



**YELLOWSTONE
NATIONAL
PARK ROUTE.**

MINNESOTA, WISCONSIN, NORTH DAKOTA, MANITOBA,
MONTANA, IDAHO, WASHINGTON, AND OREGON,
BETWEEN
ST. PAUL, MINNEAPOLIS, HELENA, BUTTE, SPOKANE,
DULUTH, ASHLAND, TACOMA, SEATTLE, PORTLAND.



THE
**Northern Pacific
Steamship Company**

IN CONNECTION WITH THE

Northern Pacific Railway

FORMS A THROUGH LINE

VIA

TACOMA
TO
JAPAN and CHINA

The Steamers will sail from TACOMA, WASH., for YOKOHAMA and KOBE, JAPAN; HONGKONG, CHINA, and intermediate ports, about as follows:

Steamer.	Leave Tacoma.	Arrive Yokohama.	Arrive Hongkong.
"GLENOGLE."	July 2, 1899.	July 17, 1899.	July 29, 1899.
"OLYMPIA."	July 26, 1899.	Aug. 12, 1899.	Aug. 24, 1899.
"VICTORIA."	Aug. 6, 1899.	Aug. 21, 1899.	Sept. 2, 1899.
"TACOMA."	Sept. 6, 1899.	Sept. 23, 1899.	Oct. 5, 1899.
"GLENOGLE."	Sept. 10, 1899.	Sept. 25, 1899.	Oct. 7, 1899.
"OLYMPIA."	Oct. 11, 1899.	Oct. 28, 1899.	Nov. 9, 1899.
"VICTORIA."	Oct. 15, 1899.	Oct. 30, 1899.	Nov. 11, 1899.

The Steamers on the return trip arrive at Tacoma, Wash., about July 16 and 30, August 27, September 3, October 1 and 8, 1899.

For cabin plans, accommodations, later sailing dates, etc., apply to any of the general agents or district passenger agents of the Northern Pacific Railway. (See page 3.)

Connections and through tickets to all local points in Japan and China.

Rates via this line are lower than via any other route, and the service, accommodations, and table are unsurpassed.

Of these steamers, the Victoria and Glenogle are to be specially commended. The Victoria has been on this run for several years, is a modern steamer with triple expansion engines, and cabin and stateroom accommodations of the best, and the Glenogle is also a fine steamer.

DODWELL & COMPANY, LTD.

GENERAL AGENTS,

TACOMA, WASH., U. S. A.

HONGKONG, CHINA.

YOKOHAMA, JAPAN.



SEE FOOT NOTE.

SEE FOOT NOTE.

**Yellowstone
National Park . .**

Season, June 15th to September 15th.

Stop-overs on railroad and sleeping-car tickets of all classes are given at Livingston, Mont., June 15th to September 15th, to enable our patrons to visit Yellowstone Park, provided the limit of the original transportation ticket allows sufficient time.

EXCURSION RATES:

\$47.50 Ticket

On sale at St. Paul, Minneapolis, and Duluth, Minn., June 12th to September 12th; by Eastern lines, June 11th to September 11th; covers transportation from St. Paul, Minneapolis, or Duluth to Mammoth Hot Springs (Yellowstone National Park) and return to any one of above named points, or via Billings and the B. & M. R. R. to Missouri River. These tickets are limited to thirty days going, ten days returning, with final limit of forty days from date of sale. For children five years of age and under twelve years, half of the above rate will be made.

\$5.00 Ticket

On sale at Livingston, Mont., June 14th to September 14th, and at eastern and western terminal from June 12th to September 12th.

The \$5.00 Ticket includes railroad and stage fares Livingston to Mammoth Hot Springs and return. For children five years of age and under twelve years, half of the above rate will be made.

Limit.—Good if used between June 15th and September 15th, inclusive.

The hotel rates in the park will be \$1.00 per day up to seven days, after seven days \$3.00 per day.

Above rates, etc., subject to change without notice.

For six cents sent to CHAS. S. FEE, General Passenger and Ticket Agent, St. Paul, Minn., a finely illustrated Tourist Book and Map Folder will be mailed to any address.



**PORTLAND,
TACOMA, SEATTLE**
TO
**ST. PAUL, MINNEAPOLIS,
DULUTH, THE SUPERIORS,
OMAHA,
KANSAS CITY, ST. LOUIS,
CHICAGO
AND
ALL EASTERN CITIES**

J. M. HANNAFORD,
THIRD VICE-PRESIDENT,
ST. PAUL, MINN.

CHAS. S. FEE,
GEN'L PASS'G AND TICKET AGENT,
ST. PAUL, MINN.



**ST. PAUL,
MINNEAPOLIS, DULUTH**
TO
HELENA, BUTTE
SPOKANE
TACOMA · SEATTLE
AND
PORTLAND

J. M. HANNAFORD,
THIRD VICE-PRESIDENT,
ST. PAUL, MINN.

CHAS. S. FEE,
GEN'L PASS'G AND TICKET AGENT,
ST. PAUL, MINN.



YELLOWSTONE NATIONAL PARK ROUTE.

MINNESOTA, WISCONSIN, NORTH DAKOTA, MANITOBA, MONTANA, IDAHO, WASHINGTON, AND OREGON, BETWEEN ST. PAUL, MINNEAPOLIS, HELENA, BUTTE, SPOKANE, DULUTH, ASHLAND, TACOMA, SEATTLE, PORTLAND.



YELLOWSTONE NATIONAL PARK AND DINING CAR ROUTE.

YELLOWSTONE NATIONAL PARK AND DINING CAR ROUTE.



OFFICERS TRAFFIC DEPARTMENT.

Table listing officers of the Traffic Department with names and titles.

INDEX TO STATIONS.

Main index table listing stations and their corresponding page numbers in the manual.

REFERENCE MARKS TO POPULATION.
o Stations under 500 population.
b Stations between 500 and 1,000.
p Stations over 5,000.

Continuation of the Index to Stations table, listing the right-hand column of stations and page numbers.



YELLOWSTONE NATIONAL PARK ROUTE.

MINNESOTA, WISCONSIN, NORTH DAKOTA, MANITOBA, MONTANA, IDAHO, WASHINGTON, AND OREGON, BETWEEN ST. PAUL, MINNEAPOLIS, HELENA, BUTTE, SPOKANE, DULUTH, ASHLAND, TACOMA, SEATTLE, PORTLAND.



YELLOWSTONE NATIONAL PARK ROUTE.

MINNESOTA, WISCONSIN, NORTH DAKOTA, MANITOBA, MONTANA, IDAHO, WASHINGTON, AND OREGON, BETWEEN ST. PAUL, MINNEAPOLIS, HELENA, BUTTE, SPOKANE, DULUTH, ASHLAND, TACOMA, SEATTLE, PORTLAND.



NORTHERN PACIFIC RAILWAY.

CALENDAR TIME CARD OF THROUGH TRAINS.

WEST-BOUND.—Train No. 1, Daily. (Via Helena.)

Table showing departure and arrival times for Train No. 1 West-bound from St. Paul to Portland.

EAST-BOUND.—Train No. 2, Daily. (Via Helena.)

Table showing departure and arrival times for Train No. 2 East-bound from Portland to St. Paul.

.. THE NEW ..

TRANSCONTINENTAL TRAINS

ARE EQUIPPED WITH LATEST TYPE OF BROAD VESTIBULES.

Through VESTIBULED PULLMAN PALACE SLEEPERS—Daily—PULLMAN TOURIST SLEEPERS, Upholstered—Daily—

*** RUN ON THE ABOVE TRAINS

DINING CARS are carried day and night on the above Transcontinental Passenger Trains.

A Pullman Tourist Sleeper

... is run weekly between ST. PAUL, MINNEAPOLIS, and SAN FRANCISCO (Oakland), leaving St. Paul every Wednesday and leaving San Francisco (Oakland) every Tuesday.

Arrangement of Through Car Service.

WEST-BOUND. TRAIN No. 1—Via Helena, Spokane, and Tacoma, leaves St. Paul 10.35 p. m., Minneapolis 11.10 p. m., Duluth 7.30 p. m., daily. Connection for Seattle.

Pullman Vestibuled Sleeping Car, Pullman Vestibuled Tourist Sleeping Car, Vestibuled First and Second Class Day Coaches, St. Paul and Minneapolis to Portland, via Helena, Spokane, Seattle, and Tacoma.

Pullman Vestibuled Sleeping Car St. Paul and Minneapolis to Cinnabar.

Pullman Vestibuled Sleeping Car Cinnabar to Seattle.

Pullman Vestibuled Sleeping Car (from St. Louis, via B. & M. R.) Billings to Butte and Anaconda.

Pullman Vestibuled Tourist Sleeping Car St. Paul and Minneapolis to San Francisco, leaving St. Paul every Wednesday.

Pullman Tourist Sleeping Car Kansas City to Seattle (via Billings), B. & M. R. and N. P. R., leaves Billings on Wednesdays and Fridays.

Northern Pacific Vestibuled Dining Cars St. Paul to Portland, via Helena.

Train from Duluth makes connection with this train at Staples and Fargo.

Connection at Logan for Butte and Anaconda; and at Meeker for Seattle.

TRAIN No. 3—Leaves Seattle 9.30 p. m., Tacoma 11.30 p. m., daily.

Pullman First-class Sleeping Car and First-class Day Coaches Seattle, via Tacoma, to Portland.

TRAIN No. 5—Leaves St. Paul 8.15 a. m., Minneapolis 8.50 a. m., Duluth 8.05 a. m., daily, except Sunday.

First-class Day Coaches St. Paul and Minneapolis to Fargo, and Fargo to Jamestown. Connection at Brainerd with trains Nos. 15 and 16 on Lake Superior Division.

Connection at Duluth and with Brainerd & Nor. Minn. Ry. to and from Walker and Bemidji.

TRAIN No. 7—Leaves St. Paul 8.00 p. m., Minneapolis 8.35 p. m., Duluth 7.30 p. m., daily.

Pullman Vestibuled Sleeping Car St. Paul and Minneapolis to Winnipeg.

Pullman Vestibuled Sleeping Car St. Paul and Minneapolis to Fargo.

Pullman Vestibuled Sleeping Car Duluth to Fargo.

Pullman Sleeping Car St. Paul and Minneapolis to Fergus Falls and Wahpeton.

First and Second Class Day Coaches St. Paul and Minneapolis to Winnipeg, via Crookston and Grand Forks.

First-class Vestibuled Day Coach St. Paul and Minneapolis to Fargo.

Dining Car East Grand Forks to Portage Junction.

TRAIN No. 15—Leaves Duluth 8.05 a. m. daily, except Sunday.

Connects at Brainerd with trains Nos. 5 and 6.

TRAIN No. 17—Leaves Duluth at 7.30 p. m. daily. Connects at Staples with trains Nos. 1 and 7.

EAST-BOUND.

TRAIN No. 2—Via Helena, leaves Portland at 11.15 a. m., Tacoma 5.10 p. m., and Seattle 4.25 p. m., daily.

Pullman Vestibuled Sleeping Car, Pullman Vestibuled Tourist Sleeping Car, Vestibuled Dining Cars, Vestibuled First-class Day Coaches Portland to Minneapolis and St. Paul, via Tacoma, Spokane, and Helena.

Pullman Vestibuled Sleeping Car Seattle to Cinnabar.

Pullman Sleeping Car Cinnabar to Minneapolis and St. Paul.

Pullman Vestibuled Sleeping Car Anaconda to Billings, thence to St. Louis over B. & M. R.

Tourist Sleeping Car Seattle to Kansas City (via Billings), N. P. R. and B. & M. R., leaves Seattle on Mondays and Fridays.

Pullman Tourist Sleeping Car San Francisco to Minneapolis and St. Paul, leaves San Francisco every Tuesday.

Connection at Logan from Butte and Anaconda.

Connection at Staples with No. 6 for Duluth.

TRAIN No. 4—Leaves Portland 11.30 p. m. daily. Pullman First-class Sleeping Car and First-class Coaches Portland to Seattle, via Tacoma.

TRAIN No. 6—Leaves Fargo 7.20 a. m. daily, except Sunday. First-class Vestibuled Day Coaches Fargo to Minneapolis and St. Paul.

Connects at Staples with No. 2; and at Brainerd with Brainerd & Nor. Minn. Ry. to and from Walker and Bemidji and with No. 16 for Duluth.

TRAIN No. 8—Leaves Winnipeg 1.45 p. m., Wahpeton 8.00 p. m., Fergus Falls 9.00 p. m., daily.

Pullman Vestibuled Sleeping Car Winnipeg to Minneapolis and St. Paul.

Pullman Vestibuled Sleeping Car Fargo to Minneapolis and St. Paul.

Pullman Sleeping Car Wahpeton and Fergus Falls to Minneapolis and St. Paul.

First and Second Class Day Coaches Winnipeg to Minneapolis and St. Paul.

First-class Coach Fargo to Minneapolis and St. Paul.

Dining Car Portage Junction to East Grand Forks.

TRAIN No. 16—Leaves Brainerd at 1.00 p. m. daily, except Sunday. Connects at Brainerd with trains Nos. 5 and 6, and with Brainerd & Nor. Minn. Ry. from Walker and Bemidji.

No. 6 brings No. 2's passengers from Staples to Brainerd.

TRAIN No. 18—Leaves Staples at 2.00 a. m. daily. Connects at Staples with No. 8.

Main time card table showing departure and arrival times for various trains between St. Paul and Portland, including West-bound and East-bound services.

SEE PAGES 35 AND 36

SEE PAGES 37 AND 45

All time is subject to change without notice. All time is "arriving" unless otherwise designated. No. 2 stops at Winnipeg Junction to let off passengers from points west of Jamestown only.



YELLOWSTONE NATIONAL PARK AND DINING CAR ROUTE.

ST. PAUL, MINNEAPOLIS, DULUTH, ASHLAND, GRAND FORKS, AND WINNIPEG LINE.

MANITOBA DIVISION AND PORTAGE BRANCH.

Table for Manitoba Division and Portage Branch, listing stations (St. Paul, Minneapolis, Ashland, Duluth, Winnipeg, etc.) and train schedules with times.

BRANDON BRANCH. (Manitoba Division.)

Table for Brandon Branch, listing stations (Winnipeg, Brandon, etc.) and train schedules.

YELLOWSTONE NATIONAL PARK AND DINING CAR ROUTE.

JAMES RIVER AND OAKES BRANCHES.

Table for James River and Oakes Branches, listing stations (Jamestown, Montpelier, Adrian, etc.) and train schedules.

COOPERSTOWN BRANCH.

Table for Cooperstown Branch, listing stations (Sanborn, Dazy, Hannan, etc.) and train schedules.

Table for Yellowstone Park Branch and Clark's Fork Branch, listing stations (Livingston, Billings, etc.) and train schedules.

MONTANA RAILROAD.

Table for Montana Railroad, listing stations (Lombard, Mandlow, Josephine, etc.) and train schedules.

BUTTE LINE, AND RED BLUFF AND PONY BRANCHES.

Table for Butte Line and Red Bluff and Pony Branches, listing stations (Logan, Three Forks, etc.) and train schedules.

BOULDER, ELKHORN, AND WICKES BRANCHES.

Table for Boulder, Elkhorn, and Wickes Branches, listing stations (Helena, Prickly P, etc.) and train schedules.

Daily mixed train leaves Wallace 4.45 p. m., arrives Burke 8.45 a. m., arrives Burke 9.30 a. m., daily, except Sunday.



YELLOWSTONE NATIONAL PARK AND DINING CAR ROUTE.

MONTANA UNION BRANCH.

Table for Montana Union Branch, listing stations (Garrison, Deer Lodge, etc.) and train schedules.

BUTTE, ANACONDA & PACIFIC RAILWAY.

Table for Butte, Anaconda & Pacific Railway, listing stations (Butte, Anaconda, etc.) and train schedules.

Table for Helena & Red Mountain R.R. and Marysville Branch, listing stations (Helena, Marysville, etc.) and train schedules.

PHILIPSBURG BRANCH.

Table for Philipsburg Branch, listing stations (Drummond, Philipsburg, etc.) and train schedules.

Table for Bitter Root Branch and Washington Central Branch, listing stations (Missoula, Spokane, etc.) and train schedules.

DE SMET, CŒUR D'ALENE, AND FT. SHERMAN BRANCHES.

Table for De Smet, Coeur d'Alene, and Ft. Sherman Branches, listing stations (Helena, Missoula, etc.) and train schedules.

Daily mixed train leaves Wallace 4.45 p. m., arrives Burke 8.45 a. m., arrives Burke 9.30 a. m., daily, except Sunday.

YELLOWSTONE NATIONAL PARK AND DINING CAR ROUTE.

WALLA WALLA, DAYTON AND PENDLETON LINE.

Table for Walla Walla, Dayton and Pendleton Line, listing stations (Pasco, Hunts Jct., etc.) and train schedules.

PALOUSE, LEWISTON & FARMINGTON BRANCHES.

Table for Palouse, Lewiston & Farmington Branches, listing stations (Spokane, Pullman, etc.) and train schedules.

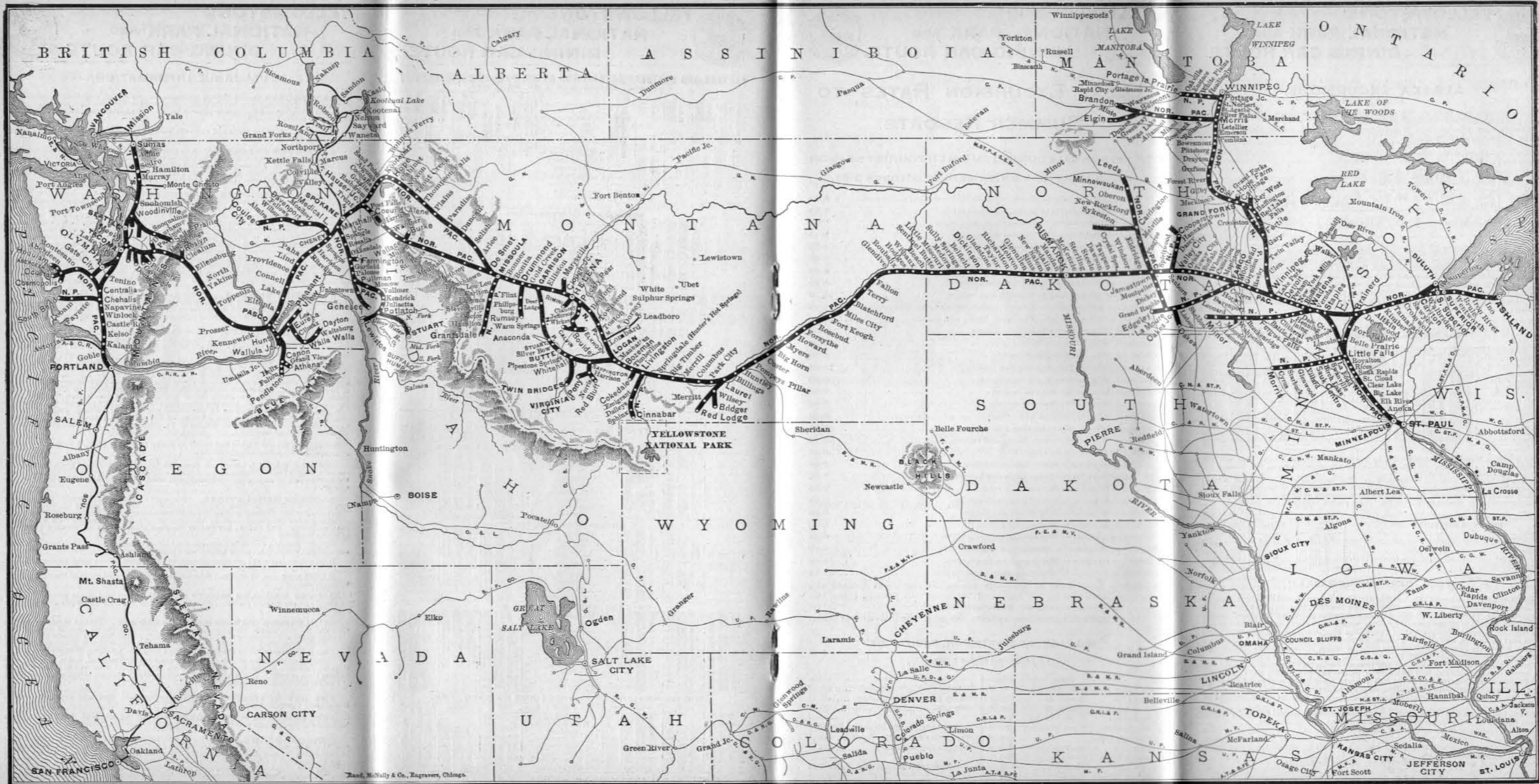
Spokane Falls & Northern Railway and Kootenai Lines.

Table for Spokane Falls & Northern Railway and Kootenai Lines, listing stations (Spokane, Northport, etc.) and train schedules.

Stage to and from Grand Forks, B. C., Carson, B. C., Cascade City, B. C., Greenwood, B. C., Boundary Falls, B. C., Anaconda, B. C., Midway, B. C., Kettle River and Okanagan Districts, and Colville Indian Reservation connects with train at Marcus and Bousburg daily.

Steamer to and from Kaslo, Ainsworth, Hendryx, Pilot Bay, and Balfour, B. C., connects with trains at Five Mile Point daily, except Sunday.

Daily mixed train leaves Burke 6.15 p. m., also another leaves Burke 7.15 p. m., also another leaves Burke 8.15 p. m., also another leaves Burke 9.15 p. m., except Sunday, 9.30 a. m., arrives Wallace 11.00 a. m.





YELLOWSTONE NATIONAL PARK AND DINING CAR ROUTE.

ALASKA EXCURSIONS.

The round-trip rate from St. Paul, Minneapolis, or Duluth to Sitka, including berth and meals north of Tacoma and Seattle, is \$150.

Table with columns for Steamers, Leave, and City of Seattle/Queen.

Steamers are due returning on the eleventh day after leaving.

The season extends from about May 30th to September 30th. Tickets will be limited to nine months, good going to Portland, Tacoma, or Seattle, sixty days...

PULLMAN SLEEPING CAR RATES.

Table showing Pullman sleeping car rates between various cities like Brainerd, Fergus Falls, Wapeton, etc.

The Pullman Standard Sleeping cars, in service on through trains, that are not provided with a stateroom, contain an annex to the drawing-room, the charge for which is the same as for a section.

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...

Table showing Pullman sleeping car rates between Portland and other cities like Albany, Eugene, Ashland, etc.

SPECIAL CAR "MINNEWASKA."

The attention of excursionists, hunting and fishing parties, and all others desiring the use of a private car, is called to the fact that the Nor. Pac. Ry. has the Special Excursion Car "Minnewaska," designed especially for parties of the above nature.

This car is built after the plan of Pullman Sleepers (the interior is finished in ash and walnut), it being equipped with the Miller Platform and Coupler with drop floors and side gates, and Westinghouse Automatic Air Brake.

There are accommodations for fourteen persons exclusive of porters' berths. For the use of this car a charge will be made of \$30.00 per day for ten days or under, and \$25.00 per day for over ten days...

If desired, car will be provisioned, and cooks, porters, and waiters furnished at actual cost.

Fifteen full tickets will be required for transportation of special car and party of fifteen persons or less; for more than fifteen persons, one ticket each.

Ordinary passenger 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.

For rates and more detailed information, call on or address

CHAS. S. FEE, Gen'l Pass'r and Ticket Agent, ST. PAUL, MINN.

YELLOWSTONE NATIONAL PARK AND DINING CAR ROUTE.



LOCAL EXCURSION RATES TO SUMMER RESORTS.

TICKETS ON SALE DURING SUMMER TOURIST SEASON GOOD TO RETURN ON OR BEFORE OCTOBER 31ST.

Table listing excursion rates to various locations like St. Paul or Minneapolis to Glenwood, Battle Lake, Fergus Falls, etc.

Tickets good going to Minnesota resorts, one day (from Ashland two days); to Minnewaukan, No. Dak., and Winnipeg, Man. (Devil's Lake), two days. Return limits the same. No stop-over allowed.

MILEAGE OF NORTHERN PACIFIC RY.

Corrected to May 1, 1899.

Table showing mileage of Northern Pacific Railway between various states like Wisconsin, Minnesota, North Dakota, etc.



YELLOWSTONE NATIONAL PARK AND DINING CAR ROUTE.

EXCURSION RATES

To Montana and Eastern Washington Points and Eastern British Columbia.

Table listing excursion rates to various locations like Billings, Montana; Spokane, Wash.; Helena, Mont.; etc.

Tickets are of iron-clad signature form and require identification of purchaser at return starting point. Limits on Billings Springdale, and Livingston tickets going 30 days, returning 10 days, final 40 days; on tickets to other points, going 10 days, returning 40 days, final limit 40 days.

EAST-BOUND EXCURSION RATES

From Portland, Tacoma, Seattle, Victoria, and all North Pacific Coast Points.

Round-Trip Excursion Tickets good nine months, limited to sixty 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 termini.

Table listing east-bound excursion rates to various cities like St. Paul, Minneapolis, Chicago, etc.

YELLOWSTONE NATIONAL PARK AND DINING CAR ROUTE.



NORTH PACIFIC COAST EXCURSION RATES.

In Effect from St. Paul, Minneapolis, and Duluth:

Table listing excursion rates to various locations like Tacoma or Seattle, Portland, Victoria, etc.

CALIFORNIA EXCURSION RATES.

In Effect from St. Paul, Minneapolis, and Duluth:

Table listing California excursion rates to various cities like San Francisco, Los Angeles, etc.

LIMITS.

All above excursion tickets will bear final limit of nine months from date of sale; good going passage, sixty days to Tacoma or Seattle, thence good to return any time within final limit. Stop-overs allowed in both directions (upon application to conductor).



YELLOWSTONE NATIONAL PARK ROUTE.

MINNESOTA, WISCONSIN, NORTH DAKOTA, MANITOBA, MONTANA, IDAHO, WASHINGTON, AND OREGON, BETWEEN ST. PAUL, MINNEAPOLIS, HELENA, BUTTE, SPOKANE, DULUTH, ASHLAND, TACOMA, SEATTLE, PORTLAND.



BUFFALO HUMP

IS A NEW
Mining Region

In IDAHO—not in the ARCTIC REGIONS—south from LEWISTON at the junction of the Snake and Clearwater rivers.

THE WEALTH Of the mines in that region—around Elk City and Florence—has been known since the '60s. Lack of transportation facilities has prevented development.

The building of the Northern Pacific Railway to Lewiston has made possible now what was not before, and the further extension of the Northern Pacific now being made up the Clearwater River will bring this mining country into still closer touch with the outside world. All accounts agree as to the

RICHNESS OF THE ORE

found in Buffalo Hump and vicinity, and old miners are pouring into the camps there to **TRY THEIR LUCK.**

Send a **Two-Cent Stamp** for our new relief map and folder of this region, and address for rates and Buffalo Hump folder (new), etc.,

CHAS. S. FEE, Gen'l Passenger Agent, St. Paul, Minn.

Up the Great Lakes



AND ON TO

Yellowstone Park

OR THE PACIFIC COAST

Is the trip for

AMERICANS FOR 1899

Drop Europe—See America

By Steamers
NORTH WEST and NORTH LAND

Connections with the NORTHERN PACIFIC TRAINS can be made at either DULUTH or ST. PAUL.

Steamers leave Buffalo, Tuesdays and Fridays, and Cleveland and Detroit, Wednesdays and Saturdays, on and after June 13th during the season.

TERMS OF SALE OF NORTHERN PACIFIC RAILWAY LANDS

Agricultural Lands of the Company in Minnesota, North Dakota, and Montana can be bought at prices, ranging generally from \$2.00 to \$5.00 per acre, except in the Red River Valley, Minnesota, where prices range from \$4.00 to \$10.00 per acre, and *Grazing Lands* from \$1.00 to \$2.50 per acre.

The price of *Agricultural Lands* in Washington, east of the Cascade Mountains and in Oregon and Idaho, ranges chiefly from \$2.50 to \$10.00 per acre, and *Grazing Lands* from \$1.00 to \$2.50 per acre. In that portion of Washington west of the Cascades the price ranges chiefly from \$3.00 to \$10.00 per acre.

ON FIVE YEARS' TIME.—When lands are purchased on five years' time, one-sixth cash is required at time of purchase, and the balance in five equal annual cash payments, with interest at 6 per cent per annum.

ON TEN YEARS' TIME.—Actual settlers can purchase not to exceed 320 acres of *Agricultural Lands* on ten years' time, at 6 per cent interest per annum, one-tenth in cash at time of purchase, and balance in ten equal annual payments with interest. Purchasers on the ten years' credit plan are required to settle on the land purchased, and to cultivate and improve the same.

Timber and Timber Lands are sold by special agreement with the Land Commissioner.

All applications for the purchase of Northern Pacific Railway Lands in Minnesota, North Dakota, and Montana, and all payments thereon, must be made to F. W. WILSEY, Eastern Land Agent, St. Paul, Minn., and all applications for the purchase of the Company's lands in Washington, Idaho, and Oregon, and all payments thereon, must be made to THOMAS COOPER, Western Land Agent, Tacoma, Wash.

See page 36 for list of Land Publications and who to write to for same.

THE Kootenai Mining Country in British Columbia

and that portion of the STATE OF WASHINGTON lying immediately south of the international boundary line can be most conveniently reached

VIA ST. PAUL AND SPOKANE

THE TOWNS OF

ROSSLAND, SANDON, KASLO, NELSON, NORTHPORT, ROBSON, and GRAND FORKS

Also the various mining camps from the Ft. Steele District to the Okanogan are shown in detail in a new colored relief map, 18 x 25 inches in size, issued by the

Northern Pacific Railway.

The Klondike Region and Alaska

Can be reached either via JUNEAU, DYEA, or SKAGWAY and the OVERLAND ROUTE, or by way of the OCEAN and YUKON RIVER ROUTE, via St. Michaels. In either case the sailing ports of the steamers are

SEATTLE and TACOMA.

The Northern Pacific

Runs PULLMAN FIRST-CLASS AND PULLMAN TOURIST SLEEPING CARS between St. Paul and those points without change. (Two through trains every day.)

Write to any of our Agents for particulars and rates.



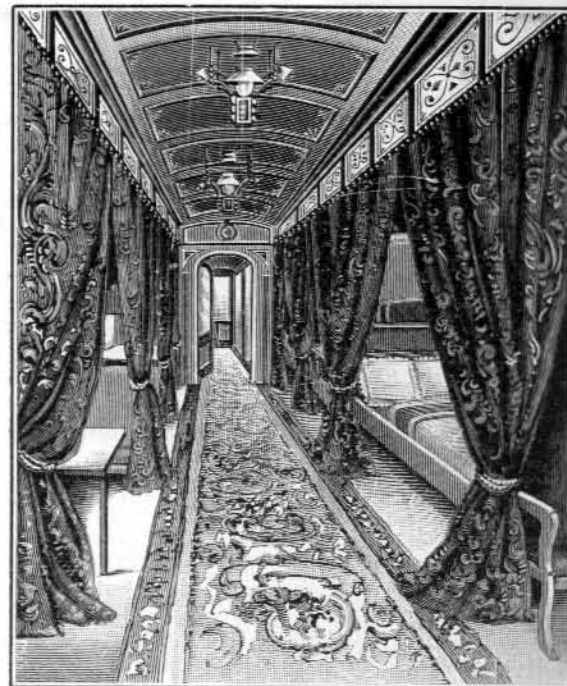
YELLOWSTONE NATIONAL PARK ROUTE.

MINNESOTA, WISCONSIN, NORTH DAKOTA, MANITOBA, MONTANA, IDAHO, WASHINGTON, AND OREGON, BETWEEN ST. PAUL, MINNEAPOLIS, HELENA, BUTTE, SPOKANE, DULUTH, ASHLAND, TACOMA, SEATTLE, PORTLAND.



Pullman Tourist Sleepers

On Express Trains are offered to holders of SECOND-CLASS TICKETS



THE NORTHERN PACIFIC RAILWAY

RUNS

PULLMAN TOURIST SLEEPERS

BETWEEN

St. Paul, Minneapolis and Fargo, Helena, Butte, Spokane, Seattle, Tacoma, and Portland,

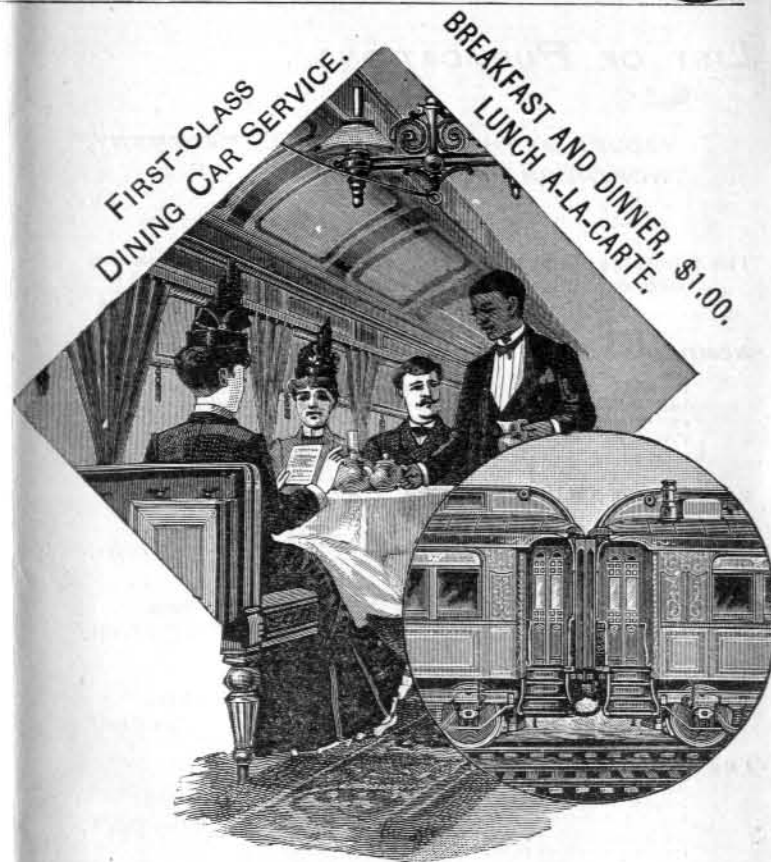
ALSO WEEKLY BETWEEN

St. Paul and San Francisco (Oakland). (See page 8.)

These cars, as operated by the Pullman Company, are leather upholstered, fitted up complete with mattresses, pillows, blankets, clean bed linen, curtains, and carpet in the aisles. The toilet rooms are fitted with wash stands, towels, soap, combs, brushes, etc., requiring nothing to be furnished by the passenger. A uniformed colored porter, with each Pullman car, is charged with the sole duty of looking after the comfort of our patrons using these accommodations. A double berth in these cars will accommodate two persons comfortably. The following are the rates for a double berth, whether occupied by one or two persons, to some of the principal points.

ST. PAUL OR MINNEAPOLIS TO

Livingston.....\$3.00	Cheney.....\$4.00	Seattle.....\$5.00
Bozeman.....3.00	Sprague.....4.00	Tacoma.....5.00
Helena.....3.00	Ritzville.....4.00	Portland.....5.00
Missoula.....3.50	North Yakima.....4.50	San Francisco.....6.00
Spokane.....4.00	Ellensburg.....4.50	(Oakland).....6.00



DAILY TRAIN SERVICE.

Through Vestibuled Pullman Sleepers...

FROM

ST. PAUL AND MINNEAPOLIS

VIA THE

Northern Pacific Railway

TO ALL POINTS WEST

INCLUDING WINNIPEG, FARGO, HELENA, BUTTE, SPOKANE,

Tacoma, Seattle, and Portland.

See page 22 for instructions relative to reservation of Pullman berths.



YELLOWSTONE NATIONAL PARK ROUTE.

MINNESOTA, WISCONSIN, NORTH DAKOTA, MANITOBA, MONTANA, IDAHO, WASHINGTON, AND OREGON,
BETWEEN
ST. PAUL, MINNEAPOLIS, HELENA, BUTTE, SPOKANE, DULUTH, ASHLAND, TACOMA, SEATTLE, PORTLAND.



LIST OF PUBLICATIONS...

ISSUED BY THE PASSENGER DEPARTMENT,
NORTHERN PACIFIC RAILWAY.

The following Pamphlets, Folders, etc., will be sent to any address upon receipt in stamps, or otherwise, of the amounts set opposite them.

- WONDERLAND '99-**
An annual publication, gotten up in most attractive style. Its 108 pages are beautifully illustrated in half-tone. The contents of each number are varied and different from its predecessor. The NORTHERN PACIFIC has become noted for this publication—
The Finest Thing in Railroad Literature.
Send Six Cents.
- YELLOWSTONE PARK MAP-**
A map in relief of Yellowstone Park. It is on firm paper, suitable for mounting and for use in schools, geological classes, etc. The best map of the Park that is publicly distributed. Mailed in pasteboard tubes.
Send Ten Cents.
- WILD FLOWERS FROM YELLOWSTONE-**
An illustrated book of Pressed Wild Flowers showing their natural colors—very dainty. Carefully mailed.
Send Fifty Cents.
- MAZAMA PAMPHLET-**
A nicely illustrated pamphlet, descriptive of Mount Rainier, Washington, the grandest ice-covered peak in the United States.
Send Two Cents.
- LEECH LAKE PAMPHLET-**
An illustrated pamphlet of Leech Lake—the third largest lake in Minnesota. It is in the Pine-forest region; is a new resort—bound to be popular—and the pamphlet describes the region and the Chippewa Indians who live there.
Send Two Cents.
- KEY TO KLONDIKE-**
A succinct and reliable statement of facts and information about the Klondike and Alaskan country. A large map occupies one side of the folder. Illustrated.
Send Two Cents.
- BUFFALO HUMP FOLDER-**
This folder describes the Buffalo Hump Mining Region recently discovered between Elk City and Florence, Idaho.
Send Two Cents.
- KOOTENAI FOLDER-**
An illustrated folder and relief map of the Kootenai Region in British Columbia, north of Spokane.
Send Two Cents.
- THE MANUAL-**
A pamphlet descriptive of the towns and cities along the Nor. Pac. Ry., full of miscellaneous information.
Send Six Cents.
- MAP FOLDER (THIS FOLDER)-**
A general folder with map of the NORTHERN PACIFIC RAILWAY, giving much general information, timetables, elevations of towns, etc.
Free.

In sending for these write the address carefully.

CHAS. S. FEE, GEN'L PASS'R AND TICKET AGENT,
ST. PAUL, MINN.

LIST OF PUBLICATIONS...

ISSUED BY THE LAND DEPARTMENT,
NORTHERN PACIFIC RAILWAY.

WM. H. PHIPPS, LAND COMMISSIONER.

Illustrated pamphlet, containing a general description of the States traversed by the Northern Pacific Railway, in English and German.

Sectional Land Map of Central Minnesota, showing the Northern Pacific land for sale in Aitkin, Crow Wing, Cass, Wadena, Todd, Hubbard, and part of Morrison, Mille Lac, and Itasca counties.

Pamphlet containing testimonials from settlers in Foster, Wells, and Eddy counties.

Pamphlet descriptive of Central North Dakota, from Jamestown west to the Missouri River.

Sectional land map of Territory embraced in above mentioned book on Central North Dakota.

Account of the Dedication of the German Baptist (Dunkard) Church at Carrington, North Dakota.

German pamphlet regarding Wells and Foster counties, North Dakota.

Pamphlet regarding Western North Dakota, with sectional map of State west of Missouri River.

Map of Montana, showing the limits of the land grant of the Northern Pacific.

Pamphlet regarding Gallatin Valley, Montana, with map showing land for sale by West Gallatin Irrigation Co.

Pamphlet giving a general description of Washington, and the Lewiston Country in Idaho, with special reference to the markets in the Orient.

Sectional Land Map of Eastern Washington, containing a part of Northern Idaho and Northern Oregon.

Pamphlet descriptive of Lincoln County, in Eastern Washington, containing a Sectional Land Map showing the unoccupied railroad and government land in that county.

Folder, descriptive of Yakima County, in Central Washington, with full particulars in regard to irrigated land in that locality.

Sectional Land Map of Western and Central Washington, with the adjoining lands in Northern Oregon.

The land maps described above all contain on the back valuable information regarding the climate, conditions, and resources of the States covered by the maps, together with a synopsis of the homestead laws and other matters of interest to intending settlers.

Any of the above publications will be sent free upon application to

C. W. MOTT, GEN'L EMIGRATION AGENT,
ST. PAUL, MINN.



YELLOWSTONE NATIONAL PARK ROUTE.

MINNESOTA, WISCONSIN, NORTH DAKOTA, MANITOBA, MONTANA, IDAHO, WASHINGTON, AND OREGON,
BETWEEN
ST. PAUL, MINNEAPOLIS, HELENA, BUTTE, SPOKANE, DULUTH, ASHLAND, TACOMA, SEATTLE, PORTLAND.



HUNTING AND FISHING

ON THE LINES OF THE NORTHERN PACIFIC RAILWAY.

Hunting big game is not the easy sport it once was. One must now travel long distances to reach the places where elk, bear, deer, goats, etc., are sure to be found. Guides must be hired and arrangements made for a sojourn of many days, in order to be sure that one returns not empty-handed.

The country lying on each side of the Northern Pacific is, without doubt, the best hunting and fishing ground on the continent to-day. Within the limits allowed by the game and fish laws of the different States, one can find hunting and fishing of varied kinds in any of the States touched by the Northern Pacific.

In the space herein allowed it is not possible to more than suggest the best localities where game and fish are to be found.

WISCONSIN.

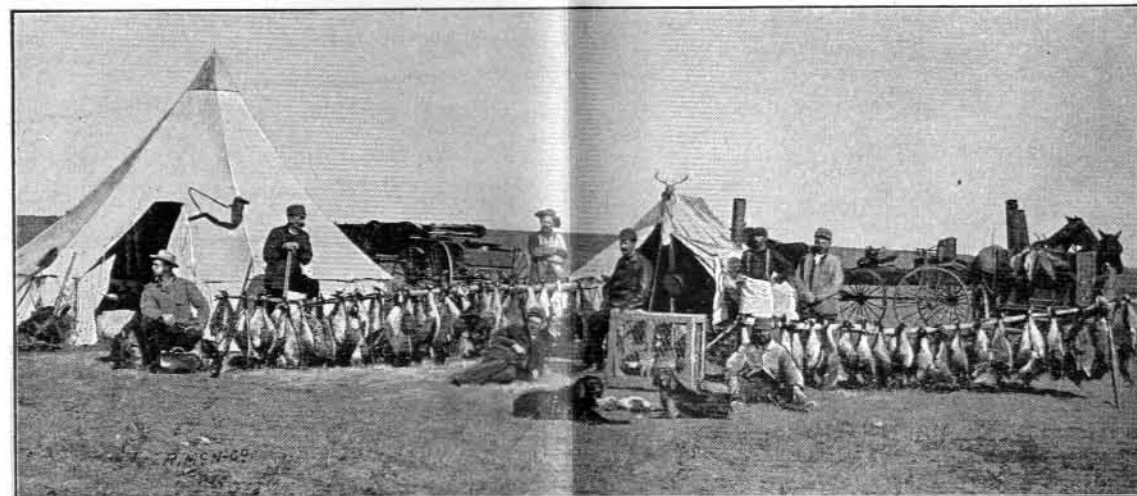
There are many deer and some bear in the Wisconsin woods, and small game—grouse, rabbits, ducks, etc.—are found in the State. Lake Superior abounds in fish of many kinds, and the Wisconsin streams have trout, pike, pickerel, etc., in them. Ashland, Superior, Iron River, and Brule are good rendezvous points for sportsmen.

MINNESOTA.

Minnesota is a great game and fish State. Its thousands of lakes abound with bass of many species—particularly the gamy black bass—pike, pickerel, and muscalonge. The Lake Park region is noted for its fine fishing and duck hunting. Geese, plover, grouse—prairie chickens—snipe, etc., are found all over the State, geese more particularly in the northern and western portions.

In the wilder, wooded parts of the State, and about the headwaters of the Mississippi River and its tributaries, large game is still found in goodly numbers, deer predominating.

Duluth, Carlton, Aitkin, Deerwood, Brainerd, Staples, Little Falls, Perham, Frazee, Detroit, Lake Park, Moorhead, and Crookston are points where hunters and anglers can be properly outfitted, and from which they can find good hunting or fishing.



A HUNTING PARTY NEAR DAWSON, N. D., ON THE NORTHERN PACIFIC RY.

Leech Lake, north of Brainerd, and Detroit are two places surrounded by lakes, where fishing and chicken shooting are unusually good.

NORTH DAKOTA.

This State is devoid of lakes, and the fisherman will hardly care to cast his line in the streams. Prairie chickens, ducks, and geese are, however, found in large numbers. From Fargo westward, northward, and southward, there is fine chicken shooting. About Dawson and Jamestown geese particularly, are to be found, and ducks and chickens are plentiful. At Minnewaukan, on the lake of the same name, north of Jamestown, the goose shooting is the best to be found in the West.

West of Bismarck there are found some antelope and many jack rabbits, foxes, and coyotes. Over the prairie regions about Dickinson, Medora, etc., coursing coyotes, those plains rovers, with hounds, affords fine sport.

MONTANA.

This State is the paradise for big game. Elk, bears, deer, etc., abound. From Central Montana, westward, the main ranges and numerous divergent spurs of the Rocky and Cascade mountains are the home of the stately elk, mountain sheep (big horn), mountain goat, mountain moose and caribou, black, brown, and grizzly bear, and cougar. Antelopes are found in some localities. The white goat frequents the Bitter Root, Mission, and other ranges, and can invariably be found by those willing to climb after him. South of Yellowstone Park the elk and deer are found in large numbers, also in the mountain regions about Red Lodge. Bears, both the black and grizzly, can be hunted in nearly all the mountain ranges in the State. Montana undoubtedly contains more large game than any other

western State. The heart of the Big Horn Mountains, one of the grandest and wildest regions of the continent, can be reached in two or three days from Miles City or Red Lodge.

Every stream in Montana contains fish. Mountain trout, instead of being luxuries are a common article of diet in Montana. From any town in the State one can find a trout stream within a few rods or miles. The finest trout preserve in the world is Yellowstone Park. It is free to those who desire to avail themselves of it. A variety of fish have been planted in the park streams by the Government. Grayling, Rocky Mountain trout (*salmo mykiss*), rainbow trout (*salmo irideus*), eastern brook trout (*salvelinus fontinalis*), Von Bair trout, Loch Leven trout (*salmo levenensis*) are all found in the park streams. At Yellowstone Lake salmon trout are found in enormous quantities. The park is reached by a branch line from Livingston. Miles City, Red Lodge, Billings, Livingston, Bozeman, Helena, Butte, Anaconda, Missoula, Hamilton—all are good outfitting points. The Hell Gate, Bitter Root, Missoula, and Clark Fork rivers contain plenty of fish, and one can catch trout in any of their affluent streams.

IDAHO.

Lake Pend d'Oreille, on the main line, is a beautiful sheet of water, affording fine fishing, as does Ceure d'Alene Lake, just across the mountains to the south. The streams running into these lakes are alive with trout, and the mountains contain large and small game. Water fowl also breed there.

In the region south of Spokane, in Idaho, feathered game is numerous and fishing excellent. In the Snake River and its tributaries, salmon and sturgeon are found.

Hope, Bathdrum, Spokane, Moscow, Lewiston, etc., are rendezvous places for sportsmen.

WASHINGTON.

Eastern Washington is a large region. There is good chicken and duck shooting at many points, and the streams hold various species of fish. The Columbia River, the principal water-course, abounds in salmon that can be caught by the fly and otherwise. Rabbits, geese, and ducks are also found along the river bottoms.

In the Cascades and their foothills are many species of big game, and the streams and lakes contain trout. One can outfit in most any of the towns in Eastern Washington.

On the western side of the Cascades there is large game, but hunting is difficult because of the heavy timber and undergrowth. The streams contain trout and the waters of Puget Sound and the ocean are famous for sea fishing. Wild fowl are numerous along the coast, and the Gray's Harbor, South Bend, and Willapa Harbor regions are good for both hunting and sea fishing.

The Olympic Range in Northwestern Washington is one of the least hunted regions of the west. It is a glorious region, alive with elk and deer. Lake Crescent is the home of the recently discovered blue back (*Bearsteed*) and Lake Crescent (*Crescentis*) trout. These fish are the gamiest of game fish, weigh from four to twelve pounds, and are from fifteen to thirty-three inches long. Port Angeles is the outfitting point for the lake and Olympic regions.

OREGON.

This State is in much the same category as Washington. Large game is found in the mountains, trout and salmon in the rivers.

Umatilla, Pendleton, Athena, and Houlton in Northeastern Oregon and Portland, on the Willamette, are the principal points in the northern part of the State from which hunting and fishing grounds (more or less distant) may be reached with due regard to comfort and dispatch. The mountain region drained by the Grande Ronde and Willowa rivers may be reached from Lewiston, Idaho, by ascending Snake River to the mouth of the Grande Ronde, and thence up the latter to its junction with the Willowa, or farther, if desired.

The same region may be reached from either Houlton, Athena, or Pendleton (via Walla Walla). Large and small game and trout are quite plentiful in this part of the State, and salmon may be had anywhere along the Columbia or any of its principal tributaries.



NORTHERN PACIFIC EXPRESS CO.

OPERATING THE Northern Pacific Railway and Branches, Butte, Anaconda & Pacific Ry., Puget Sound & Alaska Steamship Co., Washington & Columbia River Ry., Columbia & Puget Sound Ry.,

Lawful to kill wild swan, mallard duck, wood duck, widgeon, teal, spoonbill, gray, black, sprig-tail, or canvas-back duck, September 1st to March 1st. Unlawful to kill, have in possession except for breeding purposes, or sell, any nightingale, skylark, black thrush, gray singing thrush, linnet, gold finch, green finch, chaffinch, bullfinch, red-breasted European robin, black starling, grossbeak, Oregon robin, meadow lark or mockingbird.

HUNTER'S HOT SPRINGS.

Situated in the Foot Hills of the Crazy Mountains, two and a half miles from Springdale, Mont., on the line of the N. P. Ry., are Hunter's Hot Springs. The waters of these Springs are discharged at the rate of 2,000 gallons per minute, their temperature being from 148° to 168° Fahr., and are well known as containing medicinal properties for the cure of rheumatism, gout, neuralgia, lumbago, sciatica, dropsy, and all blood diseases. The Springs are over 4,000 feet above the sea level, and some 140 feet above the level of the Yellowstone River, about two and a half miles distant. New buildings have been erected which have ample accommodations for 75 guests, and they contemplate erecting a number of new cottages, and care is taken to give every one the best possible attention.

THE WASHINGTON HOT SPRINGS,

Situated on Green River, on main line of N. P. Ry., 63 miles east of Tacoma, and 84 miles east of Seattle, is noted for its curative qualities and properties of the waters, both for drinking and bathing. At the foot of mountain peaks reaching a height of 3,600 feet is to be found the Hotel Hot Springs. At this place one hundred guests can find reasonably good accommodations. The ladies' and gentlemen's bath-rooms are in the hotel, and have recently been extensively improved by the addition of cold, shower, sweat, and vapor baths, and fine large cooling-rooms nicely furnished with comfortable couches. Experienced rubbers are in attendance so that persons in a helpless condition will receive the best of care. Physicians in attendance. The water runs out of crevices in the mountain side at a natural temperature of 122 degrees. Cure rheumatism, kidney and bowel complaints. Fine fishing and hunting near at hand. Also a bicycle track. Hotel and baths open all the year. Hotel rates \$2.00 per day, \$8.00, \$10.00, and \$12.00 per week. Baths extra. I. G. MCCAIN, proprietor Washington Hot Springs, Wash.

ALTITUDE OF PROMINENT LOCAL POINTS ON N. P. RY.

Table listing altitudes of various locations such as St. Paul, Minneapolis, Grand Coulee, etc.



HOW TO OBTAIN GOVERNMENT LAND.

There are over 40,000,000 acres of the best Government lands in America located in the extremely fertile regions of Minnesota, North Dakota, Montana, Northern Idaho, Washington, and Oregon, and traversed by the Northern Pacific Railway, open for occupancy by actual settlers. The laws of the United States provide that citizens of the United States, or persons who have declared their intention to become such, can obtain lands as follows:

HOMESTEADS.

Any person who is the head of a family, or who has arrived at the age of twenty-one years, and is a citizen of the United States, or has filed his declaration of intention to become such, and who is not the proprietor of more than 160 acres of land in any State or Territory, is entitled to enter one-quarter section (160 acres), or less quantity of unappropriated public land, under the homestead laws. The applicant must make affidavit, that he is entitled to the privileges of the homestead act, and that the entry is made for his exclusive use and benefit, and for actual settlement and cultivation, and must pay the legal fee and that part of the commissions required as follows: Fee for 160 acres, \$10; commission, \$1 to \$12; fee for eighty acres, \$5; commission, \$2 to \$6. Within six months from the date of entry, the settler must take up his residence upon the land, and reside thereupon and cultivate the same for five years continuously. At the expiration of this period, or within two years thereafter, proof of residence and cultivation must be established by four witnesses. The proof of settlement with the certificate of the Register of the land office is forwarded to the General Land Office at Washington, from which patent is issued. Final proof can not be made until the expiration of five years from date of entry, and must be made within seven years. The government recognizes no sale of a homestead claim. After the expiration of 14 months from date of entry the law allows the homesteader to secure title to the tract, if so desired, by paying for it in cash and making proof of settlement, residence, and cultivation for that period. The law allows only one homestead privilege to any one person.

SOLDIERS' HOMESTEADS.

A soldier, having served in the army or navy during the War of the Rebellion for over ninety days, can obtain 160 acres of any of the public lands by filing (himself or by an attorney) a declaratory statement, and, within six months thereafter, filing his affidavit and application, commencing settlement and cultivation, and continuing the same five years, less the time he served in the army or navy—but, such time in no case to exceed four years. His widow can take advantage of the above. In case of his death in the army, or discharge therefrom on account of wounds or disability incurred in the line of duty, the term of his enlistment is deducted. In case of death of the soldier, his widow, if unmarried, or in case of her death or marriage, then his minor orphan children, by a guardian duly appointed and officially accredited at the Department of the Interior, shall be entitled to all the benefits given to soldiers under the homestead laws. An unmarried woman, of age, can take the benefit of the homestead law. If she marries before she has acquired title, and continues her residence on her claim, she can proceed to prove up at the proper time, the same as if she had remained single, but husband and wife can not secure separate tracts by maintaining separate residence at the same time. All the sons and daughters of a family, who are of age, are entitled to take up land under the United States land laws.

THE DESERT LAND ACT.

In some portions of the Far West there are considerable areas of arid lands which with irrigation become very productive. In many of such localities water is abundant and convenient, and irrigating ditches are inexpensive. It pays to irrigate, as it insures a certain crop every year and an increased yield. The following act of Congress designates how one-half section (320 acres) of such land can be obtained

UNDER THE DESERT LAND ACT.

Citizens of the United States, or persons who have declared their intention to become such, and who are also resident citizens of the State or Territory in which the land sought is situated, may file a declaration, under oath, with the Register and Receiver of the land district in which any desert land is situated, that he intends to reclaim a tract of desert land, not exceeding 320 acres, by conducting water upon the same, within four years. At the time of filing this declaration, a fee of 25 cents for each acre of land proposed to be so reclaimed must be paid. At the time of making the declaration, the land taken up under this act must be particularly described if surveyed, or, if unsurveyed, must be described as nearly as possible. The party shall also file a map of said land, which shall exhibit a plan showing the mode of contemplated irrigation, and which plan shall be sufficient to thoroughly irrigate and reclaim said land, and prepare it to raise ordinary agricultural crops, and shall also show the source of the water to be used for irrigation and reclamation. At any time within four years, upon making satisfactory proof to the Register and Receiver of the reclamation of said land, and the expenditure thereon for improvements of \$1 an acre each year for three years, and proof of the cultivation of one-eighth of the land, and upon the payment of the additional sum of \$1 per acre, a patent shall be issued. A claimant must also file with the Register during each of said three years proof by the affidavits of two or more credible witnesses that he has made such expenditures. He may, however, prove up earlier whenever he can make the required proof of reclamation, cultivation, and expenditure to the aggregate extent of \$3 per acre. All lands, exclusive of timber and mineral lands, which will not, without irrigation, produce some agricultural crop, are deemed desert lands. Residence on the land is not required.

TIMBER AND STONE ACT.

Under the provisions of this law, any person who is a citizen, or who has declared his intention to become a citizen, may purchase 160 acres of any unappropriated public land, which is chiefly valuable for timber or stone and unfit for cultivation if the timber were removed. The land must be uninhabited and without improvements (except for ditch or canal purposes), save such as were made by or belong to the applicant; and land containing valuable deposits of gold, silver, flint, copper, or coal is not subject to entry under this Act. One entry or filing only can be allowed any person or association of persons. A married woman may purchase under this Act, provided the laws of the State or Territory in which the entry is made permit a married woman to purchase and hold real estate as a femme sole. The purchase must be made in good faith and not for speculative purposes. The price of the land is \$2.50 per acre.

UNITED STATES LAND MEASURE.

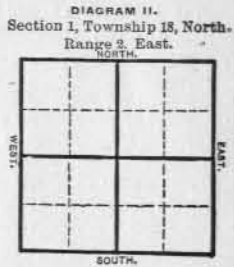


The United States Government surveys the public lands into a succession of tiers of townships running northward and southward from an established east and west "BASE LINE" of survey. Each tier of townships is called a "RANGE," and the RANGES are consecutively numbered eastward and westward from an established north and south line, called a "PRINCIPAL MERIDIAN" of survey. This forms a succession of rows of townships running east and west, and the rows are consecutively numbered northward and southward from the "BASE LINE." For example, DIAGRAM I represents the two townships—each divided into 36 sections—numbered, respectively, 17 NORTH and 18 NORTH, in RANGE number 2 EAST.

As stated above, DIAGRAM I shows two TOWNSHIPS, numbered 17 North and 18 North, respectively, in Range No 2 East. The parallel tier of townships east of Range 2 East would be numbered 17 North and 18 North, respectively, in Range 3 East, and so on. The RANGES on the west side of the PRINCIPAL MERIDIAN are numbered "1 WEST," "2 WEST," and so on. Each township contains 36 sections, numbered as in DIAGRAM I, or 23,040 acres.

DIAGRAM II.—Each section as shown in DIAGRAM II (divided into 40-acre tracts), is one mile square, and contains 640 acres. Each section is divided into quarters, containing 160 acres each. Each quarter section is also divided into quarters, containing 40 acres each.

In describing lands, for example, the northeast 40-acre tract in DIAGRAM II, in section No. 1, in township No. 18 North, in Range No. 2 East, would be described as follows: N. E. 1/4 of the N. E. 1/4 of Section 1, T. 18 N., R. 2 E.



GOVERNMENT LAND OFFICES

IN DISTRICTS TRIBUTARY TO THE NORTHERN PACIFIC RAILWAY AND ALLIED LINES.

The operation of the U. S. land laws is simple, and persons desiring further information in regard to government lands along the Northern Pacific Railway may apply to or address "Register U. S. Land Office," at the following places:

Table listing Government Land Offices in Minnesota, North Dakota, Montana, Washington, Oregon, and Idaho.

For maps and further information write to C. W. MOTT, GEN'L EMIG. AGT. N. P. RY., ST. PAUL, MINN.

And doing a general Express and Collection business over all lines mentioned above, as well as other Railroad and Steamship lines. Forwarders of Merchandise and Valuables to all parts of the world. Money Orders are now issued which are safe, cheap, and convenient, being payable at all the principal cities in the United States, Canada, and Europe.

- IF YOU WANT TO PAY TAXES, IF YOU WANT TO PAY A BILL, IF YOU WANT TO PAY DUES, IF YOU WANT TO BUY GOODS, IF YOU WANT TO SEND MONEY TO YOUR FAMILY,

If you want to pay money anywhere, for any purpose, call at any office of the NORTHERN PACIFIC EXPRESS CO. and purchase a Money Order, payable at over 25,000 places in the United States and Canada.

RATES.

Table showing rates for various distances: Not over \$5.00 - 5 cts., Not over \$10.00 - 8 cts., Not over \$20.00 - 10 cts., Not over \$30.00 - 12 cts., Not over \$40.00 - 15 cts., Not over \$50.00 - 18 cts., Not over \$60.00 - 20 cts., Not over \$75.00 - 25 cts., Not over \$100.00 - 30 cts., Over \$100.00 at same rates.

If payable in England, Ireland, Scotland, France, Denmark, Norway, Germany, China, Japan, Sweden, Belgium, Italy, Russia, and Holland, charge:

Table showing international rates: \$10 and under - 25 cts., Not over \$50.00 - 50 cts., Not over \$20.00 - 30 cts., Over \$50.00 at same rates, \$40.00 - 45 cts., Over \$50.00 at same rates.

These orders will be cashed by any Agent of Northern Pacific United States, American National Pacific, Denver & Rio Grande (Canadian, Great Northern, Adams, Southern, Dominion, Western, or Wells-Fargo Express Companies, or by National City Bank, New York; Commercial National Bank, Chicago, and Merchants' National Bank, St. Paul.

Northern Pacific Express Money Orders can be remitted anywhere, and deposited in banks of any city of the United States or Canada.

Northern Pacific Express Money Orders can be remitted by banks, bankers, and others, who may cash them as "Exchange" on New York, Boston, Chicago, Cincinnati, St. Louis, St. Paul, Omaha, New Orleans, Denver, Salt Lake City, San Francisco, Helena, Portland (Ore.), and the principal cities in Europe.

Northern Pacific Express Money Orders contain a receipt, which the purchaser receives and retains.

In case orders are lost, delayed, stolen, or destroyed, this receipt insures the purchaser a strict loss. The amount of order will be refunded to remitter or payee at any time, without delay, inconvenience, or additional expense, on execution of a bond of indemnity.

Northern Pacific Express Money Orders, after payment, are filed in the office of the company's Treasurer, and are always accessible for reference.

- D. S. LAMONT, President, ST. PAUL, MINN. J. M. HANNAFORD, Vice-President and General Manager, ST. PAUL, MINN. H. A. GRAY, Comptroller, ST. PAUL, MINN. W. H. GEMMELL, Secretary, ST. PAUL, MINN. C. A. CLARK, Treasurer, ST. PAUL, MINN. M. P. MARTIN, Auditor, ST. PAUL, MINN. E. K. PUNNETT, Assistant Auditor, ST. PAUL, MINN. F. M. PAINTER, Money Order Acc't., ST. PAUL, MINN. W. S. HAY, Superintendent, ST. PAUL, MINN. M. G. HALL, Superintendent, PORTLAND, ORE.