Milwaukee & St. Paul Ry. to Chicago.

A. M.	A. M.	NOON	P. M.	LV.	STATIONS.	Ar.	A. M.	P. M.	P. M.	P. M.
13.00	4.50	12.00	7.00	Lv.	Minneapolis	Ar	8.10	3.10	10.00	7.05
8.10	5.25	12.45	7.45	Ar.	St. Paul		7.50	2.25	9.25	6.55
		3.40	11.00	Ar.	Milwaukee	Lv.	2.40	15.15		
		7.00	2.00		Chicago		\$11.30	\$9.00		
4.20	9.05				Rock Island			7.25		
11.00					St. Louis				11.30	
					St. Louis				8.00	
9.20	7.50	8.10	7.55	Ar.	Kansas City	Lv.	\$7.55	7.40	\$8.00	\$8.50

THE ROYAL ROUTE.

C., St. P., M. & O. and C. & N.-W. R'ys to Chicago.

A. M.	P. M.	NOON	P. M.	LV.	STATIONS.	Ar.	A. M.	P. M.	A. M.	P. M.
7.55	4.35	12.00	7.00	Lv.	Minneapolis	Ar	8.10	3.10	11.40	11.10
7.30	3.50	12.45	7.45	Ar.	St. Paul		7.20	2.25	12.10	11.40
			11.30	Ar.	Milwaukee	Lv.	2.05			
		7.00	2.00		Chicago		\$11.30	\$9.00		
	9.00				Council Bluffs				\$10.10	
	5.50				Kansas City					
9.20					Des Moines					\$9.30
		8.10	7.55	Ar.	St. Louis	Lv.	\$7.55	7.40		

ALBERT LEA ROUTE.

Minn. & St. L., B., C. R. & N. and C. R. I. & P. Rys. to Chicago

\$	6.20pm	7.00	3.30	7.40	7.00am	LV.	STATIONS.	Ar.	\$	7.45am	12.20pm	7.05pm
	7.00	3.30	7.40	7.00	7.00am	Lv.	St. Paul	Ar.	7.45am	12.20pm	7.05pm	8.05pm
	3.00pm	2.30	6.50	7.40	7.00am	Ar.	Chicago	Lv.	11.00am	12.05pm	9.15	
		5.05					St. Louis			9.00am		
		10.10am	8.55pm				Des Moines		1.40pm			6.30am
	9.20pm	9.20am				Ar.	Kansas City	Lv.	6.35am	1.40pm		6.40pm

TIME TO AND FROM EASTERN CITIES.

8.00pm	Mo.	LV.	STATIONS.	Ar.	7.00am	Th.
11.30pm	Mo.	9.00am	Tu.	Quebec	Ar.	8.00am
6.00pm	Mo.	8.30am	Tu.	Montreal	Ar.	8.00am
9.00am	Tu.	9.00am	Tu.	Boston	Ar.	6.25am
11.25am	Tu.	11.00am	Tu.	New York	Ar.	7.30pm
10.15am	Tu.	1.40am	Tu.	Philadelphia	Ar.	6.25pm
10.50am	Tu.	10.50am	Tu.	Washington	Ar.	5.10pm
9.00pm	Tu.	11.30pm	Tu.	Baltimore	Ar.	5.10pm
11.41am	Tu.	12.01 n't	We.	Pittsburg	Ar.	6.17am
3.00pm	Tu.	3.00am	We.	Buffalo	Ar.	6.41am
12.50n't	Tu.	11.50pm	Tu.	Hamilton	Ar.	1.50pm
6.55pm	Tu.	6.52am	We.	Toronto	Ar.	4.05pm
10.10pm	Tu.	9.55am	We.	Cleveland	Ar.	1.07am
8.10pm	Tu.	7.50am	We.	Detroit	Ar.	1.00am
6.50pm	Tu.	7.40am	We.	Port Huron	Ar.	1.45am
11.20pm	Tu.	11.45am	We.	Cincinnati	Ar.	7.14pm
11.30am	We.	9.00pm	We.	Indianapolis	Ar.	3.30pm
7.20am	Th.	2.25pm	Th.	Chicago	Ar.	1.00am
				St. Paul	Lv.	12.00n't
						Mo.
						7.45pm

The Only Trans-Continental Line Running

DINING CARS

OF ANY DESCRIPTION.

The Northern Pacific Railroad is equipped with a line of fine Dining Cars which were built at the Pullman Car Works, and are marvels of luxury, being of the most elegant design and finish. They are mounted on combination springs so carefully adjusted that there is no perceptible jar to disturb the elegantly appointed tables.

In these cars the passenger sits down to a bountiful "spread," comprising all the

DELICACIES IN SEASON

on both the Atlantic and Pacific coasts, as well as fish and game obtained from the country through which the road passes.

The cars are under the direct supervision of one of the most experienced caterers in the country. Meals are furnished at low rates, and are served with promptness, tho' attention given passengers being equal to that received at the best hotels in the land.

Passengers not desiring a regular meal, will be furnished from Dining Car with lunches at reasonable prices.

WISCONSIN DIVISION.

Accom.	Mis	STATIONS.	Accom.
6.40 p.m.		Lv. Superior	Ar. 9.15 a.m.
7.10	5.5	Spur No. 4	8.45
7.40	11.8	Walbridge	8.15
8.00	15.9	Carlton	7.57
8.10	16.8	Spur No. 2	7.48
8.30	21.0	Spur No. 1	7.27
8.40 p.m.	23.5	Ar. N. P. Junction	Lv. 7.15 a.m.

LITTLE FALLS & DAKOTA R. R.

Pass.	Mis	STATIONS.	Pass.
8.35 a.m.		Lv. St. Paul	Ar. 7.20 p.m.
8.50 p.m.	0	Little Falls	12.45
9.55	7	La Fond	12.22 p.m.
10.20	16	Swanville	11.58 a.m.
4.48	26	Grey Eagle	11.30
5.00	29	Bloch Lake	11.19
5.08	31	Spaulding	11.10
5.27	37	Sauk Centre	10.59
6.00	48	Westport	10.30
6.15	53	Villard	10.08
6.37	60	Glacéwood	9.42
7.30	69	Starbuck	9.15
7.38	79	Cyrus	8.43
8.00 p.m.	88	Ar. Morris	Lv. 8.15 a.m.

FERCUS FALLS AND BLACK HILLS BRANCH.

Accom.	Pass.	Mis	STATIONS.	Pass.	Accom.
8.00 p.m.			Lv. St. Paul	Ar. 7.40 a.m.	
7.00 a.m.	0		Ar. Wadena	Lv. 7.20 p.m.	
7.05	3		Wadena Junction	7.13	
7.35	10		Deer Creek	6.45	
7.47	16		Parkton	6.33	
8.02	18		Hennepin	6.20	
8.23	24		Vining	6.00	
8.40	29		Clitheral	5.43	
8.53	33		Battle Lake	5.28	
9.23	39		Maplewood		
10.00	41		Southwick	6.02	
10.30	52		Fergus Falls	4.23	
10.30	60		Wadena	4.38	
10.55	68		Erdell	3.35	
11.25	77		Brookridge	3.05	Arrive.
3.00 p.m.	78		Ar. Wahpeton	Lv. 3.00 p.m.	11.20 a.m.
3.38	86		Ellsworth		10.37
4.18	92		Griffin		10.00
4.45	98		Barney		9.25
5.25	105		Wynndere		8.45
6.50 p.m.	120		Ar. Milnor	Lv. 7.15 a.m.	7.15 a.m.

FARCO & SOUTHWESTERN BRANCH.

Passenger	Mis	STATIONS.	Passenger
8.00 p.m.	0	Lv. St. Paul	Ar. 7.40 a.m.
9.31 a.m.	0	Fargo	6.15 p.m.
9.43	4.2	Cotters	6.08
10.00	10.7	Horace	5.45
10.22	19.1	Davenport	5.25
10.50	29.7	Leonard	4.58
11.21	41.5	Sheldon	4.23
11.55 a.m.	50	Buttsville	4.00
12.10 p.m.	56.0	Lisbon	3.45
12.47	68.5	Marshall	3.10
1.10	76.5	Verona	2.48
1.45 p.m.	88.5	Ar. La Moure	Lv. 2.15 p.m.

SAN., COOPERSTOWN & TURTLE MT. R. R.

Ac. from Sanborn.	Mis	STATIONS.	Accom. to Sanborn.
8.00 p.m.	0	Lv. St. Paul	Ar. 7.40 a.m.
8.30 a.m.	0	Sanborn	12.25 p.m.
9.10	9.0	Odel	1.45
9.50	18.0	Dazey	1.05
10.30	27.5	Hannaford	12.25 p.m.
11.10 a.m.	36.0	Ar. Cooperstown	Lv. 11.50 a.m.

JAMESTOWN & NORTHERN BRANCH.

Ac. from Jamestown.	Mis	STATIONS.	Accom. to Jamestown.
8.00 p.m.	0	Lv. St. Paul	Ar. 7.40 a.m.
7.00 a.m.	0	Jamestown	4.55 p.m.
7.35	6.5	Parkhurst	4.05
8.10	13.5	Buchanan	3.30
8.50	21.5	Pingree	2.60
9.53	31.5	Melville	1.45
10.40 a.m.	43.4	Ar. Carrington	Lv. 1.00 p.m.

During the winter, accommodation trains will be run from Carrington, west to Sykeston, 13 miles, and north to New Rockford, 16 miles; and in the spring regular trains will be run, not only to these points, but 32 miles north of New Rockford to Minnewakan, at the west end of Devil's Lake.

YELLOWSTONE PARK LINE.

Trains will be resumed on this line as soon as the spring business demands it.

HELENA & JEFFERSON COUNTY R. R.

Accom.	Mis	STATIONS.	Accom.
9.00 a.m.	0	Lv. Helena	Ar. 4.30 p.m.
9.18	4.9	Jefferson Junction	4.10
10.03	14.6	Clancy	3.24
10.34	20.4	Jefferson	2.55
10.45	22.2	Corbin	2.45
11.00 a.m.	24.9	Ar. Wickes	Lv. 2.30 p.m.

COLUMBIA AND PALOUSE BRANCH.

EASTWARD.		(Oregon Ry. and Nav. Co.)		WESTWARD.	
From Palouse Junction, Tuesday and Saturday.	Accom. D. Ex. Sun.	In Effect January 21st, 1881.	From Colfax, Monday, Wednesday and Friday.	Accom. D. Ex. Sun.	
	1.40 p.m.	0	Lv. Palouse Junction	Ar. 10.40 a.m.	
	2.17	9	Sulphur	10.00	
	2.52	30	Washtucna	9.25	
	3.39	39	Hooper	8.58	
	5.04	40	Pampa	7.22	
	6.47	49	Endicott	5.50	
	8.30	86	Crest	4.09	
	9.00 p.m.	89	Ar. Colfax	Lv. 3.55 a.m.	

WALLA WALLA, DAYTON AND RIPARIA LINE.

EASTWARD.		(Oregon Railway & Navigation Co.)		WESTWARD.	
Acc. A.M.	Pass. P.M.	Mis	STATIONS.	Pass. A.M.	Acc. P.M.
9.00	0		Lv. Walla Walla	Ar. 4.20	
9.35	10.1		Divide	3.45	
9.50	14.8		Touchet	3.30	
10.05	20.8		Raymont	3.15	
10.17	25.9		Whitman	3.02	
10.30	31.2		Ar. Walla Walla	Lv. 2.50	
11.30	31.2		Lv. Walla Walla	Ar. 2.45	
11.30	41.9		Milton	1.45	
12.20	51.1		Ar. Blue Mountain	Lv. 12.50	
A.M. 11.23	51.0		Prescott	1.57	
11.50	55.4		Bolles Junc.	1.45	
12.20	59.8		Menoken	12.20	
1.05	67.4		Alto	11.40	
2.15	78.6		Starbuck	9.33	
3.40	82.3		Grange City	9.15	
5.05	86.9		Ar. Riparia	Lv. 8.50	
P.M. 5.15			Snake River Steamer to Lewiston. See another page.	A.M.	
11.35	55.4		Lv. Bolles Junction	Ar. 1.45	
11.47	59.1		Wauitsburg	1.33	
11.53	61.9		Huntsville	1.25	
12.15	68.4		Ar. Dayton	Lv. 1.05	

PENDLETON AND BAKER CITY LINE.

EASTWARD.		(Oregon Railway & Navigation Co.)		WESTWARD.	
Acc. A.M.	Pass. P.M.	Mis	STATIONS.	Pass. P.M.	Acc. A.M.
8.35	18.6	0	Lv. Umatilla Junction	Ar. 6.10	
12.00	10.20	14.0	Echo	4.50	
1.00	35.4		Pendleton	3.05	
4.15	33.4		Cayuse	9.15	
P.M. 4.15			Ar. Meacham	Lv. 7.00	

O. R. & N. CO. NARROW GAUGE.

WEST SIDE			EAST SIDE.					
South Ex.	Mis	STATIONS.	North Ex.	South Ex.	Mis	STATIONS.	North Ex.	
A.M. 7.00		Lv. Portland	Ar. 3.20	A.M. 7.30		Lv. Portland	Ar. 4.25	
1.88	54	(Via O. & C. R. R.)	11.20	7.30	35	(Via O. & C. R. R.)	4.25	
1.45	51	Ar. White's	Lv. 9.39	6.35	35	Ar. Woodburn	4.25	
2.09	58	Bridwell	10.42	6.47	20	Lv. Ray's Landing	3.40	
2.25	61	Ar. Sheridan Junc.	Lv. 10.20	7.30	12	Ar. St. Paul's	3.23	
2.45	64	Lv. Ballston	Ar. 9.50	8.35	35	Lv. Woodburn	1.50	
3.10	65	Ar. Sheridan	Lv. 9.35	10.19	41	Filmore	1.18	
4.05	61	Lv. Sheridan Junc.	Ar. 8.40	10.29	43	Down's	1.08	
4.18	64	Perrydale	8.26	11.42	46	Silverton	12.50	
4.55	74	Polk	7.51	11.54	58	Macleay	12.05	
5.10	74	Dallas	7.33	12.12	61	Waldo Hills	11.51	
5.30	74	Cochrane	7.13	12.36	63	Aumsville	11.37	
5.47	81	Monmouth	6.38			West Station	11.17	
6.27	88	Simpson	6.23	8.00		Lv. Portland	Ar. 10.05	
6.45	91	Ar. Airle	Lv. 6.05	7.00	91	(Via O. & C. R. R.)		
P.M. 8.45			Ar. Ballston	5.59 a.m.	Sheridan	Ar. 4.59		
			Lv. Sheridan Jc.	D. except Sunday	6.10	91	Lv. Lebanon Junc.	Ar. 4.54
			3.23 a.m.	Leave Sheridan daily except Sunday	7.14	104	Ar. Belleville	4.38
			3.20 p.m.	Ar. Ballston 3.45 p.m.		104	Ar. Brownsville	Lv. 3.50
			Sheridan Jc. 4.00 p.m.			123	Coburg	

† Daily ex. Sunday. ‡ Daily. § Mon. Wed. and Fri. * Stop only on Signal.

NEW PULLMAN SLEEPERS

OF THE

NORTHERN PACIFIC RAILROAD,

AND

OREGON RAILWAY & NAVIGATION CO.

ARE RUN THROUGH ON ALL TRAINS BETWEEN

ST. PAUL AND PORTLAND.

In these Sleepers Elegance, Comfort, Neatness, Convenience and Safety are combined.

ELEGANCE.—None but the best material is used in constructing, equipping and furnishing these cars. Modern patterns and tastefully arranged designs, all harmonizing, give both the exterior and interior of the car a palatial and brilliant appearance.

COMFORT.—It is needless to say that a car of this sort furnishes a "home," with a parlor and bed-chamber containing every convenience desired, a porter to attend wants and look after the comfort of its occupants, keeping proper ventilation and even temperature, etc.

NEATNESS.—Everything about the car, its apartments, closets, toilet-rooms, etc., etc., are kept neat, clean and pure, the car being thoroughly renovated at the end of every trip, making it impossible for insects or filth of any sort to accumulate or remain in them. The bed linen is never used the second time before washing; the combs, brushes, towels, etc., are especially cared for.

CONVENIENCE.—They are composed of sections, closets, smoking rooms, etc., and so arranged as to permit the occupants being entirely quiet and as secluded, if desired, as at home, and surrounded with every convenience and comfort of a modern home.

SAFETY.—Under the system with which the Company conducts its business, a competent and reliable conductor and porter accompanies every car for the express purpose of looking after the interests of the passenger and Company. Passengers can retire at any hour they desire, and in doing so feel perfectly secure in every way, as the Porter or Conductor are continually on duty to care for and protect the passengers and their property.

PULLMAN SLEEPING CAR RATES.

BETWEEN ST. PAUL OR MINNEAPOLIS AND	Double Berth.	Section.	Drawing Room.
BRAINERD.....	\$1.50	\$ 3.00	
FARGO.....	2.00	4.00	7.00
JAMESTOWN.....	2.50	5.00	
BISMARCK.....	3.50	7.00	12.00
MANDAN.....	3.50	7.00	
LITTLE MISSOURI.....	5.00	10.00	
GLENDALE.....	5.50	11.00	
MILES CITY.....	6.00	12.00	
BILLINGS.....	7.50	15.00	
LIVINGSTON.....	8.50	17.00	
BOZEMAN.....	8.50	17.00	
HELENA.....	9.00	18.00	34.00
MISSOULA.....	11.00	22.00	
SPOKANE FALLS.....	13.00	26.00	
WALLULA JUNCTION.....	14.00	28.00	
UMATILLA JUNCTION.....	14.00	28.00	
THE DALLES.....	15.00	30.00	
PORTLAND.....	15.00	30.00	56.00

Berths for single nights can be secured at local rates, when they are not sold on through Pullman tickets, but as the number of sleepers run is determined by the number of berths sold from terminal points, passengers take their own chances of finding sleeping car accommodations for single nights between local stations.

BETWEEN PORTLAND AND	One Seat.	One Berth	One Section.	Drawing Room.
SALEM.....	.25	\$	\$	\$
MARION.....	50			
ALBANY.....	50			
HARRISBURG.....	75	2.00	4.00	7.00
EUGENE.....	1.00	2.00	4.00	7.00
LATHAM.....	1.00	2.00	4.00	7.00
DRAIN'S.....	1.25	2.00	4.00	7.00
ROSEBURG.....	1.50	2.00	4.00	7.00
RIDDLE'S.....	1.75	2.50	5.00	9.00
GLENDALE.....	2.00	3.00	6.00	10.00
GRANT'S PASS.....	2.25	3.50	7.00	12.00

EMIGRANTS, NOTE THIS!

For the better accommodation of Emigrant Passengers, they are now carried in both directions, between St. Paul, Minn., and Helena, Mont., on the Daily Pacific and Atlantic Express Trains, thus

REDUCING THE EMIGRANT TIME

Between St. Paul and Portland,

TO ABOUT

5 1/2 DAYS,

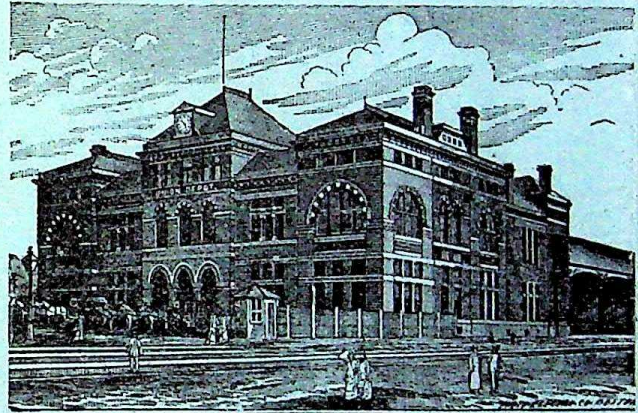
WITHOUT CHANGE OF CARS.

BEAR IN MIND that the Northern Pacific is the only railroad running Emigrant Sleepers from the East into Montana, Oregon and Washington Territory.

ALL TRAINS OF THE NORTHERN PACIFIC LEAVE FROM AND ARRIVE IN THE

UNION DEPOT IN ST. PAUL.

In which trains of all its Eastern Connections also Arrive and Depart, and of which this is a correct view.



INFORMATION FREE.

It is quite impossible even in so large a folder as this to speak of the numerous resources and attractions of the country reached by the Northern Pacific Railroad. A letter or postal card asking for information as to rates, routes, resources, attractions, etc., of any of the States or Territories named herein will receive prompt attention if addressed to CHAS. S. FEE, General Passenger Agent St. Paul Minn. or to any of the General or Traveling Agents named below. The Traveling Agents will, on application, visit any parties or colonies that may be forming to come out on the Northern Pacific R. R., either as land viewers or land buyers, or as pleasure seekers, sportsmen and tourists; and if such parties or colonies are sufficiently large in numbers to justify, the Traveling Agent of the district in which they reside will accompany them on the trip.

- J. M. MOORHEAD, General Eastern Agent..... 285 Broadway, New York.
- A. D. EDGAR, General Agent..... 42 Clark Street, Chicago.
- J. R. BERRY, Special Passenger and Gen'l Tourist Agt.,..... Helena, Montana.
- S. G. FULTON, General Agent..... Duluth, Minn., and Superior, Wis.
- A. S. CHASE, "..... Montreal, Can.
- J. E. MACDOUGALL, Traveling Agent..... 296 Washington St., Boston.
- J. H. ROGERS, Jr., "..... Philadelphia, Pa.
- GEORGE D. TEELER, "..... 21 Exchange St., Buffalo, N. Y.
- GEORGE DEW, "..... 60 Yonge St., Toronto, Can.
- P. P. YOUNG, "..... 113 Vine St., Cincinnati, Ohio.
- OSCAR VANDERBILT, "..... 38 South Illinois St., Indianapolis, Ind.
- FRED H. LORD, "..... 52 Clark St., Chicago.
- J. H. JACK, "..... 112 North Fourth Street, St. Louis, Mo.
- A. A. JACK, "..... 113 North Fourth Street, St. Louis, Mo.
- T. K. STAELEER, "..... St. Paul, Minn.
- NELS CLIFTON, "..... Ishpeming, Mich.
- JOHN A. GASTON, Passenger Agent..... Deadwood, Dak.

VALUABLE INFORMATION.

TICKET OFFICES at all local stations are open in ample time for passengers to procure tickets and get baggage checked before trains depart. Station baggagemen are required to examine tickets before checking baggage. Always buy tickets, as it generally saves the passenger money.

PASSENGERS should always purchase tickets of the Company's Agents, and not from unauthorized parties. We give this caution that the Company shall not be censured for enforcing its rules to protect its interests against lost, stolen, fraudulent or expired tickets.

COUPON TICKETS.—To accommodate the public, coupon tickets, via the various routes, to all important points, are placed on sale at the prominent stations, and agents at these points will cheerfully give all desired information, maps, rates, time tables, etc. Parties desiring **COUPON TICKETS** at stations where they are not regularly on sale, can get them by applying to the station agent, who will send for them. When this is not practicable, tickets should be purchased to Chicago or St. Paul, and from there through to destination, via the **NORTHERN PACIFIC R. R.**

STOP OVER CHECKS will be issued, when desired, good for 15 days from date of issue, to holders of regular first-class, land explorers' and tourist tickets only.

1,000 MILE TICKETS, at 3 cts. per mile East of Mandan, 4 cts. per mile between Mandan and Helena, 5 cts. per mile, good on the Western Division only, and 500 mile tickets at 5 cts. per mile, good only on the Rail Division of the Oregon Railway & Navigation Co., are sold in St. Paul, Minneapolis, Brainerd, Duluth, Moorhead, Fargo, Bismarck, Bozeman, Helena and Portland, to commercial men only, on presentation of proper credentials.

CHILDREN over 5 and under 12 years, half-fare; under 5 years free, when accompanied by parents or guardians.

CORPSE RATE is always one first-class full fare; the corpse must be properly encased, placed in the baggage car, and taken only when in good condition, death having been caused by no contagious disease, and must be accompanied by some person in charge.

THEATRICAL RATES will be quoted on application.

BAGGAGE REGULATIONS.—150 pounds of baggage is carried free on each full ticket, 75 pounds on each half-fare ticket between all points on and via the Northern Pacific Railroad and its allied lines. All through baggage from Eastern points must be rechecked at St. Paul or Minneapolis. The charges for excess baggage from Eastern points to the Pacific coast, will be 15 per cent. per 100 lbs. of the price of an unlimited first-class ticket to same point.

EXCESS BAGGAGE MILEAGE TICKETS are on sale in St. Paul, Minneapolis, Fargo, Helena and Portland.

INCIVILITY.—Passengers are requested to report to CHAS. S. FEE, General Passenger Agent, St. Paul, instances of incivility on the part of the employees of this Company. While it is the aim of this Company to redress just grievances, it is suggested that courtesy is equally commendable, whether practiced by the railway employe or the passenger.

EXPRESS COMPANY.—The Northern Pacific Express Company.

SLEEPING CARS.—This Company runs the Pullman Palace Drawing Room Sleeping Cars, of the latest and most improved pattern, between St. Paul and Portland, and between Portland and Roseburg and Grant's Pass, Ore., 300 miles south. (See other pages.)

SLEEPING CAR BERTHS RESERVED.—Parties desiring berths reserved in the Pullman Sleeping Cars on the Northern Pacific, can secure them by applying to the Conductor of the train on which they will enter St. Paul, who will telegraph to Brown & Knebel, ticket agents, Union Depot, St. Paul, being particular to name the train on which they will leave St. Paul. For passengers on the Northern Pacific trains who desire reservations made in sleeping cars going east and south of St. Paul, the Conductor will telegraph to Brown & Knebel, as above, naming in addition to the day and train, the route over which they will depart from St. Paul.

DINING CARS.—The celebrated Dining Cars owned and managed by this company in the interest of its patrons are run between St. Paul and Portland. The Northern Pacific is the only Trans-Continental Line running any form of Dining Cars. (See other pages.)

HORTON RECLINING CHAIR CARS between Duluth & Brainerd.

THE DAY COACHES run on this line are first-class, new, and the finest manufactured by the Pullman Car Co.

SECOND-CLASS PASSENGERS ride in good clean coaches with upholstered seats, on the same train with first-class passengers, about the only difference being they can not have Pullman Sleeping Car privileges.

EMIGRANT SLEEPERS are run between St. Paul and Portland. No other line runs Emigrant Sleepers or any other kind of emigrant cars into Montana, Washington and Oregon. These cars are fitted with berths similar to first-class sleepers, having upper and lower berths, the only material difference being that the berths in the former are not uphol-

(Continued on next page.)

VALUABLE INFORMATION Continued.

stered. No extra charge is made for berths in these sleepers, but passengers furnish their own blankets and such other bedding as they may desire. The comforts of such accommodations can be appreciated by those who have undertaken long journeys in an ordinary emigrant coach. At the news stand in the Union Depot, St. Paul, and on the train, emigrants can purchase single mattresses at 75 cents each, pillows at 25 cents each, and a pair of single blankets, including shawl strap, for \$1.50.

EMIGRANT SLEEPERS CAN NOT BE CHARTERED, but the exclusive use of an Emigrant Sleeper is given to an organized party holding 36 full tickets of same form, purchased at the same time and place. Each member of the party must hold a ticket.

EMIGRANTS can get meals at the regular "Eating Stations" along the line, or they can carry cooked provisions with them, and buy tea or coffee at the eating houses, and eat on the train, or they can procure articles of food from the dining car at low rates without leaving the train. On each division of the road will be found one man, whose sole attention is given to looking after the interests of emigrants as they pass over his division. These are special features of the Northern Pacific Line.

Passengers holding **First or Second-Class** tickets between St. Paul or Duluth and Portland are carried on daily through Express trains, in the following time (4½ days):

GOING WEST—Daily.

(Duluth trains connect at Brainerd.)

Lv. St. Paul	Central Time	8.00 pm	Sun.	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.
Lv. Duluth	" "	7.20 "	Sun.	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.
Ar. Fargo	" "	9.20 am	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.
Ar. Bismarck	" "	8.05 pm	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.
Ar. Mandan	" "	8.30 "	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.
Ar. Glendive	Mount'n	7.30 am	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.	Mon.
Ar. Billings	" "	6.35 pm	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.	Mon.
Ar. Helena	" "	8.00 am	Wed.	Thur.	Fri.	Sat.	Sun.	Mon.	Tue.
Ar. Heron	" "	12.30 "	Thur.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Ar. Wallula J.	Pacific	4.10 pm	Thur.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Ar. Portland	" "	6.30 am	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thur.

GOING EAST—Daily.

Lv. Portland	Pacific Time	7.30 pm	Sun.	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.
Ar. Wallula J.	" "	8.30 am	Mon.	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.
Ar. Heron	" "	12.40 am	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.	Mon.
Ar. Helena	Mount'n	5.25 pm	Tue.	Wed.	Thur.	Fri.	Sat.	Sun.	Mon.
Ar. Billings	" "	7.20 am	Wed.	Thur.	Fri.	Sat.	Sun.	Mon.	Tue.
Ar. Glendive	" "	6.35 pm	Wed.	Thur.	Fri.	Sat.	Sun.	Mon.	Tue.
Ar. Mandan	" "	5.50 am	Thur.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Ar. Bismarck	Central	7.40 "	Thur.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Ar. Fargo	" "	5.55 pm	Thur.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Ar. Duluth	" "	8.40 am	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thur.
Ar. St. Paul	" "	7.40 "	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thur.

EMIGRANTS are carried between St. Paul and Helena, Mon., in both directions, on the daily Atlantic and Pacific Express trains, and between Helena and Portland on regular emigrant trains, thus reducing the emigrant time between St. Paul and Portland to about 6½ days, without change of cars.

STEAMERS.—From Portland, Or., to San Francisco, passengers will take passage on the elegant steamers of the OREGON RAILWAY AND NAVIGATION COMPANY and the PACIFIC COAST STEAMSHIP COMPANY. The steamers of this line are unequalled for the comfort and elegance of their cabin accommodations, and no expense has been spared in furnishing them with every modern appliance that could be suggested to promote the comfort, convenience and pleasure of passengers. The tables are supplied with every necessary, including all the delicacies of the season. Berths and meals on these steamers are included in cabin fare. Fare from Portland to San Francisco, Cabin \$20.00, Steerage \$10.00.

STORAGE PASSENGERS are furnished with neat, clean and comfortable quarters, and supplied with an unlimited quantity of good, wholesome food during the trip.

TELEGRAPH CO.—Western Union.

NEW STANDARD TIME.—All divisions and branches east of Mandan, Dak., "Central," or 90th meridian time, which is the time adopted at St. Paul and Chicago. Between Mandan and Heron, Mon., "Mountain," or 105th meridian time, which is one hour slower than "Central" time. All trains west of Heron are run on "Pacific," or 120th meridian time, which is one hour slower than "Mountain," and two hours slower than "Central" time.

REFERENCE MARKS USED.—† Daily Ex. Sunday. † Daily Ex. Monday. ‡ Daily Except Saturday. § Daily. * Stop on signal or to leave passengers.

ALL P. M. time is given in heavy figures; time A. M. in light figures.

PACIFIC COAST EXCURSIONS.

The following Round Trip Excursion rates will hereafter be made from St. Paul, Minneapolis, Duluth, or Fargo, or intermediate points East of Fargo, and Portland:

In parties of 10, each ...	\$165.00	In parties of 45, each ...	\$130.00
" " " 15, "	160.00	" " " 50, "	125.00
" " " 20, "	165.00	" " " 55, "	120.00
" " " 25, "	150.00	" " " 60, "	115.00
" " " 30, "	145.00	" " " 65, "	110.00
" " " 35, "	140.00	" " " 70, "	105.00
" " " 40, "	135.00	" " " 75, "	100.00

These rates apply to excursions going and returning by the Northern Pacific Railroad. Parties must travel together westward, stopping over in a body when desired, but may return singly.

For parties of 10 or more going by the Northern Pacific Railroad, and returning by one of the southern lines, \$45.00 additional to the above rates will be charged. Tickets will be made good for 90 days.

TOURISTS SHOULD REMEMBER that the scenery of the Northern Pacific country is not obstructed by miles of dark snow sheds (as is the case on other trans-continental lines) but can be enjoyed from the train as it passes along.

EXCURSIONS TO ALASKA.

From Portland the tourist can take one of the elegant steamers of THE PACIFIC COAST STEAMSHIP COMPANY, which sail about the first days of June, July and August, touching at Port Townsend, W. T.; Victoria and Nanaimo, B. C.; Wrangle, Juneau and Sitka, Alaska, making the round trip of over 2,000 miles in twenty days.

Cost of tickets, \$95.00, including berths and meals on the steamer, the accommodations of which are unsurpassed for comfort and luxury.

Passengers preferring to go via rail from Portland to New Tacoma, and thence by steamers of the Oregon Railway & Navigation Company to Victoria, where connection can be made with the regular steamship for Alaska, will have to pay extra for berths and meals (50 cents each) while on the Sound steamers.

This trip is made almost wholly through inland seas, (less than 8 hours time on the ocean,) thus avoiding sea sickness which so often mars the pleasure of an ocean voyage. Coupled with this fact it is only necessary to call attention to the picturesque scenery of the Willamette and Columbia rivers, the magnificent scenery of the Cascade Range of Mountains, the wonderful beauty of Puget Sound, the most romantic inland sea in the world, with its area of over 2,000 square miles and 1,800 miles of shore line. On account of the warm winds of the Pacific ocean abating the rigor of winter common to other localities in the same latitude, the Puget Sound country, and, in fact, the entire North Pacific coast, may be styled the "Florida of the North," with its lovely verdure, blooming flowers, and singing birds, which charm the fortunate visitor to this region during the winter season, and renders it winter only in name. All of these attractions form but a fitting introduction to the grand and wonderful scenery of the "Land of the Midnight Sun," with its mighty rivers, snow-capped mountains, glaciers, ice-bergs, and thousand and one features of interest alike to student, scientist, and pleasure seeker.

The climate (except on the mountain elevations and in the Yukon River country, to the extreme north) is mild, the mean temperature being 44° Fahrenheit, the thermometer seldom falling below freezing point, and ice for use scarcely ever forms.

EXCURSIONS TO YELLOWSTONE PARK.

Yellowstone National Park is, verily, "Nature's Wonderland," with its mammoth hot springs, Yellowstone falls, the geyser basins, the cataracts, the cañons, Yellowstone Lake, and thousands of other features of weird and magnificent scenery, full of interest to scientists and wonder to pleasure seekers. The opening of a first-class hotel at Mammoth Hot Springs, six miles from the terminus of the National Park Branch of the Northern Pacific Railroad, near the entrance to the park, has added a decided attraction, which tourists have already begun to appreciate. Excursions will be run to the Park during the summer of 1884. The following round trip excursion rates will be made from St. Paul, Minneapolis, or Duluth, to the Yellowstone National Park Hotel, at the Mammoth Hot Springs, 62 miles from Cinnabar, the terminus of the National Park Branch, at the boundary line of the park:

In parties of 1 to 10, each	\$70.00	In parties of 50, each	\$60.00
" " " 20, "	67.50	" " " 75, "	57.50
" " " 30, "	65.00	" " " 100 or more,	55.00
" " " 40, "	62.50	each	55.00

SPECIAL CARS.

Special hotel and sleeping cars for exclusive use of parties should be obtained from the Pullman Company.

For transportation of a special car and a party of twelve persons or less, 12 full first-class tickets (regular or excursion) will be required; for more than twelve, one ticket each.

Coaches can not be chartered for carrying passengers; each person must be provided with a ticket. The exclusive use of a coach, however, will be given to an organized party holding 20 full tickets of the same form bought at same time and place.

Further information, Tourist Pamphlets, etc., will be furnished FREE on application to Chas. S. Fee General Passenger Agent, St. Paul, Minn., J. R. Berry, Special Passenger and General Tourist Agent, 62 Clark st., Chicago, or any General or Traveling Agent named herein.

CHINA, JAPAN, INDIA, AUSTRALIA, Sandwich Islands and New Zealand.

To Yokohama, Hong Kong, Etc.—ELEGANT PASSENGER STEAM-SHIPS leave Portland every five days for San Francisco, as per time card on another page of this folder. Steamers of the Occidental & Oriental and Pacific Mail Companies leave San Francisco at noon, arriving at Yokohama in 21 days, and at Hong Kong in 30 days, connecting at Yokohama with steamers of the Mitsui Bishi Steamship Company for Hioo, Nagasaki, Shanghai and other Japanese and Chinese ports; connecting at Hong Kong for East Indian, Australasian and European ports. Returning, steamers leave Yokohama 10 days after leaving Hong Kong, and arrive at San Francisco in 16 days. Sailing days will be as follows: Leave San Francisco February 26, March 8 and 27, April 12 and 26, May 13 and 27, June 14, July 1.

RATES OF FARE. PAYABLE IN U. S. GOLD COIN.	CABIN.		Chinese Steerage.	Distances from Portland.
	1st Class or Cabin.	Europe'n Steerage.		
Portland to Yokohama, Japan	\$270.00	\$ 95.00	\$ 61.00	5,460
" " Hioo, "	288.00	108.00	78.00	5,760
" " Nagasaki, "	305.00	121.00	73.50	6,210
" " Shanghai, China	325.00	135.00	81.00	6,660
" " Hong Kong, "	320.00	110.00	61.00	7,061
" " Singapore, India	400.00	8,510
" " Penang, "	430.00	8,910
" " Calcutta, "	470.00	10,550

Children under 12 years of age, one-half rates; under 5 years, one-quarter rates; under 1 year, free. Servants accompanying their employers will be charged two-thirds of cabin rate, without regard to age or sex, and will be berthed and served with meals according to ship's regulations.

Round Trip Tickets from Portland to Yokohama and return, good for three months from date of arrival at Yokohama, \$390. Round trip tickets, to Yokohama or Hong Kong, good for one year, will be sold at 12½ per cent. from regular rates to San Francisco. An allowance of 20 per cent. on return passage will be made to passengers paying full fare from San Francisco to Yokohama or Hong Kong, or vice versa, who re-embark within six months from date of landing, and an allowance of 10 per cent. to those who return within 12 months. **To Families** paying for 4 full fares, an allowance of 7 per cent. will be made on cabin rates between San Francisco and Yokohama or Hong Kong. **Exclusive Use of State-rooms** can be secured by the payment of half-rate for extra berths.

Fare between Portland and San Francisco, in either direction, is: Cabin, \$20; Steerage, \$10.

Free Baggage Allowance.—250 lbs. each adult first class passenger; 167 lbs. each servant; 150 lbs. each European steerage; 100 lbs. each Chinese steerage. Proportionate to children. Excess, 10 cents per lb.

To Honolulu, Auckland, Sydney, Etc.—THE OCCIDENTAL & ORIENTAL and PACIFIC MAIL COMPANIES' steamers sail from San Francisco February 15, March 14, April 11, and every fourth Friday thereafter, for Honolulu, Auckland and Sydney, connecting with steamers for Melbourne, Adelaide, Lyttelton, and all other Australian and New Zealand ports and the Fiji Islands.

Dist. from Portland.	RATES OF FARE. American Gold.	CABIN.		Servants	Steerage
		Main Saloon.	Upper Deck.		
	FROM PORTLAND TO				
2760	HONOLULU	\$ 95.00		\$ 70.00	\$ 35.00
6710	AUCKLAND	220.00		153.33	110.00
7285	WELLINGTON	243.00		167.33	124.00
7455	LYTTLETON	248.00		171.33	128.00
7660	PORT CHALMERS	258.00		173.33	130.00
7860	SYDNEY	220.00		153.33	110.00
8400	MELBOURNE	231.55		150.27	115.94
7310	BRISBANE	237.00		161.83	118.50
8160	ROCKHAMPTON	251.50		169.68	125.75
8260	HOBART TOWN	246.25		170.83	125.00
	LEVUKA, FIJI, via Auckland	262.00		174.33	131.00

Children between 5 and 12 years, half fare; between 2 and 5 years, quarter fare; under 2 years, free. Servants accompanying their employers will be charged as per tariff, without regard to age or sex, and will be berthed and served with meals according to ship's regulation. **Round Trip Tickets to Auckland and Sydney** will be sold at a reduction of 10 per cent. of regular rates between San Francisco and these points. **Exclusive use of state room** can be secured by the payment of half rate for extra berths. **Round Trip Tickets to Honolulu** good until used, will be issued at greatly reduced rates. 250 lbs. of baggage is allowed each full cabin passenger; 150 lbs. each steerage passenger; proportionate to children. Excess, about 10 cents per pound.

To Honolulu, via Oceanic Steamship Co.—Steamships sail on the 1st and 15th of each month, leaving San Francisco at 2:00 pm. When the sailing day falls on Sunday, the steamship will leave on Monday. Rates of fare to all classes, and free baggage allowance, same as by other line. Excursion tickets Portland to Honolulu at \$165 for the round trip, good to return by any steamer within three months.

Passengers holding First-Class Tickets to Portland, with pre-paid orders for Steamer passage to Trans-Pacific ports, will be allowed 250 lbs. baggage free, on presentation of such orders to the Baggage Agent at St. Paul, Minneapolis or Duluth; on Second-Class Tickets, 150 lbs. free. **Steamship Orders** can be purchased at the St. Paul, Minneapolis or Duluth City Ticket Offices.

Montana, Idaho, Oregon, Washington,
California and British Columbia.

THE NORTHERN PACIFIC R. R.

IS THE

**RED RIVER VALLEY AND
NORTH DAKOTA ROUTE.**

IT IS THE ONLY RAILROAD LEADING DIRECTLY TO THE

**YELLOWSTONE NATIONAL PARK,
AND IS THE**

"MONTANA SHORT ROUTE"

BEING THE SHORTEST ROUTE FROM

St. Paul to Bozeman, - - -	By 720 Miles.
St. Paul to Helena, - - -	By 659 Miles.
St. Paul to Garrison and West, - - -	By 557 Miles.
St. Paul to Deer Lodge, - - -	By 537 Miles.
St. Paul to Butte City, - - -	By 471 Miles.
Chicago to Bozeman, - - -	By 440 Miles.
Chicago to Helena, - - -	By 380 Miles.
Chicago to Garrison and West, - - -	By 278 Miles.
Chicago to Deer Lodge, - - -	By 258 Miles.
Chicago to Butte City, - - -	By 192 Miles.
St. Louis to Bozeman, - - -	By 200 Miles.
St. Louis to Helena, - - -	By 139 Miles.
St. Louis to Garrison and West, - - -	By 37 Miles.
St. Louis to Deer Lodge, - - -	By 17 Miles.

PASSENGERS FOR

DEER LODGE and BUTTE CITY

And points south thereof, go via Northern Pacific Railroad to Garrison, where connections are made via the Utah & Northern R. R. This is much the shortest route to the above points.

The Only Standard Gauge Railroad to GARRISON.

THE ONLY LINE

FROM THE EAST TO

**HELENA, MON., SPOKANE FALLS, WALLA WALLA,
THE DALLES,**

PORTLAND, ORE.,

KALAMA, NEW TACOMA, SEATTLE, OLYMPIA,

VICTORIA, B. C. AND ALASKA,

AND ALL POINTS IN OREGON AND WASHINGTON.

The Elegant Passenger Steamers of the OREGON RAILWAY AND NAVIGATION COMPANY and the PACIFIC COAST STEAMSHIP COMPANY, sail every five days from PORTLAND to

SAN FRANCISCO.

Pullman Sleepers, Celebrated Dining Cars, Elegant Day Coaches, Emigrant Sleepers, Through Between St. Paul, Minneapolis and Portland.

THE NORTHERN PACIFIC
IS THE
Longest Railway Line

IN THE WORLD

UNDER ONE MANAGEMENT.

NO CHANGE { OF CARS.
 } OF GAUGE.

All Passenger Trains are Equipped with the Westinghouse Air Brake and Miller Platforms.

Its Track is all Steel Rail, its Road-bed Solid, which permits the greatest speed with perfect safety.

HORTON RECLINING CHAIR CARS

ARE RUN BETWEEN

DULUTH AND BRAINERD.

For the Use of First-Class Travel,
FREE OF CHARGE.

IMPORTANT FACTS

IN REGARD TO THE

NORTHERN PACIFIC RAILROAD.

- It is the ONLY Broad Gauge Railroad running into Montana Territory.
- It is the ONLY Railroad running to Helena, Montana.
- It is the ONLY Railroad spanning the entire Territory of Montana.
- It is the ONLY Railroad by which passengers can reach Washington Territory, Oregon, Puget Sound Points and British Columbia.
- It is the ONLY Trans-Continental Line running Dining Cars of any description.
- It is the ONLY Railroad running Pullman Sleepers and Elegant Day Coaches through from the East to Montana, Idaho and the Pacific Northwest.
- It is the ONLY Railroad running Emigrant Sleepers into Montana, Idaho, Washington and Oregon.
- It is the ONLY Rail route to the Yellowstone National Park; over 100 miles of staging being required by any other route.

Included in the Northern Pacific territory is the Wonderland of the World,

THE YELLOWSTONE NATIONAL PARK,

Containing 3,348 square miles, where Nature's struggles for centuries have formed the most wild, romantic and picturesque scenery ever witnessed or portrayed by art of man. The Northern Pacific is the only railroad running to this Park.

For descriptive pamphlets, and special tourists' rates to the Yellowstone Park, address CHAS. S. FEE, General Passenger Agent, St. Paul, Minn.

A BRIEF DESCRIPTION OF THE NORTHERN PACIFIC COUNTRY

LOCATED THROUGH

MINNESOTA, NORTH DAKOTA,
MONTANA, NORTHERN IDAHO,
WASHINGTON AND OREGON,

AND TRAVERSED BY THE

Northern Pacific Railroad

From the Great Lakes to the Pacific Ocean
and Puget Sound.

The popular and widely known Northern Pacific Country possesses immeasurable natural resources from which may be developed boundless industries. They are profusely distributed throughout the vast region traversed by the Northern Pacific new trans-continental line, which passes through Minnesota, North Dakota, Northern Idaho, Washington and Oregon.

MINNESOTA.

The State of Minnesota has an area of 83,590 square miles, or 53,459,840 acres, and in 1880 contained a population of 780,773. It possesses great natural advantages. The soil is very productive, the climate dry, invigorating and healthful, and the commercial, manufacturing and agricultural resources are very large. That portion of Minnesota traversed by the Northern Pacific Railroad is generally a fine agricultural country, containing a large number of thriving towns and villages, but being, comparatively, well settled, and the lands having advanced largely in value, the tide of immigration pours steadily onward further west to the cheaper and, as they are proving more productive lands of the Northern Pacific Railroad and the free government lands along the line. The Northern Pacific Railroad Company has over 1,000,000 acres of land for sale in Minnesota.

NORTH DAKOTA.

North Dakota.—By North Dakota is meant the northern half of the great Territory of Dakota, lying between the 46th and 49th parallels of north latitude. It contains an area of about 75,000 square miles, or 48,320,000 acres—nearly as much as Pennsylvania and Ohio combined. It is traversed by the Northern Pacific Railroad for a distance of nearly 400 miles. North Dakota possesses a number of conspicuous and distinctive advantages not shared by the other portions of the Territory, nor by the States and Territories south of the Northern Pacific wheat belt. It is in North Dakota that a peculiar soil combines with the natural climatic conditions to produce a quality of hard spring wheat which can not be produced south of the Northern Pacific wheat belt. Fuel is abundant and cheap, and water plentiful and good. Lignite coal, of good quality and in thick veins, underlies a large portion of the country. Lumber, timber and wood are supplied in ample quantities from the adjacent hardwood forests and pineries of Minnesota at the lowest prices. There is a large and constant increase in population, which is adjusting itself throughout North Dakota to agricultural and stock-raising pursuits, to manufacturing enterprises, to professional duties, to the various trades, to supplying the great demand for labor, and to general business callings. There is a steady advance in the values of all property. The prosperous condition, rapid settlement, railroad facilities and other pre-eminent advantages, determined the commissioners who were appointed by the legislature of the Territory, at the winter session of 1882-3, to select a site for a permanent territorial capital, to locate it in North Dakota. They unanimously selected Bismarck, an important city on the line of the Northern Pacific Railroad, as the capital of the Territory.

SURFACE, SOIL AND CLIMATE OF NORTH DAKOTA.

The surface of North Dakota, except the valleys, a small portion broken by occasional buttes and a few chains of low coteaus, is rolling upland prairie.

SOIL.—The soil of North Dakota is exceedingly rich and easily tilled. It is composed of dark, deep, clayey loam, beneath which is a stratum of clay subsoil—retentive of moisture and containing shelly calcareous marl, furnishing all of the best wheat-producing elements, and contains an ample quantity of the alkaline salts to supply all depletions for an indefinite period.

CLIMATE.—The climate of North Dakota, so far as it concerns salubrity and comfort of residence for man, is very widely misunderstood. It is significantly healthful and invigorating. The winters are comparatively mild, with less snowfall than is experienced farther south in the Territory and farther east in the same latitude. There is general exemption from the malarious

and pulmonary diseases known to many portions of the United States. And the winds in North Dakota, the qualities of climate in all seasons of the year which permit and support sustained physical activity,

It is a Dry Atmosphere,

and is therefore less chilling than the saturated atmosphere of the Atlantic States and the humid atmosphere of the middle interior and southern sections. The influence of the warm Pacific Ocean currents is one of the causes for the northerly curve of the isothermal line of 50° Fahrenheit, which passes through the wheat countries of Southern Russia, Austria and France, and westward to the United States, runs through Harrisburg, Cleveland and Chicago, rises to St. Paul, continues north above the northern boundary line of Dakota, and passes westward north of Dakota and Montana.

The Warm "Japan Current" of the Pacific Ocean

flows northeasterly from the equator, with a temperature of 86°, and strikes the coast line of Oregon and Washington. The prevailing heated moist winds from this warm current, which are known as the "Chinook winds," blow through the valleys and mountain passes and affect the climate of Montana, and *visibly modifies that of the plains of North Dakota.* In respect to the climate of North Dakota in relation to agricultural productions it is a well-known fact that the leading cereal, wheat, and its kindred grains, flourish best and find their best home in the northern latitudes of the temperate zone. The qualities of climate which bear on wheat raising in North Dakota, and contribute more regularly, uniformly, and efficiently to the growth of the crop than any found in more southerly climes, are:—MORE DAILY SUNSHINE; THE DAYS, BY REASON OF THE HIGHER LATITUDE, BEING LONGER; COOL NIGHTS, WHICH ALWAYS FAVOR THE CEREAL CROPS; DEEP FROSTS, WHICH GREATLY INCREASE AND SUPPORT THE GROWING PLANT; LESS INTENSE HEAT DURING THE MATURING MONTHS; FEWER INJURIOUS CAPRICES OF WEATHER AT THE CRITICAL PERIOD OF GROWTH; AND NATURAL CLIMATIC CONDITIONS WHICH RENDER POSSIBLE THE PRODUCTION OF THE HIGHEST GRADE OF HARD SPRING WHEAT; AN EASY AND CHEAPLY RAISED CROP, BY REASON OF ITS BEING A QUICK CROP OF ONLY ONE HUNDRED DAYS FROM SEEDING TO MATURITY. The great wheat belt which produces the celebrated hard spring wheat—"Scotch Fife"—which is acknowledged to be superior to any other variety grown, crosses North Dakota. This wheat was found to be so superior to No. 1 winter, and to

Command Prices so much Higher,

that it required a distinctive designation in the markets and by boards of trade, and it is quoted as "No. 1 HARD" in North Dakota. This kind of king cereals yields from 22 to 40 bushels to the acre, weighing from 61 to 84 pounds to the bushel. It is so decidedly superior to every other grade, that it regularly sells for from 10 to 15 cents more per bushel than the best grades of other wheat. "No. 1 HARD" spring wheat contains an unusually large proportion of glutinous properties and makes

The Best Flour in the World,

which produces the largest number of pounds of finest bread from a fixed number of pounds of flour. This grade of wheat is eagerly sought after by millers and grain buyers at full prices at every shipping point on the Northern Pacific and its branches. The demand is always in excess of the supply, for the reason that the successful growth of this exceptional grade of wheat is confined by well ascertained natural conditions to a limited area, lying largely in what is known as the northern Pacific wheat belt. It is particularly identified with North Dakota. While the famous "No. 1 hard" wheat can be raised in perfection in North Dakota, and in large and certain crops in each successive year,

This Grade of Hard Spring Wheat can not be Produced

practically south of latitude 46°. The hard spring wheat grown south of latitude 46° in the Territory of Dakota, even from "No. 1 hard" wheat seed matures deteriorated in quality. Exhaustive efforts have been made to produce the grade of hard spring wheat, known as "No. 1 hard," in South Dakota, Iowa, Nebraska, California and other wheat sections, but without success. *This is owing to the fact that the climatic conditions and peculiar quality of soil required to produce the hard variety of wheat in perfection are not found south of the limits of the Northern Pacific wheat belt.* The distinctly favorable conditions that give North Dakota its superior hard spring wheat are equally favorable for other agricultural products. The berry of other grains is unusually hard, and the yield is heavy. All the grains and vegetable raised in the temperate zone find their greatest development, highest excellence and most abundant yield in North Dakota. Oats yield from 60 to 90 bushels per acre, and weigh from 40 to 44 pounds to the bushel. 100 bushels and upwards to the acre is not unusual. Barley yields from 30 to 43 bushels to the acre, weighing from 48 to 54 pounds. Rye, 35 to 60 bushels to the acre, and 55 to 62 pounds to the bushel. Corn is a good crop in North Dakota, especially in the counties adjacent to and west of the Missouri River. The FLINT varieties usually raised are best adapted to this section.

VEGETABLES. Potatoes yield from 150 to 400 bushels to the acre; are large in size, uniformly sound and mealy. Onions yield from 400 to 800 bushels to the acre, and are large and firm. Turnips, Peas, Beets, Parsnips, Carrots, Squash, Cabbage, Cauliflower, Egg-plant, Lettuce, Radishes, Melons, and, in fact, all vegetables common to the Northern States, are easily raised, yield heavily, grow to great size and are a certain crop. Buckwheat, Hops, Flax, Clover, Timothy, Orchard Grass, Hungarian, Millet, and native grasses of nutritious character, all yield bountiful and profitable crops.

FOR CATTLE AND SHEEP RAISING AND DAIRYING, the nutritious grasses on immense grazing ranges, abundance of water, ready markets and plentiful supply of hay, which can be had for the cutting, furnish conditions altogether favorable.

The Northern Pacific Railroad Company has over 8,000,000 acres of very fine agricultural and grazing land for sale in North Dakota, and there is an equal amount of government land, lying in alternate sections with the Railroad land along the line in North Dakota given free to actual settlers under the homestead, pre-emption and tree-culture laws.

SEND FOR PUBLICATIONS AND SECTIONAL MAP OF THE LANDS AND DESCRIPTIVE OF NORTH DAKOTA, which are sent FREE OF CHARGE, on application to P. B. GROAT, General Emigration Agent, St. Paul, Minn., or CHAS. B. LAMBORN, Land Commissioner, St. Paul, Minn.

All who are posted settle in North Dakota in preference to any other part of the Territory.

MONTANA.

The building of the Northern Pacific Railroad through the great Territory of Montana for a distance of about 800 miles furnishes a wide field for settlement, and places in market a vast amount of lands for settlement. Montana Territory is rich in natural resources. It contains an area of 92,000,000 acres, of which 25,000,000 acres are arable, with a rich, tenacious soil.

Climate.—The mild climate of Montana, which is peculiar in a latitude so high, is accounted for in part by the natural law stated by Prof. Agassiz that 500 feet of altitude, in its climatic influence, is equal to one degree of latitude. The passes over the highest ranges in Montana have no greater altitude than 6,000 feet above the level of the sea. The highest peaks of Montana are not as high as the timber line of Colorado. The tables of the Hayden survey, compiled by Prof. Gannett, show that nearly all the arable valleys of Montana average from 500 to 2,000 feet lower than the most fertile ones of Colorado and Utah. The official report referred to shows the average altitude of Montana to be 2,260 feet less than the general average of Nevada, New Mexico, Wyoming and Colorado, which is equal to more than seven degrees of lower latitude. Thus Montana's lower altitude more than compensates for her higher latitude. The isothermal line of 50° Fahrenheit, as previously mentioned, passes through Harrisburg, Cleveland and Chicago, rises to St. Paul and upwards through the northeast corner of Dakota, and passes westerly north of Dakota and Montana. The northerly curve of the isothermal line is largely owing to the influence of the great warm Japan current of the Pacific Ocean and the prevailing westerly Chinook wind. Consequently Montana, far inland as it is, partakes of the well-known milder climate of the Pacific Coast. The atmosphere is dry, pure and exhilarating, and taking the seasons together there are few divisions of the United States where the climate is better suited to pursuits requiring open air life, or more healthful and pleasing in its effects upon the individual, than that of Montana.

Farm Products.—There is no better land anywhere than is found in Montana. A large portion is adapted by soil and position to agricultural pursuits, with sufficient rainfall for general crop production. Its numerous mountain streams adequately provide cheap facilities for irrigation wherever irrigation is required, or whenever it conduces to the best results of field culture. Water being abundant and convenient and ditches inexpensive, it has been found to pay in many places to irrigate, as it insures every year a certain crop and an increased yield. The yield per acre of wheat, oats, barley and vegetables—without irrigation where it is not needed, and with irrigation where it is required—is very large, and the quality is of the best. Montana wheat yields 25 to 40 bushels to the acre, weighing from 61 to 63 pounds to the bushel, while 45 to 55 bushels is not an unusual crop. Oats yield 60 to 90 bushels to the acre, and weigh from 41 to 45 pounds to the bushel. Potatoes, onions and all vegetables attain a great size and an abundant yield. Dairying is exceedingly profitable, the rich grasses producing the best butter and cheese. The Territory is not yet self-sustaining in respect to farm products. The population being largely composed of miners, stock-raisers and herders, the home consumption is great and prices are high.

Cattle Raising.—Montana is the best grazing country in the world, the grass being better and more abundant than in any of the States or Territories further south. Cattle require no other food during the winter than the native grasses supply. The bunch-grass grows profusely, not only in the valleys and on the benches, but on the foothills and the mountain slopes. In the early spring, before the ground is free from frost, bunch-grass puts forth its tender sprigs, rapidly matures, cures early, and stands as hay until the succeeding spring. The spears are round, fine and tender, and are wonderfully nutritious. Cattle fatten upon it quicker, and keep in better condition, than those which feed upon the blue-grass of Kentucky, or the buffalo-grass of Nebraska and Colorado. The beef is remarkably sweet, tender and juicy.

Sheep Husbandry is another great source of profit in Montana. The succulent grasses and the remarkable climate favor the production of sound, soft wool, without the harshness of that grown in lower latitudes. The profits in this business are very large, as the wool may always be counted upon to return at least 25 per cent. In money on the investment, while the increase in a band of sheep will range from 70 to 90 per cent. Less capital is required in this business than in cattle raising, and the returns are large and certain.

Minerals.—It is impossible to give a correct estimate of the vast mineral resources of Montana. The earlier search for the precious metals was here prosecuted by means of gulch or placer mining. In the occupied portions of the Territory new placers are being discovered, and there are large areas which will pay a handsome profit whenever labor can be procured to work them. Montana is rich in deposits of gold, silver, copper, lead and iron-bearing ores, and of coal; while tin and other minerals abound. There is an abundance of limestone, building stone, and the pottery clays. The total yield of gold from 1862 to 1882, inclusive, amounted to \$150,262,232; that of silver to \$11,777,611; total, \$162,039,843. The aggregate product of the precious metals for 1882 reached \$10,000,000, and each year shows a steady increase. In addition to a large number of older rich mining districts, within the last two or three years, important developments have been made at several new mining camps, particularly at Phillipsburg, Maginnis, Clark's Fork, and in the more extended Boulder, Butte and Helena districts, proving the permanency and great value of the ore deposits which carry the precious metals. The hitherto isolated situation of Montana, with the lack of transportation facilities and the want of works with appropriate machinery to reduce ores, have retarded mining enterprises at many points where large bodies of comparatively low grade ore are known to exist, but the completion of the Northern Pacific is putting new life into the development of its great mineral resources.

To reach the Maginnis District, go to Custer Station, Nor. Pac. R. R.	
" " " Barker and Maiden District, go to Billings.	
" " " Clark's Fork " " Cinnabar Sta. via Livingston.	
" " " Gardiner River " " " " " " " "	
" " " Bear Gulch " " " " " " " "	
" " " Emigrant Gulch " " " " " " " "	
" " " Alder Gulch, " " " " " " " "	
" " " Cherry Creek " " " " " " " "	
" " " Pony Mines " " " " " " " "	
" " " 16 Miles Camp " " " " " " " "	
" " " Bannock City " " " " " " " "	
" " " Diamond City " " " Helena, on Nor. Pac. R. R.	
" " " Drum Lummon " " " " " " " "	
" " " Wickes Mining " " " Wickes Station, via Helena.	
" " " Gregory Mining " " " " " " " "	
" " " Boulder Mining " " " " " " " "	
" " " Crow Creek " " " Townsend, on Nor. Pac. R. R.	

Other districts are being created constantly, whose locations we will notice as soon as official information is received. The Northern Pacific is the only line to this rich mineral country.

As far as investigations have extended, coal has been found to underlie the larger portion of the Territory. Extensive veins of lignite appear near the surface, cropping out along the bluff ranges on the streams for hundreds of miles, many of them being from 4 to 7 feet in thickness. There are recent discoveries of heavy veins of fine bituminous coal.

The Mining Towns of Montana are notably prosperous. All kinds of business are carried on with large profits. Money is plenty, being derived from the products of rich mines, from stock raising, which is very remunerative, and from agricultural products.

The Northern Pacific Railroad Company has upwards of 19,000,000 acres of fine farming, grazing and timber lands for sale in Montana, and there is an equal amount of government land open free to actual settlers under the homestead, pre-emption and tree-culture laws. Publications descriptive of Montana and relative to lands, SENT FREE OF CHARGE by addressing P. B. Groat, General Emigration Agent, St. Paul, Minn., or CHAS. B. LAMBORN, Land Commissioner, St. Paul, Minn. Send for publications.

NORTHERN IDAHO,

Traversed by the Northern Pacific Railroad, is similar in character to Western Montana and Eastern Washington Territory. The scenery is wild and picturesque. The Northern Pacific Railroad, while traversing Idaho, passes through a region of magnificent timber, many of the trees being from 7 to 10 feet in diameter, and of great height. The varieties are red fir, white pine, white cedar, hemlock, tamarack and larch. The capabilities of the soil of Northern Idaho are great, and, unlike Southern Idaho, abundant and seasonable rains render irrigation unnecessary. The grazing areas, as yet largely unoccupied, are of the same superior character as those of Montana, Washington and Oregon. Many beautiful streams of fresh, pure water abound, on which rapids and falls are of frequent occurrence, furnishing unlimited water power. Snake River, which flows along the western boundary of Idaho, is navigable from the Northern Pacific Railroad eastward for 200 miles. Clark's Fork of the Columbia, Cœur d'Alene, St. Joseph, Kootenai, Vermilion, Palouse, Clearwater, and hundreds of minor water courses are swift and clear currents, full of trout and other fish. Lake Pend d'Oreille, situated on the Northern Pacific, is 45 miles long and from 5 to 15 miles wide. Lake Cœur d'Alene, 36 miles long and 3 to 5 miles wide; Kamisku Lake, 10 miles wide and 20 long, and numerous smaller lakes, are scattered all through Northern Idaho.

Minerals.—Idaho is rich in minerals. The advent of the Northern Pacific has thrown new mining districts in the northern part of the Territory open to the world. In Kootenai County, 50 miles east of Cœur d'Alene, and near the old Mullan wagon road, a vein of free gold ore 4 feet thick, assaying from \$60 to \$700 per ton, was recently discovered. Several other promising quartz and placer mines have been discovered and opened in this vicinity. This seems to be a continuation of the mineral belt of Southern and Central Idaho. The Cœur d'Alene range is one of the roughest in America, and but little is known of the treasures which it now seems probable exist in its hundreds of square miles of deep recesses. This is an attractive field for prospectors. Fifty miles north, in the mountains flanking Pend d'Oreille River, croppings of heavy lead ores, rich in silver, have been found, but owing to their inaccessibility hitherto nothing has been done in the way of development. Still farther north, from 80 to 100 miles, is a gold quartz and placer belt. The placers have been worked in a small way for a number of years, and considerable gold has been shipped from them, but nothing has been done with the quartz, the whole mountain region stretching northward is practically an "unexplored country." Northern Idaho offers an inviting field for prospectors and miners, and a most attractive region for sportsmen and tourists. The Northern Pacific Railroad Company has nearly 2,000,000 acres of land in Northern Idaho.

WASHINGTON AND OREGON.

Washington Territory, with an area of 69,180 square miles, or nearly 45,000,000 acres, and Oregon with an area of 95,374 square miles, or nearly 64,000,000 acres, lying in the western part of the Northern Pacific Country, and known as the "Pacific Northwest," are richer in natural resources than almost any other part of the United States. This vast and highly favored section of country is now attracting the attention of large numbers of people, and thousands are flocking there to share in the prosperity which must necessarily follow its development. Its resources being capable of expansion to an almost unlimited extent. The population of Washington and Oregon is now about 440,000, but if as densely populated as New York and Pennsylvania, Oregon alone would contain over 10,000,000 people, and it as thickly settled as Holland it would number over 37,000,000 inhabitants.

Climate.—The climate of Oregon and Washington is mild and equable. The mean temperature of January ranges from 10° to 20° higher on the Pacific than on the Atlantic side of the Rocky Mountains. This difference is caused by the influences of the Japan current, which modifies the climate of the Northern Pacific coast in the same way that the Gulf Stream tempers the climate of the British Isles. There is, however, a great dissimilarity in the climate of Oregon and Washington between those lands lying west of the Cascade Mountains and those east of them.

Western Washington and Oregon possess a climate of remarkable equability, the winters being warm and moist and the summers cool and dry. The thermometer rarely falls to zero in winter, and as rarely reaches 85° at mid-day in summer. The average temperature for spring is 52°, for summer 67°, for autumn 53°, and for winter 38°. Rains are frequent during the winter season, but are generally light. But little snow falls except upon the mountains, and it remains upon the ground but a few days. **Eastern Washington and Oregon**, between the Cascade range and the Rocky Mountains, and embracing the great plains of the Columbia, possess a climate colder in winter and warmer in summer, averaging 55° and 70°, respectively. The average rain and snow-fall during the year is much less than farther west, although the snow-fall alone is greater.

Soil and Production.—Washington and Oregon possess a remarkably rich, easily cultivated and very fertile soil. Ordinary cultivation results in abundant crops. River bottoms are numerous and extensive, with rich deposits of alluvium, and the upland region has a dark, strong clay-loam soil. The great plains are most admirably adapted to wheat raising. The quality and yield of wheat in this region are remarkable, while all other cereals, potatoes and other vegetables are grown in perfection. The yield of wheat ranges from 25 to 50 bushels to the acre, with a weight of from 60 to 65 pounds to the bushel, while the yield of oats, barley and rye are proportionately great. Flax and hops are important and profitable crops. Apples and fruits of all kinds are raised in great profusion, and are noted for size and flavor.

Timber.—It is scarcely possible to exaggerate the extent and value of the forests of Washington and Oregon. West of the Cascade Range, especially in Washington Territory, the timber is inexhaustible. The finest body of timber in the world is embraced between the Columbia River and British Columbia and the Pacific Ocean and the Cascades. The approximate quantity in the Puget Sound district—nearly as large as the State of Iowa—is 160,000,000,000 feet. There has been about 3,000,000,000 feet cut, leaving a supply of 157,000,000,000 feet. The principal growths are fir, pine, spruce, cedar, larch and hemlock, although white oak, maple, cottonwood, ash, and other varieties abound. Trees attain an unusual height, growing so straight and gently tapering as to specially fit them for ships' spars and masts. The yellow fir is not infrequently 250 feet in height; pine, 160; silver fir, 150; black spruce, 150, etc. Cedars have been found of 63 feet girth and 120 feet in height.

Fisheries.—Fish are very abundant in the waters of Washington and Oregon. The Columbia and its principal tributaries, Puget Sound, and all the rivers on the coast teem with the salmon and other varieties of fish of great commercial value.

Minerals.—The mineral wealth of Washington and Oregon is large and diversified. The precious metals, and other useful minerals, exist in lavish quantities. In the past years, including 1882, over \$30,000,000 of gold has been extracted, although only superficial processes have hitherto been applied. There is a wide field here for the development of mining industries which are of the first urgency. Immense beds of coal underlie many parts of Washington and Oregon. Iron ores—bog, hematite, and magnetite—exist in great masses, while copper, lead, tin, zinc, cinnabar, plumbago, gypsum, kaolin, pottery clays, mica, marble, granite, limestone and sandstone abound.

Stock Raising.—Washington and Oregon possess superior advantages for successful cattle raising. The eastern portion is most favorable for large herds. Immense droves are raised, and from 150,000 to 200,000 head are sold every year for Eastern markets. East of the Cascade Mountains cattle require no other feed during the winter than the nutritious bunch and other native grasses. Horses of an excellent type are largely raised. Sheep husbandry is one of the greatest and most profitable industries. Eligible locations, surrounded by vast unoccupied areas eminently fitted for pasturing sheep, are to be found without limit. The clip of wool in 1882 was over 9,000,000 pounds.

Advantages.—To the farmer, stock, fruit and wool grower, the miner the ship-builder, the lumberman, the fisherman and the manufacturer, the Pacific Northwest holds out substantial inducements. Vast areas of rich land still lie vacant and subject to free homestead entry. Natural pastures of the best grasses furnish unlimited grazing for flocks and herds. Inexhaustible coal fields are ready for the pick and shovel. Rich deposits of gold, silver, iron and other minerals invite development. Vast forests of unequaled timber furnish material for ship-building at the lowest possible cost, and for a lumber trade already immense, and destined in the near future to reach colossal proportions. The streams that enter Puget Sound lead those which flow into the Columbia furnish abundant and permanent water power for all the machinery that can ever be required. To all these considerations must be added the well-established fact that the country, possessing a bland and equable climate, is remarkably healthy.

The Northern Pacific Railroad, with its connecting railway lines, forms the only all rail line to Washington and Oregon.

The Northern Pacific Railroad Company has over 18,000,000 acres of extremely fertile agricultural, grazing and timber land for sale on easy terms, located in Washington and Oregon.

For information relating to lands in Washington and Oregon, apply to either PAUL SCHULZE, GENERAL LAND AGENT, Portland, Oregon; P. B. GEORGE, General Emigration Agent, St. Paul, Minn.; or CHAS. B. LAMBORN, LAND COMMISSIONER, St. Paul, Minn. Send for publications descriptive of Washington and Oregon. They are sent FREE OF CHARGE.

Leadville Outdone

IN THE PROSPECTS OF

COOKE CITY

The Principal City of the celebrated

CLARK'S FORK MINES of SOUTHERN MONTANA,
REACHED by the NATIONAL PARK BRANCH
of the NORTHERN PACIFIC R. R.

WEALTH, IN GOLD AND SILVER, FOR ALL.

Cooke City, the largest camp in the Clark's Fork District, is 65 miles in a southeasterly direction from Cinnabar, the southern terminus of the Yellowstone Park Branch, and 51 miles from Livingston, which is the supplying point for the district.

COOKE CITY,

In appearance at least, is a typical mining camp, presenting in itself and its surroundings all the rugged picturesqueness that is associated with the description. It is situated in a narrow gulch threaded by a swift little mountain stream, along which lies the one street of the town with barely room enough for the two parallels of buildings to occupy level ground. Thence sloping up on either side are walls of rock stored with mineral wealth that has called the camp into existence, and in every direction peak rises behind peak in an apparently endless maze of mountains. The mineral district commonly spoken of under the general name of Clark's Fork is of vast extent. It has been prospected over a length of nearly fifteen miles, with a varying breadth of from one to three miles, with good claims located all the way; and the boundaries of the district are being extended, and rich discoveries constantly being made, on ground before unprospected. That the extent of mineral bearing country is without parallel in the history of the West is admitted, and that the ore uncovered is rich enough to pay large profits for the working has already been proven. Every character of ore is found in the district, from free-milling quartz, to the most refractory galena. The rock is mostly silver bearing, though gold exists in all the ore, and a recent specimen, taken from one of the leading claims, assayed \$40 in the yellow metal. The locations made are almost numberless, though by far the greater part of them are not developed beyond what is required for purposes of representation. Many mines in the camp are at present unproductive that will sometime yield millions to their fortunate owners; and prospectors have a wide field before them. There are now two smelters in the district, one belonging to the Great Republic Mining Co., having a capacity of 50 tons per day; the other owned by the Wells Mining Co., with a capacity of 20 tons per day, which produced the first bullion that was sent out of the district. H. H. Armstrong, U. S. R. R. Commissioner, has purchased a mine in the district, and will erect a smelter in the spring. 500 men are working in Cooke City this winter. Spoken of but little in the public press and remote from the track of travel, Clark's Fork in the past has been practically unknown to the class whose attention would conduce to its prosperity. But that day of slow and impeded growth is now over. Capital is being invested in the district in spite of all obstacles, and shipment of bullion from the smelters in the district will furnish a practical advertisement that can not be hidden. A long advance has been made during this year, and another season will witness the inauguration of an era of flush times in that camp, such as has not been witnessed in Montana for years past.

\$200 NUGGETS OF GOLD IN NORTH IDAHO.

The Wonderful Placer and Quartz Deposits of the Coeur d'Alenes.

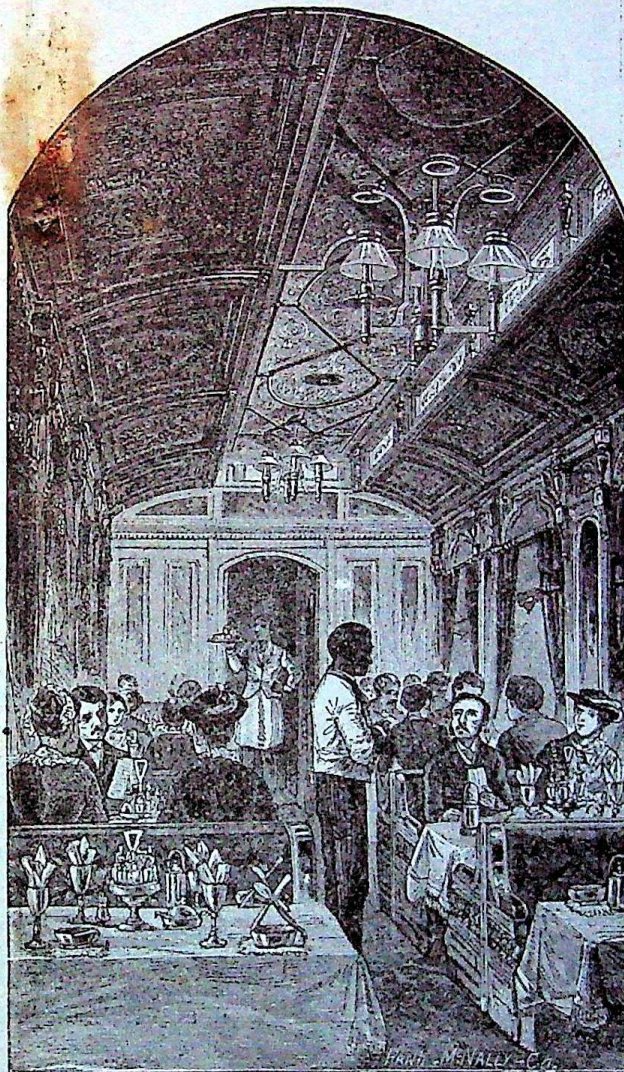
Reached from Belknap, Mon., Rathdrum, Idaho, or
Spokane Falls, Wash. Ty., on the Northern
Pacific R. R. No other Road runs
through this Region.

Great excitement prevails throughout western Montana and northern Idaho, over the rich mineral discoveries in the Coeur d'Alene Mountains. Old miners and prospectors who have returned, state there has been nothing in the history of the Western States and Territories to equal, in richness and volume, the newly discovered fields, and that the old '49ers would be astonished to behold them. The minerals consist of silver, tellurium and free milling gold. One hundred dollars per man per day are being taken out of the firm rock of the gulches, while in the gulches, \$25 to \$40 per man per day are being panned out. Claims consist of twenty acres each, are all very rich, and are located in the gulches of Eagle, Pritchard and Beaver Creeks, streams running into the Coeur d'Alene river. The Pritchard is the chief stream, flows two thousand inches of water, and it is said does not freeze up, the altitude being only 2,400 feet. Nuggets found have been sold for \$300, \$166, \$100 and \$50 respectively.

QUARTZ DEPOSITS.—Quite an excitement has sprung up in regard to the quartz deposits of this district. The immediate occasion of this being a "find" of a valuable gold quartz load at the head of Pritchard creek. The vein has been traced on the surface for a distance of five hundred feet, and the croppings are very prominent. The ore taken from the vein shows a great amount of free gold; in fact it fairly glistens with it, plainly discernible to the naked eye. Very little attention has been paid to quartz heretofore, but this strike has done much toward stimulating prospecting in this line. A mammoth galena lode is being developed on Beaver creek. The vein which is five feet wide between walls, can be readily traced on the surface for a distance of one thousand five hundred feet, the ore carrying from 80 to 90 ounces of silver, and 35 to 40 per cent. lead, per ton. A gold vein near Miner's Cabin, on which a great deal of development work has been done during the past four years, is from 18 to 24 inches wide, and hardly a chunk can be picked up on the dump and broken which does not show free gold. A shaft has been driven down on the ore body to the depth of 80 feet, and in the bottom the vein is strong 20 inches wide. A tunnel advanced 350 feet would tap the ore body at nearly 500 feet. This ore assays from \$23 to \$195 per ton gold; the former being the smallest assay ever obtained, and as high as \$900 in gold per ton has been had. One very important feature in regard to these quartz lodes is the fact that they can all be advantageously developed by tunnel, which is deemed by mining engineers the best and cheapest way to open up veins of gold and silver. The great quartz belt is at last attracting proper attention, and early next spring there will be a boom in quartz as well as placer deposits in the Coeur d'Alene gold fields.

The three streams mentioned are in the northern part of Idaho, Eagle City being 75 miles from Rathdrum, Idaho, and 100 miles from Spokane Falls, W. T., on the Northern Pacific Railroad. A wagon road is being built from Belknap, Montana, by which distance will be lessened to about thirty miles. Until that route is opened, the mines will be most easily reached from Rathdrum or Spokane Falls. From Rathdrum a daily stage runs to Coeur d'Alene City, on Lake Coeur d'Alene, and from there a steamer runs to the head of the lake, where ponies can be procured to the mines. Stages will soon be run from these points through to the mines, when the fare from Rathdrum or Spokane Falls will be about \$10.00. The telegraph line has been extended from Fort Coeur d'Alene to Eagle City. There are now about five hundred people in the camp, but it is estimated by old miners that before June there will be ten thousand people. The season opens early.

THIS IS THE
Only Dining Car Line
TO THE PACIFIC.



THESE CELEBRATED DINING CARS ARE RUN BETWEEN
**ST. PAUL, MINNEAPOLIS,
FARGO, BISMARCK,
HELENA and PORTLAND.**

(See another page for more about these Cars.)