

OPEN TO THE WORLD!

THE NEW

**Puget Sound** \*  
\* **Short Line**

VIA THE  
**CASCADE DIVISION**  
OF THE

**Northern Pacific Railroad**  
FROM

**ST. PAUL,**

**MINNEAPOLIS OR DULUTH**

TO

**TACOMA,**

*Seattle, Pt. Townsend, Victoria,*

AND ALL PUGET SOUND POINTS.

**2** CHOICE OF TWO ROUTES **2**

TO

**PORTLAND, ORE**

AND ALL OREGON AND WASHINGTON POINTS.

Dining Cars and Pullman Sleepers, via both the "Columbia River" and "Mt. Tacoma" Lines.

REMEMBER, That this is the Yellowstone Park Route.

CHAS. B. LAMBORN,  
LAND COMMISSIONER.

ST. PAUL, MINN.

CHAS. S. FEE.

GEN'L PASS'R AND TICKET AG'T.

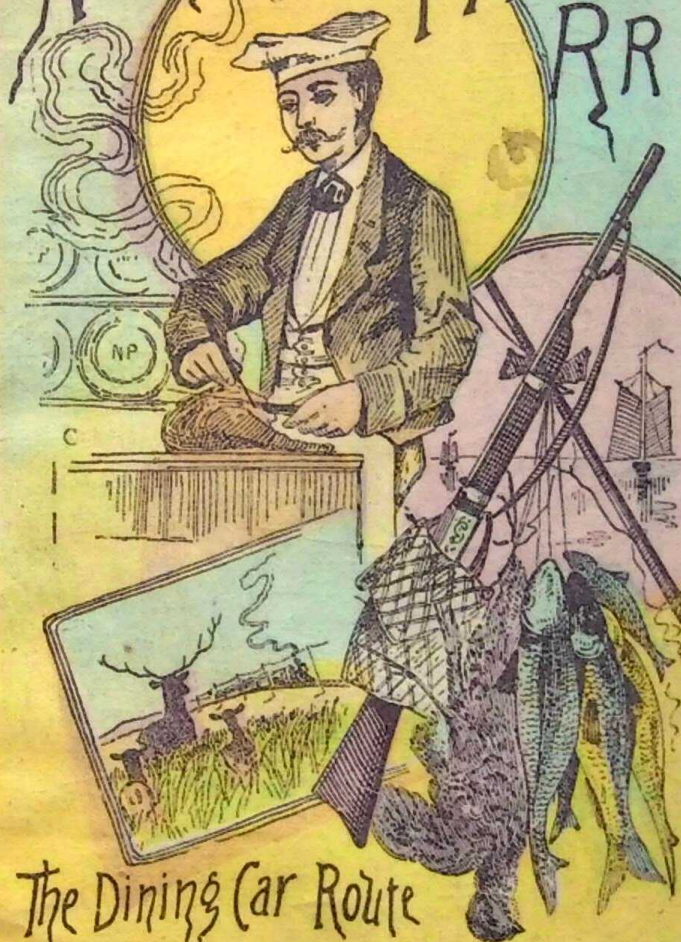
Band, McNally & Co., Printers and Engravers, Chicago.

**SAWYER & BOWEN,**

Real Estate

**TACOMA, WASH. TY.**

**NORTHERN PACIFIC RR**



The Dining Car Route  
between the EAST and

**PACIFIC COAST.**

J. M. HANNAFORD,  
TRAFFIC MANAGER.

ST. PAUL, MINN.

CHAS. S. FEE.

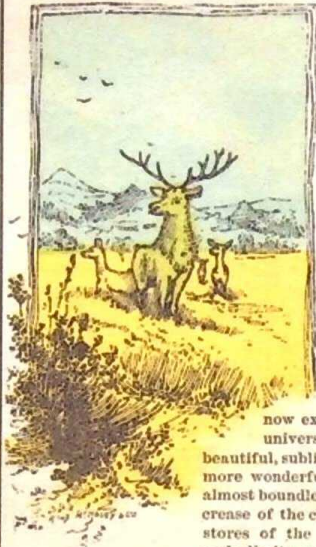
GEN'L PASS'R AND TICKET AG'T.

October, 1887.

# The Northern Pacific Railroad,

AND

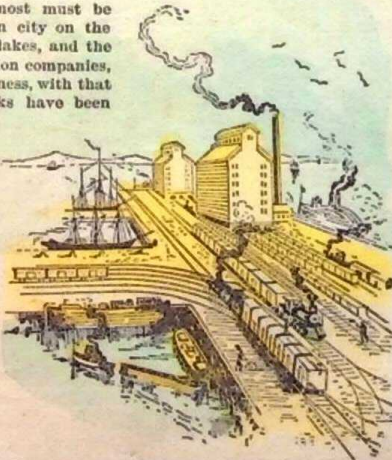
THE COUNTRY IT TRAVERSES.



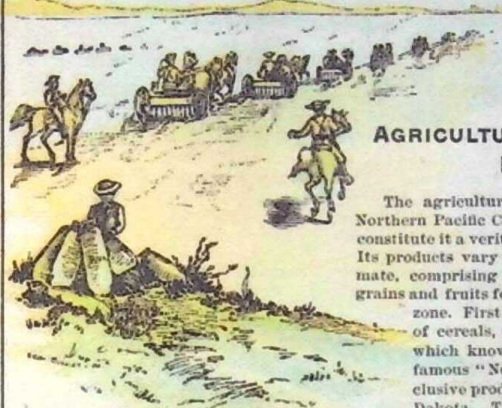
WHEN the magnificent country lying between the Great Lakes and the Pacific Ocean, and traversed for 2,000 miles by the Northern Pacific Railroad, is spoken of as "The Wonderland of the World," your mind reverts at once to the matchless scenery of the Bad Lands, the Yellowstone National Park, the Columbia River and Mount Tacoma. But in this remarkable territory, Nature dispenses her bounty with so generous a hand, and the entire region from end to end is so marvelously productive of everything that can contribute to the health, happiness and prosperity of the human race, that were its scenic attractions entirely obliterated, and glacier, geyser and cascade to become things of the past, its wealth-producing possibilities, so vast in their extent, so varied in their character, would still secure for it its well-earned title of "The Wonderland of the World." In other words, the Yellowstone National Park itself, now exciting the interest of the whole world, and universally acknowledged to be without a rival for beautiful, sublime and awe-inspiring scenery, is not one whit more wonderful than the amazing fertility of the soil in almost boundless tracts of country, than the thrift and increase of the cattle on a thousand hills, or the inexhaustible stores of the useful minerals and precious metals that underlie its surface.

## THE NORTHERN PACIFIC RAILROAD AND THE GREAT LAKES.

While the Northern Pacific Railroad is especially identified with the great cities of St. Paul and Minneapolis, which owe their commercial importance largely to the development of the country which has been opened up by its construction, and where it receives the bulk of its west-bound traffic—the pleasure-seeking tourist, the enterprising capitalist, and the emigrant filled with bright visions of a prosperity hitherto denied him—it must not be forgotten that it has interests on Lake Superior second only to the foregoing. To three several points, at or near the western extremity of that great lake, does it carry a large share of the teeming produce of its rich territory, and all three, Duluth, Superior City and Ashland, offer great, if not equal, inducements to the enterprising merchant and manufacturer. First and foremost must be placed Duluth, the most western city on the great chain of North American lakes, and the terminus for various transportation companies, for the facilitating of whose business, with that of the railroad, extensive docks have been constructed and seven mammoth grain elevators erected. This flourishing city, which has now a population of 25,000, contains also numerous saw mills and lumber manufactories, as well as a blast furnace, with a capacity of thirty tons per day. It has its full complement of churches, schools, banks, hotels, newspapers and public halls, and is rapidly progressing toward its manifest destiny as a great commercial city and lake port. At Superior City, Wis., a prosperous and growing town, there are also fine harbor and terminal facilities. At Ashland, Wis., the line connects with



the Wisconsin Central Railroad, running southward to Milwaukee, and the Milwaukee, Lake Shore & Western Railway, whose main line has recently been completed to Ashland. These towns will all attain great commercial importance with the development of the country tributary to the Northern Pacific Railroad, a development of which, notwithstanding the marvelous results that have been attained, we have as yet seen only the beginning.

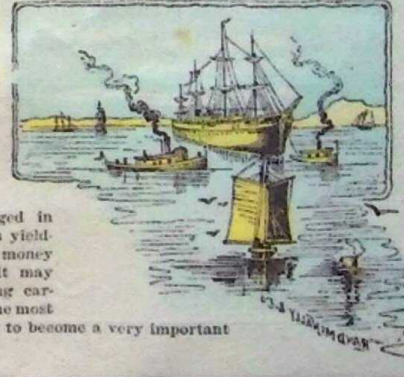


## AGRICULTURAL RESOURCES.

The agricultural resources of the Northern Pacific Country are such as to constitute it a veritable land of promise. Its products vary with the soil and climate, comprising all the innumerable grains and fruits found in the temperate zone. First comes wheat, the king of cereals, the finest variety of which known to commerce, the famous "No. 1 Hard," is the exclusive product of Minnesota and Dakota. This celebrated grade containing an exceptionally large proportion of gluten, makes the best flour in the world, a flour that in turn produces the largest proportionate quantity of the finest bread. It is eagerly sought after by millers and grain buyers in Eastern cities, and it invariably commands from 10 to 15 cents more per bushel than the best grades of other wheat. Furthermore, let it be remembered that nature pours out this treasure without stint—from 20 to 35 bushels to the acre, weighing from 61 to 64 pounds to the bushel, being the average yield. It is only, however, in the Northern Pacific belt that this fine grade of wheat can be raised; the most determined efforts to produce it in other wheat sections of the country, and even in South Dakota, having proved **unsuccessful**. The Northern Pacific Railroad has for sale several million acres of land in Minnesota and Dakota that will yield a sure and continuous succession of crops of this famous cereal. Wheat is also cultivated to advantage in the fertile valleys of Montana and on the great plains of Eastern Washington, which latter Territory joins hands with the famous Red River Valley as a wheat-producing district. Although it is the staple product of North Dakota, wheat is by no means the only cereal raised. Oats yield from 60 to 75 bushels per acre, and weigh from 40 to 44 pounds to the bushel, 90 to 100 bushels to the acre being not uncommon. Barley yields 30 to 48 bushels to the acre, weighing from 48 to 54 pounds, and rye 35 to 50 bushels, weighing from 56 to 62 pounds. In limited sections of Montana and extensive tracts in Washington, particularly in the vicinity of Walla Walla and Dayton, these various cereals are raised in the greatest abundance.

Vegetables, comprising all varieties common to the Northern States, are easily raised, yield heavily, grow to great size and are a certain crop. Especially is this the case in Northern Dakota, where potatoes, large in size and uniformly sound and mealy, yield from 150 to 400 bushels to the acre; onions, large and firm, from 400 to 600 bushels to the acre, and turnips, peas, beets, parsnips, carrots, squash, cabbage, cauliflower, egg-plant, lettuce, radishes and melons in like proportion. West of the Rocky Mountains fruits of all kinds, especially apples, plums, pears and grapes, are raised in great profusion, and are noted for size and flavor. Buckwheat, flax, clover, timothy, orchard grass, Hungarian, millet and native grasses of nutritious character, all yield bountiful and profitable crops.

In some parts of Washington, notably in the Puyallup Valley, hop growing is engaged in with great success, the business yielding enormous returns upon the money invested. In this connection it may be stated that dairying is being carried on at various points, with the most satisfactory results, and is likely to become a very important branch of farming industry.

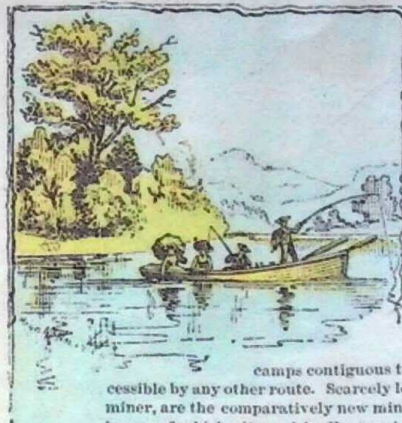
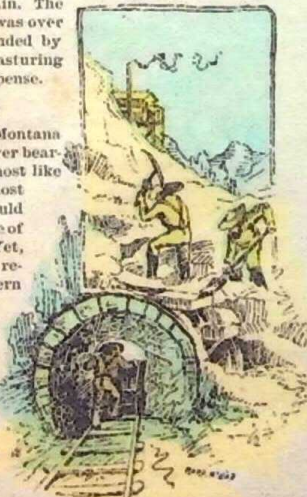
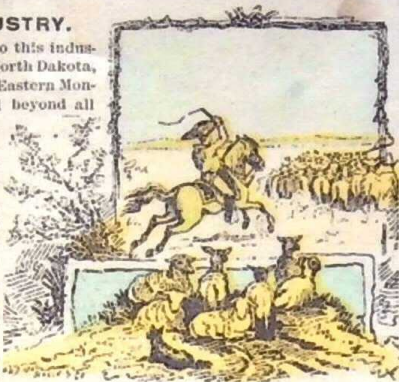


## THE GRAZING INDUSTRY.

The enormous impetus given to this industry during the last three years, in North Dakota, west of the Missouri River, and in Eastern Montana, has not only demonstrated beyond all question the remarkable adaptation of this region to grazing purposes, but has made Montana, if not the very first of the States or Territories of the Union, in respect to the actual number of its cattle and sheep, the foremost of them all in regard to the success with which stock raising on a large scale may be conducted. In 1877 Montana contained 250,000 head of cattle and 120,000 sheep. In the succeeding three years the numbers increased to 490,600 cattle and 520,000 sheep, and by the end of 1885 there were 1,000,000 and 975,000 respectively. The grazing interests of the West are steadily moving toward Montana, and vast areas of grazing lands are being taken up. There is scarcely any part of the Territory, excepting upon the mountain ranges, where the climate is not sufficiently mild and the snow fall sufficiently light for cattle to winter out of doors with almost absolute safety. No other food is required during winter than is supplied by the native bunch grass, which cures itself, and stands as hay until the succeeding spring. Cattle fatten upon it more quickly and keep in better condition than those which feed upon the blue grass of Kentucky, or the buffalo grass of Nebraska and Colorado. 85,000 head of cattle were shipped by the Northern Pacific Railroad to Eastern points last year, and they invariably commanded higher market prices than any other cattle. The "Bad Lands," west of the Missouri River, have proved an exceptionally fine region for grazing purposes, and at Medora and other points, extensive abattoirs have been erected by a company, at the head of which is the Marquis de Mores, who has done much to encourage the industry along the line of the railroad. The grazing interest is a large and rapidly growing one, also, in Washington east of the Cascade Range, on the great plains of the Columbia, and the strip of country lying south of the Snake River. In Oregon, also, cattle raising has long been an important industry, second only to that of agriculture. The bunch grasses of the valleys of that State are noted as being among the most luxuriant and nutritious in the West. From 150,000 to 200,000 head of cattle are sold every year in Oregon and Washington for Eastern markets. Sheep husbandry is a great source of profit in Montana, Oregon and Washington. The succulent grasses 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 sheep will range from 70 to 90 per cent. per annum. Less capital is required in this business than in cattle raising, and the returns are large and certain. The wool clip of Oregon and Washington, in 1886, was over 19,000,000 pounds. Eligible locations, surrounded by unoccupied areas, eminently suited for pasturing sheep, are still to be found without much expense.

## MINERAL RESOURCES.

The Northern Pacific country contains in Montana and Northern Idaho the richest gold and silver bearing region in the world. It seems, indeed, almost like an inversion of the order of nature, that the most productive wheat belt under cultivation should be in such close proximity to the most valuable of all known deposits of the precious metals. Yet, so it is; and that fact, with others herein referred to, explains how it is that the Northern Pacific Railroad is enabled to offer the settler, whether he be a capitalist or one whose means have been exhausted by unsuccessful business operations elsewhere, or who, perhaps, has never before known what it is to have any inducement to industry or providence, advantages and opportunities unequalled in the world. Dakota has an extensive gold-producing region in the Black Hills, the shipments for the year ending June 30, 1887, having been \$1,500,000, in addition to a considerable quantity of silver.

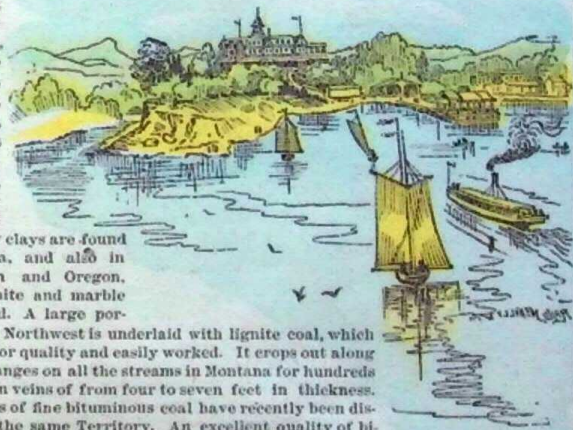


The production of gold and silver in Montana has increased from \$3,822,379, in 1880, to \$23,450,000, in 1885; and the Territory is now at the head of the gold-producing regions of the world. It is a significant fact that its annual yield should show the steady increase it does, when nearly \$200,000,000 worth has been taken from its soil. The completion of the Northern Pacific Railroad has stimulated mining enterprises at many points where large bodies of ore are known to exist, and important developments are now in progress in various

camps contiguous to the line of railway, and not accessible by any other route. Scarcely less inviting to the prospector and miner, are the comparatively new mining districts of Northern Idaho, in one of which, situated in Kootenai County, 50 miles east of Coeur d'Alene, a vein of free gold, four feet thick, and assaying from \$60 to \$700 per ton, was recently discovered. The development of the Coeur d'Alene mines has demonstrated the fact that former claims regarding their richness and permanency were well founded, and one of the richest placer mining camps in the world is now beginning to realize the anticipations of two years ago. In addition to gold and silver, Montana and Northern Idaho are especially rich in deposits of copper, lead and iron-bearing ores, tin and other minerals also abounding. In the mountains flanking the Pend d'Oreille River, in Northern Idaho, croppings of heavy lead ores, rich in silver, have been found, and only their inaccessibility has prevented their development. But, that difficulty having been removed by the opening of the railroad, mining operations will no longer be delayed. Gold and silver, with other useful minerals, also exist in large quantities in Washington and Oregon. Over \$50,000,000 worth of gold has already been extracted, although only superficial processes have so far been applied. Iron ores of the finest quality are found in large bodies throughout the Pacific Northwest, as are also copper, tin, zinc, lead, plumbago, etc. Great tracts of limestone, building stone and fine pottery clays are found in Montana, and also in Washington and Oregon, where granite and marble also abound. A large portion of the Northwest is underlaid with lignite coal, which is of superior quality and easily worked. It crops out along the bluff ranges on all the streams in Montana for hundreds of miles, in veins of from four to seven feet in thickness. Heavy veins of fine bituminous coal have recently been discovered in the same Territory. An excellent quality of bituminous coal is also found near Tacoma, Roslyn, and at other points in Washington.

## LUMBERING, AND THE COLUMBIA RIVER FISHERIES.

Among the important interests of the Pacific Northwest must be mentioned the export trade in lumber and that in canned salmon, the former centering on Puget Sound, and the latter on the Columbia River. The lumber resources of Washington are almost inexhaustible, fully two-thirds of the Territory being covered with forests. The conifers are of great size and height, ranging from eight to fifteen feet in diameter, and from 175 to 250 feet in height. 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

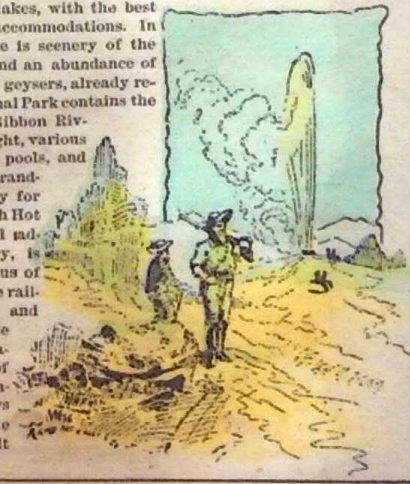


Large as the State of Iowa—is 160,000,000,000 feet. The principal growths are fir, pine, spruce, cedar, larch and hemlock, although white oak, maple, cottonwood, ash and other varieties abound. The waters of Oregon and Washington teem with salmon and other varieties of fish of great commercial value, the fisheries constituting in the former State an interest of great importance. Within the last few years, the canning industry has witnessed an astonishing development, the product of the Columbia River alone having, in 1886, reached 620,438 cases, representing, according to the established average, 1,861,314 salmon, weighing 10,948,508 pounds, and valued at \$2,750,000.



### THE SCENIC WONDERLAND.

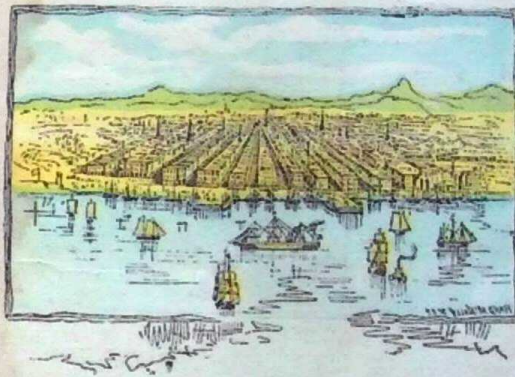
In these days of travel, it has become the fashion to bestow, if not upon every particular locality, at least upon nearly every section of country that is not utterly destitute of natural beauty, some high-sounding title or alluring designation. Upon how unsubstantial a foundation not a few of such claims rest, the disappointed traveler need not be told. But no tourist ever returned with unfulfilled expectations from that world of marvels thrown open by the Northern Pacific Railroad; no lover of the beautiful, without unfading impressions, destined to prove an after source of unmingled pleasure and delight; no student of nature, that did not recognize his high privilege in being permitted to gaze upon the most mysterious page in her great book. The country identified with the Northern Pacific Railroad is, from end to end, a distance of 2,000 miles, one of which it is impossible to speak except in superlatives. Entering it at its eastern extremity, the traveler has an opportunity of visiting at Minneapolis the largest flouring mills in the world, in a city that is now the largest primary wheat market in the world; and at Duluth he will gaze, probably for the first time, upon the blue waters of the largest lake in the world. Crossing the Territory of Dakota, he will pass through the greatest wheat farms in the world; and in the Yellowstone National Park he will view with wondering admiration the largest and grandest collection of geysers in the world. On the Columbia River he will see the finest river scenery in the world, surpassing not only that of our own palisaded Hudson, but the beautiful blue Danube, and the castled Rhine; and, lastly, he will find imbedded in the mighty bosom of Mount Tacoma the most magnificent glaciers in the world. These, with countless other attractions for the tourist, the health seeker and the sportsman, are all on the line of the Northern Pacific Railroad. At Detroit, 230 miles from St. Paul, is one of the largest and most beautiful of Minnesota's 10,000 lakes, with the best of fishing, shooting and hotel accommodations. In the far-famed Bad Lands, there is scenery of the most extraordinary character, and an abundance of large game. In addition to the geysers, already referred to, the Yellowstone National Park contains the Falls of the Yellowstone and Gibbon Rivers, the former 350 feet in height, various profound canyons, boiling mud pools, and cliffs of coal-black jet, with the grandest of Rocky Mountain scenery for their background. The Mammoth Hot Springs Hotel, a capacious and admirably appointed caravansary, is only six miles from the terminus of the National Park branch of the railroad. Wagons, saddle horses and guides can be obtained during the season. The traveler to the Pacific Northwest has the choice of the scenery of the peerless Columbia River, or the magnificent views to be had in crossing the Cascade Range; by either route he can visit



the flourishing city of Portland, and the far-famed Puget Sound. Tacoma, the terminus of the Northern Pacific Railroad on Puget Sound, where one of the finest hotels in the West has recently been opened, is the starting point for Victoria, B. C., a beautiful city, enjoying a delightful climate, in what has well been called "The Florida of the Northwest." The Sound steamers are good, comfortable boats, and they make the trip between Tacoma and Victoria in eight hours. At Tacoma and Victoria connection is made with steamers sailing to Sitka and other points in Alaska, the "Land of the Midnight Sun." The round trip of over 2,000 miles is made in from eleven to eighteen days, almost wholly through inland seas and amid scenery of the most magnificent character, comprising snow-capped mountains, glaciers, icebergs and a thousand and one other features of interest to the student, scientist and pleasure-seeker.

### ROAD EQUIPMENT.

The equipment of the Northern Pacific Railroad is such as becomes a road with interests of such magnitude as are those of this great transcontinental line. To begin with, its track is all steel rail and its road-bed solid, thus permitting the greatest speed with perfect safety. Its line is standard gauge throughout, and all its passenger trains are equipped with the Westinghouse Air Brake, Miller Platforms and Patent Steel-Tired Car Wheels. Pullman Palace Drawing Room Sleeping Cars, of the latest and most improved pattern, run between St. Paul and Tacoma and Portland. In these Sleepers elegance, comfort, neatness, convenience and safety are all combined. Passengers desiring berths reserved in the Pullman Sleeping Cars on the Northern Pacific Railroad, can secure them by applying to the conductor of the train on which they enter St. Paul or Minneapolis, who will telegraph to the ticket agents in advance. Not only is the Northern Pacific the only line running Dining Cars between St. Paul and Minneapolis and Fargo, Moorhead and other points in the famous Red River Valley, but it is also the only transcontinental line running any



form of Dining Cars between the East and Portland, Oregon, Tacoma, W. T., and other Pacific Coast points. Its Dining Cars, which were built at the Pullman Car Works, are marvels of luxury, being of the most elegant design and finish. They are mounted on combination springs, so carefully adjusted that not

the least jar disturbs 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 to the wants of all patrons being equal to that of any hotel in the land. Passengers not desiring a regular meal, will be furnished from the Dining Car with lunches, at reasonable prices. The ordinary first class coaches are newly built, and among the best ever manufactured by the Pullman Car Company. Second-class passengers ride in good, clean coaches, on the same train as first-class passengers.

Emigrant Sleepers are run on express trains between St. Paul and Portland, and during the night ride over the Cascade Division. No other line runs Emigrant Sleepers, or any other kind of emigrant cars into Montana or Washington Territories. These cars are fitted with berths similar to those in first-class sleepers, 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 must furnish their own blankets and such other bedding as they may desire. At the news stand in the Union Depot, St. Paul, and on all passenger trains going east or west, emigrants can purchase single tufted tick mattresses for \$1.00 each; pillows at 25 cents each, and a pair of single blankets, including shawl strap, for \$1.50. It is not necessary to travel in an emigrant sleeper to appreciate the value of these accommodations to those for whose comfort they have been provided.





**OREGON & CALIFORNIA R. R.**

**EAST SIDE.**

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

SOUTH.			STATIONS.			NORTH.		
Pass.	Mail.	Mile.				Mail.	Pass.	
8.00 a.m.	8.00 p.m.	0	Lv.	Portland	Ar.	10.40 a.m.	3.45 p.m.	
11.02 "	6.57 "	55		Salem		8.13 "	12.52 "	
12.40 p.m.	8.05 p.m.	79	Ar.	Albany	Lv.	7.05 a.m.	11.35 a.m.	
1.46 p.m.	8.56 p.m.	92	Ar.	Lebanon	Lv.	5.45 a.m.	5.45 a.m.	
2.30 p.m.	9.55 p.m.	123		Eugene		6.03 a.m.	9.00 a.m.	
3.40 p.m.	1.45 a.m.	197		Roseburg		12.50 a.m.		
8.30 a.m.	8.30 a.m.	341	Ar.	Ashland	Lv.	5.40 p.m.		

*h* Daily, except Saturday.

Pullman Sleepers run daily between Portland and Ashland. Connection made at Ashland with stage line for Hornbrook, Sissons and all California points.

**WEST SIDE.**

SOUTH.			STATIONS.			NORTH.		
Express.	Mail.	Mile.				Mail.	Express.	
4.50 p.m.	7.30 a.m.	0	Lv.	Portland	Ar.	6.15 p.m.	9.00 a.m.	
6.00 p.m.	10.13 "	50		McMinnville		3.44 "	5.45 a.m.	
7.00 p.m.	11.00 a.m.	76		Corvallis		2.51 "		
		97	Ar.	Corvallis	Lv.	1.50 p.m.		

**PORTLAND AND SAN FRANCISCO ROUTE.**

Fare, Portland to San Francisco, including meals and berth, \$20 cabin, \$10 steerage. The proposed time in October, 1887, is as follows:

STEAMERS.	From Portland	From San Francisco.
(Passengers can go aboard at Portland any time after 6.00 p. m.)	Leaving Almsworth Dock, at 12.00 midnight.	Leaving Spear St. Wharf at 10.00 a. m.
" Columbia "	October 7th, 19th, 31st.	October 2d, 14th, 26th.
" State of California "	October 2d, 15th, 27th.	October 10th, 22d.
" Oregon "	October 11th, 23d.	October 6th, 18th, 30th.

**EXCURSION RATES.**

**CALIFORNIA EXCURSIONISTS.**—Tickets returning via Portland and Northern Pacific Railroad.

1st. At the eastern terminus of the southern trans-continental lines, excursion tickets covering the complete route returning to St. Paul or Minneapolis, as above indicated, including steamskip coupon, providing for first-class cabin passage and meals from San Francisco to Portland, will be sold (or furnished on exchange orders) at a rate \$15.00 higher than the current excursion rate to San Francisco or Los Angeles and return via the direct line.

2d. Return portions of California Excursion Tickets covering return via the original route will be exchanged for return ticket from San Francisco or Los Angeles to St. Paul or Minneapolis via Portland, on the payment of \$10.00 for such exchange, and \$15.00 for the steamship passage from San Francisco to Portland, on application to D. B. Jackson, G. P. A., P. O. S. Co., 214 Montgomery St., or T. H. Goodman, G. P. A. Southern and Central Pacific R'y's, San Francisco.

The arrangements mentioned above apply to all Pacific Coast Lines, except the Atchison, Topeka & Santa Fe Railroad.

The expense of \$10 for exchange of ticket can be avoided, provided purchasers designate the return route via Portland and the Northern Pacific, either when purchasing the ticket at the point of sale, or when exchanging the original tickets, or exchanging orders for tickets at Missouri River offices. Return coupons reading from Missouri River points to Chicago or St. Louis will be honored from St. Paul or Minneapolis either free or with small additional charge according to route. Arrangements have also been made whereby, on payment of \$25.00, from Missouri River offices on the Pacific Coast, tickets will be furnished from San Francisco to Portland, via the Southern Pacific and Oregon & California Railroads. This involves, at present, a stage ride of only 20 miles. Through time, 39 hours.

**YELLOWSTONE NATIONAL PARK SEASON OF 1888—JUNE 15 TO OCT. 2.**

For full information and copies of the new Tourist's Guide, "Thro' Wonderland," "Alice's Adventures" and "Knott's Speech," address any authorized Agent of the Northern Pacific Railroad, or CHAS. S. FEE, G. P. & T. A., St. Paul, Minn.

**PACIFIC COAST EXCURSIONS.**

A \$90.00 round trip excursion ticket St. Paul, Minneapolis or Duluth to Tacoma or Portland and return, and \$95.00 to Victoria, are on sale at the three points first named, and by all eastern lines—limit 6 months from date of sale; good going trip ticket, and return, any time after 15 days from date of sale, within limit of ticket. Limit extended two (2) months on payment of \$25.00 extra at Portland. The above tickets sold any day to all applicants. The \$90.00 tickets are good going via the Cascade Division Line, returning via Portland and Columbia River, or vice versa. On payment of \$22.00 or \$15.00 extra at St. Paul, Minneapolis or Duluth, tourists can return via the Mt. Shasta Route or the ocean and any of the Southern R'y's. Excursion rate, during tourist season, St. Paul to Sitka, Alaska, and return, \$175.00.

For rates, Portland to Puget Sound points and Alaska, see the following table:

Portland to—	Portland to—	Tacoma to—
Tacoma and return. \$ 9.00	Sitka, Alaska, 1st Cl. \$ 60.00	Sitka, Alaska, 1st Cl. \$ 58.25
Seattle and return. 10.00	Sitka, Alaska, Stg. \$ 50.00	Sitka, Alaska, Stg. \$ 48.25
Victoria and ret. 15.00	Sitka, Alaska, & ret. 110.00	Sitka, Alaska, & ret. 100.00

First Class Rates include Meals and State room; Second Class and Steerage Rates, Meals and Bunk, after leaving Pt. Townsend.

Accommodations on the Alaska Steamers are reserved for the patrons of the Northern Pacific R. R., who can make their selection of rooms on arrival at St. Paul, as diagrams of the cabin accommodations, berth lists, etc. are in the office of the General Passenger and Ticket Agent, Northern Pacific R. R. State rooms can also be secured by calling on any authorized General or District Passenger Agent of the company in the East.

The Steamer Ancon sails from Tacoma and Port Townsend for Alaska, Oct. 24, Nov. 21, and 1 Dec. 19. The Idaho sails Oct. 10, Nov. 7, Dec. 5, and Jan. 2.

**PULLMAN SLEEPING CAR RATES.**

Between St. Paul or Minneapolis and	Do'l Berth	Sec'n	Drwg Room	Between St. Paul or Minneapolis and	Do'l Berth	Sec'n	Drwg Room
Brainerd.....	\$ 1.50	\$ 3.00		Livingston.....	\$ 8.00	\$16.00	\$30.00
Fergus Falls.....	2.00	4.00	\$ 7.00	Roseman.....	8.00	15.00	30.00
Wahpeton.....	2.00	4.00	7.00	Helena.....	8.00	15.00	30.00
Grand Forks.....	2.50	5.00		Butte.....	10.00	20.00	38.00
Fargo.....	2.00	4.00	7.00	Missoula.....	10.00	20.00	
Jamestown.....	2.50	5.00		Spokane Falls.....	11.50	23.00	44.00
Bismarck.....	3.00	6.00	10.00	North Yakima.....	14.00	28.00	
Mandan.....	3.00	6.00		Ellensburg.....	14.50	29.00	
Glendive.....	5.00	10.00		Wallula Junction.....	13.00	26.00	50.00
Miles City.....	5.50	11.00	20.00	The Dalles.....	14.50	29.00	
Custer.....	6.50	13.00		Portland.....	15.00	30.00	55.00
Billings.....	7.00	14.00		Tacoma.....	15.00	30.00	55.00

**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 saves the passenger money.

**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.

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

**STOP-OVER CHECKS—SECOND-CLASS TICKETS.**—In order that holders of through second-class tickets, reading via St. Paul, Minneapolis or Duluth to Portland, Ore., Tacoma, W. T., or any point on the Pacific Coast, may have an opportunity to examine the lands offered for sale, a **stop-over of ten days** will be allowed at Spokane Falls, or any point west thereof in Eastern Washington Territory; also at all points in Oregon, on the line of the O. R. & N. Co., to which second-class rates are quoted, and at points on the Pacific or Cascade Divisions of the Northern Pacific R. R. between Portland and Tacoma, or Pasco Junction and Tacoma.

**1,000 MILE TICKETS**, at 3 cents per mile, good on all lines East of Mandan, Dak., and **2,000 mile tickets**, at 4 cents per mile, good on all lines West of Mandan, Dak., are sold in St. Paul, Minneapolis, Duluth, Fargo, Bismarck and Mandan at 1.00 mile tickets only at Ashland, Little Falls, Brainerd, Fergus Falls, Wahpeton, Detroit, Moorhead and Casselton, and 2.00 mile tickets only at Glendive, Miles City, Billings, Livingston, Bozeman, Helena, Garrison, Butte, Missoula, Spokane Falls, Cheney, Sprague, Wallula, Ellensburg, Tacoma, Portland and Seattle. These tickets are good only for one person, and are not transferable under any circumstances. Limit of tickets, one year from date of sale, time not to be extended. For sale to all applicants, including women accompanied by parents or guardians.

**BAGGAGE REGULATIONS.**—150 pounds of baggage are carried free on each full ticket, 75 pounds on each half-fare ticket between all points on and via the Northern Pacific R. R. and its Western connections. All through baggage from Eastern points must be re-checked at St. Paul, Minneapolis or Duluth. The charge for excess baggage between Eastern points and the Pacific coast is \$1.50 per 100 pounds. No single piece of baggage weighing over 250 pounds will be checked or placed on baggage cars under any circumstances.

**EXCESS BAGGAGE MONEY BOOKS** are on sale in St. Paul, Minneapolis, Little Falls, Duluth, Brainerd, Fergus Falls, Fargo, Casselton, Jamestown, Bismarck, Mandan, Miles City, Helena, Garrison, Butte, Missoula, Spokane Falls, Wallula, etc., Portland and Tacoma.

**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 Tacoma.

**DINING CARS.**—The celebrated Dining Cars owned and managed by this company in the interest of its patrons, are run on all through trains. Meals in these cars are only 75 cents.

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

**SECOND-CLASS PASSENGERS** ride in good, clean coaches on the same train with first-class passengers.

**EMIGRANTS** are carried the entire distance between St. Paul and Portland or Tacoma on daily Express trains. The emigrant time between St. Paul and Portland or Tacoma is about 3½ days. 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.*

**GENERAL AND TRAVELING AGENTS.**

A. J. QUINN, Traveling Agent.....	306 Washington St., Boston, Mass.
JOS. HENRY, " " " " " " " " " " " "	154 St. James St., Montreal, Quebec.
T. H. ROGERS, JR., " " " " " " " " " " " "	111 South 9th St., Philadelphia, Pa.
F. G. EVANS, " " " " " " " " " " " "	111 South 9th St., Philadelphia, Pa.
GEORGE D. TELER, " " " " " " " " " " " "	21 Exchange St., Buffalo, N. Y.
D. W. JANOWITZ, " " " " " " " " " " " "	18 So. Illinois St., Indianapolis, Ind.
FRED H. LORD, " " " " " " " " " " " "	52 Clark St., Chicago.
THOMAS L. SHORTELL, " " " " " " " " " " " "	112 North 4th St., St. Louis, Mo.
S. H. MILLS, " " " " " " " " " " " "	152 Walnut St., Cincinnati, Ohio.
A. A. JACK, " " " " " " " " " " " "	300 Fourth St., Des Moines, Iowa.
ELVIN H. SMITH, " " " " " " " " " " " "	322 Broadway, Milwaukee, Wis.
W. F. CARSON, " " " " " " " " " " " "	2 Washington St., Portland, Ore.
J. V. FREIGHTON, Traveling Freight Agent.....	Portland, Ore.
G. G. CHANDLER, Traveling Freight and Passenger Agent.....	Tacoma, W. T.
C. E. FITCH, General Eastern Agent.....	319 Broadway, New York.
G. B. KINNAN, Gen. Agent, Passenger Department.....	319 Broadway, New York.
D. CHARLTON, Gen. Western Pass. Ag't.....	2 Washington St., Portland, Ore.
J. H. HERRICK, New England Agent.....	306 Washington St., Boston, Mass.
A. ROEDELHEIMER, General Agent.....	Cor. High and Chestnut Sts., Columbus, O.
E. R. WADSWORTH, General Agent.....	52 Clark St., Chicago.
A. L. STOKES, General Agent.....	2 Main St., Helena, Montana.
JAS. McCAIG, Agent.....	354 Main St., Butte City, Montana.
A. S. CHASE, General Agent.....	Duluth, Minn., and Superior, Wis.
H. C. DAVIS, Ass't General Passenger Agent.....	St. Paul, Minn.

# The Northern Pacific Country.

FROM LAKE SUPERIOR TO THE PACIFIC OCEAN.

THE region stretching across the continent from Lake Superior to Puget Sound, on the Pacific coast, and lying on both sides of the Northern Pacific Railroad, is generally known as the "Northern Pacific Country." It embraces portions of Minnesota, Dakota, Montana, Idaho, Washington and Oregon, and presents a great variety of surface, soil and natural productions. No portion of the United States now offers as favorable opportunities for settlement and new business enterprises. In no other section is there as much good government land still open to homestead, pre-emption and timber culture claims. The climate is everywhere healthful and invigorating. The Northern Pacific Country includes millions of acres of rich agricultural land, immense areas of pasture land valuable for stock-raising, great tracts of timber land, extensive mineral districts, where gold and silver are profitably mined, and large deposits of coal and iron. It invites the farmer, the lumberman, the stock-raiser, the miner, the tradesman, the professional man, the business man, the manufacturer and the capitalist.

## MINNESOTA.

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

## NORTH DAKOTA.

The Northern Pacific traverses North Dakota from east to west, for a distance of about 400 miles, with numerous branches to develop the country and facilitate settlement. Its land grant embraces alternate mile-square sections, for a distance of 50 miles on each side of the track, and a large part is still open for the settler's selection. The agricultural lands are sold at prices ranging chiefly from \$3 to \$6 per acre, grazing lands from \$1 to \$4 per acre, and on 5 and 10 years' credit to settlers. Those lying east of the Missouri River can be paid for with the preferred stock of the company, which is received at par. The country is rolling prairie of almost uniform fertility. Beyond the Missouri River it is somewhat broken with buttes and low ranges of hills. There is a large quantity of very productive and desirable government land to be taken under the homestead, pre-emption and timber culture laws. In the extreme western part of the Territory the lands are unsurpassed for grazing purposes, and there are already large herds of cattle. North Dakota is the home of the famous "No. 1 Hard" spring wheat, which makes the best flour in the world, and always commands a higher price than any other kind of wheat. It is raised in perfection in North Dakota, the climatic conditions being especially favorable to its production. The yield is from 18 to 35 bushels per acre. Oats, rye, barley, flax and corn yield bountiful crops. All vegetables flourish. The dryness of the atmosphere makes the winters in North Dakota much more agreeable than the changeable weather and the moist atmosphere of the East. Cool nights and constant breezes render the summers delightful. In the autumn the mild, pleasant weather usually lasts until nearly the first of December.

## MONTANA.

The eastern and central part of Montana is a rolling plateau, broken by mountain spurs, and well watered by numerous streams. It is pre-eminently a grazing country, being covered with the nutritious bunch-grass, which cures itself, and furnishes feed all winter. Stock-raising and wool-growing are very profitable industries. There is still plenty of room for new herds and flocks, and the fertile valleys invite the settler. The cattle ranches and mines supply a home market for grain and vegetables. Western Montana is largely covered by the numerous ranges of the Rocky Mountain system, but contains many attractive valleys, and is rich in precious metals. The output of gold and silver in 1884 was over \$25,000,000. Montana's climate is dry and bracing, and is modified by the influence of the warm

"Chinook" wind. The Northern Pacific Railroad traverses the Territory for a distance of nearly 800 miles. Montana offers many and varied opportunities to enterprise and industry. Its magnificent mountain scenery, lovely valleys, cold, clear streams, beautiful lakes, and abundance of game, make it a delightful region for the resident, the hunter, fisherman and summer tourist. In Montana the Northern Pacific Railroad Company has upwards of 19,000,000 acres of lands for sale at prices ranging chiefly from \$3 to \$5 per acre for agricultural lands, and from \$1 to \$2.50 per acre for grazing lands, and on 5 and 10 years' credit. There are large quantities of government lands open for entry.

## NORTHERN IDAHO.

Northern Idaho is mainly a region of mountains and forests, with small prairies and narrow valleys available for farming settlement. It contains the famous Cœur d'Alene gold placer mines, the discovery of which attracted a large number of prospectors in 1884. These mines are being steadily worked, and many of them have proved to be exceedingly rich. The mineral resources of this region include quartz leads as well as placer deposits, and invite development. West of the Bitter Root and Cœur d'Alene Mountains, and bordering closely on Eastern Washington, is a rich agricultural district, consisting of rolling uplands, covered with bunch-grass and highly productive. The climate is mild and healthful, and the near mountains afford abundant timber for building, fencing and fuel.

## WASHINGTON.

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

## OREGON.

Oregon, like Washington, is divided into two climatic regions by the Cascade Mountains. The eastern section contains less agricultural land than Eastern Washington, and is in the main a grazing country. Horse-raising and sheep-herding are profitable industries. Much land, formerly supposed to be too dry for farming, is now producing heavy yields of wheat. In Western Oregon lies the fertile Willamette Valley, already well settled, and supporting many large towns. The wheat of all this region goes to Europe for a market by way of the ocean. The unoccupied land west of the Cascade Range, adapted for farming, is timbered land in the foot-hills.

The Northern Pacific Company has over 13,000,000 acres of land for sale in Washington and Oregon, at prices ranging chiefly from \$2.00 to \$6 per acre for agricultural lands, and from \$1 to \$2.50 per acre for grazing lands, and on 5 and 10 years' credit, and there are large areas of unoccupied government lands awaiting settlement. For information concerning lands in Idaho, Washington or Oregon, apply to PAUL SCHULZE, General Land Agent, Tacoma, W. T.; P. B. GROAT, Gen'l Emigration Agent, St. Paul, Minn.; or CHAS. B. LAMBORN, Land Commissioner, St. Paul, Minn. For information concerning lands in Minnesota, Dakota or Montana, address A. G. POSTLETHWAITE, General Land Agent, St. Paul, Minn.; P. B. GROAT, General Emigration Agent, St. Paul, Minn.; or CHAS. B. LAMBORN, Land Commissioner, St. Paul, Minn. Publications and sectional land maps descriptive of Minnesota, North Dakota, Montana, Northern Idaho, Washington and Oregon sent free.