

FALL, 1884.

Short Line to the Pacific Coast

Northern Pacific

R.R.

THE
NEW
ROUTE

ACROSS

THE
CONTINENT



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

P. B. GROAT, CHAS. B. LAMBORN,
 Gen'l Emigration Agent, Land Commissioner,
 ST. PAUL, MINN.

Rand, McNally & Co., Printers, Chicago.

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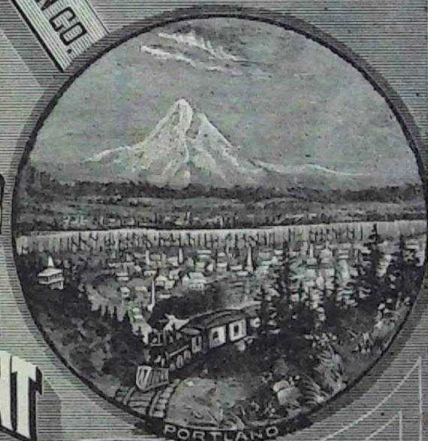
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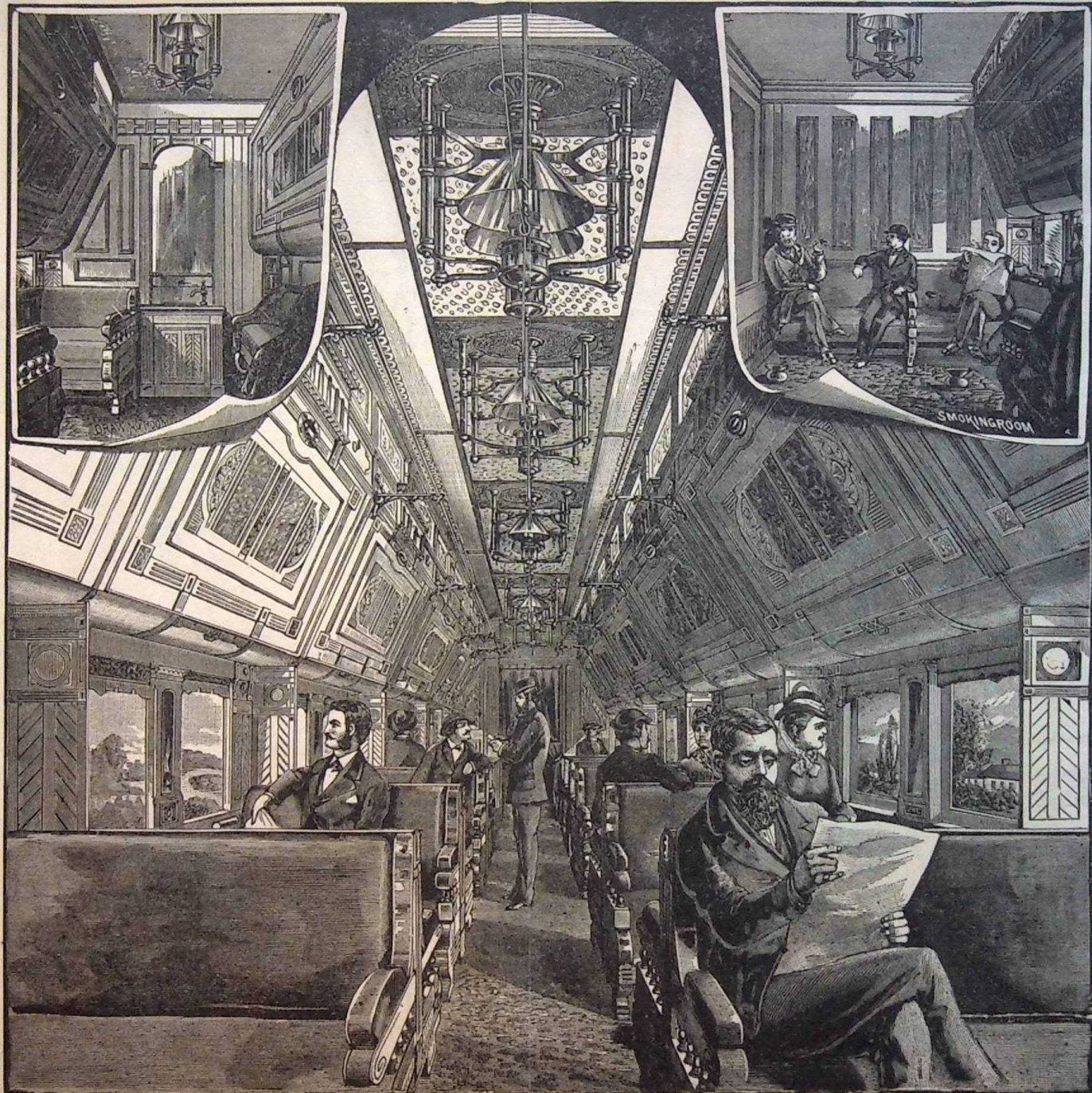
MINNESOTA
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 AND
 British + Columbia

H. C. DAVIS, CHAS. S. FEE,
 Ass't Gen'l Passenger Agent, General Passenger Agent,
 ST. PAUL, MINN.

Oct., '84.

Rand, McNally & Co., Printers, Chicago.

These Celebrated Pullman Sleepers, Running Between St. Paul and Portland, Oregon,



Are the only Through Sleeping Cars run between the East and the Pacific Coast.

(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 "	0		East Portland		4 10 "	9 50 "	
5 00 "	8 30 "	15		Oregon City		3 25 "	9 06 "	
6 00 "	9 15 "	27		Aurora		2 41 "	8 15 "	
6 25 "	9 36 "	35		Woodburn		2 12 "	7 36 "	
6 33 "	9 45 "	38		Gervais		2 03 "	7 23 "	
7 15 "	10 25 "	52		Salem		1 24 "	6 47 "	
7 56 "	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		Froman			5 20 "	
19 20 p.m.		92		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 City		9 41 "		
	2 57 "	149		Cottage Grove		8 35 "		
	6 20 "	181		Oakland		6 33 "		
	6 15 "	197		Roseburg		5 36 "		
	11 00 "	262		Glendale		1 20 "		
	10 53 "	268		Almaden		12 58 "		
	11 30 p.m.	276		Alta		12 27 a.m.		
	1 05 a.m.	296		Grant's Pass		11 15 p.m.		
	4 14 "	333		Phenix		9 12 "		
	4 45 a.m.	341	Ar	Ashland	Lv	8 45 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 "	18 50 "	
6 13 "	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 "	
18 00 p.m.	1 20 "	50		McMinnville		11 50 a.m.	15 45 a.m.	
	1 38 "	54		Whites		11 15 "		
	3 05 "	76		Independence		9 55 "		
	4 30 p.m.	97	Ar	Corvallis	Lv	18 30 a.m.		

PORTLAND AND SAN FRANCISCO ROUTE.

The elegant passenger steamers of the Oregon Railway & Navigation Co. and the Pacific Mail Steamship Co. will sail between Portland and San Francisco, touching at Astoria, the proposed time in October, 1884, being as follows:

STEAMERS.	From Portland	From San Francisco.
(Passengers can go aboard at Portland any time after 5:00 p. m.)	Leaving Almsworth Dock at 12:00 midnight.	Leaving Spear St. Wharf at 10:00 a. m.
"Columbia".....	Oct. 13th, 28th, Nov. 12th	Oct. 6th, 21st, Nov. 5th.
"Oregon".....	Oct. 3d, 18th, Nov. 2d.....	Oct. 11th, 26th, Nov. 10th
"State of California".....	Oct. 8th, 23d, Nov. 7th.....	Oct. 2d, 17th, Nov. 1st.

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 6.00 a. m.; arrive Portland 5.00 p. m.
- Snake River**—Leave Riparia 4.30 p. m., Sunday and Wednesday, arrive Lewiston Monday and Thursday 11.00 a. m. Leave Lewiston Tuesday and Friday 2.00 p. m., arrive Riparia Wednesday and Saturday 8.00 a. m. Stops at Almota, 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 5.00 p. m.

PUCET SOUND ROUTES.

- VICTORIA ROUTE**—Leave Tacoma 10.00 p. m., daily except Saturday; arrive Victoria next day 3.00 p. m. Leave Victoria 5 a. m., daily except Sunday; arrive Tacoma same day 5.30 p. m. Stops at Seattle and way ports.
- N.W. WESTMINSTER ROUTE**—Leave Tacoma every Sunday at noon, Seattle at midnight, Port Townsend at 8.00 a. m., Monday; arrive at New Westminster noon Tuesday. Leave New Westminster 8.00 a. m., Wednesday, arrive Tacoma Thursday afternoon.
- SEATTLE ROUTE**—Connect at Tacoma with N. P. trains each way. Leave Tacoma 10.00 p. m., daily except Saturday, arrive Seattle same night, 12.00 midnight. Boat remains there until 4.00 a. m. Leave Seattle 3.00 p. m., daily except Sunday; arrive Tacoma same day, 5.30 p. m.
- OLYMPIA ROUTE**—Touching at Tacoma each way. Leave Olympia 5.00 a. m., daily except Monday; arrive Seattle same day at noon. Leave Seattle 2.00 p. m., daily except Monday; arrive Olympia same day, 8.00 p. m. Sunday boat leaves Seattle at 3.00 p. m.
- WHATCOM ROUTE**—Touching at Mukiteo, Tulalip, Coupeville, San Juan Island, Friday Harbor, Oak Harbor, Utsaladdy, La Conner, Fidalgo, Anacortes, Samish, and Sehome. Leave Seattle 6.30 p. m., Sunday and Wednesday; arrive Whatcom next day 4 p. m. Leave Whatcom 7 p. m., Monday and Thursday; arrive Seattle next day 4.00 p. m. Whatcom and Olympia Routes, time may be varied somewhat by the tide.

PACIFIC COAST S. S. CO.—ALASKA ROUTE.

Steamer sails from Portland, Ore. about the last day of 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. See another page about Excursions to Alaska.

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

THE ROYAL ROUTE.

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

A.M.	P.M.	P.M.	P.M.		A.M.	P.M.	NOON	P.M.
7 40	4 35	1 15	9 15	Lv.	Minneapolis	Ar	6 45	1 45
7 10	3 50	2 00			St. Paul	Lv	6 00	12 57
					Milwaukee	Lv	2 30	12 45
					Chicago	Lv	11 30	9 00
	9 00	7 00	2 00		Council Bluffs			7 30
	5 50				Kansas City			10 00
					Des Moines			7 00
9 00		8 10	7 55	Ar	St. Louis	Lv	7 55	7 40
P.M.	P.M.	P.M.	A.M.			P.M.	A.M.	A.M.

THE FAST MAIL LINE.

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

A.M.	A.M.	P.M.	P.M.		A.M.	P.M.	P.M.	P.M.
8 20	5 10	1 15	9 15	Lv.	Minneapolis	Ar	6 45	1 45
8 30	5 45	2 00	9 00		St. Paul	Lv	6 00	1 00
					Milwaukee	Lv	2 40	12 15
					Chicago	Lv	11 30	9 00
	9 05	7 00	2 00		Rock Island			7 25
					Mason City			11 30
11 00					Ottumwa			5 03
4 20	7 50	8 10	7 55		St. Louis	Lv	7 55	7 40
9 20					Kansas City	Lv		1 50
A.M.	A.M.	P.M.	A.M.			P.M.	A.M.	P.M.

ALBERT LEA ROUTE.

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

6 20pm	2 50pm	7 00am	Lv.	St. Paul	Ar	7 45am	12 20pm	9 05pm
7 00 "	3 30 "	7 40 "		Minneapolis		7 05 "	11 45am	7 25 "
3 00pm	2 30 "	6 50 "	Ar	Chicago	Lv	11 00am	12 10pm	9 15 "
	5 00 "			St. Louis			9 00am	
	12 00m	8 55pm		Des Moines		1 40pm		6 30am
	9 20pm	9 20am	Ar	Kansas City	Lv		6 35am	6 40pm

TIME TO AND FROM EASTERN CITIES.

11 30pm	Mo.	8 00pm	Mo.	Lv.	Quebec	Ar	7 00am	Th.
6 00pm	Mo.	9 00am	Tu.		Montreal		8 00pm	Th.
9 00am	Tu.	8 30am	Tu.		Boston		9 40pm	We.
11 55am	Tu.	10 30am	Tu.		New York		7 30pm	We.
10 15am	Tu.	11 10am	Tu.		Philadelphia		7 25pm	We.
10 50am	Tu.	9 40am	Tu.		Washington		2 25pm	We.
9 00pm	Tu.	10 50am	Tu.		Baltimore		3 35pm	We.
11 41am	Tu.	11 30pm	Tu.		Pittsburg		5 25am	We.
3 00pm	Tu.	7 01pm	We.		Buffalo		3 31am	We.
12 50m	Tu.	3 00am	We.		Hamilton		2 10am	We.
6 52pm	Tu.	11 50pm	Tu.		Toronto		6 15am	We.
10 10pm	Tu.	6 52am	We.		Cleveland		9 42pm	Tu.
8 10pm	Tu.	9 55am	We.		Detroit		6 25pm	Tu.
7 15pm	Tu.	7 50am	We.		Port Huron		10 50pm	Tu.
11 00pm	Tu.	7 40am	We.		Cincinnati		7 05pm	Tu.
11 30am	We.	11 15am	We.		Indianapolis		3 35pm	Tu.
6 00am	Th.	1 00pm	Th	Ar	Chicago	Lv	7 00pm	Mo.
					St. Paul	Lv	2 00pm	Mo.

The Only Trans-Continental Line Running

DINING CARS

Of any description, and the ONLY Line running Dining Cars between St. Paul, Minneapolis and Fargo.

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

ONLY 75 CENTS EACH

and are served with promptness, the 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.
† 3 20 p.m.	0	Lv. Superior	Ar. 1 40 p.m.
4 20 "	11.8	Walbridge	12 40 "
4 40 "	15.3	Carlton	12 22 p.m.
† 5 20 p.m.	23.5	Ar. N. P. Junction	Lv. 11 40 a.m.

LITTLE FALLS & DAKOTA R. R.

Pass.	Mis	STATIONS.	Pass.
† 7 55 a.m.	0	Lv. St. Paul	Ar. 6 55 p.m.
† 8 10 p.m.	0	Lv. Little Falls	Ar. 12 05 p.m.
8 35 "	7	Fond du Lac	11 40 a.m.
4 00 "	16	Swanville	11 15 "
4 27 "	26	Grey Eagle	10 45 "
4 37 "	29	Birch Lake	10 35 "
4 45 "	31	Spaulding	10 27 "
5 05 "	37	Sauk Centre	10 07 "
5 37 "	48	Westport	9 35 "
6 12 "	53	Villard	9 20 "
6 18 "	60	Genwood	8 57 "
6 40 "	69	Starbuck	8 30 "
7 10 "	79	Cyrus	8 00 "
† 7 40 p.m.	88	Ar. Morris	Lv. † 7 30 a.m.

N. P., FERCUS & BLACK HILLS R. R.

Accom.	Mis	STATIONS.	Accom.
† 8 00 p.m.	0	Lv. St. Paul	Ar. 7 50 a.m.
† 12 01 "	0	Lv. Wadena	Ar. † 10 15 p.m.
12 10 "	1	Wadena Junction	10 50 "
12 50 "	10	Deer Creek	9 20 "
1 05 "	14	Parkton	9 00 "
1 30 "	18	Henning	8 35 "
2 00 "	24	Vining	8 00 "
2 25 "	29	Clitheral	7 35 "
2 50 "	33	Battle Lake	7 10 "
	39	Maplewood	
3 40 "	41	Southwick	6 20 "
4 30 "	52	Fergus Falls	4 55 "
5 30 "	59	French	4 25 "
5 45 "	60	Ames	4 15 "
6 25 "	68	Everdell	3 40 "
7 05 "	77	Breckenridge	3 00 "
7 15 "	78	Wahpeton	2 35 "
8 00 "	86	Ellsworth	2 00 "
8 35 "	92	Mooreton	1 25 "
9 10 "	98	Barney	12 55 "
9 50 "	103	Wendmere	12 15 "
† 11 10 p.m.	120	Ar. Minnor	Lv. † 11 00 a.m.

FARGO & SOUTHWESTERN RAILROAD.

Passenger	Mis	STATIONS.	Passenger
† 8 00 p.m.	0	Lv. St. Paul	Ar. 7 50 a.m.
† 8 45 a.m.	0	Lv. Fargo	Ar. 6 45 p.m.
9 20 "	4.2	Cotters	6 28 "
9 45 "	10.7	Horace	6 10 "
* 10 13 "	19.1	Davenport	5 45 "
* 10 13 "	28.7	Leonard	5 15 "
10 50 "	41.5	Sheldon	4 37 "
* 11 17 "	50.4	Buttzville	4 10 "
11 35 "	56.0	Lisbon	3 52 "
* 12 14 p.m.	68.5	Marshall	3 08 "
* 12 30 "	76	Verona	2 43 "
† 1 15 p.m.	83.5	Ar. La Moine	Lv. † 2 05 p.m.

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

Passenger	Mis	STATIONS.	Passenger
† 8 00 p.m.	0	Lv. St. Paul	Ar. 7 50 a.m.
† 4 45 "	9.0	Odell	† 11 30 "
* 5 30 "	8.0	Dazey	* 10 00 "
* 6 20 "	27.5	Hannaford	* 9 10 "
† 7 00 p.m.	36.0	Ar. Cooperstown	Lv. † 8 30 a.m.

JAMESTOWN & NORTHERN R. R.

Passenger	Mis	STATIONS.	Passenger
† 8 00 p.m.	0	Lv. St. Paul	Ar. 7 50 a.m.
† 1 45 "	0	Lv. Jamestown	Ar. † 11 15 "
* 2 15 "	6.5	Parkhurst	* 10 40 "
* 2 50 "	13.5	Buchanan	* 10 10 "
* 3 25 "	21.1	Pingree	* 9 35 "
* 4 30 "	31.5	Melville	* 8 30 "
† 5 15 "	43.5	Ar. Carrington	Lv. † 7 45 "
b Tu., Th. and Sat.	56.5	Ar. Sykeston	Lv. † 6 30 a.m.
† 6 35 p.m.	59.5	Ar. New Rockford	Lv. † 6 00 a.m.

Stage 32 miles New Rockford to Minnewakan on Devil's Lake.

YELLOWSTONE PARK LINE. (Rocky Mount. R. R. of Montana.)

Passenger	Mis	STATIONS.	Passenger
† 4 05 p.m.	0	Lv. St. Paul	Ar. † 12 30 p.m.
† 9 00 a.m.	0	Lv. Livingston	Ar. † 4 00 "
9 35 "	10	Brisbin	3 27 "
10 05 "	20	Chicoory	2 54 "
10 42 "	31	Dalley's	2 18 "
11 20 "	41	Sphinx	1 40 "
† 12 00 noon	51	Ar. Cinnabar	Lv. † 1 00 p.m.

HELENA & JEFFERSON COUNTY R. R.

Accom.	Mis	STATIONS.	Accom.
† 8 00 a.m.	0	Lv. Helena	Ar. † 4 15 p.m.
8 15 "	4.9	Jefferson Junction	3 55 "
9 05 "	14.6	Clancy	3 09 "
9 34 "	20.4	Jefferson	2 40 "
9 45 "	22.2	Corbin	2 30 "
† 10 00 a.m.	24.9	Ar. Wickes	Lv. † 2 15 p.m.

COLUMBIA & PALOUSE RAILROAD.

EASTWARD.		MIs	(Oregon Ry. and Nav. Co.) In Effect October 1st, 1884.	WESTWARD.	
Accom. D. Ex. Sun.	MIs			Accom. D. Ex. Sun.	MIs
a Monday, Wed'day, Friday.	a 6 00 a.m.	0	Lv. Palouse Junction	Ar. b 7 00 p.m.	
	7 35 "	18	Kalispell	5 25 "	Tuesday, Thursday, Saturday.
	9 20 "	40	Hooper	3 40 "	
	12 00 noon	69	Endicot	1 00 p.m.	
	a 2 00 p.m.	89	Ar. Coifax	Lv. b 11 00 a.m.	

WALLA WALLA, DAYTON & LEWISTON LINE.

EASTWARD.		MIs	(Oregon Railway & Navigation Co.)	WESTWARD.	
Acc.	Pass.			Pass.	Acc.
† 7 00	† 12 30	0	Lv. Wallula Junction	Ar. † 11 30	† 6 00
8 25	17 14.8		Touchet	10 45	4 45
† 10 05	† 2 03	81.2	Ar. Walla Walla	Lv. † 9 56	† 3 80
† 11 00	31.2		Lv. Walla Walla	Ar. † 2 30	
11 50	41.9		Milton	1 40	
† 12 30	51.1		Ar. Blue Mountain	Lv. † 1 00	
† 12 30	3 04	51.0	Lv. Prescott	Ar. † 8 54	† 1 15
12 65	3 20	55.4	Bolles Junc.	8 40	12 55
2 10	67.4		Alto	11 50	
† 4 00	86.9		Ar. Riparia	Lv. † 8 30	
P. M.			Snake River Steamer to Lewiston.		A. M.
			See next page.		
† 6 05	† 3 20	55.4	Lv. Bolles Junction	Ar. † 8 40	† 8 15
6 25	3 32	59.1	Waitsburg	8 28	7 55
† 7 20	† 4 00	68.4	Ar. Dayton	Lv. † 8 00	† 7 00

PENDLETON AND BAKER CITY LINE.

EASTWARD.		MIs	(Oregon Ry. & Nav. Co.) Sept. 7th, 1884.	WESTWARD.	
Accom.	MIs			Accom.	MIs
† 10 35 p.m.	0	Lv. Umatilla Junc.	Ar. † 1 40 a.m.		
12 10 a.m.	19	Echo	12 10 p.m.		
2 15 "	44	Pendleton	9 50 p.m.		
6 33 "	93	Meacham	5 15 "		
7 30 "	100	Kamela	4 15 "		
8 30 "	111	Hilgard	3 10 "		
9 15 "	118	La Grande	2 10 "		
10 25 a.m.	131	Union	12 15 p.m.		
12 15 p.m.	150	North Powder	12 15 p.m.		
† 1 45 p.m.	170	Ar. Baker City	Lv. † 10 50 a.m.		

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

WEST SIDE.			EAST SIDE.				
South Ex.	MIs	STATIONS.	North Ex.	South Ex.	MIs	STATIONS.	North Ex.
A. M.			P. M.	A. M.			P. M.
† 9 00		Lv. Portland	Ar. 3 20	† 7 30		Lv. Portland	Ar. † 4 25
P. M.		(Via O. & C. R. R.)	A. M.			(Via O. & C. R. R.)	
1 35	54	Ar. White's	Lv. † 11 15	9 36	35	Ar. Woodburn	Lv. † 2 45
† 1 45	51	Lv. White's	Ar. 11 05	† 3 35		Lv. Ray's Landing	Ar. † 3 15
2 09	58	Briedwell	10 42	3 47	10	St. Paul's	2 58
2 25	61	Ar. Sheridan Junc.	Lv. 10 20	† 4 35	10	Ar. Woodburn	Lv. † 2 15
2 45	64	Lv. Ballston	Ar. 10 00	† 5 30	35	Lv. Woodburn	Ar. 1 50
3 10	68	Ar. Sheridan	Lv. 9 35	10 19	41	Fillmore	1 18
4 05	61	Lv. Sheridan Junc.	Ar. 8 40	10 39	58	Silverton	12 50
4 18	64	Perrydale	8 25	11 54	58	Waldo Hills	11 54
5 10	74	Dallas	7 35	† 12 36	65	West Stayton	† 11 17
5 47	81	Monmouth	6 58	† 4 00		Lv. Portland	Ar. † 10 05
† 6 45	91	Ar. Airlie	Lv. † 6 05			(Via O. & C. R. R.)	
P. M.			A. M.	† 9 06	91	Ar. Lebanon Junc.	Lv. † 4 59
Also lv. Sheridan Jc. D. except Sunday			† 6 10	91	Lv. Lebanon Junc.	Ar. † 4 45	
8 45 a.m. Ar. Ballston 8 55 a.m. Sheridan			† 6 42	98	Bellville	† 4 22	
9 21 a.m. Leave Sheridan daily except			† 7 14	104	Ar. Brownville	Lv. † 3 50	
Sunday 3 20 p.m. Ar. Ballston 3 45 p.m.			A. M.	123	Coburg		
Sheridan Jc. 4 00 p.m.			A. M.				

† Daily ex. Sun. † Daily. † M. W. and F. * Stop only on Signal. † Tu., Th. and Sat.

ST. PAUL, MINNEAPOLIS, HELENA AND PORTLAND LINE.

WESTWARD.			(Continued from preceding page.)		EASTWARD.		
13	1	Miles.	STATIONS.		2	14	
Emt. grant	Pac. Ex.		July 1, 1884.		At. Ex.	Emt. grant	
			Bozeman				
			Belgrade		10:58	11:20	
			Central Park		10:46		
			Hamilton		10:35		
			Gallatin		10:32		
			Maple		9:47		
			Painted Rock		9:26		
			Toston		8:58		
			Townsend		8:35		
			Bedford		8:25		
			Placer		7:52		
			Clasoli		7:32		
			Jefferson Junction		7:13		
			Prickly Pear		7:11		
			Helena	Lv	7:00	P.M.	
			Helena	Ar	6:30	5:15	
			Birdsue		6:05	4:35	
			Butler		5:40	4:05	
			Mullan (Tunnel)		5:00	3:20	
			Elliston		4:23	2:15	
			Avon		3:50	1:30	
			Garrison		3:20	12:15	
			Ar. Via U. & N. R. R.	Ar	12:18	12:58	
			Deer Lodge		11:45		
			Butte City		11:25		
			Lloyd		10:45		
			Gold Creek		10:05		
			Drummond		9:55		
			Bearmouth		1:35	8:40	
			Carlan		1:40	7:55	
			Bonita		1:15	7:00	
			Wallace		12:50	5:50	
			Turah		12:29	5:00	
			Missoula		11:35	1:00	
			De Smet		11:15	12:25	
			Evano		10:25	11:25	
			Arlie		9:55	10:00	
			Bavallin		9:05	9:05	
			Jocko		8:45	8:20	
			Duncan		8:25	7:45	
			Perma		8:03	7:00	
			Victor		7:46	6:30	
			Paradise		7:30	5:55	
			Horse Plains		7:10	5:20	
			Weeksville		6:50	4:35	
			Eddy		6:30	4:00	
			Woodlin		6:10	2:55	
			Thompson Falls		6:00	2:55	
			Allen		5:55	2:35	
			Belknap		5:38	2:00	
			White Pine		5:15	1:15	
			Trout Creek		4:44	12:05	
			Tuscor		4:25	11:30	
			Nixon		4:00	10:32	
			Heron	Ar	3:30	9:30	

* Pacific time west—1 hour slower than "Mountain" time.

WESTWARD.		STATIONS.		EASTWARD.	
13	1	July 1, 1884.		2	14
Emt. grant	Pac. Ex.			At. Ex.	Emt. grant
		Heron			
		Ar		2:15	5:45
		Cabinet		1:55	5:15
		Clarke's Fork		1:30	4:35
		Hope		1:00	3:45
		Kootenai		12:45	3:20
		Sand Point		12:15	2:25
		Algoma		11:51	1:55
		Cocolalla		11:35	1:20
		Granite		11:05	12:30
		Athol		10:50	12:10
		Chlico		10:38	11:55
		Rathrum		10:05	11:05
		Idaho Line		9:35	10:20
		Trent		9:05	9:35
		Spokane Falls		8:35	8:50
		Marshall		8:12	8:10
		Cheney		7:55	7:35
		Stevens		7:22	6:45
		Sprague		6:20	4:00
		Harrison		5:52	3:10
		Ritzville		5:13	2:05
		Lind		4:27	12:45
		Providence		4:00	11:55
		Twin Wells		3:25	11:05
		Palouse Junction		2:55	10:05
		Lake		2:25	9:15
		Etopia		2:00	8:25
		Glade		1:30	7:40
		Alnsworth		1:00	6:55
		South Alnsworth		12:50	6:40
		Wallula Junction	Ar	12:15	5:45

ST. PAUL, MINNEAPOLIS, HELENA AND PORTLAND LINE.

WESTWARD.			(Continued from preceding page.)		EASTWARD.		
13	1	Miles.	STATIONS.		2	14	
Emt. grant	Pac. Ex.		July 1, 1884.		At. Ex.	Emt. grant	
			Wallula Junction				
			Cold Springs		11:45	4:50	
			Umatilla Junction		10:55	3:35	
			Pendleton, Baker City, Etc.	Ar	10:15	2:50	
			Castle Rock		9:15	12:50	
			Willows		8:50	12:00	
			Alkali		8:30	11:20	
			Cello		6:50	7:50	
			The Dalles		5:50	5:25	
			Hood River		4:25	3:10	
			Cascade Lock		* 3:05	* 1:00	
			Bonnevillie		* 2:50	* 1:35	
			Oeonata		* 2:20	* 1:45	
			Multnomah Falls		* 2:01		
			Bridal Veil		* 1:50	* 1:15	
			Rooster Rock		* 1:37	* 10:36	
			Troutdale		1:18	9:55	
			East Portland		12:35	8:25	
			Albina		12:25	8:15	
			Portland	Ar	\$11.40	\$ 7.30	

DULUTH, HELENA AND PORTLAND LINE.

GOING WEST.		STATIONS.		GOING EAST.	
Pac. Ex.	Miles.	July 1, 1884.		At. Ex.	
Daily.		Ar.	Ar.	Daily.	
\$4.25 pm	0	Ar	Duluth	Ar	12:30 pm
\$1.20 "		Ar	Superior	Ar	11:40 pm
5:40 "	23	Ar	N. P. Junction	Ar	11:20 am
5:53 "	28	Ar	Pine Grove	Ar	11:06 "
6:05 "	33	Ar	Norman	Ar	10:54 "
6:25 "	39	Ar	Corona	Ar	10:40 "
6:35 "	45	Ar	Cromwell	Ar	10:24 "
6:50 "	51	Ar	Wright	Ar	10:10 "
7:05 "	57	Ar	Tamarack	Ar	9:53 "
7:25 "	63	Ar	McGregor	Ar	9:31 "
7:45 "	75	Ar	Kimberly	Ar	9:09 "
8:10 "	87	Ar	Aitkin	Ar	8:40 "
8:22 "	92	Ar	Cedar Lake	Ar	8:27 "
8:33 "	97	Ar	Deerwood	Ar	8:13 "
8:55 "	108	Ar	Jonesville	Ar	7:50 "
9:15 "	111	Ar	Brainerd	Ar	7:30 "
8:00 "	113	Ar	Helena	Ar	7:00 "
12:05 pm	188 1/2	Ar	Portland	Ar	11:40 am

PORTLAND, TACOMA, SEATTLE AND VICTORIA LINE.

GOING NORTH.		STATIONS.		GOING SOUTH.	
Accom.	Express.	July 1, 1884.		Express.	Accom.
+ 5:45 a.m.	\$ 1.15 p.m.	Ar	Portland	Ar	\$ 2.30 a.m.
7:9 "	2:32 "	Ar	Scappoose	Ar	1:14 "
8:36 "	2:53 "	Ar	Columbia City	Ar	12:52 "
9:11 "	3:15 "	Ar	Hunters	Ar	12:30 a.m.
10:45 a.m.	4:15 "	Ar	Kalama	Ar	11:30 a.m.
12:31 p.m.	5:19 "	Ar	Castle Rock	Ar	10:30 "
2:12 "	6:10 "	Ar	Winlock	Ar	9:44 "
3:17 "	7:16 "	Ar	Chenails	Ar	9:05 "
3:36 "	7:29 "	Ar	Centralia	Ar	8:55 "
4:31 p.m.	8:00 p.m.	Ar	Tenino	Ar	\$ 8.20 p.m.
			(Via O. & C. V. R. R.)		
		Ar	Olympia	Ar	5:00 p.m.
5:37 p.m.	\$ 8.42 p.m.	Ar	Yelm Prairie	Ar	7:28 p.m.
7:00 "	9:20 "	Ar	Lakeview	Ar	7:03 "
+ 8:00 p.m.	\$ 9.55 p.m.	Ar	Tacoma	Ar	\$ 6.25 p.m.
+ 6:15 a.m.	\$ 10.15 p.m.	Ar	Tacoma	Ar	\$ 5.15 p.m.
7:00 "	10.59 "	Ar	Puyallup	Ar	4:30 "
7:07 a.m.	11:06 "	Ar	Puyallup Junction	Ar	\$ 2.55 "
	11:13 p.m.	Ar	Sumner	Ar	\$ 4.15 p.m.
	\$ 11.40 p.m.	Ar	Stuck Junction	Ar	\$ 3.48 "
P.S.S.R.R.	\$ 1.38 a.m.	Ar	Seattle	Ar	1:50 p.m.
7:19 a.m.	Cascade	Ar	Alderton	Ar	2:39 p.m.
9:50 "	Division	Ar	Wilkeson	Ar	12:35 p.m.
10:30 a.m.		Ar	Carbonado	Ar	+ 12:00 n.n.
		Ar	(Via Puget Sound Steamers)		
		Ar	Tacoma	Ar	See another page.
		Ar	Seattle	Ar	See another page.
		Ar	Olympia	Ar	See another page.
		Ar	Port Townsend	Ar	See another page.
		Ar	Victoria, B. C.	Ar	See another page.
		Ar	NEW WESTMINSTER, B. C.	Ar	See another page.

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

ST. PAUL, MINNEAPOLIS, HELENA AND PORTLAND LINE.

WESTWARD.					EASTWARD.				
3	13	1	Dist. from St. Paul.		2	14	4	Dist. from St. Paul.	
Man. Exp. Daily.	Man. Exp. Daily.	Man. Exp. Daily.			Man. Exp. Daily.	Man. Exp. Daily.	Man. Exp. Daily.		
3	13	1			2	14	4		
Man. Exp. Daily.	Man. Exp. Daily.	Man. Exp. Daily.			Man. Exp. Daily.	Man. Exp. Daily.	Man. Exp. Daily.		
STATIONS.									
July 6, 1884.									
("Central" time.)									
Lv. St. Paul Ar.					Lv. St. Paul Ar.				
Lv. Minneapolis Ar.					Lv. Minneapolis Ar.				
Lv. North Minneapolis Ar.					Lv. North Minneapolis Ar.				
Northtown Junction.					Northtown Junction.				
Fridley.					Fridley.				
Coon Creek.					Coon Creek.				
Anoka.					Anoka.				
Itaska.					Itaska.				
Elk River.					Elk River.				
Bailey's.					Bailey's.				
Big Lake.					Big Lake.				
Becker.					Becker.				
Clear Lake.					Clear Lake.				
Haven.					Haven.				
East St. Cloud.					East St. Cloud.				
Sauk Rapids.					Sauk Rapids.				
Watab.					Watab.				
Rice's.					Rice's.				
Royalton.					Royalton.				
Gregory.					Gregory.				
Little Falls.					Little Falls.				
Belle Prairie.					Belle Prairie.				
Topeka.					Topeka.				
Fort Ripley.					Fort Ripley.				
Albion.					Albion.				
Crow Wing.					Crow Wing.				
Brainerd Ar.					Brainerd Ar.				
Lv. Duluth Ar.					Lv. Duluth Ar.				
Lv. Brainerd Ar.					Lv. Brainerd Ar.				
Gull River.					Gull River.				
Sylvan Lake.					Sylvan Lake.				
Pigeon.					Pigeon.				
Bath.					Bath.				
Motley.					Motley.				
Staples Mill.					Staples Mill.				
Dower Lake.					Dower Lake.				
Aldrich.					Aldrich.				
Verndale.					Verndale.				
Wadena.					Wadena.				
Wadena Junction.					Wadena Junction.				
Bluffton.					Bluffton.				
Amboy.					Amboy.				
New York Mills.					New York Mills.				
Richland.					Richland.				
Perham.					Perham.				
Luce.					Luce.				
Frazee.					Frazee.				
Johnson.					Johnson.				
Detroit.					Detroit.				
Audubon.					Audubon.				
Lake Park.					Lake Park.				
Hillsdale.					Hillsdale.				
Hawley.					Hawley.				
Muskoda.					Muskoda.				
Glyndon.					Glyndon.				
Tenny.					Tenny.				
Moorhead Ar.					Moorhead Ar.				
Fargo Ar.					Fargo Ar.				
Fargo Ar.					Fargo Ar.				
Haggart.					Haggart.				
Canfield.					Canfield.				
Mapleton.					Mapleton.				
Greene.					Greene.				
Dalrymple.					Dalrymple.				
Casselton.					Casselton.				
Whetland.					Whetland.				
Halo.					Halo.				
Tower City.					Tower City.				
Oriska.					Oriska.				
Alta.					Alta.				
Valley City.					Valley City.				
Hobart.					Hobart.				
Sanborn.					Sanborn.				
Eckelson.					Eckelson.				
Spiritwood.					Spiritwood.				
Bloom.					Bloom.				
Lv. Jamestown Lv.					Lv. Jamestown Lv.				
Eldridge.					Eldridge.				
Windsor.					Windsor.				
Cleveland.					Cleveland.				
Medina.					Medina.				
Crystal Springs.					Crystal Springs.				
Tappen.					Tappen.				
Darson.					Darson.				
Steele.					Steele.				
Geneva.					Geneva.				
Driscoll.					Driscoll.				
Sterling.					Sterling.				

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

ST. PAUL, MINNEAPOLIS, HELENA AND PORTLAND LINE.

WESTWARD.					EASTWARD.				
3	13	1	Dist. from St. Paul.		2	14	4	Dist. from St. Paul.	
Man. Exp. Daily.	Man. Exp. Daily.	Man. Exp. Daily.			Man. Exp. Daily.	Man. Exp. Daily.	Man. Exp. Daily.		
3	13	1			2	14	4		
Man. Exp. Daily.	Man. Exp. Daily.	Man. Exp. Daily.			Man. Exp. Daily.	Man. Exp. Daily.	Man. Exp. Daily.		
STATIONS.									
July 1, 1884.									
(Continued from preceding page.)									
Lv. McKenzle Ar.					Lv. McKenzle Ar.				
Lv. Menoken Ar.					Lv. Menoken Ar.				
Lv. Apple Creek Ar.					Lv. Apple Creek Ar.				
Lv. Bismarck Ar.					Lv. Bismarck Ar.				
Lv. Mandan Ar.					Lv. Mandan Ar.				
"Mountain" time west—1 hour slower than "Central" time.									
Dining Cars, and Pullman Sleepers on Pacific Express. Mountain time 1 hour slower than Central time.									
For the better accommodation of Emigrant Passengers, until further notice they will be taken out of St. Paul on the Atlantic Express, on which train they will be carried to Minneapolis and St. Paul.									
No change of cars is caused by this arrangement.									
Lv. Duluth Ar.					Lv. Duluth Ar.				
Lv. Brainerd Ar.					Lv. Brainerd Ar.				
Gull River.					Gull River.				
Sylvan Lake.					Sylvan Lake.				
Pigeon.					Pigeon.				
Bath.					Bath.				
Motley.					Motley.				
Staples Mill.					Staples Mill.				
Dower Lake.					Dower Lake.				
Aldrich.					Aldrich.				
Verndale.					Verndale.				
Wadena.					Wadena.				
Wadena Junction.					Wadena Junction.				
Bluffton.					Bluffton.				
Amboy.					Amboy.				
New York Mills.					New York Mills.				
Richland.					Richland.				
Perham.					Perham.				
Luce.					Luce.				
Frazee.					Frazee.				
Johnson.					Johnson.				
Detroit.					Detroit.				
Audubon.					Audubon.				
Lake Park.					Lake Park.				
Hillsdale.					Hillsdale.				
Hawley.					Hawley.				
Muskoda.					Muskoda.				
Glyndon.					Glyndon.				
Tenny.					Tenny.				
Moorhead Ar.					Moorhead Ar.				
Fargo Ar.					Fargo Ar.				
Fargo Ar.					Fargo Ar.				
Haggart.					Haggart.				
Canfield.					Canfield.				
Mapleton.					Mapleton.				
Greene.					Greene.				
Dalrymple.					Dalrymple.				
Casselton.					Casselton.				
Whetland.					Whetland.				
Halo.					Halo.				
Tower City.					Tower City.				
Oriska.					Oriska.				
Alta.					Alta.				
Valley City.					Valley City.				
Hobart.					Hobart.				
Sanborn.					Sanborn.				
Eckelson.					Eckelson.				
Spiritwood.					Spiritwood.				
Bloom.					Bloom.				
Lv. Jamestown Lv.					Lv. Jamestown Lv.				
Eldridge.					Eldridge.				
Windsor.					Windsor.				
Cleveland.					Cleveland.				
Medina.					Medina.				
Crystal Springs.					Crystal Springs.				
Tappen.					Tappen.				
Darson.					Darson.				
Steele.					Steele.				
Geneva.					Geneva.				
Driscoll.					Driscoll.				
Sterling.					Sterling.				

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

NEW PULLMAN SLEEPERS

OF THE

NORTHERN PACIFIC RAILROAD,

ARE RUN THROUGH ON ALL TRAINS BETWEEN

ST. PAUL AND PORTLAND.

The only Line running Pullman Sleepers from the East through to the Pacific Coast.

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 tastily 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	
MEDORA.....	5.00	10.00	
GLEN DIVE.....	5.50	11.00	
MILES CITY.....	6.00	12.00	
BILLINGS.....	7.50	15.00	
LIVINGSTON.....	8.50	17.00	32.00
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
PHENIX.....		3.50	7.00	12.00
ASHLAND.....		3.50	7.00	12.00

EMIGRANTS, NOTE THIS!

For the better accommodation of Emigrant Passengers, they are carried nearly the entire distance between St. Paul, Minn., and Helena, Mon., on daily Express Trains, thus

REDUCING THE EMIGRANT TIME Between St. Paul and Portland,

TO ABOUT

6 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.



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 number to justify, the Traveling Agent of the district in which they reside will accompany them on the trip.

GEO. R. FITCH, General Eastern Agent.....	319 Broadway, New York.
J. L. HARRIS, New England Agent.....	296 Washington St., Boston, Mass.
E. R. WADSWORTH, General Agent.....	52 Clark St., Chicago.
G. W. R. GOODNO, City Passenger Agent.....	52 Clark St., Chicago.
J. R. BERRY, General Tourist Agent.....	52 Clark St., Chicago.
S. G. FULTON, General Agent.....	Helena, Montana.
A. S. CHASE.....	Duluth, Minn., and Superior, Wis.
J. E. MACDOUGALL, Traveling Agent.....	127 St. Francois Xavier St., Montreal, Can.
A. J. QUIN.....	296 Washington St., Boston.
J. H. ROGERS, Jr., ".....	111 South 9th St., Philadelphia, Pa.
GEORGE D. TELLER, ".....	21 Exchange St., Buffalo, N. Y.
GEORGE DEW, ".....	33 York Street, 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.
THOMAS L. SHORTELL, ".....	112 North 4th St., St. Louis, Mo.
S. H. MILLS, ".....	Read House Block, Chattanooga, Tenn.
T. K. STATELER, ".....	300 Fourth St., Des Moines, Iowa.
ELVIN H. SMITH, ".....	392 Broadway, Milwaukee, Wis.
W. F. CARSON, ".....	2 Washington St., Portland, Ore.
JOHN A. GASTON, Local Passenger Agent.....	Deadwood, Dak.
GEO. V. SIMS, General European Agent.....	20 Water St., Liverpool, England.

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, St. Paul, Minneapolis or Duluth, 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, 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, Minneapolis or Duluth. 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. To holders of Emigrant tickets, the excess baggage rate is \$10.00 per 100 lbs.

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 employes 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. No other line runs Pullman Sleeping Cars or any other kind of sleepers from the east through to the Pacific Coast. (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. Meals in these cars are only 75 cents. The Northern Pacific is the only Trans-Continental line running any form of Dining Cars, and is the ONLY line running Dining Cars to Fargo, Dak. (See other pages.)

HORTON RECLINING CHAIR CARS between St. Paul, Minneapolis and Fargo on Fargo Day Express trains, free of charge to ladies, or gentlemen with ladies, holding first-class tickets.

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, new coaches on the same train with first-class passengers.

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 upholstered. 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.

(Continued on next page.)

VALUABLE INFORMATION Continued.

At the news stand in the Union Depot, St. Paul, and on all passenger trains going east or west, emigrants can purchase single mattresses at 75 cents each, or \$1.00 each for regular tufted tick mattresses, 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 are carried between St. Paul and Helena, Mon., nearly the entire distance, on daily Express trains, and between Helena and Portland on regular emigrant trains, thus reducing the emigrant time between St. Paul and Portland to about 6 days, without change of cars. 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, Minneapolis, Duluth and Portland are carried on daily through Express trains in the following time (less than 4 days): (No change of cars between Portland and Tacoma.)

GOING WEST—Daily. (Duluth trains connect at Brainerd.)

Lv. St. Paul	Central Time	4.05 pm	Sun	Mon	Tue	Wed	Thur	Fri	Sat
Lv. Minn'ls	" "	4.45 "	Sun <td>Mon <td>Tue <td>Wed <td>Thur <td>Fri <td>Sat</td> </td></td></td></td></td>	Mon <td>Tue <td>Wed <td>Thur <td>Fri <td>Sat</td> </td></td></td></td>	Tue <td>Wed <td>Thur <td>Fri <td>Sat</td> </td></td></td>	Wed <td>Thur <td>Fri <td>Sat</td> </td></td>	Thur <td>Fri <td>Sat</td> </td>	Fri <td>Sat</td>	Sat
Lv. Duluth	" "	4.25 "	Sun <td>Mon <td>Tue <td>Wed <td>Thur <td>Fri <td>Sat</td> </td></td></td></td></td>	Mon <td>Tue <td>Wed <td>Thur <td>Fri <td>Sat</td> </td></td></td></td>	Tue <td>Wed <td>Thur <td>Fri <td>Sat</td> </td></td></td>	Wed <td>Thur <td>Fri <td>Sat</td> </td></td>	Thur <td>Fri <td>Sat</td> </td>	Fri <td>Sat</td>	Sat
Ar. Fargo	" "	3.20 am	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Ar. Bismarck	" "	11.45 "	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Ar. Mandan	" "	12.10 pm	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Ar. Glendive	Mount'n	9.45 pm	Mon	Tue	Wed	Thur	Fri	Sat	Sun
Ar. Billings	" "	8.15 am	Tue	Wed	Thur	Fri	Sat	Sun	Mon
Ar. Helena	" "	8.00 pm	Tue	Wed	Thur	Fri	Sat	Sun	Mon
Ar. Heron	" "	11.00 am	Wed	Thur	Fri	Sat	Sun	Mon	Tue
Ar. Wallula J. Pacific	" "	11.45 pm	Wed	Thur	Fri	Sat	Sun	Mon	Tue
Ar. Portland	" "	12.05 pm	Thur	Fri	Sat	Sun	Mon	Tue	Wed
Ar. Tacoma	" "	9.55 "	Thur	Fri	Sat	Sun	Mon	Tue	Wed

GOING EAST—Daily.

Lv. Tacoma <th>Pacific Time <th>6.25 pm <th>Sat</th> <th>Sun</th> <th>Mon</th> <th>Tue</th> <th>Wed</th> <th>Thur</th> <th>Fri</th> </th></th>	Pacific Time <th>6.25 pm <th>Sat</th> <th>Sun</th> <th>Mon</th> <th>Tue</th> <th>Wed</th> <th>Thur</th> <th>Fri</th> </th>	6.25 pm <th>Sat</th> <th>Sun</th> <th>Mon</th> <th>Tue</th> <th>Wed</th> <th>Thur</th> <th>Fri</th>	Sat	Sun	Mon	Tue	Wed	Thur	Fri
Lv. Portland	" "	11.40 am	Sun <td>Mon <td>Tue</td> <td>Wed</td> <td>Thur</td> <td>Fri</td> <td>Sat</td> </td>	Mon <td>Tue</td> <td>Wed</td> <td>Thur</td> <td>Fri</td> <td>Sat</td>	Tue	Wed	Thur	Fri	Sat
Ar. Wallula J.	" "	11.45 pm	Sun <td>Mon <td>Tue</td> <td>Wed</td> <td>Thur</td> <td>Fri</td> <td>Sat</td> </td>	Mon <td>Tue</td> <td>Wed</td> <td>Thur</td> <td>Fri</td> <td>Sat</td>	Tue	Wed	Thur	Fri	Sat
Ar. Heron	" "	2.15 pm	Mon <td>Tue</td> <td>Wed</td> <td>Thur</td> <td>Fri</td> <td>Sat</td> <td>Sun</td>	Tue	Wed	Thur	Fri	Sat	Sun
Ar. Helena	Mount'n	6.30 am	Tue	Wed	Thur	Fri	Sat	Sun	Mon
Ar. Billings	" "	6.15 pm	Tue	Wed	Thur	Fri	Sat	Sun	Mon
Ar. Glendive	" "	4.45 am	Wed	Thur	Fri	Sat	Sun	Mon	Tue
Ar. Mandan	" "	3.25 pm	Wed	Thur	Fri	Sat	Sun	Mon	Tue
Ar. Bismarck	Central	5.10 "	Wed	Thur	Fri	Sat	Sun	Mon	Tue
Ar. Fargo	" "	1.20 am	Thur	Fri	Sat	Sun	Mon	Tue	Wed
Ar. Duluth	" "	12.30 pm	Thur	Fri	Sat	Sun	Mon	Tue	Wed
Ar. Minn'ls	" "	11.50 am	Thur	Fri	Sat	Sun	Mon	Tue	Wed
Ar. St. Paul	" "	12.30 pm	Thur	Fri	Sat	Sun	Mon	Tue	Wed

For time between St. Paul and prominent Eastern Points, see another page.

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. Connection is made at San Francisco with steamers for South Pacific Coast and Trans-Pacific Points. (See other pages.)

STEERAGE 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; A. M. time in light figures.

Pacific Coast Excursions.

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

In parties of 10, each ...	\$165.00	In parties of 35, each ...	\$ 130.00
" " " 15, " ...	160.00	" " " 40, " ...	120.00
" " " 20, " ...	155.00	" " " 45, " ...	110.00
" " " 25, " ...	150.00	" " " 50 or more,	
" " " 30, " ...	140.00	each	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 travel singly.

TOURISTS SHOULD REMEMBER that the scenery of the Northern Pacific country is not obstructed by miles of dark snow sheds, 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 last day of each month, 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 for the round trip from Portland is \$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 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 3 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. Two elegant new steel passenger steamers, each one of which will accommodate 1,500 people, and berth between 300 and 400, have been put on Puget Sound, designed especially for local business on the Sound. They are the finest steamers of the kind ever taken to the Pacific coast. Their average running time is 17 miles per hour, making the trip between Tacoma and Victoria in eight hours. 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, icebergs, and thousand and one features of interest alike to student, scientist, and pleasure seeker.

The climate of Alaska (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.

SPECIAL CARS.

Special hotel and sleeping cars for exclusive use of parties should be obtained of 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 30 full tickets of the same form bought at same time and place.

Arrangements are being made to run excursions to the Pacific coast and Alaska, during the season of 1884, by J. R. Berry, General Tourist Agent, at 52 Clark st., Chicago, to whom applications should be made.

Further information, Tourist Pamphlets, etc., will be furnished FREE on application to Chas. S. Fee, General Passenger Agent, St. Paul, Minn., J. R. Berry, General Tourist Agent, 52 Clark st., Chicago, or any General or Traveling Agent named in this folder.

EXCURSIONS TO YELLOWSTONE PARK.

Yellowstone National Park, renowned for its Mammoth Hot Springs, Mud Volcanoes, Yellowstone Falls, the geyser basins, mighty cataracts, grand cañons, Yellowstone Lake, snow-capped mountains, and thousands of other features of weird and magnificent scenery, is full of interest to scientists and wonder to pleasure-seekers.

In the fall of 1883 the Northern Pacific Railroad completed its National Park Branch to the boundary line of the Park, shortening the distance from Chicago and all cañon points 217 miles, as compared with rail and stage line, via Omaha, and opening THE ONLY "ALL RAIL LINE" FROM THE EAST AS WELL AS THE PACIFIC COAST, TO THIS RENOWNED RESORT. Arrangements have also been made with the Lake Steamers for special rates for Tourists. Parties coming from the East and Canada will find this a very delightful part of the trip. The boats can be taken at Buffalo, Cleveland, Detroit, Sarnia, Chicago or Milwaukee, for Duluth, where connections are made with all trains of the Northern Pacific Railroad. From the terminus of the Northern Pacific National Park Branch, at Cinnabar, a line of fine spring wagons run to the far-famed

YELLOWSTONE NATIONAL PARK HOTEL,

only six miles distant. This hotel, which is substantially a duplicate of the famous Hotel La Fayette of Lake Minnetonka, affords accommodations for two hundred guests at one time, and is in every respect the equal to the finest hotels in the East. The rates charged for hotel accommodations in the Park are regulated by the National Government, and are in keeping with similar charges made at western pleasure resorts. A daily line of stages will be run from the Yellowstone National Park Hotel to all points of interest in the Park. The fare for the round trip in the Park will be \$25. Saddle horses, ponies and guides may be obtained for a portion or all of the trip, at reasonable rates. The round trip through the Park can be made in from five to seven days.

The Grand State of Minnesota, with its 10,000 lakes, the far-famed twin cities, St. Paul and Minneapolis, with their quarter of a million of people, the pride of the Northwest—Lake Minnetonka, the wonderful Dalles of the St. Louis river, the Lake and Park region of Minnesota, the bonanza wheat farms of Dakota, Pyramid Park, the renowned Yellowstone Valley, and the Gate of the Mountains at Livingston, Montana, all form a fitting introduction

"NATURE'S WONDERLAND,"

the National Park. The trip from the Pacific Coast to the Park is not less interesting. The City of Portland, Oregon, Tacoma and Seattle, on Puget Sound, the grand scenery of the Cascade Mountains, "where rolls the Oregon;" the quiet beauty of the Lake Pend d'Oreille and Clark's Fork region, the grandeur of the scenery at the summit of the Rocky Mountains, the Grand Cañon of the Missouri, at the junction of the Gallatin, Madison and Jefferson rivers, make up a list of attractions unequalled on the American continent, reaching the grand climax in the Yellowstone National Park.

In striking contrast to the tedium of a trip to the Yellowstone Park one year ago by the rail-stage route, the Northern Pacific Railroad with its standard gauge, steel track, elegant Dining Cars and Pullman Palace Sleeping Cars, from St. Paul, Minneapolis or Duluth, offers a journey full of interest and comfort to the Tourist.

In addition to greatly reducing the distance, the "All Rail Line" offers the following

REDUCED RATES.

Regular Rate (one way,) St. Paul, Minneapolis or Duluth to Mammoth Hot Springs, \$59.20.

Regular Rate, (one way,) Portland, Oregon, to Mammoth Hot Springs, \$66.45.

The following Round Trip Tourist Rates are quoted from St. Paul, Minneapolis, Duluth or Portland, to the Yellowstone National Park Hotel at Mammoth Hot Springs, and return.

Parties of 1 to 5.....	\$90.00 each.	Parties of 50 to 75.....	\$70.00 each.
" " 5 " 15.....	85.00 "	" " 75 " 100.....	65.00 "
" " 15 " 25.....	80.00 "	" " 100 or more.....	60.00 "
" " 25 " 50.....	75.00 "		

Tickets will be placed on sale June 1st, and good to return till September 30th, with the usual stop-over privileges.

Arrangements are being made to run Excursions to Yellowstone Park, in the season of 1884, by J. R. Berry, General Tourist Agent, at 52 Clark Street, Chicago, to whom applications should be made.

For full information and a copy of the new Tourist's Guide, "The Wonderland of the World," address J. R. Berry, General Tourist Agent, 52 Clark Street, Chicago, any authorized Agent of the Northern Pacific Railroad, or CHARLES 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 83,530 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. Fuels are 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 signally 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 there are 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 sensibly modifies that of the prairies of North Dakota.

In respect to the climate of North Dakota in its relations 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 GRADUALLY MELT AND SUPPLY MOISTURE FOR THE GROWING PLANT; LESS INTENSE HEAT DURING THE MATURING PERIOD; 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 64 pounds to the bushel. It is so concededly 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 popularly known as the Northern Pacific wheat belt. It is peculiarly 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 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 vegetables 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 48 bushels to the acre, weighing from 48 to 54 pounds. Rye, 35 to 50 bushels to the acre, and 56 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, Squashes, Cabbage, Cauliflower, Eggplants, 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 DESCRIPTION OF NORTH DAKOTA, WHICH ARE SENT FREE OF CHARGE, ON APPLICATION TO R. J. WEMYSS, General Land Agent, St. Paul, Minn., P. B. GROAT, General Emigration Agent, St. Paul, Minn., or CHAS. B. LAMBOEN, 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 800 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 lines 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 of the best Montana wheat yields 25 to 40 bushels to the acre, weighing from 61 to 65 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 valley 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 spears, 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 fine 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 Malden District, go to Billings,	
" " " Clark's Fork " " " " " "	Cinnabar Sta. via Livingston
" " " Gardiner River " " " " " "	" " " " " "
" " " Crevice Gulch " " " " " "	" " " " " "
" " " Bear Gulch " " " " " "	" " " " " "
" " " Emigrant Gulch " " " " " "	Chitcory, " " " "
" " " Mill Creek " " " " " "	" " " " " "
" " " Alder Gulch, " " " " " "	Bozeman, on Nor. Pac. R. R.
" " " Cherry Creek " " " " " "	" " " " " "
" " " Pony Mines " " " " " "	" " " " " "
" " " 16 Miles Camp " " " " " "	" " " " " "
" " " Bannock City " " " " " "	" " " " " "
" " " Crow Creek " " " " " "	Townsend, on Nor. Pac. R. R.
" " " Diamond City " " " " " "	Helena, on Nor. Pac. R. R.
" " " Drum Lummon " " " " " "	" " " " " "
" " " Wickes Mining " " " " " "	Wickes Station, via Helena.
" " " Gregory Mining " " " " " "	" " " " " "
" " " Boulder Mining " " " " " "	" " " " " "
" " " Phillipsburg " " " " " "	Drummond Nor. Pac. R. R.
" " " Cahoon " " " " " "	" " " " " "
" " " Cœur d'Alene (Idaho) " " " " " "	Thompson Falls, " " "
" " " " " " " " " " " "	Belknap, " " "

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 the bituminous coal.

The Mining Towns of Montana are notably prosperous. All kinds of business is 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 given free to actual settlers under the homestead, pre-emption and free-culture laws. Publications descriptive of Montana and relative to lands, sent free of charge by addressing R. J. Wemyss, General Land Agent, St. Paul, Minn., 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 West ern 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 arch. 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; Kanisku 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 50 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 95,274 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 if 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 35° 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 8,000,000,000 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 \$50,000,000 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 yet in their infancy. Immense beds of coal underlie many parts of Washington and Oregon. Iron ores—bog, hematite, and magnetic—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 and 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 13,000,000 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. GROAT, General Emigration Agent, St. Paul, Minn.; or CHAS. B. LAMBORN, LAND COMMISSIONER for Fairbanks, Alaska. Sent for publications descriptive of Washington and Oregon. They are sent FREE OF CHARGE.

—)THE(—

DULUTH ROUTE

VIA THE

GREAT LAKES

AND

Northern Pacific Railroad.

Passengers going to Manitoba, Red River Valley, North Dakota, Yellowstone National Park, Montana, Idaho, Washington Territory, Oregon, British Columbia and Alaska, desiring a Cheap, Comfortable and a Delightful Route, will find this a very agreeable line.

During the Season of Navigation, the following Steamer Lines will connect with the

NORTHERN PACIFIC R. R.

At DULUTH:


THE NORTHWEST TRANSPORTATION CO., from Sarnia, Goderich, Kincardine and Southampton, Ont., in connection with the Grand Trunk Railway.


THE LAKE SUPERIOR TRANSIT CO., from Buffalo, Erie, Cleveland, Detroit and Port Huron.

THE LAKE MICHIGAN AND LAKE SUPERIOR TRANS. CO., from Chicago, Milwaukee and Marquette.

The Steamers of these Lines are first class in every respect, built for Speed, Safety, Comfort and Elegance. The best Boats on the Lakes are those running into Lake Superior, and all connect with the Northern Pacific R. R. at Duluth.

DAILY EXPRESS TRAINS from DULUTH, with Elegant Day Coaches attached, take passengers from Duluth in daylight, making close connection at Glynndon with St. Paul, Minneapolis & Manitoba Road for all points in Manitoba, and running to Helena, PORTLAND, TACOMA, SEATTLE, and Victoria, B. C.

 **FOR TOURISTS** this is a most delightful trip, affording rest, the elegant Steamers being first class in every appointment, giving the best meals, home comforts and conveniences; making the largest port landings, which gives a fine view of the Romantic Shore Scenery—all the more desirable for being a part boat and part rail ride, making a trip of varied interest to the traveler

 **FOR EMIGRANTS** this is certainly a cheap and desirable route; every home comfort is available. Luggage is always accessible, provisions obtainable en route, fresh water, pure air, a continual feast, a varied ride on boat and rail; in fact, a route attended with interest from beginning to end.

\$200 NUGGETS OF GOLD

IN NORTH IDAHO.

THE WONDERFUL PLACERS

and Quartz Deposits of the Cœur d'Alenes.

Reached from Thompson Falls and Belknap, Montana, Local Stations on the Northern Pacific R. R. and reached by no other line.

The wonderful rich mineral wealth of the Cœur d'Alene Mountains and the tributaries of the river of that name, has been heralded to the world, and old prospectors and miners who are conversant with the history of the banner districts of California, Montana and Colorado, stand amazed at these new fields which are unequaled in richness and extent, the yield being practically inexhaustible, rendering impossible any over crowding of the district by reason of too great an influx of prospectors and miners. *There is enough for all who come.*

\$10 per man per day are being taken out of the rim rock of the gulches, while in the gulches, \$25 to \$40 per man per day are being panned out. The claims are all very rich, and are located in the gulches of the north fork of the Cœur d'Alene River, Eagle, Pritchard and Beaver Creeks, streams running into the Cœur d'Alene River. The Pritchard is the chief stream, flows 2,000 inches of water, and it is said does not freeze up, the altitude being only 2,400 feet.

RICH PLACERS

have already been discovered for a considerable distance on Pritchard Creek, and the same distance on Eagle Creek, the creeks being known by the latter name from their confluence. Even where few developments have been made, the prospects obtained show beyond a doubt these are the richest and most extensive placers on the Continent, as from 12½ to 50 cents per pan is regularly obtained, and in some instances as high as \$1.75 per pan. Wherever the bed-rock has been uncovered, beautiful rich "dust" has been scooped up by the lucky owners. On Pritchard Creek can be seen valuable placer claims that have been opened, and not in a single instance has the work of development been advanced without a correspondingly rich return in bright golden nuggets, some of which have been sold for \$50, \$100, \$166 and \$200. The gold is what is known among miners as *heavy, shot gold*, the nuggets showing that they have been washed a long distance, indicating a very extensive deposit.

NO MACHINERY OR CAPITAL REQUIRED.

These placers will yield their riches to anyone who has a pick, pan and shovel, and the muscle to use them. In this camp already seventy miles of gulches have been prospected, giving promise of rich returns. There is an abundance of timber for all mining purposes, and plenty of water.

FREE GOLD QUARTZ.

An intense 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 lode at the head of Pritchard Creek. The vein has been traced on the surface for a distance of five hundred feet, and the out-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. In a gold vein near Miner's Cabin, hardly a chunk can be picked up on the dump and broken which does not show free gold. This ore assays from \$28 to \$196 per ton gold; the former being the smallest assay ever obtained, as high as \$900 in gold per ton being not infrequent, while certain specimens have assayed \$50,000 per ton gold. There is every prospect that the placer mining, rich as it is, will give way in importance to quartz mining before the close of the year 1894.

A MAMMOTH GALENA BELT,

the most extensive known at the present day, is being developed on Beaver Creek. The vein can be readily traced on the surface for five or six miles, the ore carrying from 80 to 90 ounces of silver, and 35 to 40 per cent. lead per ton. At many points the veins have been stripped for hundreds of feet, and everywhere show a remarkably high percentage, not only in silver and lead, but up in the hundreds in gold. The outcrop frequently measures 60 feet in width.

ROUTES AND RATES.

Eagle City is the central city in the Cœur d'Alene district, being 35 miles from Thompson Falls and 23 miles from Belknap, Montana. Good wagon roads have been built from both points, and stage lines will be established on this route. The regular rates from St. Paul, Minneapolis or Duluth to Spokane Falls are: first-class, \$87.20; second-class, \$65.05; emigrant, \$42.50. The rates to Belknap and Thompson Falls are practically the same, Belknap and Thompson Falls being the first points of entrance from the east.

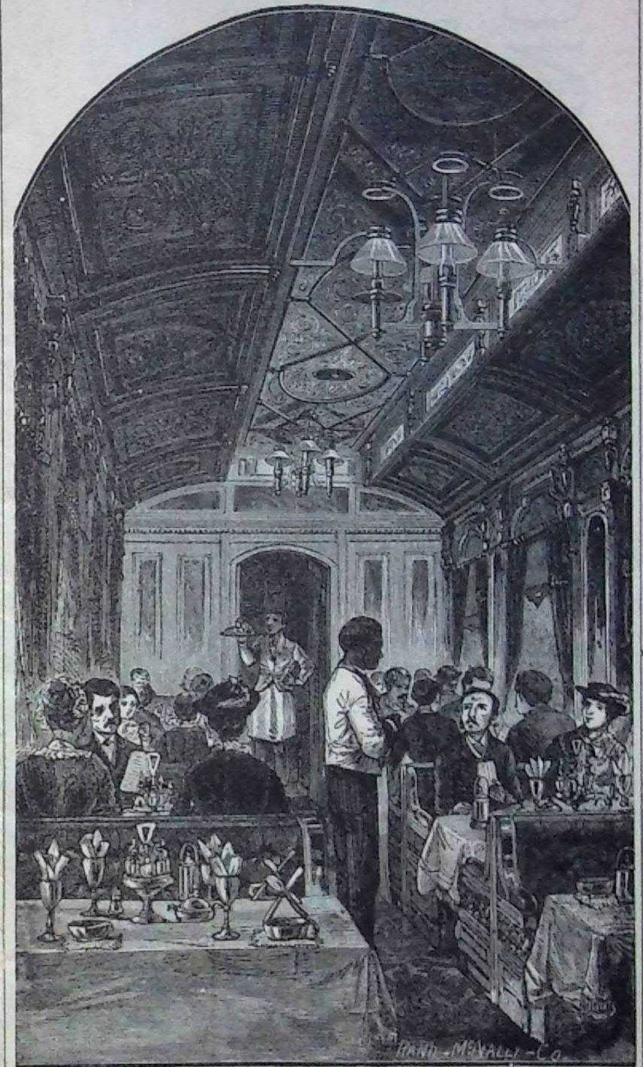
REMEMBER, that the Northern Pacific is the ONLY line running to the Cœur d'Alene district, Belknap and Thompson Falls being local stations on its road, and reached by no other line. Only via St. Paul, Minneapolis or Duluth and the Northern Pacific R. R. can tickets be purchased to Belknap, Thompson Falls, Spokane Falls and contiguous points.

Daily trains are run between St. Paul, Minneapolis and Duluth to Belknap and Thompson Falls in less than three days, with Pullman Sleeping Cars, Northern Pacific Dining Cars, Elegant Day Coaches, Good Second-Class Coaches and Emigrant Sleepers attached. Maps, circulars, rates, etc., will be sent free on application to any officer or agent of the Northern Pacific Railroad, or to Chas. S. Fee, General Passenger Agent, St. Paul, Minn.

THIS IS THE

Only Dining Car Line

TO THE PACIFIC.



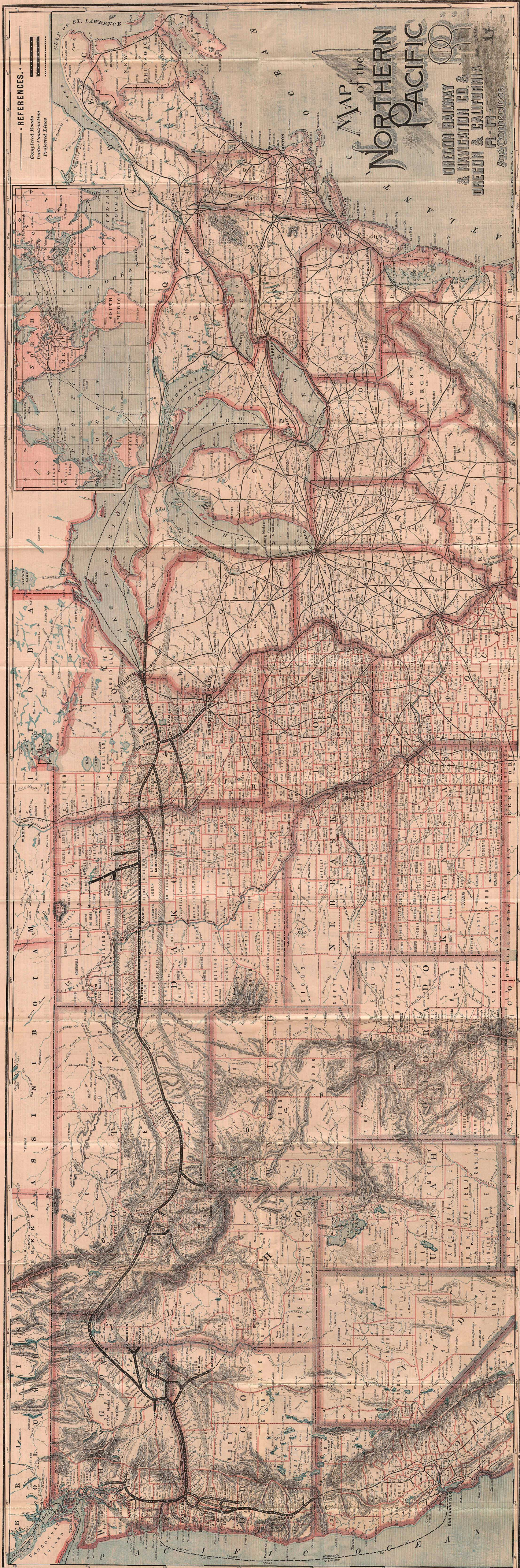
These celebrated Dining Cars are run between

St. Paul, Minneapolis, Fargo, Bismarck, Helena and Portland.

NO OTHER LINE runs Dining Cars between
St. Paul, Minneapolis and Fargo.

(See other pages for more about these Cars.)

THE ONLY LINE RUNNING DINING CARS, OF ANY DESCRIPTION,
BETWEEN THE EAST AND THE PACIFIC COAST.



THE ONLY LINE RUNNING PULLMAN SLEEPERS FROM
THE EAST THROUGH TO THE PACIFIC COAST.