

SAVE

**\$5.00!**

BY

SEEING THAT YOUR

RAILROAD TICKET

TO

**TACOMA,**

**SEATTLE,**

**OLYMPIA,**

**VICTORIA,**

OR OTHER

NORTH PACIFIC COAST POINTS

READS VIA

**ST. PAUL, MINNEAPOLIS**

**DULUTH OR ASHLAND**

AND THE

**"CASCADE DIVISION"**

OF THE

**NORTHERN PACIFIC**

**RAILROAD.**

RAND, McNALLY & Co., PRINTERS, CHICAGO.



The Dining Car Route  
between the EAST and  
**PACIFIC COAST.**

J. M. HANNAFORD,

TRAFFIC MANAGER,

August 1888.

CHAS. S. FEE,

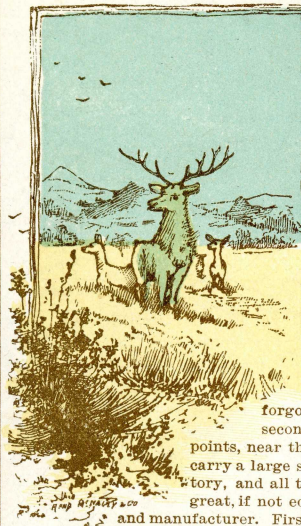
GEN'L PASS'R AND TICKET AG'T.

ST. PAUL, MINN.

The Northern Pacific Railroad,

AND

THE COUNTRY IT TRAVERSES.

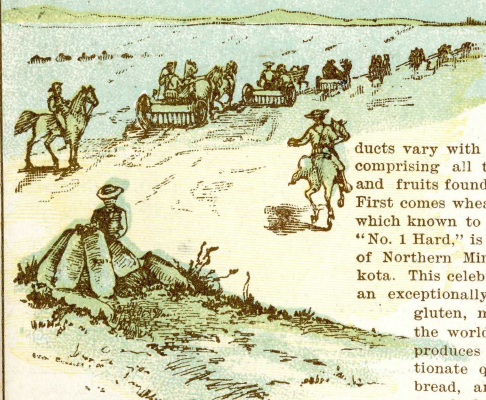


WHEN the magnificent country lying between the Great Lakes and the Pacific Ocean, and traversed by the Northern Pacific Railroad, is spoken of "The Wonderland of the World," your mind reverts at once to the matchless scenery the Bad Lands, the Yellowstone National Park, the Columbia River and Mount Tacoma. But in this remarkable territory, Nature dispenses her bounty with so generous a hand that, were its scenic attractions entirely obliterated, its vast and varied wealth producing capabilities would still secure for it its well-earned title of "The Wonderland of the World."

**THE NORTHERN PACIFIC RAILROAD AND THE GREAT LAKES.**

While the Northern Pacific Railroad is especially identified with the great city of St. Paul and Minneapolis, it must not be forgotten that it has interests on Lake Superior second only to the foregoing. To three different points, 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, with its extensive docks, its sixteen mammoth grain elevators, its saw mill lumber manufactories, and blast furnace, and that full complement of schools, churches, banks, hotels, newspapers and public halls that is naturally looked for in a flourishing community of 25,000 people. 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, and Milwaukee, Lake Shore & Western Railroads, both lines running southward to Milwaukee and Chicago.

**AGRICULTURAL RESOURCES.**



The agricultural resources of the Northern Pacific Country are such as to constitute a veritable land 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 finest variety which known to commerce, the famous "No. 1 Hard," is the exclusive product of Northern Minnesota and North Dakota. This celebrated grade contains an exceptionally large proportion of gluten, makes the best flour in the world, a flour that in its production produces the largest proportionate quantity of the finest bread, 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. 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. Although it is the staple product of No.





# YELLOWSTONE NATIONAL PARK.

SEASON OF 1888.—JUNE 15th TO OCTOBER 1st.

## RATES—BOOK TICKETS.

A book of Coupon Tickets, covering the expenses of the Round Trip from St. Paul, Minneapolis, or Duluth, Minn., Ashland, Wis., Portland, Ore., or Tacoma, Wash. Ter., to and through the Park, embracing rail transportation, Pullman Sleeping Car Fares, meals on Northern Pacific Dining Cars, Hotel accommodation for five days in the Park and stage transportation through the Park will be sold

### AT THE LOW PRICE OF \$110.00.

Limit of ticket forty days; good going, thirty days, returning, ten days. Stop-overs allowed at any point east of Billings, Mont., or west of Helena, Mont., within limit of ticket.

Return portion of ticket must be signed and stamped at Mammoth Hot Springs Hotel and presented on main line train for return passage within one day from such date.

### LOCAL RATES FROM LIVINGSTON, MONTANA.

(Junction of Yellowstone Park Branch with Main Line N. P. R. R.)

#### \$10, \$30 AND \$40 BOOK TICKETS

On sale at Livingston, Mont., and eastern and western termini from June 13th to September 27th.

The \$10 Ticket includes railroad fare Livingston to Cinnabar and return stage fare Cinnabar to Mammoth Hot Springs and return and one day's board.

The \$30 Ticket includes railroad and stage fares Livingston to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins and return, and four days' accommodations at the Park Association Hotels.

The \$40 Ticket includes railroad and stage fares Livingston to Mammoth Hot Springs, Norris, Lower and Upper Geyser Basins and Yellowstone Falls and Canon and return and five days' accommodations at the Park Association Hotels.

Limit.—Good if used between June 15th and September 30th, inclusive. No stamping of these tickets required at any point in the Park.

Hotel Coupons in the book tickets issued by the Northern Pacific R. R. will be accepted for meals and lodgings, one or both, by the hotels of the Yellowstone Park Association, without reference to the items or location specified on the face of the coupon, to use any or all of the hotel coupons at such points as they select, it being understood that, after the coupons are exhausted, the purchaser will pay regular hotel rates, i. e., not more than \$4.00 per day.

### Excursion Rates Eastern Termini to Livingston, Upper Geyser Basin, etc., and return.

St. Paul, Minneapolis, Duluth or Ashland to Livingston, Mont., and return..... \$50.00  
St. Paul, Minneapolis, Duluth or Ashland to Norris and Lower and Upper Geyser Basins and return, Rail-Stage ticket..... 75.00  
Limit of \$30 ticket and stop-over privileges same as for the \$110 book tickets. Return portion of ticket must be stamped and signed at Livingston ticket office. Conditions governing sale of the \$75 Rail-Stage tickets, limit, identification, stop-overs, etc., same as \$110 tickets.

### TRANSPORTATION IN THE PARK.

The Yellowstone Park Association, Geo. W. Wakefield, Agent, will operate a Daily Line of Stages both ways between Mammoth Hot Springs and Upper Geyser Basin and the Grand Canon of the Yellowstone from June 16th to October 1st, the last regular stage making the round trip leaving Mammoth Hot Springs on date last mentioned.

Tourists can make special arrangements with the Association for transportation through the Park between October 2d and October 15th.

For full information and copies of the new tourist's Guide, "Wonderland," "Alice's Adventures in the New Wonderland," and other publications, address any authorized agent of the N. P. R. R., or

CHARLES S. FEE, Gen'l Pass. and Ticket Agt., ST. PAUL, MINN.

### East-Bound Excursion Rates from Portland, Tacoma, Seattle, Port Townsend and all Pacific Coast Points to St. Paul and Minneapolis.

Round-Trip Excursion Tickets, good going six months, limited to thirty days' going passage, good to return at any time within the final limit, are on sale between above points, at the rates and via the routes named below. No extension of time or exchange of ticket will be made at Eastern terminus.  
To St. Paul, returning via Northern Pacific or Canadian Pacific..... \$80.00  
To St. Paul, returning via Council Bluffs or Kansas City, U. P. Ry., and Oregon Short Line, or via D. & R. G. and Oregon Short Line..... 90.00  
To St. Paul, returning via Council Bluffs or Kansas City and San Francisco, and either Shasta Route or Steamer..... 105.00  
To St. Paul, returning via Council Bluffs or Kansas City, Sacramento, San Diego or San Francisco, and either Shasta Route or Steamer.... 114.50  
To St. Paul, returning via Kansas City and Albuquerque or Deming, San Francisco and either Shasta Route or Steamer..... 105.00  
To St. Paul, returning via Kansas City and Albuquerque or Deming, San Diego and San Francisco, and either Shasta Route or Steamer... 114.50  
To St. Paul, returning via St. Louis and direct lines to San Francisco, thence via Shasta Route or Steamer..... 113.00  
To St. Paul, returning via St. Louis, Sacramento, San Diego or San Francisco, and either Shasta Route or Steamer..... 122.50  
To St. Paul, returning via St. Louis, through El Paso or Deming, Colton, San Diego and San Francisco, thence Shasta Route or Steamer..... 122.50

### EXCURSION RATES TO MONTANA AND EASTERN WASHINGTON POINTS.

On and after April 1st, 1888, the Northern Pacific Railroad will sell, from St. Paul, Minneapolis, Duluth or Ashland, round trip excursion tickets, as follows:  
To Bozeman, Mont., and return..... \$52.00  
To Helena, Mont., and return, via N. P. R. R..... 56.00  
To Helena, Mont., and return, going via N. P. R. R., returning via Mont. Cattle, Mont., and return, via N. P. R. R..... 75.00  
To Butte, Mont., and return, via N. P. R. R..... 56.00  
To Butte, Mont., and return, going via N. P. R. R., returning via Union Pacific Railway to Missouri River..... 75.00  
To Spokane Falls, Washington Territory, and return..... 70.00

Tickets are of iron-clad signature form and require identification of purchaser at return starting point. Limit 90 days, good going 20 days, returning 10 days. Butte, Mont., ticket returning via Union Pacific, good going 30 days, returning 30 days. Spokane Falls ticket good going 30 days, returning 30 days.  
Limit of \$70 and \$75 tickets will be extended on payment of \$10 for each additional 30 days given.  
Stop-overs granted at any point within limit of tickets.

### MINNESOTA AND DAKOTA SUMMER RESORTS.

EXCURSION RATES.—Tickets on sale May 1st to October 27th. Good to return on or before October 31st.

St. Paul or Minneapolis to Glenwood (Lake Minnewaska) and return..... \$ 6.00  
" " " " Battle Lake and return..... 6.90  
" " " " Detroit Lake and return..... 10.00  
" " " " Minnewaukan (Devil's Lake) and return..... 20.00  
Ashland, Wis., to Battle Lake and return..... 9.00  
" " " " Detroit Lake and return..... 11.50  
" " " " Minnewaukan and return..... 21.50  
Duluth or Superior to Battle Lake and return..... 6.90  
" " " " Detroit Lake and return..... 10.00  
" " " " Minnewaukan and return..... 20.00

Tickets good going to Minnesota resorts one day (from Ashland 2 days), to Minnewaukan Dak. (Devil's Lake), 2 days from date of sale.

### ALASKA EXCURSIONS.

The Northern Pacific R. R. will place on sale at St. Paul, Minneapolis, Duluth and Ashland, May 1st to November 1st, 1888, a \$175.00 round trip ticket to Sitka, Alaska.

Routes.—Good going via the Cascade Division of the Northern Pacific, returning via the Columbia River Line, or vice versa.

Good going via either of above routes, returning via Canadian Pacific Ry. from Victoria, B. C. to Port Arthur, or St. Paul, or Minneapolis

Should tourists desire to change return route, they can do so on payment of \$10 additional at Tacoma or Victoria, according to original route of ticket.

Compartments.—Tickets limited to six (6) months from date of sale; good going trip 60 days to Portland or Tacoma, returning within final limit, holder to leave Sitka on or before November 30. Stop-overs granted in either direction.

During the season the Pacific Coast Steamship Company will run two steamers to Alaska, making fortnightly trips.

These will be the large side-wheel steamer Ancon, and the fine iron propeller Geo. W. Elder. The Ancon will make Tacoma her starting point, calling at Seattle, Port Townsend and Victoria, while the Elder will start from Portland, calling at Seattle, Port Townsend and Victoria, but not at Tacoma.

Northern Pacific passengers can take the Ancon at Tacoma, or either the Ancon or Elder at Seattle, Port Townsend or Victoria. These vessels will call at all points and places of interest.

#### The following is the Schedule of Sailing Dates:

STEAMERS.	Leave Tacoma 4.00 a.m., Seattle 9.00 a.m.	Leave Seattle a.m., Port Townsend and Victoria p.m.	Return to Victoria and Port Townsend	Return to Tacoma.
ANCON.....	May..... 7	May..... 21	May..... 25	May..... 25
GEO. W. ELDER.....	..... 21	May..... 21	June..... 8	..... 8
ANCON.....	June..... 4	June..... 4	June..... 22	June..... 22
GEO. W. ELDER.....	..... 18	June..... 18	July..... 6	..... 6
ANCON.....	July..... 1	July..... 1	July..... 20	July..... 20
GEO. W. ELDER.....	..... 16	July..... 16	August..... 3	..... 3
ANCON.....	July..... 30	July..... 30	August..... 17	August..... 17
GEO. W. ELDER.....	..... 13	August..... 13	August..... 31	..... 31
ANCON.....	August..... 27	August..... 27	September 14	September 14
GEO. W. ELDER.....	..... 28	September 10	September 28	..... 28
ANCON.....	September 24	September 24	October..... 12	October..... 12

The Steamship Company reserve the right to substitute, without notice, other steamers for those named above if the demands of the service require it.

### ALASKA RATES.

	Via Wallula & Portland, O. R. & N.	Via Pasco & Tacoma, Cascade Div
From St. Paul, Minneapolis, Duluth or Ashland to Sitka, cabin passage, unlimited, first-class.....	\$125.00	\$120.00
Limited, first-class.....	115.00	110.00
Second-class and steerage.....	70.00	65.00
From St. Paul, Minneapolis, Duluth or Ashland to Sitka and return, cabin passage, May 1 to Nov. 1....		175.00

These rates include berth and meals on steamer after leaving Port Townsend. The Northern Pacific Railroad is the only route by which through tickets from the East can be purchased via Portland, Ore., and Tacoma to Alaska. Diagrams of the cabin accommodations of the Alaska Steamers, berth lists, etc., can be found at the office of the General Passenger and Ticket Agent of the Northern Pacific at St. Paul, Minn.

Ample accommodations on these Steamers are reserved for the patrons of the Northern Pacific Railroad, who can make selection of rooms on arrival at St. Paul, or have same reserved by calling on any authorized General or District Passenger Agent of the Company in the East.  
Steerage time consumed in making the round trip, Portland to Sitka, Alaska (2,000 miles) 17 days.

### PULLMAN SLEEPING CAR RATES.

Between St. Paul or Minneapolis and	Do'bl Berth	Sect'n	Drwg Room	Between St. Paul or Minneapolis and	Do'bl Berth	Sect'n	Drwg Room
Brainerd.....	\$ 1.50	\$ 3.00	.....	Livingston.....	7.00	\$14.00	\$26.00
Fergus Falls.....	1.50	3.00	.....	Bozeman.....	7.00	14.00	.....
Wahpeton.....	1.50	3.00	.....	Helena.....	8.00	16.00	30.00
Grand Forks.....	2.50	5.00	.....	Butte.....	9.00	18.00	34.00
Fargo.....	2.00	4.00	\$ 7.00	Missoula.....	9.00	18.00	.....
Jamestown.....	2.50	5.00	.....	Spokane Falls.....	10.50	21.00	40.00
Bismarck.....	3.00	6.00	10.00	North Yakima.....	12.50	25.00	.....
Mandan.....	3.00	6.00	.....	Ellensburg.....	13.00	26.00	.....
Glendive.....	4.50	9.00	.....	Wallula Junction.....	12.00	24.00	46.00
Miles City.....	5.00	10.00	18.00	The Dalles.....	13.00	26.00	.....
Custer.....	6.00	12.00	.....	Portland.....	13.50	27.00	52.00
Billings.....	6.50	13.00	.....	Tacoma.....	13.50	27.00	52.00

### 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 generally 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.

STOP-OVER CHECKS will be issued when desired, good for 15 days from date of issue of 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 north of Portland and south or east of Tacoma, 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 with Oreg. & N. Pac. R. Co. In addition to the 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 and Tacoma.

1,000 MILE TICKETS, good on all lines east of Montana Territory, at 2 1/2 cents per mile, are on sale at St. Paul, Minneapolis, Duluth, Ashland, Aitkin, Little Falls, Brainerd, Fergus Falls, Wahpeton, Moorhead, Fargo, Grand Forks, Grafton, Drayton, Pembina, Casselton, Jamestown, Bismarck and Mandan.

2,000 MILE TICKETS, good on all lines of N. P. R. R., at 4 cents per mile, are on sale at St. Paul, Minneapolis, Duluth, Ashland, Fargo, Bismarck, Mandan, Glendive, Miles City, Billings, Livingston, Bozeman, Helena, Garrison, Butte, Missoula, Spokane Falls, Cheney, Sprague, Wallula Junc., Ellensburg, Tacoma City, Portland and Seattle City office.

CHILDREN over 5 and under 12 years, half-fare; under 5 years free, when accompanied by a parent or guardian.

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. No single piece of baggage weighing over 250 pounds will be checked or placed on baggage cars under any circumstances. The charge for excess baggage between Eastern terminus and the Pacific coast common points is \$8.40 per 100 pounds.

EXCESS BAGGAGE BAGGAGES are on sale in St. Paul, Minneapolis, Little Falls, Duluth, Brainerd, Fergus Falls, Grand Forks, Grafton, Drayton, Pembina, Moorhead, Fargo, Casselton, Jamestown, Bismarck, Mandan, Miles City, Helena, Garrison, Butte, Missoula, Spokane Falls, Wallula Jc., 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, 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.

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

THROUGH SECOND-CLASS PASSENGERS are carried the entire distance between St. Paul and Portland or Tacoma on daily Express trains. The time between St. Paul and Portland or Tacoma is less than 4 days. Second-class passengers 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.

### GENERAL AND DISTRICT PASSENGER AGENTS.

A. J. QUINN, District Pass'r Agent.....306 Washington St., Boston, Mass.  
J. H. KELLY, " ".....154 St. James St., Montreal, Quebec.  
T. H. ROGERS, JR., " ".....111 South 9th St., Philadelphia, Pa.  
L. L. BILLINGSLEA, " ".....111 South 9th St., Philadelphia, Pa.  
GEORGE D. TELLER, " ".....44 Exchange St., Buffalo, N. Y.  
D. W. JANOWITZ, " ".....Room 1, Jackson Place, Indianapolis, Ind.  
FRD H. LORD, " ".....52 Clark St., Chicago.  
THOMAS L. SHORTELL, " ".....112 North 4th St., St. Louis, Mo.  
S. H. ADAMS, " ".....56 W. 4th St., Cincinnati, Ohio.  
A. A. JACK, " ".....200 Fourth St., Des Moines, Iowa.  
ELVIN H. SMITH, " ".....392 Broadway, Milwaukee, Wis.  
T. S. PATTY, " ".....24 W. Ninth St., Chattanooga, Tenn.  
W. F. CARSON, " ".....2 Washington St., Portland, Ore.  
T. K. STATELER, Pacific Coast Agent.....618 Market St., San Francisco, Cal.  
G. C. CHANDLER, Traveling Freight and Passenger Agent.....Tacoma, W. T.  
G. B. KINANN, Gen. Agent, Passenger Department, Broadway, New York.  
C. B. KINANN, Gen. Agent, Passenger Department, 319 Broadway, New York.  
J. L. HARRIS, 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.....Cor. Main and Grand Sts., Helena, Montana.  
JAS. McCAIG, Agent.....354 Main St., Butte City, Montana.  
A. W. HARTMAN, Gen'l. Agent.....Grand St., Superior, Wis.  
A. D. CHARLTON, Ass't. General Pass'r Agent.....2 Washington St., Portland, Ore.