

YELLOWSTONE PARK LINE



PORTLAND
SEATTLE, TACOMA
SPOKANE, BUTTE
HELENA
TO
DULUTH
MINNEAPOLIS
ST. PAUL
CHICAGO
KANSAS CITY
AND
ST. LOUIS

J.G. WOODWORTH
TRAFFIC MANAGER
ST. PAUL, MINN.

A.M. CLELAND
GEN'L. PASS'R AGT.
ST. PAUL, MINN.

SUPERIOR LIMITED
AND LIMITED
MITED

YELLOWSTONE PARK LINE



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MINNEAPOLIS
DULUTH
TO
HELENA, BUTTE
SPOKANE
TACOMA
SEATTLE
AND
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ST. PAUL, MINN.

LAKE SUPERIOR LIMITED
PUGET SOUND LIMITED
NORTH COAST LIMITED

CHEAP TRIPS WESTWARD

SEPTEMBER 15 TO OCTOBER 31, 1905

Special One-way Colonist Rates

To Washington, Oregon, Idaho, Montana, and North Dakota points and to points in British Columbia and California.

Liberal transit limits—Fare exceptionally low.

From
St. Paul
To Billings, \$15
Livingston, \$18
Logan, \$18
Helena, \$20
Butte, \$20
Missoula, \$20
Anaconda, \$20
Ellensburg, Wash., \$22.50
Nelson, B. C., \$22.50
Tacoma, \$25
Seattle, \$25

Through tickets may be purchased at your home station reading via the Northern Pacific Railway to destination.

**MAKE THE TRIP
THIS FALL**



"Sign of the Best"

And other points in proportion.
Write for rates and information.
Visit the country Lewis and Clark discovered.

From
Chicago
To Billings, \$25
Livingston, \$28
Logan, \$28
Helena, \$30
Butte, \$30
Missoula, \$30
Anaconda, \$30
Ellensburg, Wash., \$30.50
Nelson, B. C., \$30.50
Tacoma, \$33
Seattle, \$33

Through service, comfortable trains, through sleeping car service.
Excellent opportunities for the farmer, merchant, and investor.

Northern Pacific Railway

A. M. CLELAND, General Passenger Agent, ST. PAUL



Yellowstone National Park Route

WEST - Read Down.

EAST - Read Up.

Main schedule table with columns for West/East directions, station names, and departure/arrival times. Includes a 'TIME CARD CORRECTED TO August 8, 1905' section.

IMPORTANT NOTICE

All Northern Pacific passenger trains, both main line and "Duluth Short Line," will arrive at and depart from the Union Station, Minneapolis.

NOTE - Agents will not sell tickets to stations at which trains do not stop.

"Mountain" time - one hour earlier than "Central" time.

REFERENCE MARKS.

* Stops on notice to agent to take on passengers or notice to conductor to let off passengers. † Except Sunday. ‡ Monday, Wednesday and Friday. § Daily. ¶ Lunch. * Tuesday, Thursday, and Saturday. D Train 4 stops at Winnipeg Jct. to let off passengers from points west of Fargo. *Except Monday. C. 1.-Central Time. M. T.-Mountain Time. All time is subject to change without notice. All time is "arriving" unless otherwise designated. The meaning of reference marks, other than the above, is explained on the page in which they are used.

Train No. 3 and Train No. 4 stop locations: Train No. 3 will stop on flag at stations between Fargo and Jamestown; Train No. 4 will stop at stations between Mandan and Jamestown.

IMPORTANT The "North Coast Limited" train will carry a limited amount of baggage only.

Schedule for "North Coast Limited" and other trains (No. 5, 6, 7, 8, 13, 14, 15, 16) including routes and times. Includes text: "For complete time bet. Garrison and Butte, see page 15."

Detailed schedule for various train lines including Olympia Express, Puget Sound Limited, and other routes with specific times and station names.



Yellowstone National Park Route



Yellowstone National Park Route



ASHLAND, DULUTH, HELENA, AND TACOMA LINE.

Table with columns: WEST—Read Down, EAST—Read Up, STATIONS, Pass. Daily, Miles. Includes stations like Ashland, Iron River, Superior, Duluth, Helena, and Tacoma.

WASHBURN BRANCH.

Table with columns: Mixed Ex. Sun., Mils., STATIONS, Mixed Ex. Sun. Includes stations like Iron River, Lenawee, Washburn.

LITTLE FALLS AND DAKOTA BRANCH.

Table with columns: Pass. Ex. Sun., Mils., STATIONS, Pass. Ex. Sun. Includes stations like Brainerd, Little Falls, Swanville, Superior, Grey Eagle, Sauk Centre, Westport, Villard, Glenwood, Starbuck, Cyrus, Morris.

FERCUS FALLS BRANCH.

Table with columns: Passenger Ex. Sun., Passengers Daily, Mils., STATIONS, Passenger Daily, Passenger Ex. Sun. Includes stations like Duluth, St. Paul, Wadena, Deer Creek, Henning, Vining, Clitheral, Battle Lake, Underwood, Fergus Falls, Poxhove, Breckenridge, Wakarusa, Farmington, Mooreton, Windmere, Ar. Oakes.

FARGO & SOUTHWESTERN BRANCH.

Table with columns: Passenger Ex. Sun., Mils., STATIONS, Passenger Ex. Sun. Includes stations like Fargo, Horace, Davenport, Leonard, Sheldon, Lisbon, Englevale, L. A. Moore, Ar. Edgeley.

"DULUTH SHORT LINE."

Table with columns: Read Down—Northbound, Southbound—Read Up, STATIONS, No. 105 Daily, No. 104 Limited Daily, No. 102 Except Sunday. Includes stations like Minneapolis, St. Paul, East 7th Street, Gladstone, Lake Shore, White Bear, Stillwater, Bald Eagle, Hugo, Forest Lake, Wyoming, Taylors Falls, Stacy, North Branch, Pine City, Rush City, Ar. Grantsburg, Rock Creek, Pine City, Beroun, Mission Creek, Ar. Hinckley, Friesland, Groningen, Finlayson, Rutledge, Willow River, Sturgeon Lake, Moose Lake, Barnum, Mahtowa, Ar. Carlton, Ar. Cloquet, Ar. Superior, Ar. Duluth.

*Stop on Signal. a Lunch. b Except Sunday. c Stop on flag Sundays. d Stop on flag Saturdays. e Trains 103 and 104 will not carry passengers locally between St. Paul or Minneapolis and Wyoming. x 10:45 Saturday and Sunday.

BETWEEN MINNEAPOLIS, ST. PAUL AND BALD EAGLE, LINDSTROM, CENTER CITY, AND TAYLORS FALLS.

Table with columns: Read Down, Read Up, STATIONS, D'y, Ex. Sun., Sa., Su., P.M., P.M., A.M., A.M. Includes stations like Minneapolis, St. Paul, Stillwater, White Bear, Bald Eagle, Forest Lake, Wyoming, Chisago City, Lindstrom, Center City, Ar. Taylors Falls.

*Stop on Signal. x 10:45 Sat. and Sun. a Sat. and Sun. only. b Except Sun.

MINNESOTA & INTERNATIONAL RY. CO.

Table with columns: D'y, Ex. Sun., Mils., STATIONS, Daily Ex. Sun. Includes stations like Brainerd, Pine River, Walker, Ar. Bemidji, Turtle River, Blackduck, Kellther, Ar. Northome.

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

Table with columns: RED RIVER BRANCH, STATIONS, Mixed Daily, Ex. Sun., No. 7 Daily, Mils., No. 8 Daily, Mixed Daily, Ex. Sun. Includes stations like St. Paul, Minneapolis, Ashland, Duluth, Grand Forks, Winnipeg.

CANADIAN NORTHERN RAILWAY.

Table with columns: Daily, Mils., STATIONS, Daily. Includes stations like Emerson, Morris, Winnipeg, Brandon, W. Morris, Ex. Land, Ar. Belmont, Ar. Sault Ste. Marie, Ar. Rainy, Ar. Bemidji, Ar. Bemont, Ar. Wadena, Ar. Brandon.

MAIN LINE - EAST

Table with columns: Daily, Mils., STATIONS, Daily. Includes stations like Winnipeg, Warroad, Rainy River, Emo, Fort Frances, Nine Centre, Atokan, Ar. Port Arthur.

MAIN LINE - WEST

Table with columns: Daily, Mils., STATIONS, Daily. Includes stations like Winnipeg, Caribou, P. A. Prairie, Carberry, Neepawa, Gladstone, Dauphin, Grand View, Canora, Ar. Humboldt, Ar. Wadena, Ar. Bemont, Ar. Brandon.

PRINCE ALBERT BRANCH.

Table with columns: Mon., Thur., Wed., Fri., Mils., STATIONS, Mon., Thur., Fri., Mon. Includes stations like Dauphin, Ar. Winnipegosis, Swan River, Erwood, Melfort.

YELLOWSTONE PARK BRANCH.

Table with columns: Pass. Daily, Mils., STATIONS, Pass. Daily. Includes stations like Livingston, Brisbin, Chicory, Emigrant, Electric, Gardner.

DEVIL'S LAKE BRANCH.

Table with columns: Mixed Mo. Wed. and Fri., Pass. Ex. Sun., Mils., STATIONS, Mixed Ex. Sun., Tu., Thu. and Sat. Includes stations like Jamestown, Parkhurst, Buchanan, Pinegre, Melville, Ar. Carrington, Sykeston, Bowden, Goodrich, Ar. Denhoff, New Rockford, Sheyenne, Oberon, Minnewaukan, Leeds.

JAMES RIV. & OAKES BRANCHES

Table with columns: Mixed Ex. Sun., Mils., STATIONS, Mixed Ex. Sun. Includes stations like Jamestown, Montpeller, Adrian, Dickey, Grand Rapids, La Moure, Oakes Junction, Glover, Ar. Oakes.

OBERON BRANCH.

Table with columns: Mixed Tu., Thu. and Sat., STATIONS, Mixed Tu., Thu. and Sat. Includes stations like Oberon, Maddock, Rhodes.

On Mondays, Wednesdays and Fridays Train No. 128 on the Casselton Branch will connect at Casselton with Train No. 4, instead of No. 8, and on Tuesdays, Thursdays, and Saturdays Train No. 128 will connect with Train No. 8.

COOPERSTOWN BRANCH.

Table with columns: Mixed Ex. Sun., Mils., STATIONS, Mixed Ex. Sun. Includes stations like Sanborn, Dazy, Hannahford, Cooperstown, Jessie, Ar. McHenry.

CASSELTON BRANCH.

Table with columns: Mixed Ex. Sun., Mils., STATIONS, Mixed Ex. Sun. Includes stations like Casselton, Embden, Lucia, Kathryn, Lithville, Ar. Marion.

CLARK'S FORK BRANCH.

Table with columns: Mixed Tu., Thu. and Sat., Mils., STATIONS, Mixed Tu., Thu. and Sat. Includes stations like Billings, Laurel, Slesha, Fromberg, Bridger.

ROCKY FORK BRANCH.

Table with columns: Mixed Pass. Daily, Mils., STATIONS, Mixed Pass. Daily. Includes stations like Billings, Laurel, Wisley, Carbon, Merritt, Ar. Red Lodge.

BUTTE LINE, RUBY VALLEY, AND RED BLUFF AND PONY BRANCHES.

Table with columns: Mxd. Ex. Sun., Daily, No. 5, No. 1, Mils., STATIONS, No. 2, No. 6, Daily, Mxd. Ex. Sun. Includes stations like Logan, Three Forks, Sappington, Harrison, Pony, Norris, Whitehall, Waterloo, Twin Bridges, Ar. Pine, Foxstone, Horrocks, Ar. Butte, Deer Lodge, Ar. Garrison.



Yellowstone National Park Route



GREATLY REDUCED RATES

TO

PORTLAND, OREGON

ACCOUNT

LEWIS AND CLARK EXPOSITION

June 1 to October 15, 1905,

VIA THE

NORTHERN PACIFIC RAILWAY

Yellowstone National Park Tour

EN ROUTE AT A

VERY SLIGHT ADDITIONAL EXPENSE

USE THE "NORTH COAST LIMITED"



Yellowstone National Park Route



HUNTER'S HOT SPRINGS

In the Foothills of the Crazy Mountains, near Springdale, Mont., on N. P. Ry., 2,000 gallons of water per minute, at a temperature of from 148° to 168° Fahrenheit.

Good for Rheumatism, Neuralgia, Lumbago, Sciatica, Dropsy, Dyspepsia, All Stomach, Liver, and Kidney Troubles, and are especially noted for the cure of all Skin and Blood diseases. A physician and attendants at hand

The Springs are 4,000 feet above sea-level, and 140 feet above the Yellowstone River, one and a half miles distant. Hotels, cottages, and bath houses have accommodations for 100 guests. A large stone building contains a swimming pool 40 x 60 feet.

Excellent Hunting in Season and good Trout Fishing in the Yellowstone River and neighboring creeks

Carriages meet all trains at Springdale.

Rate, \$2.50 per day, \$15 per week, including baths.

Round-trip tickets to Springdale are on sale at all Northern Pacific points. Communications addressed to A. M. CLELAND, G. P. A., Northern Pacific Ry., St. Paul, Minn., or to J. E. McCormick, Proprietor, Hunter's Hot Springs, Mont., will receive prompt attention.

THE WHITE PASS AND YUKON ROUTE

Alaska, Klondike, and Atlin Excursions

The chances are you will never find a more opportune time to visit the shores of Southeastern Alaska, the world famous Klondike and the beautiful lake country of Atlin, than during this coming summer. Very low rates will be in effect over the Northern Pacific Ry. on account of the Portland Exposition, to Seattle, Portland, etc. These rates in connection with the special excursion rates offered by the White Pass & Yukon Route from June 10th to August 15th from Seattle or Vancouver to Dawson City (in the Klondike), and Atlin will enable you to visit this far-famed Northland at a considerable reduction from the regular fare.

Those who cannot afford the time necessary to make the trip to Dawson will find the special tour (all expenses included) of Southeastern Alaska and the Atlin country an excursion that is decidedly out of the ordinary and as enjoyable as it is interesting. The tour will occupy about 12 days and parties will be limited to 25 each, thus affording each member of the party the maximum amount of room and comfort.

The White Pass & Yukon Route Regular Service

The modern, staunch ocean steamers of the Pacific Coast S. S. Co., the Alaska S. S. Co., the Humboldt S. S. Co., and the Canadian Pacific Ry. Co. leave Seattle, Tacoma, Vancouver or Victoria every few days, and during the summer season about every other day for Skaguay. All of these steamers are first class in every respect, affording passengers the best of accommodations, splendid service and excellent meals. The route followed is through the land-locked sea parallel with the shores of British Columbia and Southeastern Alaska. At Skaguay connection is made with the White Pass & Yukon Route trains leaving daily (except Sunday), for Caribou and White Horse. During the season of navigation, from June 1st to about October 15th, connection is made at Caribou and at White Horse for Atlin and Dawson respectively with the modern up-to-date lake and river steamers of the White Pass and Yukon Route. The comfortable, roomy staterooms and the excellent meals served are two special features of the service given on these steamers. During the season navigation is discontinued The White Pass & Yukon Route Royal Mail Stages are operated between White Horse and Dawson, giving a tri-weekly service.

At Dawson connections are made with all steamers plying on the lower Yukon River for Forty Mile, Eagle (Fort Egbert), Rampart, Tanana (Fort Gibbon), Chena, Fairbanks, the Kuyukuk, St. Michaels, Nome, and all other points in Alaska contiguous to the Yukon River.

The Tanana District

The quickest and most comfortable way to reach Chena and Fairbanks, and other points in this new, rich gold mining district in Alaska, and the Only Way to reach these points early and late in the season is via the White Pass & Yukon Route. Through tickets are sold from Seattle and through bills of lading issued.

Information

Information regarding special excursion rates, illustrated booklet, folder, etc., can be had from any of the representatives of the passenger department of the Northern Pacific Ry., shown in this folder, or from

M. J. B. WHITE, G. F. & P. A. Mackinnon Bldg., VANCOUVER, B. C.
HERMAN WEIG, G. A. Chamber of Commerce Bldg., CHICAGO.
I. W. DUDLEY, G. A. Colman Bldg., SEATTLE, Wash.

Partial List of Publications

Supplied by the Passenger Department, Northern Pacific Railway

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

WONDERLAND 1905—

An annual publication, beautifully illustrated in color and half-tone. This number treats particularly of the Lewis and Clark Exposition, Yellowstone Park, and various outing spots and historical facts relating to the Northwest.

Send Six Cents.

ATLAS OF THE NORTHWEST—

A new Atlas of the Northwestern, Western and Middle Western states, with maps of the island possessions, Japan, China, United States, and the World. It treats of boundaries, history, population, statistics, school population, state institutions, families, farms, manufactures, railway mileage, post offices, minerals, and state governments of each commonwealth comprised in the region named. A mine of valuable information.

Send One Dollar.

LEWIS AND CLARK EXPOSITION BOOKLET—

A profusely illustrated booklet, descriptive of the Lewis and Clark Centennial Exposition, to be held at Portland, Ore., June 1 to October 15, 1905, and of the events which are to be commemorated. It contains maps, directory of the grounds, etc.

Send Four Cents.

MINIATURE WONDERLAND—

A neat and dainty publication containing a complete history of the Northern Pacific Trade-mark. The artistic covers of the Wonderland, 1901, are used in miniature.

Send Four Cents.

YELLOWSTONE PARK FOLDER—

A new and complete folder in book form with maps and illustrations, giving full details of the trip through Yellowstone Park, including rates, hotel and transportation facilities, and all important items of information.

Send Two Cents.

PANORAMIC YELLOWSTONE PARK PICTURE—

The Northern Pacific can now supply a large Panoramic Picture 32 inches long by 48 inches wide, and done in fifteen colors. It shows the topography of the Park, the location of the hotels, geyser basins, canyons, roads, lakes, and all features of the Park. It gives a connected idea of the region and is a valuable picture and map combined. Framed it is ornamental as well as useful.

Send Thirty-five Cents.

WILD FLOWERS FROM YELLOWSTONE—

A book of pressed wild flowers from Yellowstone Park, showing the flowers in their natural colors. This is a dainty and beautiful souvenir—has twelve specimens of flowers, six full-page illustrations of Park scenery, and a brief description of the Park. Finest thing of the sort printed.

Send Fifty Cents.

CLIMBING MOUNT RAINIER—

An illustrated, pocket-size book, in strong, flexible covers, descriptive of an ascent of the highest peak in the United States—outside of Alaska—of a glacial nature. Mount Rainier is nearly 15,000 feet high and covered with ice.

Send Twenty-five Cents.

EASTWARD THROUGH THE STORIES NORTHWEST—

A thirty-page elegantly illustrated brochure in covers very artistic in design and coloring. It describes all that is of historic and scenic interest in the journey eastward from California over the Shasta-Northern Pacific-Route via Portland, Puget Sound, Seattle, Tacoma, Yellowstone Park, Badlands, Minneapolis, and St. Paul.

Send Four Cents.

MINNESOTA LAKES—

A fifty-page brochure, descriptive of the beautiful Minnesota Lake Park region and containing specific information with reference to hunting and fishing, hotel accommodations, etc., in this section. Has elegant cover in colors, and is profusely and handsomely illustrated.

Free.

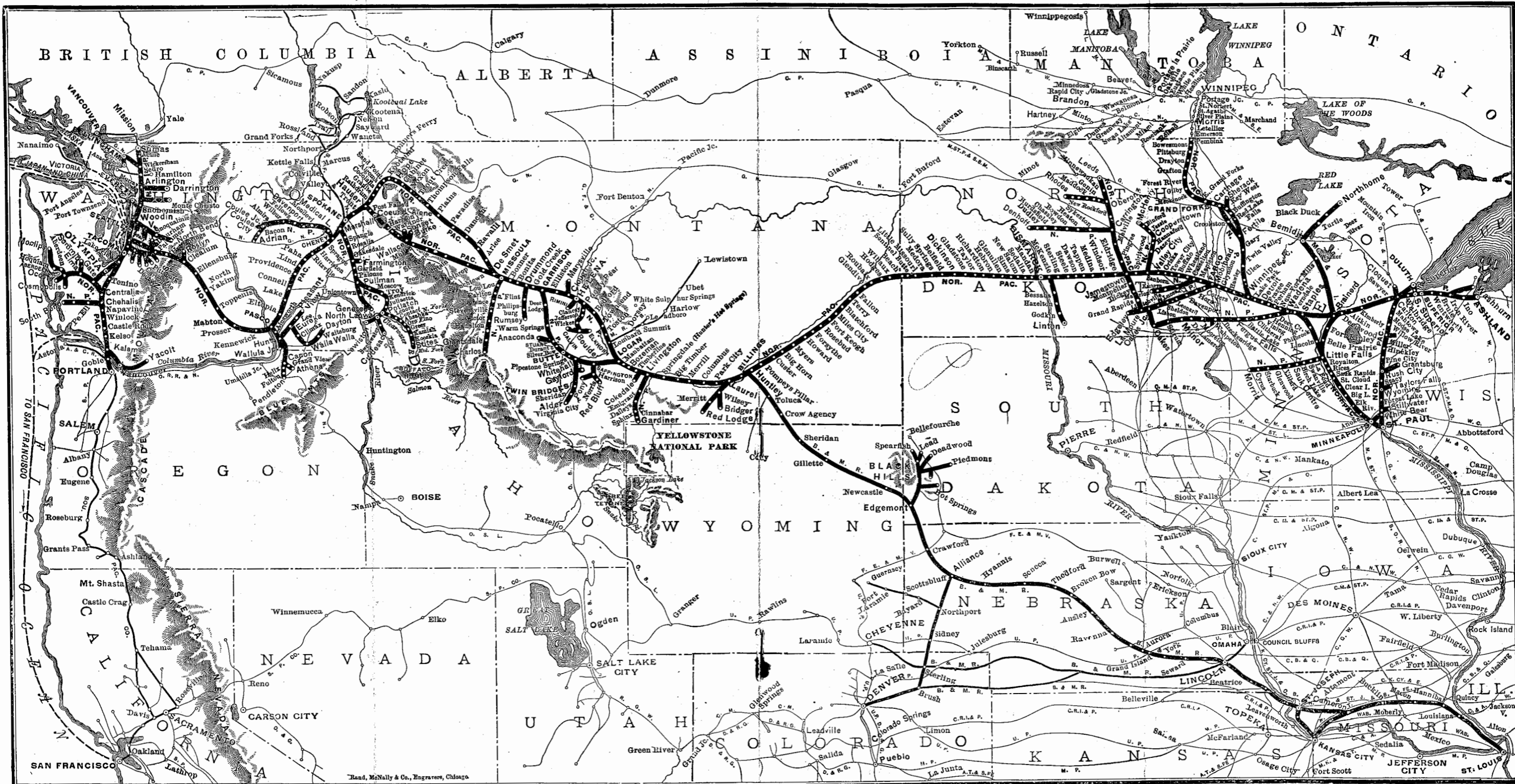
MAP FOLDER—

A general folder with map of the NORTHERN PACIFIC RAILWAY, giving much general information, time-tables, elevations of towns, etc.

Free.

In sending for these write the address carefully.

A. M. CLELAND, GEN'L PASS'R AGENT, ST. PAUL, MINN



Rand, McNally & Co., Engravers, Chicago

TO TICKET AGENTS:—The St. Paul & Duluth R. R., "Duluth Short Line," has been purchased by the Northern Pacific Railway. Issue tickets over the Northern Pacific Railway via "Duluth Short Line," to all St. Paul and Duluth points.

On Your Way West

STOP OFF AT

St. Paul and Minneapolis

See Minnehaha Falls, immortalized by Longfellow; the old tower at Fort Snelling, built in 1820; the beautiful public parks and near-by lake resorts. Best of street car and rail service to all points.

Minnesota Lake Park Region

"Here, O weary traveler, whether east-bound or en route to the marvelous land of the West, stop for the nonce. Break away out into the breezy freshness of God's ice-built hills; breathe the invigorating air Minnesotans breathe; forget for awhile the rushing, surging throngs of humanity in town and city; rest, meditate, commune with Nature and its Maker."

This is one of the most beautiful spots in the United States. It contains ten thousand lakes, and is an immense natural park of great scenic charm, delightful climate, and with much of the interesting romance of Indian life and love connected with it. There is no better fishing preserve anywhere. The shooting is good. The Northern Pacific Railway runs four trains daily, except Sunday, and three trains on Sunday, over its line traversing this region.

Pyramid Park (Bad Lands), N. D.

A part of the West where Nature's grotesque handiwork is to be seen in vivid, fantastic, and unique forms. The soft rock of this section has been washed, carved, and sculptured into most graceful and symmetrical shapes. Theodore Roosevelt said of this region in his book, "Hunting Trips of a Ranchman": "Isolated columns shoot up into the air, bearing on their summits flat rocks like tables; square buttes tower high above surrounding depressions which are so cut up by twisting gullies and low ridges as to be almost impassable; shelving masses of sandstone jut out over the sides of the cliffs; some of the ridges, with perfectly perpendicular sides, are so worn away that they stand up like gigantic knife blades; and gulches, washouts, and canyons dig out the sides of each butte, while between them are thrust out long spurs, with sharp, ragged tops."

There are two sections of this park, the centers of which are Medora, N. D., and Glendive, Mont. The "Pacific Express" and the "Twin City Express" pass through the Pyramid Park in daylight.

Yellowstone Park

By common consent the term Wonderland has been given to the marvelous region of which the Yellowstone National Park is the center and life. This name is neither a far-fetched nor an exaggerated one. John Muir, whose knowledge of all our great, wild parks probably exceeds that of any other man, well says, in "Our National Parks":

"Here, too, are hills of sparkling crystals, hills of sulphur, hills of glass, hills of cinders and ashes, mountains of every style of architecture, icy or forested, mountains covered with honey-bloom sweet as Hymettus, mountains boiled soft like potatoes and colored like a sunset sky. 'A' that and 'a' that, and twice as muckle's a' that, Nature has on show in the Yellowstone Park. Therefore it is called Wonderland, and thousands of tourists and travelers stream into it every summer, and wander about in it enchanted."

Pullman sleeping cars are run direct to the official entrance at Gardiner, via Northern Pacific Railway.

North Pacific Coast

Scenically, the North Pacific Coast country is the peer of any in the world, and in many respects surpasses any other. The heavy forests of the Cascades, almost semi-tropical in character, reach up to glacial peaks that form the most wonderful mountain visions the eye of man ever saw. The gorge of the Columbia River exceeds that of the Hudson or the Upper Mississippi in beauty and grandeur. The Puget Sound, encompassed by mountains, is an inland sea, wondrous to behold, and, in connection with the Alaskan archipelago, is perhaps the most remarkable body of water of its class on the globe.

Hunting, fishing, sight-seeing, health-seeking, travel, education can all be found or pursued in this land of wonderful present accomplishments and magnificent future possibilities that once rang with the changes on "Fifty-four-forty or fight."



Yellowstone National Park Route



EXCURSION RATES

To Montana and Eastern Washington Points and Eastern British Columbia.

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

To Billings, Mont., going via N. P. Ry., returning same route or via B. & M. R. direct to the Missouri River.....	\$45.00
To Springdale Mont. (Hunter's Hot Springs), going via N. P. Ry., returning same route or via Billings direct to the Missouri River.....	50.80
To Livingston, Mont., going via N. P. Ry., returning same route or via Billings direct to the Missouri River.....	51.90
To Bozeman, Mont. (Ferris Hot Springs), going via N. P. Ry., returning same route or via Billings direct to the Missouri River.....	53.40
To Helena, Mont., going via N. P. Ry., returning same route or via Great Northern Ry., or via Billings (either direct or via Denver) to the Missouri River.....	60.00
To Butte or Anaconda, Mont., going via N. P. Ry., returning same route or via Great Northern Ry., or via Billings (either direct or via Denver) to the Missouri River.....	60.00
To Butte, Mont., going via N. P. Ry., returning via O. S. L. and U. P. Ry. to the Missouri River or direct via Sioux City to St. Paul, or via O. S. L., Ogden and Denver to Missouri River.....	70.00
To Missoula, Mont., going via N. P. Ry., returning same route or via Billings (either direct or via Denver) to the Missouri River.....	62.50
To Spokane, Wash., going via N. P. Ry., returning same route or via Great Northern Ry., or via Huntington, Council Bluffs or Sioux City to St. Paul, or via Huntington or Billings (either direct or via Denver) to the Missouri River.....	75.00
To Medical Lake, Wash., going via N. P. Ry., returning same route or via Billings (either direct or via Denver) to the Missouri River.....	75.00
To Coulee City, Wash., going via N. P. Ry., returning same route or via Billings (either direct or via Denver) to the Missouri River.....	75.00
To Pasco, Wash., going via N. P. Ry., returning same route or via Billings (either direct or via Denver) to the Missouri River.....	75.00
To Kennewick, Wash., going via N. P. Ry., returning same route or via Billings (either direct or via Denver) to the Missouri River.....	75.00
To Toppenish, Wash., going via N. P. Ry., returning same route or via Billings (either direct or via Denver) to the Missouri River.....	75.00
To North Yakima, Wash., going via N. P. Ry., returning same route or via Billings (either direct or via Denver) to the Missouri River.....	75.00
To Ellensburg, Wash., going via N. P. Ry., returning same route or via Billings (either direct or via Denver) to the Missouri River.....	77.50
To Walla Walla, Wash., and return, going N. P. Ry. and W. & C. R. Ry., returning same route or O. R. & N. R. R. and G. N. Ry. to St. Paul, or via Billings (either direct or via Denver) to the Missouri River.....	75.00
To Nelson or Trail, B. C., going via N. P. Ry., returning same route or via Great Northern; or via Huntington, Council Bluffs or Sioux City to St. Paul; or via Billings (either direct or via Denver) or Huntington to the Missouri River.....	75.00
To Rossland, B. C., and return, same routes as to Trail and return.....	75.00
To Ainsworth, B. C., going via N. P. Ry., returning same route; or via Great Northern; or via Huntington, Council Bluffs or Sioux City to St. Paul; or via Billings (either direct or via Denver) or Huntington to the Missouri River.....	75.00
To Sandon, B. C., and return. Side trip from Kaslo to Sandon and return.....	4.10

Tickets are of iron-clad signature form and require identification of purchaser at return starting point. Limits on Billings and Springdale tickets going 30 days, returning 10 days, final limit 49 days; on tickets to Livingston, going 30 days, returning 30 days, final limit 60 days; on tickets to other points, going 40 days, returning 40 days, final limit 90 days.

Stop-overs granted (upon application to conductor) at any point within limit of tickets which permit of stop-over, except that no stop-over will be allowed between Sioux City and St. Paul, nor on the B. & M. R. R. on tickets to destinations in Montana. Above rates subject to change without notice other than that required by law.

EAST-BOUND EXCURSION RATES

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

Round-Trip Excursion Tickets good nine months, limited to ninety days going, passage good to return at any time within final limit, are on sale at above points at the rates and via the routes named below.

To St. Paul, returning via Northern Pacific, Soo-Pacific, or Great Northern Lines, or via Sioux City and Huntington direct.....	\$ 90.00
To St. Paul, returning via Council Bluffs and Huntington, or returning via Council Bluffs and Billings (direct or via Denver).....	90.00
To St. Paul, returning via Kansas City and Huntington, or via Kansas City and Billings (direct or via Denver).....	97.90
To St. Paul, returning via Council Bluffs and Ogden, San Francisco, and either Shasta Route or Steamer.....	112.90
To St. Paul, returning via Council Bluffs, Denver, Albuquerque, Mojave, and San Francisco, and thence Shasta Route or Steamer.....	112.90
To St. Paul, returning via Kansas City, Denver, Albuquerque, Mojave, and San Francisco, and either Rail or Steamer.....	112.90
To St. Paul, returning via Kansas City and Deming (not via Denver), Los Angeles, San Francisco, and Shasta Route.....	112.90
To St. Paul and St. Louis, returning via either the Northern Pacific, Soo-Pacific, or Great Northern Lines, or via the Missouri River and Huntington, or via Missouri River and Billings (direct or via Denver).....	102.00
To St. Paul and St. Louis, returning via Ogden and San Francisco, or via Denver, Albuquerque, Mojave, and San Francisco, and either Rail or Steamer.....	117.00
To St. Paul and St. Louis, returning via El Paso or Deming (not via Denver) and Los Angeles, San Francisco, and either Shasta Route or Steamer.....	117.00
To St. Paul and Chicago, returning via Northern Pacific, Soo-Pacific, or Great Northern Lines, or via Council Bluffs or Kansas City and Huntington, or via Missouri River and Billings (direct or via Denver).....	110.00
To St. Paul and Chicago returning via Missouri River, Ogden, San Francisco, and either Shasta Route or Steamer.....	125.00
To St. Paul and Chicago, returning via Missouri River, Denver, Albuquerque, Mojave, San Francisco, and either Shasta Route or Steamer.....	125.00
To St. Paul and Chicago, returning via Kansas City and Deming (not via Denver), Los Angeles, San Francisco, and Shasta Route or Steamer.....	125.00
To St. Paul and Chicago, returning via New Orleans, El Paso, San Francisco, and either Shasta Route or Steamer.....	125.00

Above rates subject to change without notice other than that required by law.

WEST-BOUND NORTH PACIFIC COAST EXCURSION RATES.

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

To Tacoma, Seattle, Everett, or Bellingham, Wash., going via N. P. Ry., returning same route, or via Billings (either direct or via Denver) to the Missouri River, or via Great Northern or Soo-Pacific to St. Paul, Minneapolis, or Duluth, or via Canadian Pacific to Winnipeg or Port Arthur.....	\$ 90.00
To Portland, Ore., going via N. P. Ry., returning same route, or via Great Northern or Soo-Pacific lines to St. Paul or Minneapolis, or via Canadian Pacific to Winnipeg or Port Arthur, or via Billings (either direct or via Denver) to the Missouri River, or via O. R. & N. and Huntington to the Missouri River, or via Council Bluffs or Sioux City to St. Paul.....	90.00
To Victoria, B. C., going via N. P. Ry., Tacoma, Seattle, and steamer, returning same route, or via Great Northern Ry. or Soo-Pacific line to St. Paul or Minneapolis, or via Canadian Pacific to Winnipeg or Port Arthur, or via Billings (either direct or via Denver) to the Missouri River.....	90.00
To Vancouver, B. C., going via N. P. Ry. and Victoria, or via Seattle and rail, returning either route to St. Paul, Minneapolis, or Duluth, or via Billings (either direct or via Denver) to the Missouri River, or returning all rail via Great Northern to St. Paul, Minneapolis, or Duluth; or going via Seattle and rail and returning via Soo-Pacific to St. Paul or Minneapolis, or via Canadian Pacific to Winnipeg or Port Arthur.....	90.00

Above rates subject to change without notice other than that required by law.

WEST-BOUND CALIFORNIA EXCURSION RATES.

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

To San Francisco, going via Portland and Shasta Route or steamer, or via Tacoma or Seattle and steamer, returning via any authorized direct route to Missouri River, Mineola, or Houston.....	\$105.00
To San Francisco, going via Portland and Shasta Route or steamer, or via Tacoma or Seattle and steamer returning via any authorized direct route to Missouri River, thence to St. Paul.....	112.50
To San Francisco, going via Portland and Shasta Route or steamer, or via Tacoma or Seattle and steamer, returning via either rail or steamer to Portland, or via steamer to Tacoma or Seattle, thence via the Northern Pacific Railway to St. Paul, Minneapolis, or Duluth, or via Billings (either direct or via Denver) to the Missouri River.....	105.00
To San Francisco, going via Portland and Shasta Route or steamer, or via Tacoma or Seattle and steamer, returning via rail or steamer to Portland, thence via Huntington to Missouri River, or via Great Northern or Soo-Pacific to St. Paul, Minneapolis, or Duluth, or returning via steamer to Seattle, and the Great Northern or Soo-Pacific line to St. Paul, Minneapolis, or Duluth.....	105.00
To San Francisco, going via Portland and Shasta Route or steamer, or via Tacoma or Seattle and steamer, returning via authorized direct routes to St. Louis, Cairo, Memphis, or New Orleans.....	111.00
To Los Angeles, going via Portland and Shasta Route, returning via Ogden to Missouri River.....	114.50
To Los Angeles, going via Portland and Shasta Route, returning via Ogden to Missouri River, thence to St. Paul.....	122.00
To Los Angeles, going via Portland and Shasta Route, returning same route to Portland, thence via the Northern Pacific Railway to St. Paul, Minneapolis, or Duluth, or via Billings (either direct or via Denver) to the Missouri River.....	124.00
To Los Angeles, going via Portland and Shasta Route, returning same route to Portland, thence via Huntington to Missouri River, or via Great Northern or Soo-Pacific to St. Paul, Minneapolis, or Duluth.....	124.00
San Diego, going via Portland and rail, returning via San Francisco and Ogden to the Missouri River.....	121.00
To San Diego, going via Portland and Shasta Route, returning via Ogden and San Francisco to Missouri River, thence to St. Paul.....	128.50
To San Diego, going via Portland and Shasta Route, returning same route to Portland, thence via the Northern Pacific Railway, Soo-Pacific, or Great Northern Line to St. Paul, Minneapolis, or Duluth, or via Huntington to the Missouri River, or via Billings (either direct or via Denver) to the Missouri River.....	130.50

Above rates subject to change without notice other than that required by law.

LIMITS.

All above excursion tickets will bear final limit of nine months from date of sale; good going passage, ninety (90) days to first Washington point en route, thence good going and returning any time within final limit. Stop-overs allowed in both directions (upon application to conductor).



Yellowstone National Park Route



IMPORTANT GEOGRAPHICAL AND HISTORICAL DATA,
MAIN LINE POINTS.

Northern Pacific Railway.

ST. PAUL DIVISION. CENTRAL TIME.

- St. Paul, Minn.**—Pop., 163,065; miles from Portland, 2,053; elev., 732; head of navigation, on eastern bank of Mississippi River; State capitol building cost \$4,000,000.
- Minneapolis**—Pop., 202,718; miles from St. Paul, 10; elev., 875; miles from Portland, 2,043. At St. Anthony Falls, on west bank of Mississippi River. Large flouring mills. First and second crossings, Mississippi River.
- St. Cloud**—Pop., 8,663; miles from St. Paul, 76; elev., 1,050; miles from Portland, 1,977. State Reformatory, fine granite quarries.
- Little Falls**—Pop., 5,774; miles from St. Paul, 108; elev., 1,134; miles from Portland, 1,945. Junction, Brainerd and Staples loop, Little Falls and Dakota branch. Third crossing Mississippi River.
- Staples**—Pop., 1,504; miles from St. Paul, 167; elev., 1,298; miles from Portland, 1,911; junction, main line from Twin Cities and Ashland-Duluth line.

LAKE SUPERIOR DIVISION. CENTRAL TIME.

- Ashland and Washburn, Wis.**—Pop., Ashland 13,074, Washburn 6,814; elev., Ashland, 658; miles from Ashland to Portland, 2,138. Good harbors on Lake Superior. Large ore docks. Trout fishing.
- Superior**—Pop., 31,091; miles from St. Paul, 150; elev., 608; miles from Portland, 2,054. At head Lake Superior. Very large coal docks.
- Duluth, Minn.**—Pop., 52,969; miles from St. Paul, 152; elev., 608; miles from Portland, 2,059. Head of Lake Superior. Gateway to iron region northward. Magnificent high-school building. Lake trip to Isle Royale.
- Brainerd**—Pop., 7,524; miles from St. Paul, 138; elev., 1,230; miles from Portland, 1,940. Fourth crossing of Mississippi River. N. P. R. Sanatorium located here, also N. P. R. principal shops. Leech Lake country to north on Minnesota & International Ry. Fine fishing and camping.

MINNESOTA DIVISION. CENTRAL TIME.

- Wadena, Minn.**—Pop., 1,520; miles from St. Paul, 159; elev., 1,372; miles from Portland, 1,892. Junction, main line and Fergus Falls branch.
- Detroit**—Pop., 2,660; miles from St. Paul, 204; elev., 1,285; miles from Portland, 1,849. Heart of Lake Park region. Summer resort. Bass, pike, perch, etc.
- Winnipeg Junction**—Elev., 1,205. Junction, main line with Manitoba branch for Crookston, Grand Forks, Grafton, Pembina, and Winnipeg.
- Moorhead, Minn., and Fargo, N. D.**—Pop., 3,730 and 9,589; miles from St. Paul, 249 and 250; elev., 923; miles from Portland, 1,804 and 1,803. Crossing of Red River of the North, and from Minnesota into North Dakota. Junction, Fargo and Southwestern Branch.

DAKOTA DIVISION. CENTRAL TIME.

- Casselton**—Pop., 1,207; miles from St. Paul, 270; elev., 960; miles from Portland, 1,783. In heart of Red River Valley. About three miles east is Dalrymple Station where train passes through the great Dalrymple wheat farm. Junction, Casselton branch.
- Jamestown**—Pop., 2,853; miles from St. Paul, 343; elev., 1,492; miles from Portland, 1,710. Division headquarters. North Dakota Insane Hospital to south. Wheat country. Crossing of James River. Junction, James River and Devil's Lake branches. Wild geese and ducks in country north.
- Bismarck and Mandan**—Pop., 3,319 and 1,800; miles from St. Paul, 445 and 450; elev., 1,692 and 1,667; miles from Portland, 1,608 and 1,603. Bismarck, capital of North Dakota and site of new Fort Lincoln. Lewis and Clark's winter camp 1804-5 was 50 miles north at Fort Mandan. First N. P. R. crossing of Missouri River on steel bridge, costing \$1,000,000. Old Fort Abraham Lincoln, Custer's old home, five miles south of Mandan.

YELLOWSTONE DIVISION. MOUNTAIN TIME (one hour slower than Central time).

- Dickinson**—Pop., 2,076; miles from St. Paul, 560; elev., 2,430; miles from Portland, 1,493. Division headquarters. Grazing country—cattle and sheep.
- Medora**—Pop., 38; miles from St. Paul, 600; elev., 2,290; miles from Portland, 1,453. Heart of Pyramid Park or "Bad Lands" country—very interesting region. Scenes of Marquis de Moers former activities.
- Glendive, Mont.**—Pop., 1,084; miles from St. Paul, 666; elev., 2,091; miles from Portland, 1,337. On south bank of Yellowstone River, now followed to Livingston, 341 miles. Division headquarters. Stock country.
- Miles City and Fort Keogh**—Pop., 2,000; miles from St. Paul, 745; elev., 2,376; miles from Portland, 1,308. On Yellowstone River, south bank, at mouth of Tongue River. Stock country. Keogh is a nine-company post, two miles west of Miles City, across Tongue River.
- Custer**—Just east of Custer, Big Horn River and tunnel are passed.
- Pompey's Pillar**—Miles from St. Paul, 863; miles from Portland, 1,190. Passing track. One mile to north in plain view is Pompey's Pillar, climbed and named by Captain Clark, of Lewis and Clark, in 1806.
- Billings**—Pop., 5,500; miles from St. Paul, 892; elev., 3,139; miles from Portland, 1,161. Junction, "Burlington" system with N. P. R. First N. P. R. crossing of Yellowstone River, just east of Billings. Greatest inland wool depot in the country. Custer's last battlefield fifty miles south on Little Big Horn River. Important irrigation section.

MONTANA DIVISION. MOUNTAIN TIME (one hour slower than Central time).

- Laurel**—Junction, Rocky Fork branch line to Red Lodge, the latter an important coal mining town.
- Merrill**—N. P. R. second crossing of Yellowstone River, just west of station.
- Big Timber**—Pop., 438; miles from St. Paul, 973; elev., 4,095; miles from Portland, 1,080. Crazy Mountains to the north.
- Springdale**—Station for Hunter's Hot Springs, two miles distant. Good for rheumatism, kidney, stomach troubles. See p. 29.



Yellowstone National Park Route



IDAHO DIVISION.

PACIFIC TIME (one hour slower than Mountain time.)

- Trout Creek, Mont.**—1,380 miles from St. Paul; 672 miles from Portland; elev., 2,273.
- Hope, Idaho**—Pop., 316; miles from St. Paul, 1,428; elev., 2,087; miles from Portland, 625. On north shore of Lake Pend d'Oreille, a large lake and more beautiful than Lake George.
- Spokane, Wash.**—Pop., 60,000; miles from St. Paul, 1,512; elev., 1,919; miles from Portland, 541. Division headquarters; junction, Fort Sherman branch for Lake Cœur d'Alene; Palouse and Lewiston; Lewiston and Clearwater Short Line and Washington Central branches, and with Spokane Falls & Northern Ry. Center of fine agricultural region and mining section.
- Pasco and Kennewick**—Pop., 350 and 800; miles from St. Paul, 1,658 and 1,661; elev., 389 and 371; miles from Portland, 395 and 392. First N. P. R. crossing Columbia River; river flowing south. Now entering a region being transformed by irrigation, including the Sunnyside country.
- North Yakima**—Pop., 7,000; miles from St. Paul, 1,748; elev., 1,065; miles from Portland, 305. Heart of Yakima valley—a lesson in irrigation.
- Ellensburg**—Pop., 1,737; miles from St. Paul, 1,785; elev., 1,508; miles from Portland, 268. In the beautiful Kittitas valley. Mt. Adams, 12,250 feet high, in plain view to the south. Tip of Mt. Rainier seen to the west.

PACIFIC DIVISION.

PACIFIC TIME (one hour slower than Mountain time.)

- Clealum**—Junction, Roslyn branch to Roslyn coal fields.
- Stampede Tunnel**—Elev., 2,842 feet; length, 2 miles. Crossing of Cascade Range.
- Hot Springs**—Elev., 1,545. Site of Green River Hot Springs, a well-known bathing and fishing resort. Good hotel, see page 37.
- Palmer**—Elev., 869. Eastern junction, main line via Auburn and line via Buckley.
- Seattle**—Pop., 150,000; miles from St. Paul, 1,913; elev., 24; miles from Portland, 185. On Elliott Bay, Puget Sound. Junction, Pacific and Seattle divisions. Lake Washington view of Mt. Rainier unsurpassed. Olympic Mountains to the west.
- Puyallup**—Pop., 1,884. Western junction, main line and Buckley line; junction, Carbonado, Crocker, Wilkeson, etc., branches.
- Tacoma**—Pop., 70,000; miles from St. Paul, 1,908; elev., 47; miles from Portland, 144. On Commencement Bay, Puget Sound. Division headquarters. Junction, Gray's Harbor branch for Olympia and Gray's Harbor country. High, white mountain to south, seen from Tacoma, is Mt. Rainier, 14,532 feet high.
- Centralia**—Pop., 3,000. Junction, Gray's Harbor branch.
- Chehalis**—Pop., 1,775. Junction, South Bend and Willapa Harbor branch.
- Kalama, Wash., and Goble, Oregon**—Pop., 554 and 46. Second crossing of Columbia River; river here flows northward. Entire train ferried across the Columbia. Soon after leaving Goble, train leaves the Columbia and runs along the west bank of Willamette River; along here glimpses of Mts. St. Helens, Adams, and Hood may be had.
- Portland**—Pop., 90,426; miles from St. Paul, 2,053; elev., 15. On Willamette River, west bank. Mts. Hood, St. Helens, and Rainier are in view from Portland. Junction, Shasta Route, and Astoria, Long Beach, and other seashore resort branch lines.

Livingston—Pop., 5,000; miles from St. Paul, 1,007; elev., 4,510; miles from Portland, 1,046. Division headquarters; junction, Park branch for Yellowstone Park. Snowy mountains and Baldy Peak seen to south; also Gate of the Mountains. Third crossing Yellowstone River. Fine railway station.

Bozeman Tunnel—Elev., 5,565; length, 3,652 feet; first N. P. R. crossing of Rockies; Gallatin range. Captain Clark—Lewis and Clark—used this pass in 1806.

Bozeman—Pop., 3,419; miles from St. Paul, 1,032; elev., 4,773; miles from Portland, 1,021. Head of Gallatin valley. State agricultural college and U. S. fish hatchery located here. Bridger Range, north; Gallatin Range, south. Train follows West Gallatin River to junction with Missouri.

Logan—Pop., 43; miles from St. Paul, 1,057; elev., 4,114; miles from Portland, 996. Junction, Butte and Helena lines. A few miles west of Logan, on the Helena line, is the junction of Gallatin, Madison, and Jefferson rivers—the Three Forks of Lewis and Clark—the head of the Missouri.

Helena—Pop., 10,770; miles from St. Paul, 1,130; elev., 3,955; miles from Portland, 923. State capital. Fort Harrison just west of city—and Broadwater Natatorium here. Trains for Boulder, Elkhorn, and Wickes; Red Mountain, and Marysville branch line points, arrive and depart from Helena. Last Chance gulch, the site of Helena, has produced \$40,000,000 in placer gold.

Mullan Tunnel—Elev., 5,565; length, 3,875 feet. Main divide of Rockies.

Sappington—Junction, Pony and Norris branches.

Whitehall—Pop., 472. Junction, branch to Twin Bridges, Alder, and Virginia City. Pipestone Springs near by.

Butte—Pop., 70,000; miles from St. Paul, 1,128; elev., 5,595; miles from Portland, 923. Railway crosses mountains from Whitehall via Pipestone Pass at elevation of about 6,400 feet. Butte is location of State School of Mines, and is greatest mining town in the world.

Anaconda—Pop., 9,453. Is 26 miles west from Butte and is the site of Amalgamated Co.'s enormous smelters, the Washoe plant alone costing \$5,500,000.

ROCKY MOUNTAIN DIVISION.

MOUNTAIN TIME (one hour slower than Central time.)

Deer Lodge—Pop., 1,324. Site of Montana State penitentiary.

Garrison—Pop., 380; miles from St. Paul, 1,181; elev., 4,344; miles from Portland, 872. Junction, Helena and Butte lines.

Gold Creek—Last spike of N. P. R. driven here, Sept. 8, 1883. First discovery of gold in Montana made here, 1852.

Drummond—Pop., 295. Junction, Phillipsburg branch.

Missoula—Pop., 10,000; miles from St. Paul, 1,255; elev., 3,222; miles from Portland, 798. Montana State University here. Division headquarters and N. P. R. Sanatorium. Junction, Bitter Root branch. Loio Peak seen to south. Fort Missoula, 4 miles south.

De Smet—Junction, Cœur d'Alene branch for Wallace. Burke, Gem, Wardner in heart of Cœur d'Alene mining country.

Evano—Elev., 3,946; third crossing of Rockies; Mission Range; Coriacaan Defile.

Arlee—Flathead Reservation; agency buildings seen east of station at base of mountains. Tepees and Indians.

Ravalli—St. Ignatius Mission, a noted Flathead Indian school and mission, five miles north. Stage in summer to Flathead Lake.

Dixon—Mission Range seen to the north.



Yellowstone National Park Route



PULLMAN STANDARD SLEEPING CAR RATES.

Between St. Paul or Minneapolis and	Double Berth.	Section.	Drawing Room.	Between St. Paul or Minneapolis and	Double Berth.	Section.	State Room.	Draw'g Room.
Brainerd.....	\$1.50	\$3.00	\$6.00	Livingston.....	\$6.50	\$13.00	\$18.50	\$24.00
Duluth.....	1.50	3.00	6.00	Bozeman.....	6.50	13.00	18.50	24.00
Superior.....	1.50	3.00	6.00	Helena.....	7.00	14.00	20.00	26.00
Fergus Falls.....	1.50	3.00	6.00	Butte.....	7.00	14.00	20.00	26.00
Wahpeton.....	1.50	3.00	6.00	Missoula.....	8.00	16.00	22.50	30.00
Grand Forks.....	2.00	4.00	7.00	Spokane.....	9.50	19.00	27.00	36.00
Grafton.....	2.50	5.00	8.00	Pasco.....	10.50	21.00	29.50	40.00
Winnipeg.....	3.00	6.00	10.00	Ellensburg.....	11.50	23.00	32.50	44.00
Fargo.....	3.00	6.00	10.00	Tacoma.....	12.00	24.00	34.00	46.00
Jamestown.....	2.50	5.00	9.00	Seattle.....	12.00	24.00	34.00	46.00
Bismarck.....	3.00	6.00	10.00	Portland.....	12.00	24.00	34.00	46.00
Miles City.....	6.00	12.00	18.00	San Francisco.....	13.50	27.00	38.00	52.00
Billings.....	6.00	12.00	22.00	Los Angeles.....	13.50	27.00	38.00	52.00

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

BETWEEN PORTLAND AND	Double Berth.	Section.	Drawing Room.
Albany.....	\$1.50	\$ 3.00	\$ 6.00
Eugene.....	2.00	4.00	7.00
Ashland.....	2.50	5.00	9.00
Sacramento.....	4.50	9.00	16.00
San Francisco.....	5.00	10.00	18.00

PULLMAN TOURIST SLEEPING CARS

DOUBLE DAILY SERVICE BETWEEN

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

These cars, as operated by the Pullman Company, are leather upholstered, fitted up complete with mattresses, pillows, blankets, clean bed linen, curtains, cooking ranges, and carpets in the aisles. The toilet rooms are fitted with washstands, 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.....	\$3.25	Cheney.....	\$4.75	Seattle.....	\$6.00
Bozeman.....	3.25	Sprague.....	5.00	Tacoma.....	6.00
Helena.....	3.50	Portland.....	5.00	Yakima.....	6.00
Butte.....	3.50	North Yakima.....	5.50	San Francisco.....	6.75
Missoula.....	4.00	Ellensburg.....	5.75	Los Angeles.....	6.75
Spokane.....	4.75				

SUBJECT TO CHANGE WITHOUT NOTICE.

NORTHERN PACIFIC DINING CARS

Are run on all transcontinental trains; they are attached to west bound trains at St. Paul and to east bound trains at Portland and continue in the train constantly to the opposite terminus. No matter what delays may occur, when the meal hour arrives the dining car is always ready. This is a very decided advantage to the passenger over the old plan of having the dining car in the train only for sufficient time each day to serve meals, inasmuch as any delay to the train may entail corresponding delay in reaching the dining car. Breakfast and luncheon are served "a la carte"; a table d'hote dinner is served at uniform charge of one dollar on through trains between St. Paul and Portland. On trains 5 and 6 between Billings and Seattle, and trains 7 and 8 between Seattle and Portland, all meals are served "a la carte." On the Manitoba Division all meals served "a la carte."



A Home on the Kennewick Canal in the Yakima Valley.

IRRIGATION MEANS WEALTH

and it is to be seen at its best in the valleys along the

Northern Pacific

AT

Forsythe and Billings on the Yellowstone River, Miles City on the Tongue River, the Gallatin Valley, Missoula, The Bitter Root Valley in Montana, Vineland on the Snake River at Lewiston Idaho, The Spokane Flats, and The Yakima Valley in Washington.

Land with water rights can be purchased under the ditch at all the above localities, and by means of irrigation the naturally fertile soil can be made to produce bountiful and never-failing crops. Good markets are easily accessible. There is no other proposition that offers as much certainty of securing large and sure returns from the investment of a reasonable amount of labor and money.

For more detailed information about any of the propositions

Write to **C. W. MOTT**
General Emigration Agent, N. P. Ry.
ST. PAUL, MINN.



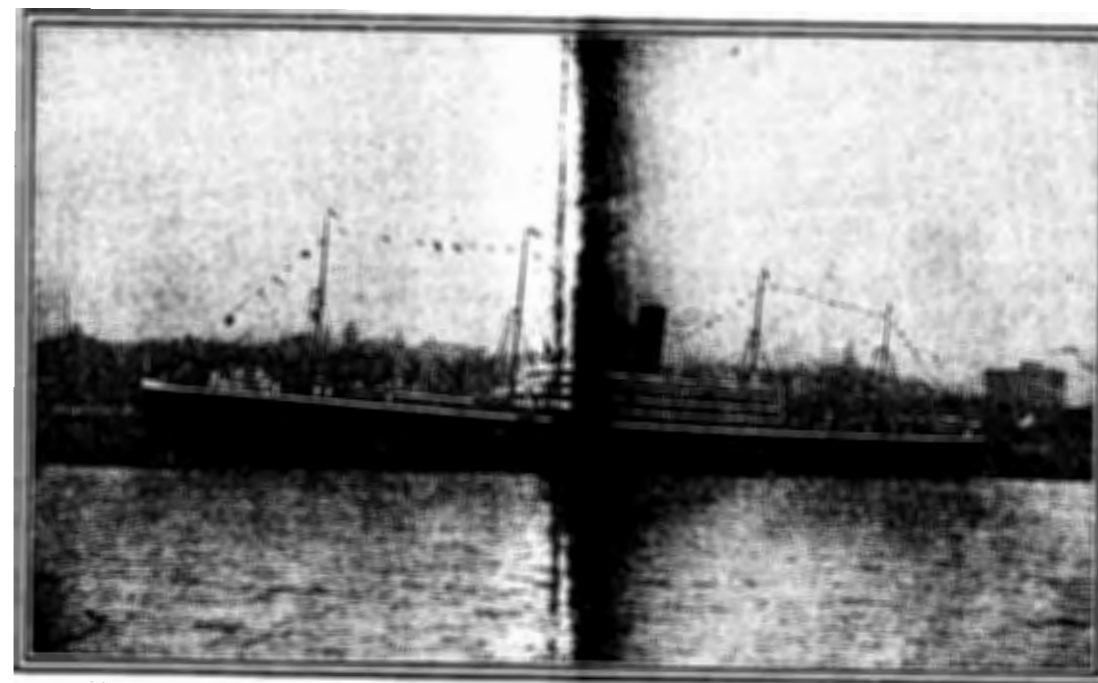
Yellowstone National Park Route



Great Northern Steamship Co.

OPERATING THE TWIN-SCREW STEAMSHIPS

"MINNESOTA" and "DAKOTA"



The new twin-screw steamships "Minnesota" and "Dakota," of the Great Northern Steamship Company, typify the highest achievements in American ship-building. Broad decks and large staterooms, superior service, and every convenience known to modern ship-building insure the full enjoyment of a Pacific voyage. Two hundred fifty first-class, 68 intermediate, and 1,500 troops or Asiatic steerage passengers, besides a crew of 250, may be accommodated on each of these great vessels, which are 630 feet in length, 73 feet 6 inches beam, and 56 feet in depth from keel to upper deck amidships, the total depth from the upper navigating bridge to the keel being 88 feet 4 inches. Their passenger accommodations are unequaled on the Pacific and take first rank with the great Atlantic liners. All "FIRST-CLASS" passengers are berthed amidships, the "INTERMEDIATE" are on the main deck forward, and the "STEERAGE" are berthed on the same deck aft. The public rooms, staterooms, and hallways are all mechanically ventilated with filtered hot and cold air. These vessels are fitted with luxurious staterooms, libraries, music and smoking rooms and also an up-to-date steam laundry. The appointments of these vessels throughout are such as to fully provide for the comfort, safety, and health of passengers under all conditions. Nine decks serve to meet the requirements of passengers, crew, and cargo. The ships have thirty-two water-tight compartments and are fitted with bilge keels to insure steadiness from the motion of the sea.

NOTE—The "Dakota" will start on her maiden trip about the first week in July. For further information call on or address any ticket agent or representative of the Northern Pacific Railway, or

GEORGE SUTHERLAND, General Traffic Manager,

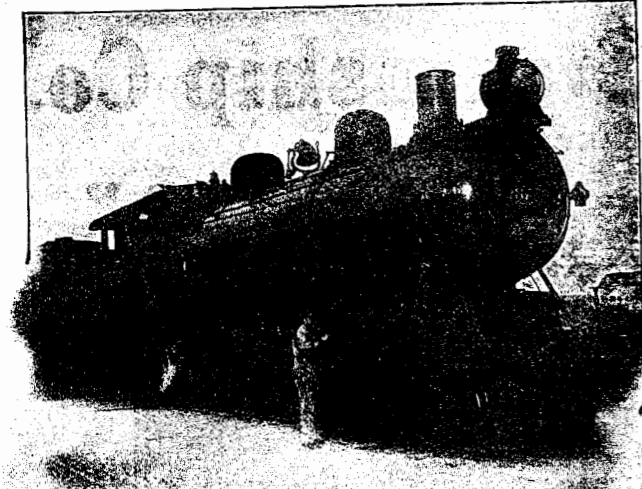
W. W. KING, General Passenger Agent,

GREAT NORTHERN STEAMSHIP CO.,

404 Burke Building, SEATTLE, WASH.



Yellowstone National Park Route



THE "NORTH COAST LIMITED" Runs Every Day in the Year

And leaves St. Paul at 10.15, Minneapolis at 10.45 a. m., after arrival of trains from Chicago, St. Louis, Omaha, Kansas City, etc.

The entire train of eight cars is broad vestibuled, electric lighted—nearly 300 electric lights in it, including two in each section in the Standard Pullman Sleeping Car—steam heated, carries its own through Dining Car, a Tourist and a Standard Pullman Sleeping Car, and an Observation Car, besides the usual equipment of baggage and express, combination Coach and Smoking Car, and a large first-class Day Coach.

The Tourist Sleeping Car and the Observation Car are the particular features of the train. The former has sixteen sections and is beyond doubt the finest car of its kind in use. The lavatory and toilet rooms for both men and women are unusually large and very complete in their arrangements.

The Observation Car on the "North Coast Limited" has charmed everybody. With its fine library and current magazines, bath, roomy barber shop, arrangement for pressing clothes, smoking rooms, ladies' parlor with wicker chairs and plate-glass windows, and the recessed vestibule platform at the rear surrounded with brass railing, it is beyond doubt the finest car of the sort running west of the Missouri or Mississippi rivers. At the forward

end of the car, and adjoining the gentlemen's toilet room, will be found two card and smoking rooms, seven by eight feet, each containing six comfortable, movable chairs and a card table. The buffet, barber shop, bathroom, and ladies' toilet room occupy the center of the car. Immediately next to them is the writing alcove, containing the latest magazines and periodicals; also a well selected library of 140 volumes. A corridor some forty feet in length, along the side of the car, leads from the front end—the smoking rooms, barber shop, etc., opening on same—to the ladies' parlor, nine by twenty-two feet in size, containing fourteen portable wicker chairs, also other seats, all upholstered in harmony with the green Wilton carpet.

The Observation Car is always at the rear of the train, no private cars being attached to the Limited, and as smoking is not allowed in the ladies' parlor, women may thus thoroughly enjoy this luxurious space while viewing the scenery.

The Dining Car, of Standard Northern Pacific pattern, is equipped with Electric Lights and Electric Fans. Breakfast and luncheon are served a la carte in all our Dining Cars; dinner, table d'hote, at uniform price of \$1.00.

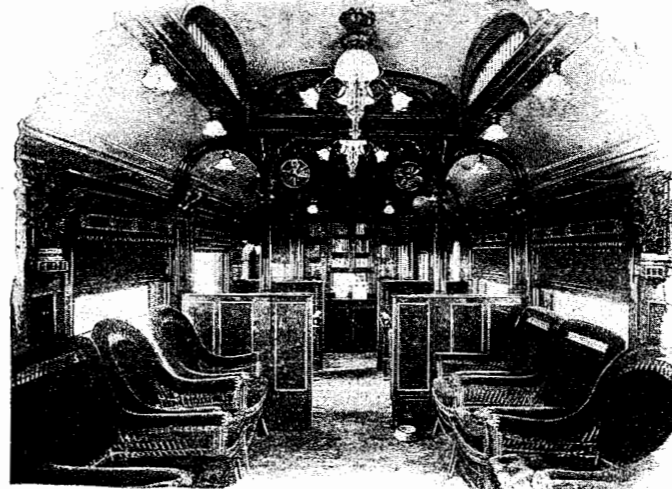
At the rear of the Dining Car will be found new Standard Pullman Sleeping Cars, thoroughly modern and as complete as any similar cars in the country; each section in these Standard Pullmans will, as heretofore, be provided with two berth electric reading lights to be turned on or off at night at will of the passengers.



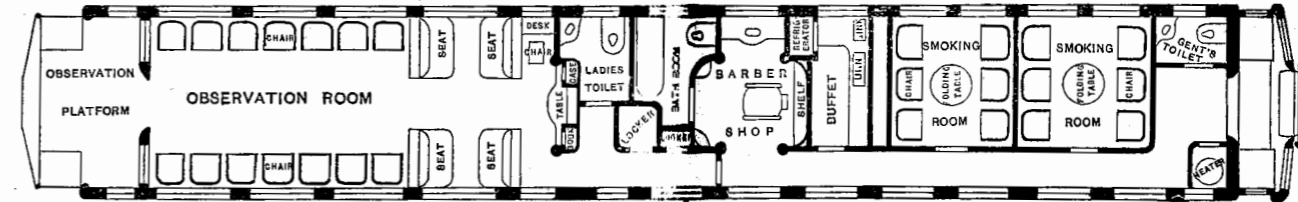
Interior View Leather Upholstered Tourist Sleeping Car.



Yellowstone National Park Route

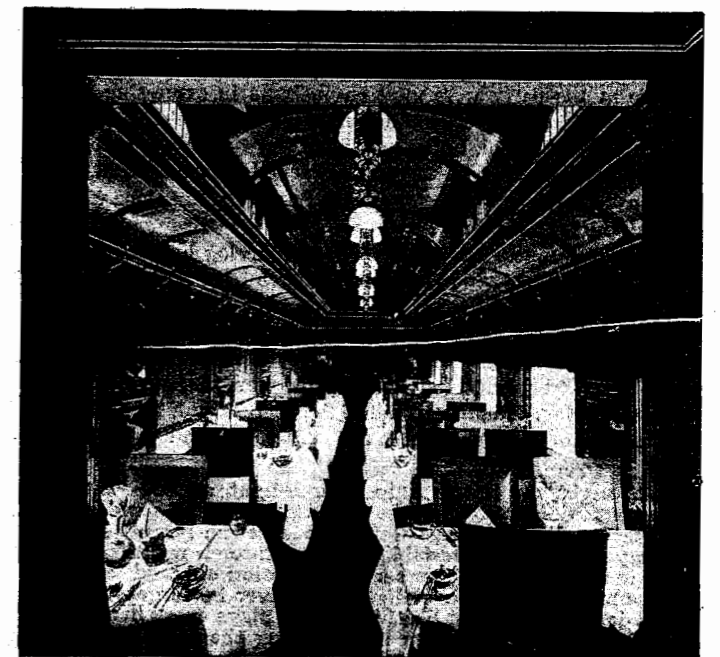


Interior View of Observation Car.



A FEW OF THE MANY PRAISES OF THE "North Coast Limited"

- March 6, 1904. "To my old adage, there is only one Co ntry (America), it has only one Town (New York), and there is only one Road (New York Central) that leads to it, I must add: There is also an outlet, and another Town or two, at the other end of this great country, 'Frisco, etc.,' and a Road that equals the New York Central—the Northern Pacific Ry. with its 'North Coast Limited.' "The only suggestion to make, keep it running as it is." BERNARD H. BLANK, 35 Maiden Lane, New York.
- March 15, 1904. "I have been on a six months' tour. Leaving New York we went south over the Pennsylvania Southern Ry., and west from New Orleans via El Paso on the Southern Pacific, thence to the City of Mexico on the Mexican Central Ry. through California, and this train is superior to any—equal in every respect to any train between New York and Chicago, all of which I am familiar with." DON FORNSWORTH, 220 Broadway, New York City.
- September 10, 1904. "The service on the 'North Coast Limited' is superb, the equipment is A No. 1, and crews very polite." N. J. ROGERS, Columbus, Miss.
- January 10, 1904. "Train as a train better than 'Twentieth Century Limited.' Equipment, service, arrangement—all splendid. Dining car would be attractive as an example on Limiteds between New York and Chicago, a la carte morning and noon particularly attractive to persons of taste and breeding who have no desire to 'banquet' on arising." HOWARD W. BAKER, Chicago, Ill.
- May 6, 1904. "The best service, the best dinner—the most comfortable train in the country." MRS. W. FREDERICK GRANDY, Sioux City, Iowa.
- September 21, 1904. "Fourteen trips across the continent on every road but this have taught me in the future to take the 'North Coast Limited' and no other." EDW. G. W. FERGUSON, Nome, Alaska.
- February 2, 1904. "In fifteen years of continuous travel in all parts of these United States and foreign countries, this 'Limited' is the best I ever struck—it is the only thing I ever found that I could leave home and mother for." R. M. BUTTLE, Field Manager, American Grass Twine Co., New York.
- April 26, 1904. "This train and service is certainly the best and deserves great praise by all travelers." GREGORY E. STONE, Boston, Mass.
- May 29, 1904. "Service, equipment, is the best of any railroad I have ever traveled on. Dining room service is at the top of the ladder and deserves great commendation." C. W. HANNAN, JR., 23 Park Avenue, New Rochelle, N. Y.
- July 7, 1904. "I have been to New York on all the roads leaving San Francisco and Portland, but think the 'North Coast Limited' the best of all." MRS. B. SMITH, Portland, Ore.
- January 29, 1904. "This train is the perfection of comfort and convenience. Have traveled in forty-three States, but this is the 'Limit.'" J. M. BUCKNER, Chicago, Ill.



"North Coast Limited" Dining Car.



Yellowstone National Park Route



What Noted People Have Said About

Yellowstone National Park

PROF. JOHN MUIR, the distinguished geologist of California, says of the Yellowstone:

"Situating in the heart of the Rocky Mountains, on the broad, rugged summit of the continent, amid snow and ice, and dark, shaggy forests, where the great rivers take their rise, it surpasses in wakeful, exciting interest any other region yet discovered on the face of the globe."

JOHN L. STODDARD, the noted American lecturer, wrote from the Grand Canyon of the Yellowstone as follows:

"The sublime scenes of our natural wonderland surpass all my expectations. The Grand Canyon of the Yellowstone is of course the climax. As I beheld it to-day, its long kaleidoscope of varied colors, its castles and cathedral spires sculptured by the Deity, and heard the voice of its magnificent cataract, I felt it was a place where the Finite prays, the Infinite hears, and Immensity looks on."

A NOTED JAPANESE STUDENT, full of the poetry of his people, said of the Grand Canyon of the Yellowstone:

"They say my land is the land of the rising sun. For a million years this has been the land of the setting sun. The sunsets of the past are dissolved on these long walls; they are the colors of all the yesterdays."

PRESIDENT ARTHUR, after his trip to the National Park in '83, said:

"The Catskills are wild enough and sufficiently beautiful in their own way, but they fall far short of that majestic grandeur which so pre-eminently characterizes the Yellowstone Park—the vast spurs of the Rocky Mountains traversed by the Yellowstone at an elevation of not less than 8,000 feet."

JOHN McCULLOUGH, the great tragedian, said of his visit to the Yellowstone:

"It is the grandest country, spectacularly, God Almighty has made. Shakespeare's dictum, 'Nature is greater than art,' is here verified again and again."



Gardiner Station and New Official Entrance Arch at Yellowstone Park



Old Faithful Inn, Upper Geyser Basin, Yellowstone Park

Praise for Yellowstone Park and Old Faithful Inn

By the First Superintendent of the Park

"My wife and I have just returned after a most delightful and complete tour of Yellowstone Park. Speaking from an experience of twenty-five years' staging in Montana, I can say that I have never known a stage line as completely equipped and giving perfect comfort to travelers as this. There is nothing wanting that a tourist can desire, either in transportation or in the accommodations at the hotels. The entire trip was a holiday for each coach load of passengers that made the rounds and nothing was heard but praise for each branch of the service. We especially enjoyed the society of the stage drivers, who are all gentlemen, and we were as comfortable as if we were on a Pullman car. The twenty-five or thirty ladies who were in the party were most enthusiastic in expressing their appreciation of the comforts and attention shown them all along the line. The Old Faithful Inn at the Upper Geyser Basin is probably the most unique in its architectural construction in the world, and if there were no other attractions in the Basin, the Inn alone would well repay the tourist for a visit."

Old Faithful Inn is a new and most unique log hotel at Upper Geyser Basin, and has a big Battle Ship Search-light which operates from the roof of the hotel every night during the Park Season. This makes a most interesting addition to a region already full of wonders and causes the Park to be more than ever the Wonderland of the World. From Old Faithful Inn nearly all the more important geysers can be seen by day, and now, by aid of the Search-light, by night.

The report of the first experience with this Search-light reads as follows:

"Last night the Battle Ship Search-light on Old Faithful Inn was put in operation for the first time and the result was magnificent. The Giantess Geyser (one of the largest in the park) played and the powerful light when thrown upon it made it as plain as day. A Geyser seen in eruption on a dark night and illuminated by a Search-light can never be forgotten and beggars description. Old Faithful, which plays every hour, will be seen by Search-light every night during the season, as will also such other geysers as play."



Yellowstone National Park Route



The REV. WAYLAND HOYT, D. D., of Brooklyn, N. Y., writes of the Yellowstone:

"Let us take our stand for a little while now upon Mount Washburn. Its rounded crest is more than 10,000 feet above the level of the sea, and perhaps 5,000 above the level of the valley out of which it springs. You need not dismount from your horse to gain its summit. I doubt if there is another view at once so majestic and so beautiful in the whole world."

RUDYARD KIPLING, writing of the Grand Canyon of the Yellowstone, says:

"The sides of that gulf were one wild welter of color—crimson, emerald, cobalt, ochre, amber, honey splashed with port wine, snow-white, vermilion, lemon, and silver gray, in wide washes. So far below that no sound of its strife could reach us, the Yellowstone River ran—a finger-wide strip of jade green. The sunlight took those wondrous walls and gave fresh hues to those that nature had already laid there. Once I saw the dawn break over a lake in Rajputana, and the sun set over the Oodney Sagar amid a circle of Holman Hunt hills. This time I was watching both performances going on below me, upside down, you understand—and the colors were real. The canyon was burning like Troy town; but it would burn forever, and, thank goodness, neither pen nor brush could ever portray its splendors adequately."

"Evening crept through the pines that shadowed us, but the full glory of the day flamed in that canyon as we went out very cautiously to a jutting piece of rock—blood red or pink it was—that overhung the deepest deeps of all. Now I know what it is to sit enthroned amid the clouds of sunset."

A DISTINGUISHED MEMBER of the Royal House of Denmark, who made the Yellowstone trip in '82, said:

"I am expected to deliver a lecture on America before a geographical congress to be held in Europe this fall, but I fear it will be all 'Yellowstone.' All the other leading features of my trip around the world seem for the present in a grand confusion, while I am so possessed with this one ineffable attraction."

DR. TALMAGE, the famous divine, wrote of the Yellowstone Park in the following words:

"But the most wonderful part of this American continent is the Yellowstone Park. After all poetry has exhausted itself, and all the Morans and Bierstadts and the other enchanting artists have completed their canvas, there will be other revelations to make, and other stories of its beauty and wrath, splendor and agony to be recited—that peroration of all majesty and grandeur—the Grand Canyon. It is here that it seems to me—and I speak it with reverence—Jehovah seems to have surpassed himself. It seems a great gulch let down into the eternities. Here, hung up and let down, and spread abroad, are all the colors of land, and sea, and sky; upholstery of the Lord God Almighty; best work of the Architect of Worlds; sculpturing by the Infinite; masonry by an Omnipotent trowel."

"What a hall this would be for the last judgment! See that mighty cascade with the rainbows at the foot of it. If those waters congealed and transfixed with the agitations of that day, what a place they would make for the shining feet of a judge of quick and dead! And those rainbows look now like the crowns to be cast at his feet. At the bottom of this great canyon is a floor on which the nations of the earth might stand, and all up and down these galleries of rock the nations of heaven might sit. And what reverberations of archangels' trumpets there would be through all these gorges, and from all these caverns and over all these heights! Why should not the greatest of the days the world shall ever see close amid the grandest scenery Omnipotence ever built!"

Northwestern Steamship Company, Ltd.

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Through tickets issued from all points in the United States and Canada at cheap rates to any destination in the Orient.

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Yellowstone National Park Route



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 the 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 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 same 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 she 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 proposed reclamation 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, 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, cinnabar, 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.

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:

Minnesota.	N. Dakota.	Montana.	Washington.	Oregon.	Idaho.
St. Cloud. Marshall. Crookston. Duluth.	Fargo. Grand Forks. Devil's Lake. Bismarck.	Miles City. Lewistown. Bozeman. Helena. Missoula. Kalispell.	Olympia. Vancouver. Seattle. Walla Walla. Spokane. North Yakima. Waterville.	Oregon City. Roseburg. La Grande. Lake View. The Dalles. Burns.	Coeur d'Alene. Lewiston.

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

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During July, August, September,
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" \$5.00	5 "	" \$60.00	20 "
" \$10.00	6 "	" \$75.00	25 "
" \$20.00	10 "	" \$100.00	30 "
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\$10 and under	25 cts.	Not over \$50.00	50 cts.
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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.

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

Great Northern Steamship Company's Express to the Orient operates in connection with the Northern Pacific Express Company.

MILEAGE OF NORTHERN PACIFIC RY. Corrected to January 1, 1903.

Main Line	State.	Miles.	Main Line	State.	Miles.
Branch Lines	Wisconsin	87.37	Branch Lines	Washington	684.98
Main Line	Wisconsin	47.15	Branch Lines	Washington	635.87
Branch Lines	Minnesota	574.01	Main Line	Oregon	40.07
Main Line	Minnesota	352.60	Total Main Trunk Mileage		5,169.13
Branch Lines	North Dakota	377.56	Washington & Columbia River Ry.		162.75
Main Line	North Dakota	60.28	Minnesota & International Ry.		115.14
Branch Lines	Montana	907.14	Washington & Oregon Ry.		28.95
Main Line	Montana	486.78	Grand Total Mileage		5,475.97
Branch Lines	Idaho	84.06			
Main Line	Idaho	181.46			

LIST OF PUBLICATIONS

Issued by the Emigration Department Northern Pacific Railway

OPPORTUNITIES. Book containing valuable information regarding business openings in towns along the Northern Pacific Railway. No. 69.

STATES TRAVERSED BY THE NORTHERN PACIFIC RY. Illustrated pamphlet, containing a general description of the country tributary to the Northern Pacific, in English and German. No. 26.

CENTRAL NORTH DAKOTA. Pamphlet descriptive of Central North Dakota, from Jamestown west. No. 65.

GERMAN BAPTIST (DUNKARD) CHURCH AT CARRINGTON, N. D. An account of its dedication. No. 27.

WELLS AND FOSTER COUNTIES, N. D. German pamphlet descriptive of Wells and Foster counties. No. 17 1/2.

NORTH DAKOTA WEST OF MISSOURI RIVER. Sectional map. No. 68.

CENTRAL AND WESTERN NORTH DAKOTA. Pamphlet giving the amount of government land still open for entry, testimonials from Farmers, and other information regarding this territory. No. 72.

EASTERN MONTANA. Map showing Dawson, Custer, Rosebud, Fergus, and Yellowstone counties. No. 63.

IRRIGATION IN THE YELLOWSTONE VALLEY, NEAR BILLINGS, MONT. A description of the land now being irrigated and offered for sale by the Billings Land & Irrigation Co.

WASHINGTON, AND LEWISTON COUNTRY IN IDAHO. Pamphlet giving a general description, with special reference to the markets in the Orient. No. 59.

EASTERN WASHINGTON, AND THE PAN HANDLE OF IDAHO. Descriptive pamphlet with special reference to Adams, Asotin, Chehalis, Columbia, Douglas, Franklin, Klickitat, Kittitas, Lincoln, Spokane, Stevens, Walla Walla, Whitman, and Yakima counties, Washington; and Latah and Nez Perces counties, Idaho. No. 68.

WESTERN WASHINGTON. Descriptive pamphlet, with special reference to Chehalis, Clallam, Clarke, Cowlitz, Island, Jefferson, King, Kitsap, Lewis, Mason, Pacific, Pierce, Skagit, San Juan, Skamania, Snohomish, Thurston, Wahkiakum, and Whatcom counties. No. 70.

GREENACRES. Descriptive of irrigated land for sale by the Spokane Canal Co., located only a short distance east of Spokane.

KENNEWICK, IN YAKIMA COUNTY, WASHINGTON. The most easterly of the irrigation propositions in the Yakima Valley.

YAKIMA COUNTY, CENTRAL WASHINGTON. Descriptive pamphlet, with full particulars in regard to irrigated lands in that locality. No. 67.

YAKIMA VALLEY. Descriptive pamphlet published by the Commercial Club of North Yakima.

Any of the above publications will be

Write to