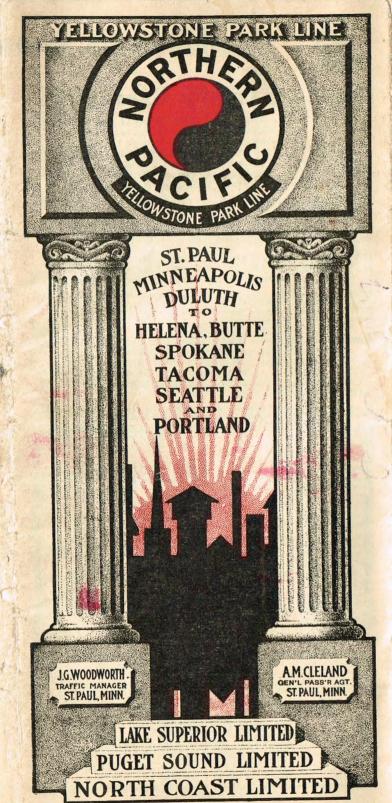




A.M.CLELAND ST. PAUL, MINN.

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CALENDAR TIME CARD TRANSCONTINENTAL TRAINS. WEST-BOUND .- "North Coast Limited," via Butte.

Lv. St. Paul " Minneapolis	10 1 10 4	돌세	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Su
Lv. Duluth	83	CAM	41	**	16	**	"	. "	16
Ar. Fargo	.51	5 PM	".,		."	**	"	66	1 40
" Mandan " Billings	11 2	D RM	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mo
" Livingston	2 2		"	"	"	16	- 14	**	
" Helena	8 5 7 3		"	16	"	**	te :	"	5
" Anaconda	11 4	O PM	14-	**	"	- 44	"	. "	144
" Missoula		5 PM	Wed.	Thu.	Fri.`	Sat.	Sun.	Mon.	1
" Tacoma	8 4	O PM	**		"	44	66	-44	-
" Seattle		Ŏ RH	m	Tout	" Cat	6	Wan.	T110	111
Ar. Portland	7 0	UAM	Thu.	FTI.	bat.	sun.	Mon.	Tue.	MA G

EAST-BOUND.-"North Coast Limited," via Butte.

Ly. Portland " Tacoma	2 00 PM	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Su
" Seattle	9 30 PM	"	**	111	"	46	и.	1.00
" Spokane " Missoula	10 50 AM 8 25 PM	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Me
" Helena	12 01 AM	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	T
" Butte	12 55 AM 6 50 RM		Wed.	Thu.	Fri.	Bat.	Sun.	M
" Livingston" " Billings	930 AM	**	Thu.	Fri.	Sat.	. "	Mon.	PI
" Mandan Ly.Fargo	12 50 AM 7 10 AM	Thu.	Fri.	-Sat.	Sun.	Mon.	Tue.	W
Ar. Duluth	6 25 PM	"	."	46	46	"	"	2
" Minneapolis	1 50 PM 2 20 PM	"	"	u,	14	"	"	100

WEST-BOUND.-Pacific Express, via Helena.

Lv. St. Panl " Minneapolis	10	15 P.M 45 P.M	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.
Lv. Duluth	17	30 EN	,,,	"	44	46	46	"
Ar. Fargo	5	40 M	Tue.	Wed.	Thu.	Fri.	Bat.	Sun.
" Mandan		25 P.M 05 AM	Wed.	1	Fri.	Sat.		Mon.
" Billings" Livingston		40 4	" Eu.	- "	Fir.	u.	"	"
" Helena	10	40 AN	14		"	**	**	"
" Butte		45 A			"	46	64	**
" Anaconda		30 PM OO PM	46	46	**	16	16	16
" Spokane				: 41	**	"	66	**
" Tacoma	1	10 P.M	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.
" Seattle		15 PM	. "		"	"	"	"

EAST-BOUND. Twin City Express, via Helena.

v.Portland	11	45 PM	Mon.		Wed.	Thu.	Fri.	Sat.
Tacoma	7	45 AM	Tue.		Thu.	Fri.	Sat.	Sun.
" Seattle	1.7	45 AN	1. (4)	** 44 ; ;	. 16 1	"	"	"
" Spokane	10		16	"	- "	"	46	44
" Missoula	l 9	-05 M	Wed.	Thu.	Fri.	Sat.	Sun.	Mon
Helena	2	25 P.M	"	"	"	"	"	"
	12	45 P.M	46	"	4"	"	66	"
Anaconda	l. 1ī	20 AM	**	"	46	"	££	- 44
Livingston	7	30 P.M	- "	"	"	**	16	66.
Billings	11	20 P.W	"	"	"	111	16	66
Mandan	3	25 P.M	Thu.	Fri.	Sat.	Sun.	Mon.	Tue
v.Fargo	11	10 PM	- "	"	**	"	51	. 16
r. Duluth		55 AM	Fri.	Sat.	Sun.	Mon.	Tue.	Wed
" Minneapolis	1 7	05 AM	46	14	",	"	"	"
r. St. Paul	1 7	40 AM		"•	" "	"	"	66

EAST-BOUND.-Burlington Express, via Butte.

Lv. Portland 8 30 M " Tacoma 4 405 PM " Seattle 400 PM " Spokane 7 15 M " Missoula 605 PM " Butte 11 40 PM " Anaconda 6 50 PM " Helena 12 01 M " Livingston 5 10 M Lv. Billings 9 05 M Ar. Lincoln 4 15 PM " Kansas (ity 17 18 M Ar. St. Louis 7 18 M	Tue. Wed. Thu.	"	Wed. "Thu. "Irl. "Sat. "Sun.	Thu. "Fri. "Sat. "Sun. "Mon.	Sat.	Sat. Sun. Mon. Tue. Wed.	
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Yellowstone National Park Route



THROUGH SLEEPING CAR SERVICE BETWEEN ST. PAUL AND YELLOWSTONE PARK. AND PORTLAND AND YELLOWSTONE PARK. THROUGH TRAIN EQUIPMENT.

WEST-BOUND.

WEST-BOUND.

TRAIN No. ONE, "THE NORTH COAST LIMITED" —Wide vestibuled, electric-lighted, steam-heated train—via Butte, Spokane, Seattle, and Tacoma.
Observation Library Car, with barber and bath, St. Paul and Minneapolis to Portland. Two Pullman Sleeping Car St. Paul and Minneapolis to Portland. Pallman Sleeping Car Tacoma to Portland. Pullman Sleeping Car Tacoma to Portland.
Pullman Sleeping Car Tacoma to Portland.
Pullman Sleeping Car Seattle to Portland.
Dining Car St. Paul and Minneapolis to Portland.
Pullman Tourist Sleeping Car St. Paul and Minneapolis to Portland.
First and Second Class Coaches St. Paul and Minneapolis to Portland.
Connection at Logan for Helens.

First and Second Class Coaches St. Paul and Minneapolis to Portland.
Connection at Logan for Helens.
Connection at Durant to and from Anaconda.
Connections at Spokane for Palouse; Lewiston, and Clearwater districts, and Washington Central Branch.
Connection at Spokane with S. F. & N. Ry, for Kootenai points.
Connection at Portland with So. Pac. Co.
Train from Duluth and Superior makes connection with this train at Staples.

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

Train No. 3, "PACIFIC EXPRESS"—Wide vestibuled—St. Paul to Portland, via Helenat. Spokane, and Tacoma.

Pullman Sleeping Car St. Paul and Minneapolis to Portland.

Pullman Sleeping Car St. Paul and Minneapolis to Gardiner (Yellowstone Park).

Pullman Sleeping Car Gardiner (Yellowstone Park) to Portland.

Pullman Sleeping Car Billingsito Helens.

Dining Car St. Paul and Minneapolis to Portland.

Pullman Tourist Sleeping Car St. Paul and Minneapolis to Portland.

First and Second Class Coaches St. Paul and Minneapolis to Portland.

First and Second Class Coaches St. Paul and Minneapolis to Portland.

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

Connection at Logan for Butte and Anaconda.

Connection at Garrison from Butte.

Connection for Walla Walla and Pendleton. First-class Sleeper Pasco to Walla Walla.

Connection at Portland with So. Pac. Co.

Train No. 5, "BURLINGTON EXPRESS"—Billings (from C., B. &

Connection at Portland with So. Pac. Co.

Train No. 5. "BURLINGTON EXPRESS"—Billings (from C., B. & A. K.)—to Scattle, via Butte and Spokane.

Pullman Sleeping Car Billings to Seattle (from Kansas City).

Pullman Sleeping Car Billings to Livingston (Yellowstone Park) (from Denver).

Pullman Sleeping Car Billings to Seattle (from Kansas City).

Pullman Sleeping Car Billings to Spokane.

Dining Car Billings to Seattle (through from St. Louis).

Pullman Tourist Sleeping Car Billings to Spokane (from Kansas City).

Pullman Tourist Sleeping Car Billings to Spokane (from Omaha).

Recilning Chair Car Billings to Seattle (from St. Louis).

First and Second Class Coaches Billings to Spokane (from Mansas City).

Connection at Logan for Helena.

Connection at Logan for Melena.

Crain No. 5, "MINNESOTA LOCAL"—St. Paul. Minneapolis, Duiuth, and Superior to Jamestown, except Sunday.

First-class Day Coaches St. Paul and Minneapolis to Jamestown.

Chair Car (free) St. Paul and Minneapolis to Jamestown.

Chair Car (free) St. Paul and Minneapolis to Jamestown.

Train No. 7, "MANITOBA AND DAKOTA EXPRESS"—St. Paul,

Connection at Little Falls for Brainerd and M. & I. points and Duluth and Superior.

Train No. 7, "MANITOBA AND DAKOTA EXPRESS"—St. Paul,
Minneapolis, Duluth, and Superior to Winnipeg and Mandan, daily,
Pullman Sleeping Car St. Paul and Minneapolis to Winnipeg.
Pullman Sleeping Car Buluth to Fargo.
Pullman Sleeping Car Buluth to Fargo.
Pullman Sleeping Car Buluth 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 and Second Class Day Coaches St. Paul and Minneapolis to Mandan.
Through First and Second Class Coaches St. Paul and Minneapolis to Mandan.
Through First and Second Class Coaches St. Paul and Minneapolis to Leeds.
Dining Car East Grand Forks to Pembina.

Train No. 11-Duluth and Superior to Stupies. Connects with main

Train No. 13-Duluth and Superior to Staples. Connects with main line trains.
Pullman Sleeping Car Duluth to Fargo.

Train No. 13, "PUGET SOUND LIMITED" - Seattle and Tacoma to FOUTHRIES.
FOUT-Car train composed of new Baggage and Smoker, Coach, Parlor Car, and Dining
Car, Seattle to Fortland.

Train No. 7, "LIMITED TRAIN"-Seattle and Tacoma to Portland.

Train No. 15-Spokaue to Scattle and Tacoma.
Pullman Sleeping Car Spokane to Scattle.
Pullman Sleeping Car Spokane to Tacoma.
First and Second Class Vestibule Day Coaches Spokane to Seattle.
Grill Car-Dinner and Breakfast Served a la Carte.

"DULUTH SHORT LINE" EQUIPMENT BETWEEN ST. PAUL AND MINNEAPOLIS, AND DULUTH AND SUPERIOR." NORTH-BOUND.

Train No. 102, "MORNING EXPRESS"—daily except Sunday. Through Cafe Parlor Observation Car and Wide Vestibuled First-class Day Coaches.

Train No. 104. "LAKE SIPERIOR CAT BIO WHEN YESDOHER PHYSICIASE DAY CORCHES.

Train No. 104. "LAKE SIPERIOR LIMITED"—daily.

Wide Vestibuled, Electric Lighted, Steam Heated train, with Combination Baggage and Smoking Car, First-class Day Coach, Parlor "ar, and Observation Café Car.

Train No. 106. "NIGHT EX PRESS"—daily.

Wide Vestibuled Sleeping Cars and First-class Coaches.

SOUTH-BOUND. Train-No. 101. "MORNING EXPRESS"—duily except Sunday. Through Café-Parlor-Observation Car and Wide Vestibuled First-class Day Coaches.

Train No. 103: "LAKE SUPERIOR LIMITED"—daily.
Wide Vestibuled, Electric Lighted, Steam Heated train, with Combination Baggage and
Smoking Car, First-class Day Coach, Parlor Car, and Observation Cafe Car.

Train No. 105, "NIGHT EXPRESS"-daily. Wide Vestibuled Siceping Cars and First-class Coaches.

Night Trains are placed in the depots at St. Paul, Minneapolis, and Duluth at 9.00 p. m., and passengers are allowed to occupy Sleeping Cars after that hour. Passengers in Sleeping Cars on Train No. 106 may remain undisturbed. at Duluth, and on Train No. 105 at St. Paul, until 8.00 a. m., and at Minneapolis, until 8.00 a. m.

FAST-BOUND.

TRAIN No. TWO, "THE NORTH COAST LIMITED"—Wide vestibuled, electric-lighted, steam-heated train—via Tacoma. Seattle, Spokune. and Butte.

Observation Library Car, with barber and bath, Portland to Minneapolis and St. Paul. Two Pullinan Sleeping Cars Portland to Minneapolis and St. Paul. Pullman Sleeping Car Tacoma to Spokane.

Pullman Sleeping Car Butte to Minneapolis and St. Paul.

Pullman Sleeping Car Gardiner (Yellowstone Park) to St. Paul.

Dining Car Portland to Minneapolis and St. Paul.

Pullman Tourist Sleeping Car Portland to Minneapolis and St. Paul.

First and Second Class Coaches Portland to Minneapolis and St. Paul.

First and Second Class Coaches Portland to Minneapolis and St. Paul.

Connection at Logan from Helpan (Sleeping Car nassengers change at Billings).

First and Second Class Coaches Foreign to Minneapons and St. Paul.
Connection at Logar from Helena (Sleeping car passengers change at Billings).
Connection at Tacoma from Coosta and Olympia branche.
Connection at Tacoma from Coosta and Olympia branches.
Connection at Pasco from Walla Walla and Pendleton. First-class Sleeping Car Walla

wanto Pasco.

Train No. 4. "TWIN CITY EXPRESS"—Wide vestibuled — Portland to St. Paul, via Tacoma, Senttle. Spokane, and Helena.

Pullman Sleeping Car Portland to Minneapolis and St. Paul.

Pullman Sleeping Car Portland to Seattle.

Pullman Sleeping Car Portland to Seattle.

Pullman Sleeping Car Spokane to Butte

Dining Car Tacoma to Minneapolis and St. Paul.

Pullman Tourist Sleeping Car Portland to Minneapolis and St. Paul.

First and Second Class Coaches Portland to Minneapolis and St. Paul.

Connection at Staples with train for Superior and Duluth.

Connection at Logan from Butte.

Connection at Garrison for Butte.

Train No. 6. "BURLINGTON EXPRESS"—Seattle to Billings (to 4:, B. & Q. Ry.), via Spokane and Butte.
Pullman Sleeping Car Scattle to Billings (goes through to Kansas City).
Pullman Sleeping Car Helena to Billings (Sleeping Car leaves Helena 12.01 a. m.)
Pullman Sleeping Car Gardiner (Yellowstone Park) to Billings (goes through to

Pullman Sleeping Car Gardiner (Yellowstone Park) to Billings (goes through Denver.)

Dining Car Seattle to Billings (goes through to St. Louis).

Pullman Tourist Sleeping Car Seattle to Billings (goes through to Kansas City).

Pullman Tourist Sieeping Car Spokane to Billings (goes through to Omaha).

Reclining Chair Car Seattle to Billings (goes through to St. Louis).

First and Second Class Coaches Seattle to Billings (goes through to Kansas City).

Connection at Garrison for Helena.

Connection at Garrison for Helena.

Train No. 6, "MINNESOTA LOCAL" — From Jamestown to Minneapolis, St. Paul, Duluth, and Superior, except Sunday.

First-class Day Coacles Jamestown to Minneapolis and St. Paul.

Chair Car (free) Northome to Minneapolis and St. Paul.

Connection at Staples for Brainerd, Duluth, and Superior,

Connection at Little Falls with train from M. & I. points and from Brainerd and with
the train from Duluth and Superior.

Connection at Durant for Anaconda.

Train No. 8, "MANITOBA AND DAKOTA EXPRESS"—From Winnipeg and Mandan to Minneapolis, St. Paul, Duluth, and Superior, daily.
Pulman Sleeping Car Winnipeg to Minneapolis and St. Paul.
Pulman Sleeping Car Jamestown to Minneapolis and St. Paul.
Pulman Sleeping Car waiperon and Fergus Falls to Minneapolis and St. Paul.
Pulman Sleeping Car Fargo to Duluth.
First and Second Class Day Coaches Winnipeg to Minneapolis and St. Paul, via Grand Forks and Grookston.

Forks and Crookstor

First and Second Class Day Coaches Mandan to Minneapolis and St. Paul.
Through First and Second Class Day (oaches Leeds to Minneapolis and St. Paul.
Dining Car Pembina to East Grand Forks.

Train No. 12-Staples to Superior and Duluth. Connection from main line train.

Train No. 14 - Staples to Superior and Duluth. Connection from main

iline frain.

Pullman Sleeping Car Fargo to Duluth.

Train No. 14, "PUGET SOUND LIMITED"—Portland to Tacoma and Sentile.

mposed of new Baggage and Smoker, Coach, Parlor Car, and Dining Train No. 8-"LIMITED TRAIN"-Portland to Tacoma and Seattle.

Train No. 16—Senttle and Taroma to Spokane.
Pullman Sleeping Carrentle to Spokane.
First and Second Class Vestibute Day Coaches Seattle to Spokane.
Grill Carreliner Served a la Carte.

Park Route National Yellowstone

	IMPORTANT NOTICE		IMPORTANT The "North Coast Limited" train will carry a limited amount of	No.14 Puget Sound Limited." Ar. Daily.	40 PP 7 58 PP 7 45 PP 7 45 PP 7 68 PP 7 68 PP 7 69 PP
	rthern Pacific passenger trains, both main line and ort Line," will arrive at and depart from the Union Stappolis.		will carry a limited amount of baggage only. When necessary, baggage of passengers on this train will be forwarded by another train.	N N O O D D D D D D D D D D D D D D D D	200 200 200 200 200 200 200 200 200 200
L	NOTE.—Agents will not sell tickets to tations at which trains do not stop.		For complete ## ## ## ## ## ## ## ## ## ## ## ## ##	No. 8 No. 8 Daily.	
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1	3014104100 0 010001 0000;40404000044 040404 ; 1 1,81,	rain No. 3 will stop on g at stations between rgo and Jamestown to k up passengers for points at of Dickinson.	Train No. 3 will stop at points west of Billings to let off passengers from points east of Billings.	No. 7 No. 7 Dativ. 9 8 51 0 AM	2000
T—Read	Ti tion Jain ger Mat	rain No. 4 will stop at sta- ns between Mandan and nestown to let off passen- s from points west of ndan.	Train No. 4 will stop at points west of Billings to take on passengers destined to points east of Billings.	4000 pres	244 4 0000 0 0000 0 0000 0 0 0000 0 0 0
WES	All P. M. time in henvy figures; all A. M. time in henvy figures; all A. M. time in passengers or notice to agent to take on passengers or notice passengers. † Except Sunday. ‡ Monday, Wednesday, and J Tuesday, Thursday, and Saturday. D Train 4 stops at Winnipe from points west of Fargo. * Except Monday. C. T.—Central Time. All time is subject to change without notice. All time is 'united the subject to change without notice.	n light figures. ice to conductor to let off Friday. § Daily. Lunch. eg Jct. to let off passengers mie. M. T.—Mountain Tima	For complete time bet Garrison and Butte, see page 15.	N 10 0 1 4 4 10 10 10 10 10 10 10 10 10 10 10 10 10	13
Until Octo Seh, train 2 : stop at Perh and Frazee S days.	All time is subject to change without notice. All time is designated. The meaning of reference marks, other than the above, is which they are used. Norg.—Where time is not given opposite stations trains	s explained on the page in	Train No. 1 runs via Butte. Train No. 3 runs via Helena. Train No. 5 runs via Butte.	Numbers opposite stations refer to pages on which will be found time of connecting branch trains. See page 8 for meaning of reference marks. Where time is notahown opposite stations trains do not stop. Trains Nos. 1, 2, 5, and 6 run via Butte; Nos. 3 and 4 via Helena.	00 0 1 1 2 2 2 2 2 3 3 3 3 3 3 3 3 3 3 3 3 3





ASHLAND, DULUTH, HELENA, AND TACOMA LINE.

WEST - Read Down.				Miles.		Dist. Table	EAS	T-Rea	d Up.
_	ass.	Pass.	Pass.	ĕ	STATIONS.	20	Pass.	Pass.	Pass.
1	aily.	Daily.	Daily	×			Daily.	Daily.	Daily.
_	25 PM		8 20 AM 9 15 AM 9 37 AM 9 48 AM 9 53 AM * 10 007 AM * 10 007 AM	()	Lv. Ashland Ar	75	11 00 AM 9 56 AM 9 37 AM 9 24 AM 9 18 AM	7 00 PM 5 59 PM 5 39 PM 5 22 PM * 5 16 PM * 5 09 PM * 5 01 PM	
. !	5 19 PM		9 15 AM	2R	Iron River	47	1 00 AM 9 537 AM 9 24 AM 9 1 13 AM * 9 1 07 AM * 8 559 AM 8 8 255 AM 8 8 155 AM	5 59 RM	
- 1	39 P.M		9 37 AM	36	Brule	39 34	93744	5 39 RM	
- 5	50 KW	. .	9 48 AM	- 11	Blueberry	34	9 24 AM	5 29 EM	· · · · · · · · · · · · · · · · · · ·
. :	57 P.M		* 9 53 AM	44 45	Maple	31	7 8 18 W	. 5 22 RM	
* [01 PM		* 9 5/ AM	48	Welhe	30	* 8 13 W	* 5 16 km	
. (97 RM		*10 02 AM	50	Poplar	27 25	* 9 EV W	_ 5 03 KM	
* 6	12 PM			63	Nettleton Av. Superior	10	~ 8 25 Will	* 5 01 RM 4 35 RM	
- 5	36 PM		10 37 AM 10 48 AM	66	Central Av. Superior	12	8 25 20	4 25 PM	
- 7	55 PM		11 00 AM		Av Sanovion Tv	2	8 45 13	4 15 PM	
	55 RM		11 15 AM	75	ArSuperiorLv Ar DuluthLv	12 9 5 0	8 40 20	4 00 PM	
:	30 PM		11 10 %		Lv Duluth Ar Superior Central Av. Superior	2050			C OF DH
4	45 PM	0 45 11		ŭ	LV Dututu Ar	2003	7.00 40		6 10 PM
4	55 PM	8 45 10		9	Control Av. Superior	2050	7 30 18		E OO PN
- 4	46 PM	0 35 75		28	Carlton	2031	6 50 11		5 20 EM
-	11 P.M	9 54 m		38	Sawver	2021	6.31		6 00 PM 5 20 PM 5 01 PM
- 6	33 PM	10 15 11		49	Cromwell	2010	6.09 4		4 39 PM
1	33 PM 34 PM	11 07 AM		80	Kimberly	1979	5.13 AM		3 42 RM 3 21 RM 3 02 RM 2 30 RM 1 35 RM 7 10 AM
10	58 PM 21 PM 55 PM	11 28 AM		91	Aitkin	1968	4.48 AM		3 21 PM
13	21 PM	11 45 AM		102	l Deerwood	11957	4.30 AM		3 02 83
11	55 RM	12 15 RM		119	Ar Brainerd. Lv	1910	4.05 AM		2 30 8 1
	. OO AM	12 15 RM 1 10 RM		148	Ar Staples Lv	1911	3.05 AM		1 35 PM
į	40 AM	5 15 PM		257	Fargo Lv	1802	11 10 PM	,	7 10 AM
§	MA QO 6	8 05 RM		349	Ar Staples Lv Fargo Lv Jamestown Lv	1710	/ 10 PM		4 10 AM
10	40 AM	5 15 RM 8 05 RM 6 55 RM 7 30 RM		1130	Helena Lv	923	1 2 25 KM		12 01 AM
1	45 AM	(30 PM	-	1512	Butte Lv	1.777	12 40 KM		
	10 PM	8 40 PM		1915	Tacoma Lv Seattle Lv	144	7 45 AM 7 45 AM		7 33 PM
Į	15 P.M 50 P.M	8 50 PM 7 00 AM		1920	Seattle Lv Ar Portland Lv	185	11 45 AM		9 30 PM 2 00 PM

WASHBURN BRANCH.

<u>:</u> -	 Mixed Ex. Sun.	Mls.	STATIONS.	Mixed Ex. Sun.	
· 	 6 05 PM 6 56 PM 7 55 PM	14	Ly Iron River Ar Lenawee Ar Washburn Ly	8 10 AM	

LITTLE FALLS AND DAKOTA BRANCH.

Pass. Ex. Sun.	Mls.	STATIONS.	Pass. Ex. Sun.	
 1 30 RM	0	Ly. Brainerd .Ar LyLittleFallsAr		
 2 40 PM 3 16 PM 3 27 PM	16 21	Swanville Burtrum	10 45 AM 10 10 AM 9 59 AM	 •••••
 3 37 RM 4 05 RM 4 33 RM	25 37	Grey Eagle	9 49 AM 9 20 AM 8 53 AM	
 4 44 P.M]	48 53	Westport Villard	8 53 AM 8 42 AM	
 5 00 PM 5 21 PM 5 44 PM	60 68 79	Glenwood Starbuck, Cyrus	8 42 AM 8 25 AM 8 04 AM 7 41 AM	
 6 10 PM	88	ArMorrisLv	7 20 4	

FERCUS FALLS BRANCH.

	Passenger Ex. Sun.	Passenger Daily	Mls.	STATIONS.	Passenger Daily.	Passenger Ex. Sun.	
		7 30 PM		Lv DuluthAr			
		8 00 PM 8 35 PM		Lv. St. Paul. Ar	7 25 AM 6 50 AM 11 55 RM		
of G		835 RM		LvMinn'polisAr	6 50 AM		
to.		i 4 00 AM		Lv. WadenaAr	11 55 PM		
ä		4 26 AM	10	Deer Creek	1 11 27 PM		
meanin		1 4 50 4 14	18 24 29 33	Henning	11 05 PM		
€		5 07 AM	24	Vining	10 47 PM		
2		5 20 AM	29	Clitheral	10 32 PM		
Η,		5 35 AM	33	Battle Lake	10 20 PM		
s 8 for 1 marks.		5070 AM 5070 AM 50553 AM 50555 AM 50555 AM	41	Underwood	9 55 PM		
4 2		6 25 AM	52	Fergus Falls	9 25 PM	l	
88 28		6 57 AM	63	Foxhome	8 58 P.M	li	
ا يو		7 25 AM	77	Breckenridge.	8 25 PM		
88	Lv815 AM	7 30 AM	78	Ar Wahpeton Lv Farmington	8 20 PM	Ar7 35 PM	
ñ.	8 34 AM	, 00	85	Farmington		7 15 P.W.	
ల్ల 2	8 34 AM 8 50 AM		91	Mooreton.		I 6 59 PM I	
ည္တစ္	8 50 AM 9 23 AM		104	Wyndmere		6 28 PM	
Sec page reference n	10 00 AM		119	Ar., Milnor Lv		6 28 PM 5 60 PM	
	12 05 PM		151	ArOakes Lv		3 45 84	

FARCO & SOUTHWESTERN BRANCH.

i.	:	Passenger Ex. Sun.	Mls.	STATIONS.	Passenger Ex. Sun.	
1		8 30 AM 8 57 AM 9 15 AM 9 36 AM	10.7 19.4 29.2		7 05 PM 6 35 PM 6 15 PM 5 51 PM	
		10 02 AM 10 38 AM 11 14 AM 12 35 PM	41.7 56.4 68.9	Sheldon Lisbon	5 20 PM 4 42 PM 4 07 PM	

"DULUTH SHORT LINE."

				EO IN SHOKI E		<u> </u>		
Read Do	wn—Nort	hbound.	흱		휴급	Southb	ound $-\mathbf{R}$	ead Up.
No. 106 Daily.	wn—Nort No. 104 Limited Daily.	No. 102 Except Sunday.	Milles St. Pa	STATIONS.	Miles	No. 101 Except Sunday.	Limited Daily.	No. 105 Daily.
10 30 8M 11 10 PM 11 20 PM 11 27 PM *11 40 PM	2 00 PM 2 25 PM	8 15 AM 8 55 AM 9 04 AM 9 09 AM * 9 22 AM	0 3 5 10	Lv MinneapolisAr St. Paul East 7th Street Gladstone Lake Shore White Bear	152 149 147 142	3 30 PM 2 50 PM 2 40 PM 2 35 PM * 2 22 PM 2 20 PM	7 00 RM 6 25 RM e 5 55 RM	7 00 AM 6 20 AM 6 06 AM 6 00 AM * 5 43 AM 5 35 AM
x 7 20 PM		7 30 AM	24	LvStillwaterAr		3 10 PM	6 45 ₽₩	7 00 AM
*11 59 PM *12 10 AM *12 31 AM		9 29 AM 9 35 AM 9 46 AM	12 17 25 29	Bald Eagle Hugo Forest Lake Wyoming	140 135 127 123	2 15 PM 2 08 PM 1 54 PM 1 45 PM	e 5 28 PM	5 32 AH * 5 22 AH * 5 04 AH 4 55 AN
*****			49	Taylors Falls		See card	below.	
*12 52 AN * 1 10 AN * 1 23 AN 1 41 AN	3 43 P.M	10 24 AM 10 36 AM	41 46 53	Rush City	111 106 99	1 36 PM 1 20 PM 1 10 PM 12 57 PM	4 51 51	* 4 45 AM * 4 26 AM * 4 15 AM 4 00 AM
		11 25 AM		Ar. Grantsburg Lv	116	11 59 AM		
* 3 22 Ah 3 32 Ah * 3 42 Ah * 3 53 Ah * 4 07 Ah	4 17 PM 4 38 PM a a 5 53 PM 6 25 PA † 6 10 PM	10 47 AM 10 47 AM 11 18 AM 11 18 AM 11 18 AM 11 18 AM 11 18 AM 11 27 AM 12 20 1 PM 12 28 PM 12 37 PM 12 47 PM 14 0 PM 14 0 PM 14 0 PM 12 NOON	58 63 69 78 76 81 86 89 94 93 103 109 113 119 131	Rock Creek Pine City Beroun Mission Creek Ar Hinckley Ar Friesland Groningen Finlayson Rutledge Willow River Sturgeon Lake Moose Lake Barnun Mahtowa Ar Carlton Lv Ar Cloquet Ar Lv Cloquet Ar	94 89 83 79 76 66 63 54 49 43 89 33 21	12 43 EM 12 28 EM *12 10 EM 11 50 AM 11 26 AM 11 28 AM 11 00 AM 10 31 AM 10 31 AM 10 35 AU	4 36 PM 4 13 PM 5 00 PA 1 2 20 PM 1 3 40 PM	**************************************
* 5 14 AM 5 45 AM 6 55 AM 6 12 AM	II 6 23 PM	2 19 RM		Wrenshall Central Av., Superior Ar Superior Lv ArWest Duluth Jc. Lv		8 45 AM	2 28 PM 2 19 PM 2 08 PM	12 38 AM *12 28 AM 11 49 PM 11 39 PM 11 27 PM
		* 1 13 PM * 1 22 PM * 1 35 PM	133 136 141	Ly Carlton Ar Thompson Howell Short Line Park Smithville	21 19 16 11	9 55 AM * 9 52 AV * 9 47 AM * 9 34 AM		
		* 1 45 RM		Smithville West Duluth Jct	8	* 9 23 AN		· · · · · · · · ·
5 55 AM	6 33 PM			Ar. Superior. Ly		8 45 AM	2 19 Pt	11 39 PM
6 12 AM 6 15 AM 6 25 AM 6 30 AM	6 45 RM 6 48 RM 7 00 RM	1 51 PM 1 55 PM 2 05 PM 2 10 PM	147 148 151 152	LvWest Duluth Jc.Ar West Duluth 20th Avenue Ar Duluth Lv	5 4 1 0	9 13 AM 9 04 AM 9 00 AM	2 08 Pk	11 27 PM 11 25 PM 11 15 PM 11 10 PM

*Stop on Signal. || Lunch. †Except Sunday. a Stop on flag Sundays. b 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 WINNEAPOLIS, ST. PAUL AND BALD EACLE, LIND-STROM, CENTER CITY, AND TAYLORS FALLS. [Interstate Park, Dalles of the St. Crofx.]

	Read Down. D'ly Ex. Sa.& D'ly D'ly Ex. Su.							.							Re	ad	Up				
D'ly	Ex Sun.	Sa.&	D'ly	D' l	Ex. Sun.	١.	STA	TIC	NS.		D'l	y S	Ex. un.	Su	n.	Ex Su	i. I)'ly	ים	ly	
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					A.M						A.3										
							and S														
F	or ti	ne o	ftrai	ns be	twee	n St	. Pau	1. M	inne	apol	lis a	nd	W	nite	B	ear	aı	nd i	Stil	W	iter

between Duluth and Spirit Lake and Fond du Lac; between Carlton and Cloquet, see small folder. See page 8 for meaning of reference marks.

 MINNESOTA & INTERNATIONAL RY. CO.												
	Daily Ex. Sun.	Mls.	STATIONS.	Daily Ex. Sun.								
 	2 25 PM	30	Lv. Brainerd Ar	12 05 PM 10 46 AM								
 	4 45 PM	61	Walker	-9 38 AM								
 	6 00 PM 6 36 PM	102		8 20 AM 7 42 AM								
 	7 10 PM	116	Blackduck	7 10 AM								
 	8 05 RM 7 50 RM	134	Ar. Northome Lv	6 00 AM								



Yellowstone National Park Route



ST.	PAU	IL, AN	M	IIN F	I N	EA	POLIS, I	DUL	UTH	g,	\S Li	HLA Ne.	NE	ο,
							RIVER BR		١.					
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		4	25	PM		Lv.	Ashlan	d	Ar 1 Ar 1 Ar 1 Ar 1	1 00	AM			
-		7	30	SW		Lv.	Daluti Detroi	ļ	Ar 1	7 55	AM DM	 -		
	. 	3	35	AM !	0	Lv.	. Winnipeg	Jc.	Ar 1	6 35	P.M			
		5	02	AM I	13 26 34		. Winnipeg Ulen Twin Val	lev-	1	80 0	P.M			
		5	44	AM .	34		Gary.			3 31 9 31	P.M			
		6	07	AM.	46	. :	Fertil		Lv	9 08	PM			<u></u>
Lv	6 30 AM 7 08 AM 7 45 AM 8 15 AM 9 00 AM 9 20 AM 0 00 AM	١.		- 1	46 57	LV.	Fertile		Ar			Ar 7 0	5 P.M 5 P.M 15 P.M	
	7 45 AM	יי פתניק	Crookston	-	69		Red Lake	Falls	Lv			Ar / 03 6 0 5 0 4 2 4 0	5 P.M	
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		* 667 * 77	35 51 11 19 40	AM I	61		Harold Crookst Freeman	011	*	8 38 8 25 8 05 7 55 7 35 7 25	P.M	-		
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· · · · ·	10.2048	* 4	19	AM	85 95	Ari	Davidso	n Forks	Lv	/ 55 7 35	P.M	Lv 3 2	5 PM	
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			"[43	AM	208 249	Mine Cen	tre	14	3 AM				
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YELLOWSTONE PARK BRANCH.

l'ass. Daily.	Pass. Daily.	Mls	STATIONS.	Pass. Daily.	Pass. Daily.	
 2 45 Ph * 3 12 Ph * 3 37 Ph 3 45 Ph 6 15 Ph	8 54 AM 9 57 AM	10 20 23 49	Ly Livingston Ar Brisbin Chicory Emigrant Electric Ar Gardiner Ly	*12 49 RN *12 23 RH 12 15 RM 11 06 AM	* 8 57 RM 8 49 RM	

DEVIL'S LAKE BRANCH.

	Mixed. Mo., Wed. and Fri.	Pass. Ex. Sun.	Mls.	STATIONS.	Pass. Ex. Sun.	Mixed. Tu., Thu. and Sat.
	ŀ	*11 15 AM *11 36 AM 11 58 AM	13 21	LvJamestown Ar Parkhurst Buchanan Pingree	* 3 17 PM * 3 00 PM 2 39 PM	A sufvio
	1 30 RM 2 35 RM 3 55 RM 5 35 RM		44	Mclville ArCarrington Lv Sykeston Bowdon Goodrich		11 30 AM 10 40 AM 9 25 AM
	6 00 PM	2 02 PM 2 32 PM 2 57 PM 3 28 PM	60 71 79 90	Oberon Minnewaukan	12 34 PM 12 02 RM 11 38 AM 11 07 AM	7 00 AM
		4 20 RM	108	ArleedsLv	1 10 15 AM	<u> </u>

OBERON BRANCH. JAMES RIV. & OAKES BRANCHES

Mixed.	STATIONS.	Mixed. Ex. Mon.	Mixed. Mo., We.	STATIONS.	Mixed. Tu., Thu. and Sat.
9 10 AM 0	LvJamestownAr	7 15 AM 5 58 AM	3 00 PM 0	LvOberonAr	
10 10 AM 19 *10 35 AM 26	Moutpelier	* 5 25 AM	4 10 PM 15	Ar RhodesLv	8 25 AM 7 00 AM
10 55 AM 33	Dicker	5 00 AM	On Monda	ys. Wednesdays, and	
*11 38 AM 41		* 4 25 AM 3 55 AM	Train No. 128	on the Casselton Bi	anch will
12 15 PM 49 1 20 PM 54	In Monre Lv	3 55 AM	connect at C	Casselton with Train 8. and on Tuesdays, T	
* 1 55 PM 62		* 3 UU W	and Saturds	vs Train No. 128 wil	l connect
	Ar Onkes Lv	1 2 30 AM	with Train N	io. 8.	

CASSELTON BRANCH, COOPERSTOWN BRANCH. Mixed. | Mixed. Mixed. Mixed.

Ex. Sun. 2 STATIONS.	Ex. Sun.	Ex. Sub.	STATIONS.	Ex. Sun.
8 45 M 0 Lv. Snuborn Ar 9 34 M 18 Dazey — Hannaford 10 25 M 56 — Cooperstown 10 52 M 45 — Jessie — 11 45 M 63 Ar. McHenry Lv	3 29 RM 3 05 RM 2 37 RM 2 12 RM	9 23 AM 12 10 35 AM 27	Lv. Casselton Ar Embden Lucca Kathryn Litchville Ar Marion Lv	5 18 KM 4 20 PM

CLARK'S FORK BRANCH. ROCKY FORK BRANCH.

Mixed. Tu., Thu. and Sat.	STATIONS.	Mixed. Tu ,Thu. and Sat.	Pass. Daily.	Mis.	STATIONS.	Pass. Daily.
8 45 AM (9 40 AM 15 10 45 AM 25 12 20 RM 38	Ar Silesia Lv	3 45 PM 3 10 PM	11 31 AM	15 38	Lv Billings Ar Laurel Wilsey Carbon	6 30 PM 5 55 PM 6 11 PM 5 05 PM
1 05 PM 45		2 30 RM 2 00 RM	12 16 PM	477	Merritt Ar Red Lodge Lv	4 35 PM

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

	Mxd.		No. 5	No. 1	es.		No. 2	No. 6	ļ	Mxd.	
	Ex. Sun.	Daily	Daily	Daily	=	STATIONS.	Daily	Daily	Daily	Ex. Sun.	
<u> </u>	АМ	A M	PM	P M	!—		A M	A M	РМ	PM	
		8 08	1 35		0	LvLogan Ar	3 48	2 45	8 50		
	Lv915	8 18 8 47	2 05		19	Three Forks Sappington		* 2 02	* 8 36 8 13	Ar140	
	10 05 12 10				29 35	Ar Harrison Lv Ar Pony Lv				12 50 12 80	
	10,45				40	Ar Norris Lv				11 15	
- 1	$L \sqrt{750}$	9 30	2 40	5 25		Whitehall	2 40	1 25	2 40	Ar225	
	8 25 9 30 11 00				48 64 84	Waterloo				1 40 12 41 11 20	
		9 47 11 03	* 2 55		45 61	Pipestone	i	1 10	2 18 1 27		
- 4		11 45	4 45			ArButteLv			12 45	<u></u>	
		ļ	6 05	8 48 9 10	111	Deer Lodge Ar Garrison Lv	11 04 10 40				

11





PULLMANJO

Kamela

KOOSKIA

	M., SŢ	. P. & STE. M SOO LINE."	.RY.	LINTON BRANCH.					
	Sun. Mis	STATIONS.	In- 0	Mixed.	is.	STATIONS.	Mixed. Tu., Thu		
л.	POTITION INTERNAL	SIATIONS.	Ex. Sun.	Wad Fri	12	DIMITORS	and Cot		

Ex.	Sun.				Sun.	Mon., Wed.,Fri	Ĭ	STATIONS.	Tu., Thu. and Sat.
8 8	30 AM 10 AM 150 AM 150 AM 150 AM	10 18 27 45	Lv Bismarck Ar Arnold Baldwin Wilton Washburn Ar Underw'd Lv	544421	30 PM 55 PM 30 PM 00 PM 35 PM 15 PM	2 00 PM 2 50 RM 3 50 PM 4 25 PM	13 28	Lv McKenzie Ar Bessoba Hazelton Godkin Ar Linton Lv	10 30 AM 9 45 AM 9 00 AM 8 25 AM 8 00 AM

MONTANA RAILROAD.

	Daily,	l as	· ·	Daily,		_
	except	MlB	STATIONS.	except	1 1	
	Sunday.	_=		Sunday.	!!!	
	7 30 AM	0	Lv LombardAr	3 50 RM 3 00 RM 1 30 RM		_
	8 26 AM	14	Maudlow	3 00 PM		_
	10 30 AM	45	Dorsey	1 30 PM		-
			(White Sulphur Springs)			-
	11 00 AM	49	Ar Summit Lv	1 10 PM	1	
	11 30 AM	49	LySummit Ar			
	12 05 PM	60	Lennep Lv	12 05 RM		
			(Castle)	12 05 1		-
. 	12 42 RM	70	Martinsdale	11 32 AM	1 1 1	
	1 19 PM	82 95	Twodot	10 54 AM		•
	2 05 RM	95	Harlowton	10 20 4		-
	2 05 RM 3 25 RM	121	Garneill	18 55 AM	[
	4 25 PM	138	Moore	8 10 44		
	5 30 PM		Ar Lewistown Lv	7 00 10		-
	0 00		THE RESTRICTION OF THE PROPERTY OF THE PROPERT	7 00 mm		-

MONTANA UNION BRANCH.

	No. 14	No. 6	6 No. 2 5		STATIONS.	No. 1	No. 5	No. 13 Daily.	
Daily.		Daily.	Daily	ξĠ	For main line card see pages 7-10.	Daily.	Daily.		
,	1 10 PM 1 324 PM 1 46 PM 1 68 PM 2 19 PM 2 35 PM 2 50 PM	9 10 PM 9 35 PM * 10 11 PM 10 43 PM 11 08 PM 11 30 PM	12 01 AM 3	11.0 18.6 19.9 26.3 37.4	Lv. Garrison Ar Deer Lodge Dempsey Race Track Warin Springs Durant Silver Bow Ar. Butte Lv	9 10 PM 8 48 PM 8 05 PM 7 65 PM 7 40 PM	6 25 PM 6 05 PM 5 42 PM 5 22 PM 5 10 PM 4 55 PM	11 25 AM 11 01 AM *10 49 AM *10 47 AM 10 37 AM 10 17 AM 10 05 AM 9 50 AM	

BUTTE, ANACONDA & PACIFIC RAILWAY.

Ly Butte Durant Ar Anaconda	*10 2 10 4	Ō AM	* 1	2 35 1 03 1 30			5 5	10 38 05	PM PM PM	10 11 11	50 17 40	RM RM RM	
Lv Anaconda Durant Ar Butte	4 3	0 AM 3 AM 5 AM	* 8	25 50 20	A.M A.M	11 20 AM 11 43 AM 12 15 RM	3 3 4	20 45 15	P.M P.M P.M	6 7 7	50 13 40	P.M P.M P.M	

BITTER ROOT BRANCH.

Pass'r. Son. Ex. Sun.	STATIONS.	Pass'r. Daily Ex. Sun.	
* 5 11 RM 4 5 27 RM 11 5 47 RM 20 6 06 RM 28 6 24 RM 35 6 39 RM 43	Lv. Missoula. Ar Bitter Root Lo Lo Florence Stevensville Victor Woodside Ar. Hamilton Ly	* 8 10 AM 7 55 AM 7 38 AM 7 20 AM 7 02 AM 6 45 AM	

MARYSVILLE BRANC	ЭН.	PHII	LIP	SBURG BRAN	CH.
Mixed. STATIONS.	Mixed. Ex. Sun.	Mixed. Ex. Sun.	Міїев	STATIONS.	Mixed. Ex. Sun.
3 30 PM 0 Lv. Helena Ar 4 00 PM 9.1 Clough Junction 4 25 PM 15.5 Cruse 5 00 PM 21.5 Ar Marysville Lv	9 00 AV 8 30 AM 8 10 AM 7 45 AV	1 45 RM 1 59 RM 3 25 RM	2.9	Ly Drum' ond Ar New Chicago Ar Philipsb'g Ly	L TO 20 M

See page 8 for meaning of reference marks.

"THE TRAIL OF LEWIS AND CLARK 1804-1904"

It is a new story of the renowned Lewis and Clark exploration of 1804-6, published by G. P. Putnam's Sons, New York. The author, Mr. OLIN D. WHEELER, of the Northern Pacific Wonderland series, writes from the standpoint of one who has not only made a study of the subject, but who has traveled thousands of miles over the explorers' route, in many cases with wagons or pack trains. The work is a 2-volume, 8vo edition, profusely and finely illustrated in color and half-tone from special photographs, is provided with special maps, and the type is large and distinct. Not a rehash of old reports, but an nunsual and unique presentation of the greatest exploration known, with much new and original matter. The work is timely in connection with the Lewis and Clark Exposition at Portland in 1906.

WASHINGTON CENTRAL BRANCH.

No. 113 Mixed. Ex. Sun.	No. 13 Pass. Daily.	Miles	STATIONS.	No. 14 Pass. Daily.	No. 114 Mixed. Ex. Sun.	
 	1 40 PM 2 35 PM	0 16	Ly Spokane .Ar	11 55 AM		
 	3 00 PM	26	Lv. Cheney Ar Medical Lake	10 50 AM		
 	4 20 PM	57	Reardan Davenport	10 15 AN 9 40 AN		
 	5 15 PM 5 38 PM	90	Creston Wilbur	8 47 AN 8 25 AM		
 Lv.7 10PM	6 10 RM 6 54 RM	103 121	Ar. Coulee Jct Ly	7 53 AN 7 10 AM	Ar 6 55AM	
 	7 00 PM		Ar Coulee Cy. Lv	7 05 AM		
 Ar 8 40PM		142	Ar Adrian Ly		TV 5 40M	

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

	Mixed. Daily.	Miles	STATIONS. Via Steamer from Harrison to Cœur d'Alene.	Mixed. Daily.		
Mt. Time. Pac.Time. Mixed Ex. Sun. 5 25 PM 6 05 PM 6 05 PM	7 40 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	125 131 142 189 203 227 253 259 264 270 282 308 308 334 343 347	Lv. Helenn. Ar Lv. Missoula. Ar Lv. Missoula. Ar Lv. De Smet. Ar Frenchtown Iron Mountain. St. Regis Salese Mullace. Lv Lv. Wallace. Ar Ar. Oaborne. Lv Wardner. Ar Cataldo Ar. Harrison. Lv Lv. Harrison. Ar ArCr d'AleneLv LvCr d'AleneAr Post Falls Hauser Ar Spokane. Lv	4 20 RM 4 228 RM 122512 RM 11 200 AM 9 200 AM 12 40 RM 12 10 RM 12 10 RM 11 445 AM 10 45 AM 9 00 AM	Mt. Time. Pac. Time. Mixed Ex. Sun. 8 50 AM 8 20 AM	
 	l í	- 1		!		*

BURKE BRANCH.

•	Mixed. Ex. Sun.	Mixed. Daily.	Miles	STATIONS.	Mixed. Daily.	Mixed. Ex. Sun.	
	9.30 AM 10.30 AM	3.45 PM 4.45 PM		LvWallaceAr ArBurkeLv	6.00 PM 5.00 PM	11.30 AM 10.45 AM	

PALOUSE, LEWISTON & FARMINGTON BRANCHES.

dixed.	Mixed. Daily	No. 11	No.	Miles	GUILA MITONIC	No. 10	No. 12	Mixed. Daily	Mixed.	
Ex. Sun.	Ex. Sun.	Daily.	Dany.	Ħ	STATIONS.	Pass. Daily.	Daily.	177	Ex. Sun.	
A.M.	P.M.	P.M.	A.M.	l -		P.M.	A.M.	P.M.	A.M.	
		11 80	8 05	0	Lv Spokane At	2 80	6 20			
		11 55	8 30	9	Marshall	2 10	5 55			
		12 25	8 55 9 35	20 35	Spangle Rosalia	1 45	5 30			
		1 10 1 40	10 02	46	Oakesdale	1 05	4 52		•	
TF 6 45		1 55	10 02	52	Ar Belmont Ix	12 85	4 30			
		7 99	10 10			12 22	4 15	<u></u>	7 40 Ar	
r 7 10	<u></u>	<u></u>	<u></u>	57	Farmington				715.Lv	
		2 20	10 35	58	Garfield	12 05	3 55 3 30			
		2 50 3 55	11 05	68	Palouse	11 40	8 30			
	Lv 4 15	3 55	11 55	84	Ar PullmanLv	10 55	2 40	Ar 8 50		
	* 4 87		12 33	91	Staley	10 15		8 27		
	5 20		1 00	101	Colton	9 48		2 45		
	5 88		1 07	108	Uniontown	9 40		9 85		
	Ar 6 15		1 30	113	Ar Genesee Lv	9 15		Lv 2 00		
		4 30	12 85	94	Moscow	10 20	2 00			
		5 22	1 20	108	Trov	9.35	1 05			
		6 10	2 00	120	Kendrick	8 55	12 20			
		6 22	2 00 2 10 2 85	124	K endrick Juliaetta	8 40	12 10			
[6 45	2 85	133	Potlatch Jct	8 15	11 45		•••••	
v7 5 35			2 45	136	Ar Lapwai Jct Ar	8 08			Ar 7 50	
5 50				141	Sweetwater				7 20	
6 20				148	Ar Culdesac Ly				6 50	
		* 7 00	2 48	136	North Lapwai	8 00	*11 80		0 00	
		7 30		147	ArLewistonLv	7 85	11 00			-
					Clarkston	. 00	00			
A.M.	P.M.	A.M.	P.M.			A.M.	Р.Ъ.	P.M.	A.M.	
See	page 8 f	or mea	ning of	ref	erence marks.					

CLEARWATER SHORT LINE.

Mixed. Ξ STATIONS. $Ex. Sun.$	
Ex. Sun. STATIONS. Ex. Sun.	
1 45 PM 0 Lv Lewiston Ar 9 00 M 2 30 PM 14 Potlatch Jct. 8 10 M 27 Lenore 7 25 M 27 Lenore 7 25 M 27 Lenore 3 10 M 4 10 M 27 Lenore 7 25 M 27 M	

SPOKANE FALLS & NORTHERN RAILWAY AND KOOTENAI LINES.

 Passenger Daily.	STATIONS.	Passenger Daily.	
 9 45 AM 2 05 PM 3 32 PM	Lv Spokane Ar Marcus Grand Forks Jct.	6 20 P.M 1 50 P.M 11 35 A.M	
 4 00 PM 5 30 PM 5 27 PM	Grand Forks Phœnix Curlew	11 30 AM 10 00 AM 7 56 AM	
 2 26 PM 3 05 PM	Republic	7 00 AM 1 16 PM 12 30 PM	
 3 15 PM 4 55 PM	Lv Northport Ar Ar Rossland Lv	12 17 AM 11 05 AM	
	Ar Trail Lv Ar Nelson Lv Lv Nelsou Ar	9 10 AM 10 00 AM	
 9 15 P.M	ArKasloLv ArSandonLv	1 30 PM	

Connects at Grand Forks for Midway, Greenwood, and points west on Canadian

Connects at Grand Forks for Miloway, Greenwood, and points west on Canadian Pacific Railway.

Steamer to and from Kaslo, Ainsworth, Hendryx, Pilot Bay, and Balfour, B. C., connects with trains at Five Mile Point daily, except Sunday. Connects at Kaslo with Kaslo & Slocan lty. (Sandon, B. C., Whitewater, B. C., Three Forks, B. C.)

WALLA WALLA, DAYTON, AND PENDLETON LINE. WASHINGTON & COLUMBIA RIVER RY.

Mixed. Sunday Only.	Daily. Pass'r No. 1	Mis.	STATIONS.	Daily. Pass'r No. 2	Mixed. Sunda y Only.	
 9 15 AM	6 20 AM 7 35 AM 7 48 AM	0 29 34	Lv Pasco Ar Adkins .Eureka Junction	8 40 PM 7 32 PM 7 22 PM	1 30 RM	
 9 40 AM 9 55 AM 10 15 AM 11 00 AM		49 42 46 54	Lv Lee Ar Elwood Clyde Ar Pleas't V. Lv		1 00 RM 12 45 RM 12 25 RM 11 40 AM	
 2 05 PM 2 35 PM 3 10 PM 3 20 PM 3 45 PM	8 02 AM 8 18 AM 8 41 AM 8 47 AM 9 00 AM	40 45 56 60 65	Lv Lamar Ar Climax Dry Creek Waterloo Walla Walla Lv	6 59 PM 6 34 PM 6 28 PM 6 15 PM	8 40 AM 8 18 AM 7 25 AM 7 15 AM 7 00 AM	
 	10 00 AM 10 47 AM 11 15 AM	76 89	Dixie Waitsburg Ar Dayton Lv	5 03 PM 4 02 PM	7 00 121	

W. & C. R. Ry. operates a first-class sleeping car locally between Pasco and Walla Walla, connecting with Northern Pacific trains. Berth rate, one dollar.

Mon.Wed. and Fri.	Tue. Thu. and Sat.	Mls.	STATIONS.	Daily. Ex. Sun.	
7 15 AM 8 05 AM 8 35 AM 10 55 AM 11 25 AM 11 25 AM 11 15 PM	7 15 AM 8 055 AM 8 555 AM 8 555 AM 9 250 AM 9 15 AM 10 15 AM	11 16	Lv. Pasco. Ar Lv Hunts Jct. Ar Canon. Vansycie Killian Junction Apex Helix Myrick Fulton Ar Pendleton Lv	7 40 PM 6 55 PM 6 36 PM 6 20 PM 6 15 PM 6 045 PM 5 45 PM	Mixed train lvs. Killian Jc. 8.50 a.m. on Mon., Wed., and Fri., arr. Athena 9.40 a.m. Returng same day, lvs. Athena 9.55 a. m., arr. Killian Jct. 10.45 a. m.

CREAT NORTHERN RAILWAY.

Daily.	Daily.	Daily.	Mis.	STATIONS.	Daily.	Daily.	Daily.
5 30 RM 6 58 RM 9 55 RM 10 00 RM	4 00 PM 5 11 PM 7 38 PM 7 48 PM 8 30 PM 9 20 PM 10 00 PM	8 30 AM 9 58 AM 12 50 RM 1 00 RM 1 55 RM 3 00 RM	95 97 120 144	Lv. Seattle Ar Everett Harris Avenue Bellingham Blaine Ar Westminster Lv Ar Vancouver Lv	9 30 AN 6 53 AN 6 45 AN	9.00 P.M. 11 10 9.80 13 11 10 9.80 13 11 10 9.80 13 13 13 13 13 13 13 13 13 13 13 13 13	10 00 PM 8 42 PM 6 18 PM 6 10 PM 5 28 PM 4 00 PM

See page 8 for meaning of reference marks.

Care is taken to have the time tables and information in this folder correct and free from typographical errors, but the Northern Pacific Railway does not guarantee their absolute correctness and reserves the right to vary therefrom without notice.

PORTLAND, TACOMA, AND SEATTLE LINE.

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COLUMBIA BRANCH.

Mixed Ex. Sun.	Mls	STATIONS.	Mixed Ex. Sun.	
 3 00 RM 4 50 RM	-00	LvKalama Ar Ar Vancouver Lv	9 50 AM	

YACOLT BRANCH.

Mixed Ex. Sun.			Mixed Ex. Sun.	
 1 00 PM 3 30 PM	31	Lv Vancouver Ar Ar Yacolt Lv	9 30 AM 6 30 AM	

SEATTLE DIVISION.

No.1 Pass'r Daily	No.3 Pass'r Daily	No.5 Pass'r Daily	Mls	STATIONS.	Pass'r	No.4 Pass'r Daily	No.2 Pass'r Daily	
 P.M. 12 30 *12 44 12 48 1 26 1 32	8 25 8 39 8 44 9 25 9 25	P.M. 5 30 5 43 6 30 6 35	0 4 6 22 23	Lv Seattle Ar Interbay Fremont Bothell Woodinville	9 48 9 34 9 29 8 49 8 43	P.M. 8 30 8 15 8 10 7 31 7 26	3 33	
 1 53 2 15	9 40 10 00	8 15 8 25	56 59 29 38	Snoqualnite North Bend Maltby Snohomish	7 12 7 05	7 11 6 47	2 38 2 05	:

	1 53 2 15	9 40 10 00		29 38		Snoh	ltby omish			7 11 6 47	2 38 2 05	
				1	Crerett .	Ry. & I	Electric	Co.				
J v Eve A. Sno		h	6 45 7 15	А.М 8 00 8 30 А.М.	A.M 9 15 9 45 A.M	A.M 11 05 11 35 A.M	Р.М. • 1 20 1 50 Р.М.	P.M. • 2 25 2 55 P.M.	P.M. 3 05 3 35 P.M.	P.M. 6 05 6 35 P.M.	P.M. 7 40 8 10 P.M.	P.M. 410 49 11 10 P.M.
Lv Sno Ar Eve		h	7 20 7 50	л.м 8 35 9 05 л.м.	10 05 10 35 10 35	A.M 11 45 12 15 P.M.	P.M. 2 20 2 60 P.M.	P.M. • 3 00 3 30 P.M.	P.M. 3 45 4 15 P.M.		8 50	P.M. 11 15 12 00 NIGHT
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	27 236 310 320 408 447	10 53 11 02 11 48 11 56 12 35		43 46 60 63 83 85 97	8 Ar	Hari Arlii Bry Clear Sedro— Wicke	ford. auton ant Lake Woolle rsham	yLv		6 27 6 27 5 5 46 4 4 8 4 10	1 52 1 43 1 08 12 58 12 11 1 1 56 1 1 26	
	E 17	12 36 1 40		110	Lv Ar	_Bellin	rsham gham ing	Lv		4 09 3 15	10 55	
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	P.M.	P.M.		^'		(C. P	. R.)	14		Р.М.	A.M.	

MONTE CRISTO BRANCH.

Mo., Wed. and Fri.	Mixed Tue.,Thu. and Sat.	Mls	STATIONS.	Tu	lixed e.,Thu. d Sat.	Mo., Wed. and Fri.
9 00 AM 9 35 AM 10 20 AM 12 25 PM	9 00 AM 9 35 AM 10 20 AM 11 05 AM 12 40 PM		Lv Everett Ar Lv Snohomish Lv Hartford Robe Robe Ar Monte Cristo Ly	443	05 PM 25 RM 00 RM 15 RM 40 RM	5 05 PM 4 25 RM 3 40 RM 1 25 PM

DARRINGTON BRANCH.

Mixed Mo., We and Fr	1 M	18	STATIONS.	Mo.,	xed Wed., Fri.	
			Arlington Ar Darrington Lv	3	50 PM 50 PM	

Nooksack SEORO-WOOLE Close I ske Big Lake Montborne MaMurray Bryant HARTFORD SNOHOMISH WOODINGILLE KIDKLANDIC lequa Z GOBLE Hunter Columbi - Warren Scappo Holbroo Linnte



Yellowstone National Park Route



OLYMPIA, MONTESANO, OCOSTA, AND SOUTH BEND LINE.

Passenger	Passenger	Passenger	N.1-	000 4 (11. 0000	Passenger	Passenger	Passenger
Daily.	Daily.	Daily.	W18.	STATIONS.	Daily.	Daily.	Daily.
b 4 30 PM 4 55 PM 6 50 PM			- 93 - 33	Ar. Olympia Ly	6 05 PM 5 43 PM	8 2 40 PM 2 10 PM	b10 50 AM
6 35 PM	12 50 PM 1 20 PM		52	Ar Gare Lv		11 20 AM	8 45 AM
6 45 PM 7 16 PM 7 37 PM	2 07 PM		57 71 80	Oakville Elma		11 08 AM 10 38 AM	8 35 AM 8 10 AM 7 50 AM
8 10 PM 8 20 PM 9 45 PM	3 10 PM 3 25 PM	80	92 96	Aberdeen Hogniam		9 40 AM 9 20 AM	. 7 ŌŌ AM
	4 18 PM * 4 26 PM * 4 36 PM * 5 09 PM	or meaning marks.	90 93 95 97 105	Cosmopolis Jet Lv. Cosmopolis Ar South Aberdeen West Aberdeen Markham Ar. Ocosta Lv		8 25 AM * 8 10 AM * 8 00 AM * 7 26 AM	
<u></u>	10 20 AN	ge 8 for	108 49	Ar. Ocosta I.v. Lv. Tacoma Ar Lv. Centralia Ar Lv. Chehalis Ar		7 15 AM 2 40 PM 11 40 AM	1
Mixed. Daily.	1 15 PM 2 10 PM 2 30 PM 3 07 PM 3 53 PM 4 10 PM	See page 8 f	70 76 89 105	Pe Ell Frances		10 33 AM 10 15 AM 9 30 AM	Mixed. Daily.

BRANCH LINES FROM TACOMA

	Daily. Mis.		Daily, Ex. Sun.	
	3 55 PM 0.0 4 33 PM 18 0		11 30 AM	
	4 33 PM 18 0 * 4 39 PM 30.7	Orting Crocker	10 47 AM *10 41 AM	
	4 50 PM 25 0	South Prairie	10 33 AM	
	5 10 PM 30.0	Buckley	10 15 AM 10 08 AM	
	6 05 PM	Ar. Kanaskat Lv	9 25 AM	
	_6 30 PM	Hemlock	8 55 AM	
	26.5			
	5 10 PM 28.2	ArBurnettLv	10 05 AM	
	5 35 PM 31.6	Wilkeson	9 45 AM	
	5 50 PM 34.3	Carbonado	9 30 4	
	6 20 PM (41.0	Ar FairfaxLv	9,00 AM	

PUCET SOUND STEAMSHIP LINES.

only	Sat.		*Tu Thu and Sun.	Ex. Sun.	Ex. Sat.	ADly Ex. Sun.		ORTS Steamer.)		Sun.	Sun.	and		*Dly Ex. Sun.	Su.
£M.	P.M		PM	AM	P.M	AM			AM	P.M	AM	AM	-	P.M	P.M
			4 50				Lv Ta	acoma Ar							
8 00	10 00		10 00		11 59	9 30	Lv.S	eattle.Ar	3 15	2 30	1 00	6 00		5 00	5 00
				9 30			. Port	Madison .			11 80		ا		
				11 59				Gamble .			9 00				
				1 00			Por	t Ludlow			8 00				
12 00	. 		1	8 00	4 00	11 45	_ Port	Townsend .	11 80	10 00	6 00				1 00
		_			11 80		Port	Angeles .		5 00					
	12 00	SDIy	l					verett					\$Div	2 15	
			l				- Ana	cortes					Ar.	9 30	
	6 00		6 00				Bel	lingham .				11 00	PM	8 00	
	. .	1 00				8 00	ArVi	ctoria Lv	T8 00				6 30		
		7 00	10 00		<u>-</u>			neouver_Lv				6 00	1 15		
P.M	AM	AM	AM	PM	AM	P.M			P.Mr	AM	P.M	P.M	EM	MA	PM
_ N	OTE.	-Ste	amer	leav	ing s	Seatt	e dail	y except Sa	turd	ıy at	10 00	p. m.	leav	es Se	attle

Saturday 900 p. m.; arrives Seattle 8.00 a.m.
Norg.-Time of Steamship Lines according to latest information given; not

guaranteed.

¶ Note-Steamer Whatcom leaving Victoria Saturday will call at Port Angeles.

Portland and Puget Sound to San Francisco, via Steamer

The Steamers of the Oregon Railroad & Navigation Company sail between Portland and San Francisco, touching at Astoria. Steamers sail from Portland every five days. Leave Portland about 8.09. m., arrive San Francisco morning of the third day thereafter. The Portland about 8.09. m., arrive San Francisco morning of the third day thereafter. The Portland about 8.09. m., arrive San Francisco morning of the third day thereafter. The Portland and Steamers sail for all ports in California, are advells. Douglas City, Haines, Skagnay, Killisco, and Steamers, Wangel, Juneau, Treadwells. Douglas City, Haines, Skagnay, Killisco, and Steamers, Anacores, B. C., Port Townsend, Whatcom, Everett, Fairhaven, Anacortes, and San Francisco steamers leave Seattle and Tacoma every fifth day. Between Seattle and Vancouver, B. C., three times each week. Between Seattle, Everett, Anacortes, Fairhaven, and Whatcom, daily. The Alaska Steamship Company's steamers sail every five days for all ports in Alaska, including Ketchikan, Wrangel, Petersburg, Juneau, Douglas, Haines, Skagnay, connecting with trains for Atlin, Dawson, and the Juneau, Douglas, Haines, Skagnay, connecting with trains for Atlin, Dawson, and the Tanana Country.

Between San Francisco, Los Angeles, Santa Barbara, San Diego, Santa Cruz, Monterey, San Luis Obispo, San Sineen, Cayucos, Ventura, Hueneme, California, every second day. Between San Francisco and Enseada, San Jose del Cabo, Maszatlan, Altata, La Paz, Magdalena Bay, Santa Rusalia, Guaymas, Mexico, on the 7th of each month.

SHASTA ROUTE.

PORTLAND AND SAN FRANCISCO.

West-bound passengers via the Pacific Division and Tacoma make close con-nection at Portland (same depot) with the Southern Pacific Co. (Shasta Route) for San Francisco and all points south.

EAST SIDE:

sour	II — Read	Down,	Mls.	OM + MIONO	NOF	I Up.	
Daily.	Daily.	Daily.	.116.	STATIONS.	Dai'y.	Daily.	Daily.
6 00 PM 6 47 RM 7 34 PM 8 15 RM 9 10 PM	\$ 8 30 AM 9 227 AM 10 13 AM 12 28 AM 1 2 15 PM 1 4 15 PM 1 1 52 PM 1 1 55 AM 4 565 AM \$ 7 48 PM	\$ 8 30 PM 9 18 PM 10 06 PM 10 47 PM 11 51 PM 1 32 AM 5 05 AM 10 07 AM 11 25 AM 12 25 AM 12 25 AM 14 45 PM 4 48 AM 8 8 48 AM	0 15 36 53 80 92 123 198 297 329 341 682 772	Lv Portland Af Oregon City Woodbarn Salem Albany Lebanon Eugene Roseburg Grant's Pass Medford Ar. Ashland Ly A. San Franc'o L	6 41 AM 6 00 AM 5 23 AM 4 30 AM 11 35 RM 6 30 RM 6 09 RM 4 40 RM 12 10 AM	\$ 6 10 PM 5 10 PM 4 21 PM 3 32 PM 4 330 AM 1 9 35 AM 1 9 35 AM 1 9 35 AM 4 40 AM 3 40 AM 3 0 500 AM 8 8	10 35 AM 9 47 AM 9 01 AM 8 22 AM 7 30 AM

Pullman Buffet Sleepers and Excursion Sleepers run daily between Portland

WEST SIDE.

SOUT	SOUTH - Read Down.			STATIONS.	NORTH-Read Up.				
	Ex. Sun.	Daily.	Mls.	STATIONS.	Daily.	Ex. Sun.			
	4 50 PM 6 21 PM 7 21 PM	7 30 AM 9 00 AM 10 00 AM 11 00 AM 11 45 AM	0 26 50 76 97	Lv. Portland .Ar Forest Grove McMinnville Independence Ar. Corvallis .Lv Ar. Shevidan .Lv	4 12 PM 3 06 PM 2 05 PM	8 25 AM 6 59 AM 5 58 AM			

PORT TOWNSEND SOUTHERN R. R. OLYMPIA DIVISION.

Daily.	Daily.	Mls	STATIONS.	Daily.	Daily.
5 00 PM 5 10 PM	10 50 AM 11 00 AM	0 2 6	LvOlympiaAr Tumwater Bush	1 50 RM 1 43 RM	6 40 PM 6 33 PM
5 30 PM	11 20 AM	13	Plumb Gilmore	1 23 PM	6 13 PM
5 50 PM	11 40 AM	15	ArLv	1 05 RM	5 55 PM

No. 1 connects at Tenino daily with Northern Pacific trains Nos. 7 and 8 for all noints South and East.

points South and Fast.

No. 3 connects at Tenino daily with Northern Pacific train 2 (North Coast Limited, east bound) and train 18 (Puget Sound Limited) for Portland.

Only direct connection for Portland.
See page 8 for meaning of reference marks.

The Council City & Solomon River Railroad Company

Formerly known as the Western Alaska Construction Company

is completed for a distance of about 13 miles, including the \$27-foot bridge across the Solomon River at Right Branch (East Fork), and will offer prompt transportation facilities from June 1 to November 1, 1935, for freight and passengers from Dickson (Solomon) to Rock Creek, Quariz Creek. Big Hurrah, Trilby Mountain, Right Branch (East Fork), and end of line as same is pushed forward.

A stage route between the end of the line and Council City was established last season, and will be run with daily service this season. The average time between Dickson (Solomon) and Council City last season was about eight (8) hours; fare for through trip, \$14.50.

This is a greater convenience to the traveling public than the old route via Golvin Bay, which required two days and upwards, at a cost of \$20.00 to \$30.00.

There is daily service between Nome and Dickson (Solomon) by boat; fare, \$5.00; time four (4) to five (5) hours.

The Council City & Solomon River Bailroad Company has a first-class hotel at

time four (4) to five (5) hours.

The Council City & Solomon River Railroad Company has a first-class hotel at Dickson; private rooms, bath, etc., at reasonable rates.

Materials are stored at Dickson for the completion of our road to Council City, and bids have been received from reliable contractors for the rapid completion of the road.

The Alaska Telephone & Telegraph Company is building 200 miles of extensions this whiter, and will furnish service in the future between all the principal mining points, operating about 400 miles of line in the Peninsula.





ASTORIA & COLUMBIA RIVER R. R.

Expre	ess. nly.	Express. Daily. Ex. Sat.	Express. Daily.	Mls.	STATIONS.	Express. Daily.	Express. Daily.	
2 30 3 52 4 27 4 37 6 6	PM	7 00 PM 8 10 PM 8 25 PM 8 55 PM 9 03 PM * 9 13 PM 9 42 PM 10 35 PM	8 00 AM 9 10 AM 9 23 AM 9 55 AM 10 05 AM 10 15 AM 10 41 AM 11 35 AM	59 46 59 62 66 79	Lv. Portland Ar Goble Rainier Quincy Clatskanie Jct. Marshland Clifton Ar. Astoria Lv	11 30 AM 10 10 AM 9 57 AM 9 211 AM 9 00 AM 8 35 AM 7 45 AM	9 50 PM 8 40 PM 8 25 PM 7 50 PM 7 7 30 PM 7 04 PM 6 10 PM	

NORTHERN PACIFIC-BURLINGTON LINE. VIA BILLINGS.

	No. 6 Daily.	Miles	STATIONS	No. 5 Daily.	
	8 30 AM	0	NORTHERN PACIFIC RAILWAY LV Portland Ar	7 00 M	
	4 05 PM	144	" Tacoma "	7.45 8	
	4 00 RM	185	"Seattle"	8 00 PM	
	10 50 RM	305	"North Yakima"	8 00 PM 1 12 PM 5 00 AM 9 00 PM	
	7 15 AM	540	"Spokane " LvMissoula Ar	5 00 AM	
<u></u>		798			
•	11 20 PM	923	ArLv	4 10 PM	
	12 01 AM	9:3	Lv	6 55 P.M	
	11 40 PM 3 55 AM	923 1021	Lv Butte Ar	4 45 PM 12 45 PM	
	7 15 PM	1100	LyGardinerAr	5 15 PM	
		1046			
	5 10 AM 8 40 AM	1161	Lv. Livingston " Ar Billings Lv	11 30 AM 7 50 AM	
		1101	BURLINGTON ROUTE	7 00 AM	
	1 55 PM 8 55 PM 10 20 PM	1308	Ar Sheridan Ar	2 15 AM	Í
	8 55 PM	1486	" Newcastle "	2 15 AM 7 00 PM	
	10 20 PM	1530	ArLv	2 15 AM 7 00 PM 5 05 PM	
5 00 PM 6 20 PM 10 31 PM 10 30 PM 111 45 AM		1530	LvEdgemontAr		10 15 PM 8 40 PM 4 10 PM
6 20 PM		1559	Ar Hot Springe Lvi		8 40 PM
10 31 RM		1636	" Lead City " " Deadwood " Ar Spearfish Lv		4 10 PM
10 30 PM		1637	"Deadwood"		4 25 PM † 1 45 PM
† 11 45 AM		1660	ArLv		† 1 45 PM
	12 40 AM 3 00 AM	1588	ArLv	3 10 RM 12 50 RM	
		1640	ArLv		
	10 55 AM	1889	ArLv	1 30 AM	
	1 18 PM 1 50 PM	1910	Ar Grand IslandLv	4 17 AM	
	1 50 PM	1928	" Aurora "	3 37 AM	
	1 3 99 PM	1977		4 17 AM 3 37 AM 2 10 AM 1 20 AM	
		2002	ArLincolnLv		
	6 08 PM	2057	ArLv	11 10 PM	
	6 30 PM 8 55 PM	2065	ArLv	11 00 PM	
	8 55 PM	2149	Ar St. Joseph Lv	8 25 PM	
	10 07 PM	2163	Ar Atchison Ly	7 15 PM	
	10 45 PM	2190	"Leavenworth"	6 40 PM	
	11 20 PM	2212	Ar Atchison Ly " Leavenworth " Ar Kansas City Ly		
	10 36 PM	2185	ArLv	5 41 PM	
		2286	" Macon"	2 35 PM	
	3 40 AM	2341	" Palmyra Jet. "	T OT PM	
	4 10 AN 4 54 AN	2356		12 35 RM	
	1 56 AM 3 40 AM 4 10 AM 4 54 AM 7 19 AM	2382	Louisiana	11 09 AM	
	7 19 AM	2476	ArSt. LouisLy	5 41 PM 2 35 PM 1 01 PM 12 35 PM 11 09 AM 8 02 AM	

See page 8 for meaning of reference marks.

USE THE POPULAR

Northern Pacific-Burlington Route

FROM THE

PACIFIC NORTHWEST DENVER, KANSASCITY, ST. LOUIS. via BILLINGS

Through Standard Pullman between Puget Sound and Southwestern Points

Standard Pullmans, Tourist Sleeping Cars, and Dining

EASTERN AND SOUTHERN CONNECTIONS.

CHICAGO, MILWAUKEE & ST. PAUL RY.

DW LDW LD	w I nw I nw I sw!		at Lear Law Law
	M. P.M. P.M A.M.		M, A.M A.M. P.M. P.M.
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11 00 8 85 7	7 20 4 00 3 00 8 30	8 30 Lv. St. Paul. Ar	9 50 7 25 9 55 2 50 11 25
11 00 8 85 7 3 00 12 35 11	L 05 6 50		5 40 83 20 7 15
† 9 10	× 3 40	5 35 "Madison" †1	2 40 †8 05 †10 20
† 9 10 9 30 6 45 4	1 50 12 20	7 00 ". Milwaukee . " \$1	1 10 8 50 7 15 12 45
11 40 9 00 7	7 00 7 45	9 25 " Chicago " §	9 00 \$6 80 \$ 5 15 \$10 25 \$10 80
	2 08	4 23 " Dubuque " †1	2 20 § 11 85 † 7 20
	5 38	8 55 ". Rock Island. " §	
	10 05 1 25	2 07 " Ottumwa " 1	2 05 7 00
	6 10 8 20	8 20 ArKansas CityLv §	5 5 5 £ 9 30
A.M A.M. A.	.M. P.M. A.M A.M.	A.M. P	M. P.M. P.M. A.M P.M.
X Except M	londay.		

WISCONSIN CENTRAL LINE.

 7 0 7 4 11 0 10 2 4 3 5 7 1	15 PM 10 PM 10 PM 15 PM 15 AM 15 AM 15 AM	11 5 6 8	30	AM AM AM PM PM PM PM	" Eau Claire Ar " Neenah " " Osikosh Ar Lv Fond du Lac Lv Ar Milwaukee " Lv Waukesha "	541177755	10 30 10 50 55 30 00 15	PM PM PM AM AM AM AM	1111089	50 155 40 53 155 45 00	AM AM AM PM PM PM PM	
 9 4	O AM	10	50	P.M	Ar Chicago Lv §	2	45	AM	§ 6	15	P.M	

C., ST. P., M. & O. RY. THE NORTH-WESTERN LINE .- C. & N.W. RY.

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MINNEAPOLIS & ST. LOUIS R. R.-ALBERT LEA ROUTE.

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8	35	РM	17	45	PM	9	35	AM	Ly Minneapolis Ar	8	15	A.H		6 50	PM	7 50 AM
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BURLINGTON ROUTE.

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11	30 AM	111 3	58 P.M	Ar Winona Lv	4	05 30	AM:	8 52 AM
12	14 P.W	12 1	15 AM	Ar La Crosse Lv	3	30	AM:	8 09 44
3	44 P.M	3 2	27 AM	ArLv	11	59	P.M	
4	10 P.M	3 4	48 AM	Ar Galena Lv	11	35	P.M	3 53 AM + 10 40 AM
9	35 P.M	.9 (MA OC	ArChicagoi.v	6			10 50 PM
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7	1 <u>5 A</u> M	1 5	35 P.M	ArSt. LouisLv	1 8	16	AM	8 8 10 PM

CHICAGO GREAT WESTERN RY.

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1 40 PM	4 00 RM 9 30 RM	8 55 AM	ArChicagoLv	6 30 PM	8 45 AM	11 00 PM
10 45 PM	10 20 AM	8 00 PM	Lv Minneapolis Ar		8 10 PM	1 15 PM
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11 30 AN	9 15 PM	6 40 AM	"Des Moines"	9 65 PM	8 30 AM	2 30 AN I
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	7 33 P.M	6 53 AM	Ar Council Bluffs Lv		8 06 AM	
	7 55 P.M	7 15 AN	Ar OmahaLv	8 30 PM	7 45 M	



Yellowstone National Park Route



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	DUL	UTH, MIS	SA	BE & NORTHER	IN RAIL	VAY.	
Sunday Only.	Daily, Ex. Sun.	Daily, Ex. Sun.	Ils.	STATIONS.	Daily, Ex. Sun.	Daily, Ex. Sun.	Sunday Only.
7 10 AM 7 40 AM 9 56 AM 10 25 AM 10 13 AM 9 43 AM	3 50 PM 4 20 PM 6 13 PM 6 20 PM 7 07 PM 6 33 PM	10 35 AM 10 29 AM 10 56 AM 11 20 AM 10 40 AM	73 75 71 73 81 75	Lv. Duluth Ar Ar Proctor Lv Iron Junction Wolf Rainy Junction Virginia Eveleth Sparta Biwablk Mountain Iron Ar. Hibbing Lv	3 10 PM 1 13 PM 1 05 PM 12 50 PM 12 57 PM 12 34 PM 12 34 PM 12 12 PM	10 30 AM 10 00 AM 8 01 AM 7 53 AM 6 55 AM 7 42 AM	4 35 PM 4 06 PM 1 45 PM 1 40 PM 1 28 PM 1 58 PM

Train No. 1 leaving Duluth 7.40 a m. makes direct connection at Rainy Junction (2 miles south of Virginia) with D. V. & R. L. Ry, for Ashawa and all points on that line. See page 8 for meaning of reference marks

VALUABLE INFORMATION.

PASSENGERS should always purchase tickets of the Company's Agents, and not from unauthorized parties. We give this caution that the Company may not be consured for enforcing its rules to protect its interests against lost, stolen, fraudulent,

NOTICE.—All time cards and rates are subject to change without notice, further

STOP-OVERS, subject to special rules, will be allowed, when desired, on regular first-class thirty-day limited theats, or round-trip tourist tickets, the contract of which p. rmits stop-overs. (For stop-over apply to conductor.)

TEN-DAY STOP-OVER PRIVILECES are given at Billings, Mont., and west thereof, excepting at stations Logan to Garrison, both inclusive, upon application to conductor, on second-class tickets to points located on the Northern Pacific Railway, west of Trout Creek, Mont., to points on Washington & Columbia River Ry., Puget Sound Navigation Co., Great Northern Ry. north of Seattle, Canadian Pacific Ry. north of Sumas, Astoria & Columbia River Ry., Southern Pacific Lines in Oregon, and points on or reached via the Spokane Falls & Northern Ry. Passengers desiring to avail themselves of this priviege must, however, theck their baggage to destination of ticket, as under no circumstances are agents allowed to check baggage short of final destination.

1,000 MILE TICKETS, good on all lines east of Montana, at 21-2 cents per mile (also good on Duluth & Iron Range R. R., Duluth, Missabe & Northern Ry., and Minnesota & International Ry.), are on sale at Glandive, Helena, and Butte, also at all principal points on Northern Pacific Ry. east of Montana.

1,000 MILE TICKETS, good on all main and branch lines of the Northern Pacific Railway, at 3 cents per inite, are on sale at all principal stations. These books are also good over all lines on which the 3,000 mile tickets are honored. See below.

are also good over all lines on which the 3,000 mille tickets are honored. See below.

3,000 MILE TICKETS, good on all main line and branches of the N. P. Ry. They are also good on the Duluth & Iron Range R. R.; Duluth, Missabe & Northern Ry.; Minnesota & International Ry.; Butte, Anaconda & Pacific Ry.; Washington & Columbia River Ry.; Astoria & Columbia River R.; Puget Sound Navigation Co.; Pacific Coast S. S. Co., and Port Townsend Southern R. R.; Duget Sound Navigation Hallway, Puget Sound Navigation and Tenino, at 21.2 cents per nulle; on sale at all important stations on the Northern Pacific Rallway, Puget Sound Navigation Co., and Washington & Columbia River Ry. They are also good on the Spokane Falls & Northern Ry., Nelson & Ft. Shepherd Ry., and Montana R. R., sufficient mileage being pulled to equal the local rate.

LOST TICKETS. The Railway cannot be held responsible for lost ticketa; every possible precaution should therefore be taken to prevent their loss. Upon purchasing through tickets passengers should make nemorandum of the destination, by what Railway issued, form number and consecutive number and place and date of sale, also the consecutive numbers of their baggage checks. This will aid in their recovery if lost or stoleu.

REDEMPTION OF TICKETS. Tickets which are wholly or partly unused will be redeemed from the original purchaser by this company. Application for unused value of tickets should be made to local ticket agents, general or district passenger agents, or general passenger agent.

CHILDREN 5 years of age and over, and under 12 years, half-fare; under 5 years free, when accompanied by parents or guardians.

CORPSE RATE is always one first-class full fare; the corpse must be properly encased, placed in the baggage car, and taken only when in good condition, death having been caused by no contagious disease, and must be accompanied by some person in

BACCAGE RECULATIONS.—150 pounds of baggage are carried free on each full ticket, is pounds on each half-fare ticket between all points on and via the Northern Pacific Railway and its Western connections. No single plece of baggage weighing over 250 pounds will be checked or placed on baggage cars under any circumstances. The charge for excess haggage from eastern to western terminals its 6.00 per 100 lbs. So far as accommodations will permit, checked baggage will be forwarded on the same train the passenger takes, but this is not guaranteed. Bicycle, Tricycle, and Baby Carriages are carried in baggage cars, they being checked and charged for on rates made known upon application. Dogs will be carried in our baggage cars, at rates made known upon application. rates made known upon application

BACCACE can be checked through the States in bond without the necessity of

EXCESS BACCACE MONEY BOOKS are on sale at all principal points on the Northern Pacific Railway; \$30 and \$15 books are sold at 80 per cent of their

PRIVATE CARS. For the transportation of a special or private car with eighteen persons or less, between Nor. Pac. lly. castern and western terminals, and between St. Paul or Minneapolis and Superior or Duluth, eignieen full tickets, regular or special rate, will be required; for more than eighteen persons, an additional ticket will be required for each person. Special arrangements must be made in every case for transportation of special or private cars over other portions of the Nor. Pac. Ry.

TABLEPING CAR BERTHS RESERVED. Passengers from the East desiring berths reserved in the Puliman Sleeping Cars on the Northern Pacific should secure them through Geo. W. McCasrry, City Passenger Agent, corner 5th an i Robert Streets, St. Paul, or G. F. McNelll, City Ticket Agent, Nicollet House Block, Minneapolis, or by applying to the conductor of the train on which they enter St. Paul or Minneapolis. Sleeping car berths which have been reserved by telegram, letter, or otherwise than by purchase of the sleeping car tickets will be held until within ten minutes of leaving time of train. It will therefore be necessary to procure sleeping car tickets at the ticket office before entering the train.

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

SECOND-CLASS PASSENCERS who do not desire to use the Pullman

STANDARD TIME.—All divisions and branches east of Mandan, Dak., "Central," or 90th Meridian time, which is the time adopted at St. Paul and Chicago. Between Mandan and Trout Creek, Mont., "Mountain," or 105th Meridian time, which is one hour earlier than "Central" time. All trains west of Trout Creek are run of "Paclice," or 120th Meridian time, which is one hour earlier than "Central" time. All trains west of Trout Creek are run of "Paclice," or 120th Meridian time, which is one hour earlier than "Mountain" and two hours earlier than " Central" time.





GREATLY REDUCED RATES

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 cickets 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 Kl-ndike 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 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 representative with the modern up to date lake and river steamers of the White respectively with the modern up to-date lake and river steamers of the White Pass and Yukon Route. The comtortable, 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 Roya! Mail Stages are operated between White Horse and Dawson, giving a tr.-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.

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.

One Collar.

LEWIS AND CLARK EXPOSITION BOOKLET-A profusely illustrated booklet, descriptive of the Lewis and Clark Centennial Exposition, to be held at Sand Portland, Ore., June 1 to October 15, 1005, and of the events which are to be commemorated. It contains Four Cents. maps, directory of the grounds, etc.

MINIATURE WONDERLAND-

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

YELLOWSTONE PARK FOLDER-

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

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 Cents connected idea of the region and is a valuable picture and map combined. Framed it is ornamental as well

Thirty-five Cents.

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

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 Twenty-five nature. Mount Rainier is nearly 15,000 feet high and Cents. covered with ice.

EASTWARD THROUGH THE STORIED 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 Four Cents. Pacific—Route via Portland, Puget Sound, Seattle, Tacoma, Yellowstone Park, Badlands, Minneapolis, and St. Paul.

MINNESOTA LAKES-

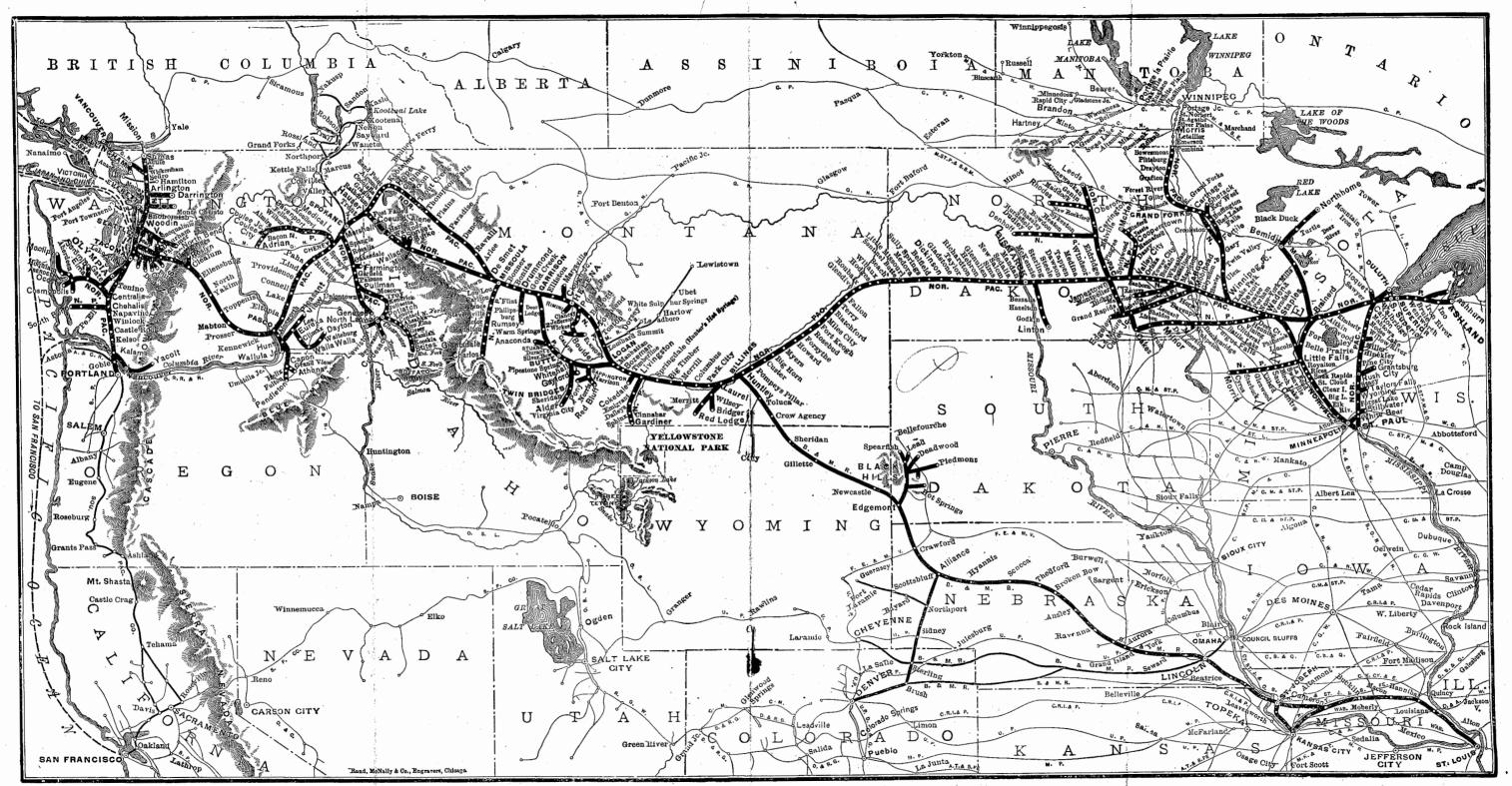
A fifty-page browner, descriptive of the beautiful Minnesota Lake Park region and containing specific information with reference to hunting and fishing, hotel ac- Free. commodations, etc., in this section. Has elegant cover in colors, and is profusely and handsomely illustrated.

MAP FOLDER-

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

In sending for these write the address carefully.

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



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.





Thermal Springs, Mont., 15 Thompson Falls, Mont., 9 Thomson, Minn. 12 Three Forks, Mont. 14

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Palmer, Wash	P Spokane, Wash 10, 16, 18 E Spragne, Wash 10 O Springdale, Mont 9 O Spring Gulch, Mont 16 Stack Minn 19

Potlatch Jc., Idaho. 16, 1 Prickly Pear Jc., Mont.

Yellowstone National Park Route



o Illon Minn	o Walles Minn 40	
O O 10H, MIHH	o Walker, Minn 12	O Wibaux, Mont 8
o Underwood, Minn11	L Wallace, Idaho16	Wickersham, Wash. 19
B Uniontown, Wash 16	P Walla Walla, Wash18	B Wilbur, Wash. 16
	Wallula Junction, Wash, 10	B Wilkeson, Wash. 21
	E Wardner, Idaho16	o Willana, Wash 21
E Valley City, No. Dak 8	o Warm Springs, Mont 15	Willow River, Minn12
P Vancouver, B. C 19, 21	o Warren, Ore18	o Wilsey, Mont. 14
Vancouver, Wash 19	o Washburn, No. Dak 15	o Windsor, No. Dak. 8
o Vansycle, Ore18	Washburn, Wis	E Winlock, Wash, 10, 19
в Verudale, Minn 7	o Waterloo, Mont. 14	p Winningg Man 7 13
o Verona, No. Dak11	o Waterloo, Wash18	O Winnings Jet. Minn 719
P victor, Mont	o Wawanesa, Man	Winnipegosis 19
o victoria, B. C	o West Aberdeen, Wash, 21	O Winston, Mont. a
o Villard, Minn 11	West Duluth, Minn 12	B Woodburn Ore 99
o Vining, Minn11	o Westport, Minn11	Woodinville, Wash. 19
	o Wheatland, No. Dak 8	B Woodside, Mont. 15
	White Bear, Minn 12	O Wyndmere No Dole . 11
w adena, Minn	B Whitehall, Mont14	Wyoming, Minn. 12
L Wahpeton, No. Dak11	o White Sulphur Springs,	
E Waitsburg, Wash 18	B Whitehall, Mont	Yacolt, Wash19
		,



These springs are beautifully situated in the picturesque valley of the Green River, on the western slope of the Cascade Mountains, 1,531 feet above the level of the sea, on the main line of the Northern Pacific Railway, sixty-three miles from

The Hotel, "The Kloeber," was built in 1900, and is a thoroughly modern structure, steam-heated and lighted by electricity throughout, arranged for the perfect accommodation of invalids and those requiring rest, diversion, and pleasure.

The baths are commodious and equipped with hot rooms, steam rooms, etc., and with competent attendants.

The Sanatorium, a special feature, is equipped with all the appliances of a modern

These Springs enjoy an enviable reputation for the relief of rhenmatism, gout, neuralgia, sciatica, and disorders of the heart, kidneys, digestion, and nervous system.

The natural temperature of the water is 132 degrees Fahr., coming from twentyseven different springs. The water is of the white sulphur character, containing tonic

The altitude of the Springs, together with the even temperature maintained throughout the building by steam radiation, makes this an especially desirable winter resort. Fishing in the Green River and its tributaries is excellent, while the shoot-

A Postoffice, Telegraph, and Long Distance Telephone stations are maintained in connection with the hotel. For further particulars, terms, etc., address

> DR. J. S. KLOEBER. Green River Hot Springs, Washington.

THE BIG FAIR=

To be held at PORTLAND, ORE, JUNE 1 TO OCTOBER 15, 1905

is set forth in a profusely illustrated fifty-page booklet entitled "The Lewis and Clark Exposition," just issued.

See List of Publications on Page 30.

"OPPORTUNITIES"

A BOOK SHOWING

OPENINGS FOR BUSINESS LOCATIONS

ON THE LINE OF THE

Northern Pacific Railway

Wisconsin, Minnesota. North Dakota, Montana, Idaho. Washington, and Oregon

C. W. MOTT General Emigration Agent Northern Pacific Railway ST. PAUL, MINN.

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

St. Paul Minn. 732	Missouri River, Low	Missoula
Minneapolis " 875	Water No Dak 1644	Cortacon Datilo Pose # 9 071
Sauk Centre " 1,254	Mandan 1.667	Heron " 9'966
Minneapolis "875 Sauk Centre "1,254 Glenwood "1,419	Mandan 1,667 Gladstone 2,373 Dickinson 2,430 Medora 2,290	Coriacan Defile Pass " 3,971 Heron " 2,266 Clark's Fork Idaho 2,092
		Hone " 9 007
Morris " 1.148	Medora " 2 200	Hope "2,087 Lake Pend d'Oreille "2,050
Morris " 1,148 Duluth " 626	Summit of BadLands " 2.784	+Wallace " 074
Superior Wis. 650	Glendive Mont. 2,091	*Wallace " 2,744 *Burke " 3,755 *Lookout " 4,680
Ashland " 688	Miles City. " 2,376	*Lookout " 3,100
BrainerdMinn, 1,230	Ft. Keogh " 2,390	Prokout
Clithand 4 1 200	Ft. Keogh	Spokane Wash, 1.919
*Clitheral	Blg Horn Tunnel " 2,752 Custer " 2,749	*Pullman " 2,349
Plante Lake 1,010	Custer 2,749	Sprague " 1,891
Websets No Dels 0	Pompey's Pillar " 2,894	Ritzville " 1,810
Wahpeton No. Dak. 985		NOTER KREEMS. " 1065
Milnor " 1.116	Springdale 4,234	1 ENCHROUPE " 1.508
DetroitMinn. 1,385	Livingston " 4,510	
Moorhead " 928	*Sphinx " 5,103	Big Canon (Lower
FargoNo. Dak. 926	*Cinnabar 5,196	End) "1910
Red River " 923		Big Canon (Upper
La Moure " 1,329	Bozeman " 4,773	Big Canon (Upper End)
La Moure 923 Casselton 960 Valley City 1,245	Townsend " 3,833	Stampede Pass, S't
Valley City " 1,245	*Wickes " 5,185	of C. R'ge " 3,973
Sanborn " 1.468	*Eiknorn 6.628	Stampede Tunnel
Cooperstown. " 1.450	Helena " 3,955	
Jamestown " 1,429	Mullan Tunnel " 5,565	Weston " 1,835
Carrington " 1.605		Tacoma " 46
Sykeston " 1,653	_ of M. P's " 5,873	Tacoma " 46 Wallula Junction " 326
New Rockford " 1 552	Homestake Pass " 6,328	*Walla Walla " 925
Minnewaukan. " 1,483		
Devil's Lake " 1,430	Rutto " E Ent	*The Dalles Ore. 106
Steele " 1,890	Butte " 5,595 Drummond " 3,967 Hell Gate River " 3,710	
Steele	Wall Cate Divon # 2710	*Bridal Veil " 46
* Branch Line Points.	11011 Gate 151 ver 3,110	Portland " 15,
" Dienon Line I office.		

35 See Northern Pacific Manual for a complete list of Stations and their population. 36

o Marshland, Ore.

E Marysville, Mont... o Maudlow, Mont.... o McDonald, Minn.

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 canvons 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 Vellowstone 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 semitropical 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 "Fitty-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 Buluth

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	*45.0
To Springdale Mont. (Hunter's Hot Springs) going via N. P. Ry, returning same	\$45.0
To Livingston Mont. going via N P Ry returning same parts of via Dillings	50.8
To Bozeman, Mont. (Ferris Hot Springs), going via N. P. Ry, returning same	5 1.9
To Helena, Mont., going via N. P. Rv., returning same route or via Great Nor.	53.4
thern Ry., or via Billings (either direct or via Denver) to the Missouri River 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	60.0
Missouri River. To Butte, Mont. going via N. P. Ry., returning via O. S. L. and U. P. Ry. to the Bissouri River, or direct via Sioux City to St. Paul, or via O. S. L., Ogden	60.0
To Missoula, Mont., going via N. P. Ry, returning same route or via Rillings	70.0
To Spokane, Wash., going via N. P. Ry., returning same route or via Great Northern Ry., or via Huntington, Council Bluffs or Sionx City to St. Paul or	62.5
via Huntington or Billings (either direct or via Denver) to the Missouri River To Medical Lake, Wash., going via N. P. Ry, returning same route or via Bill-	75.0
ings (either direct or via Denver) to the Missouri River. To Coulee City, Wash., going via N. P. Ry., returning same route or via Bill-	75.0
ings (either direct or via Denver) to the Missouri River To Pasco, Wash., going via N. P. Ry., returning same route or via Billings	75.00
(either direct or via Denver) to the Missouri River. To Kennewick, Wash., going via N. P. Ry., returning same route or via Bill-	75.0
ings (either direct or via Denver) to the Missouri River To Toppenish, Wash., going via N. P. Ry., returning same route or via Billings	75.0
(either direct or via Denver) to the Missouri River. To North Yakima, Wash., going via N. P. Ry., returning same route or via Bill-	75.0
ings (either direct or via Denver) to the Missouri River. To Ellensburg, Wash., going via N. P. Ry., returning same route or via Billings	75.0
To Walla Walla, Wash, and return, going N. P. Ry and W. & C. P. Ry, raturn	77.5
ing same route or O. R. & N. R. R. and G. N. Ry, to St. Paul; or via Billings (either direct or via Benver) or via Huntington to Missouri River. 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	75.00
To Rossland, B. C., and return, same routes as to Trail and return. To Kaslo or Ainsworth, B. C., going via N. P. Ry., returning same route; or via Great Northern; or via Huntington, Council Bluffs or Slowx City to St. Paul; or via Billings (either direct or via Denver) or Huntington to the Missouri	75 .00
River To Sandon, B. C., and return. Side trip from Kaslo to Sandon and return	75.00 4.10
Tickets are of iron-clad signature form and require identification of purch return starting point. Limits on Billings and Springdale tickets going 30 days, ing 10 days, final limit 40 days; on tickets to Livingston, going 30 days, ret 30 days, final limit 60 days; on tickets to other points, going 40 days, returning 4 final limit 90 days.	return

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. 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 the final limit, are on sale at above points at rates and via the routes named below.	the
To St. Paul, returning via Northern Pacific, Soo-Pacific, or Great Northern	
Lines, or via Sioux City and Hilptington direct	.00
10 St. Paul, returning via Council Bluds and Huntington or returning via	
Council Biulis and Billings (direct or via Denver)	.00
To St. Paul, returning via Kansas City and Huntington, or via Kansas City	
and Billings (direct or via Den. er). To St. Paul, returning via Council Blufts and Ogden, San Francisco, and either	.90
Shasta Route or Steamer	
Shasta Route or Steamer	.90
San Francisco, and thence Shasta Route or Steamer. 112	00
10 St. Paul, returning via Kansas City. Denver Albuquerque Mojave and Can	.90
Francisco, and either Rail or Steamer	90
	.00
Angeles, San Francisco, and Shasta Route	.90
or Great Northern Lines. or via the missouri River and Huntington, or via	
Missouri River and Billings (direct or via Denver)	.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	••
To St. Paul and St. Louis, returning via El Paso or Deming (not via Denver)	.00
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	.00
Northern Lines, or via Council Bluffs or Kansas City and Huntington or	
via Missouri River and Billings (direct or via Denver)	00
10 Mt. Paul and Unicago returning via Missouri River Orden San Francisco	.00
and either Shasta Route or Steamer	.00
and either Shasta Route or Steamer. 125 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	.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.	.00

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., return-	
	ing 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	
	Dulath or wis Consider Design to Winning a Boot at the 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
- 7	To Victoria, B. C., going via N. P. Ry., Tacoma, Scattle, and steamer, returning	
	same route, or via Great Northern Ry. or Soo-Pacific line to St. Panl 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,	90.00
	tallouver, B. C., going via A. I. Ry, and victoria, or via Scattle and Pall,	
	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	0.311

	RATES.	ON
	In Effect from St. Paul, Minneapolis, and Duluth:	
То	San Francisco, going via Portland and Shasta Route or steamer, or via Tacoma or Seattle and steamer, returning via any authorized direct route	
То	to Missouri River, Mineola, or Houston San Francisco, going via Portland and Shasta Route or steamer, or via Tacoma or Seattle and steamer returning via any authorized direct	\$105.00
То	route to Missouri River, thence to St. Paul	112.50
	Portland, or via steamer to Tacoma or Seattle, thence via the Northern Pacific Railway to St. Paul, Minneapolis, or Duluth, or via Billings (either	
To	direct or via Denver) to the Missouri River San Francisco, going via Portland and Shasta Route or steamer, or via Tacoma or Seattle and steamer, returning via rail or steamer to Port- land, thence via Huntington to Missouri River, or via Great Northern or Soo-Pacifie to St. Paul, Minneapolis, or Duluth, or returning via steamer to Seattle, and the Great Northern or Soo-Pacific line to St. Paul, Minneapolis	105.00
то	apolis, or Duluth San Francisco, going via Portland and Shasta Route or steamer, or via Tacoma or Scattle and steamer, returning via authorized direct routes	105.00
То	to St. Louis, Cairo, Memphis, or New Orleans	111.00
То	Missouri River	114.50
то	Missouri River, thence to St. Paul. Los Angeles, going via Portland and Shasta Route, returning same route to Portland, thence via the Northern Pacific Railway to St. Paul, Minneapolis,	122.00
То	or Duluth, or via Billings (either direct or via Denver) to the Missouri River Los Angeles, going via Portland and Shasta Route, returning same route to Portland, thence via Huntington to Missouri River, or via Great	124. 0 0
	Northern or Soo-Pacific to St. Paul, Minneapolis, or Duluth	124.00
То	Ogden to the Missouri River. San Diego, going via Portland and Shasta Route, returning via Ogden and	121.00

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

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. Panl, Minneapolis, or Duluth, or via Huntington to the Missouri River, or via Billings (either direct or via Denver) to the

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).





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 Missis-

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, 688; miles from Ashland to Portland, 2,138. Good harbors on Lake Superior. Large ore docks. Trout fishing.

Superior - Pop, 81.091; 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., 2,060; 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., 928; 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.

VELLOWSTONE 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 Mores former activities.

Glendive, Mont. - Pop., 1.084; miles from St. Paul, 666; elev., 2,091; miles from Portland, 1,387. 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 cast of Custer, Big Horn River and tunnel are

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



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.

Bozenian - 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

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, Philipsburg 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. Lolo 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.

Evaro - Elev., 3,946; third crossing of Rockies; Mission Range; Coriacan 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.

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

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 Willama Harbor

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.





PULLMAN STANDARD SLEEPING CAR RATES.

Between St. Paul or Min- neapolis and	Double Berth.	Sec- tion.	Draw- ing Room.	Between St. Paul or Min- neapolis and	Double Berth.	Section	State Room	Draw'g Room
Brainerd Duluth Superior Fergus Falls Wahpeton Grand Forks Grafton Winnipeg Fargo Jamestown Bismarck Miles City Billings	1.50 1.50 1.50 2.50 2.50 2.50 2.50 2.50 2.50	3.00 3.00 3.00 4.00 5.00 4.00 5.00 6.00	6.00 6.00 6.00 7.00 9.00 10.00 7.00	Bozeman Helena Butte Missoula Spokane Pasco Ellensburg Tacoma Seattle Portland	6.50 7.00 8.00 9.50 11.50 12.00 12.00 13.50	14.00 14.00 16.00 19.00 21.00 24.00 24.00 24.00 27.00	18.50 20.00 20.00 22.50 27.00 29.50 32.50 34.00 34.00 38.00	24.00 26.00 30.00 36.00 40.00 44.00 46.00 46.00 52.00

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

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

Bozeman 3.25 Helena 3.50	Sprague	1.75 Seattle	75
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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."



IRRIGATION MEANS WEALTH

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

Northern Pacific

АT

Forsythe and Billings on the Yellowstone River, Miles
City on the Gongue 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.



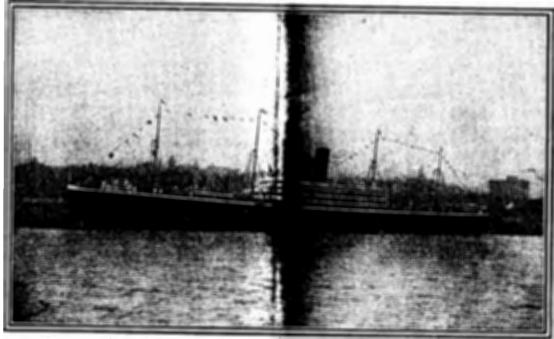
Yellowstone National Park Route



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 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, 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

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.

4

49







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.

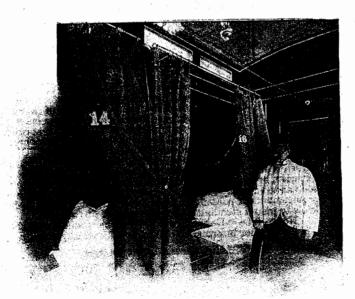
The Observation Car on the "North Coast Limited" has charmed everybody. With its fine library and current magazines, bath, roomy barber shop, arrangement for pressing clothes, smoking rooms, ladies' parlor with wicker chairs and plate-glass windows, and the recessed vestibule platform at the rear surrounded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

ward 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, batbroom, 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,

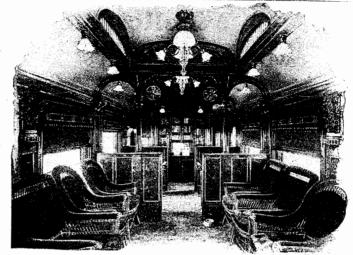


Interior View Leuther Uphölsteled Tourist Sleeplny Car.



Yellowstone National Park Route





interior View of Observation Car

"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.'

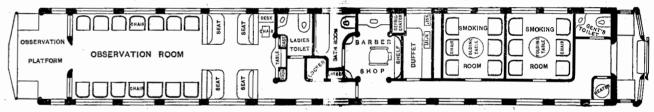
The only suggestion to make, keep it running as it is.

"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.

200 Broadway, New York City.

September 1c, 1904. "The service on the 'North Coast Limited' is superb, the equipment is A No. 1, and crews very polite. N. J. ROGERS.

January 10, 1904. "Train as a train better than 'Twentieth Century Limited,' Equipment. Bervice, arrangement - all splendid. Dining car would be attractive as an exame 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 HOWARD W BAKER,



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

"The best service, the best dinner—the most comfortable train in the intry." Mrs. W. Frederick Grandy,

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,

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."

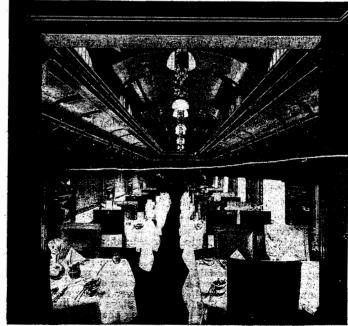
R. M. BUTTLE, Field Manager, American Grass Twine Co., New York.

"This train and service is certainly the best and deserves great praise by all

May 29, 1904. "Service, equipment, is the best of any railroad I have ever traveled on the ladder and deserves great C. W. HANNAN, JR., 23 Park Avenue, New Rochelle, N. Y.

"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.

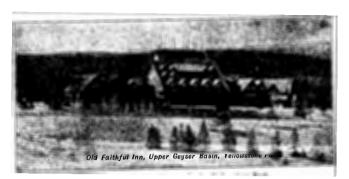
January 29, 1904. "This train is the perfection of comfort and convenience. Have traveled in forty-three States, but this is the 'Limit.'" J. M. Buckner, Chicago, Ill.



"North Coast Limited" Dining Car.







Praise for Yellowstone Park and Old Faithful Inn

Bu 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

"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.'

What Noted People Have Said About

Yellowstone National Park

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

"Situated 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

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,

"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

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





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, savs:

"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; upholstering 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

Northwestern Steamship Company, Ltd.

SEATTLE, WASH.

U. S. MAIL ROUTE TO ALASKA.

OPERATING STEAMSHIPS

VICTORIA, OLYMPIA. EDITH, SANTA ANA. SANTA CLARA, EXCELSIOR, DORA

AND OTHERS

TO ALL POINTS IN ALASKA NORTH OF AND INCLUDING SITKA AND JUNEAU.

THE ONLY LINE FROM SEATTLE TO POINTS IN SIBERIA.

For dates of sailing, rates, and general information, apply to any agent of the NORTHERN PACIFIC RY., or the NORTHWESTERN STEAMSHIP COM-PANY, Ltd., Seattle, Wash.

Boston Steamship Co.

in connection with the

Northern Pacific Railway Co.

The Japan, Inland Sea, and Yellowstone Park Route from United States and Canada to

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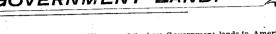
Through tickets issued from all points in the United States and Canada at cheap rates to any destination in the Orient.

Sailing dates can be ascertained upon application to any passenger representative of the Northern Pacific Railway





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, Montans, 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 180 acres, \$10; commission, \$1 to \$12; fee for eighty acres, \$5; commission, \$2 to \$6. 80 acres, \$10; commission, \$1 to \$12; fee for eighty acres, \$5; commission, \$2 to \$6. 80 acres, \$10; commission, or 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 "omesteader 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 niling (himself or by an attorney) a declaratory statement, and, within six months thereafter, filling his affidavit and application, commencing settlement and cultivation, and continuing the same divy eyers, less the time he served in the army or navy—but, such time in no ease 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 calistment 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 shigle, 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 upland 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 In some portions of the Far West there are considerable areas of and ladde 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 and convenient, and irrigating ditches are inexpensive. It pays to irrigate, as it insures and convenient, and irrigating ditches are inexpensive. It pays to irrigate, as it insures and convenient, and irrigating ditches are inexpensive. and convenient, and irrigating discuss are meapensive. It pays to Trigate, as a CERTAIN CROP EVERY YEAR AND AN INCREASED YIELD. The following as gress 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 deciared 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 \$20 acres, by conducting water upon the same, within four years. At the time of filing this declaration, after of \$2 \text{ cents for each acre of land proposed to be so reclaimed must be paid. At the time of making the declaration, the iand taken up under this act must be particularly described if surveyed; or, if unsurveyed, nust 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 reclaimation. At any time within four years, upon making satisfactory proof to the Register and Receiver of the reclamation of said land, and profor the cultivation of one-eighth of the land, and upon the payment of the additional sum of siper 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 withesess 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 \$8 per acre. All lands, exclusive of timber and mineral lands, which will not, without irrigation, produce some agricultural crop, are deemed descrt 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 helong 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.	Vancouver.		Cœur d'Alene. Lewiston.

For maps and further information write to

C. W. MOTT, GEN'L EMIG. AGT., N. P. RY., ST. PAUL, MINN.

Homeseekers' Rates

ONE FARE, Plus \$2.00

with a minimum of \$7.00 for the round trip, via

Northern Pacific Railway

TO POINTS IN

Minnesota, North Dakota. Manitoba, Western Ontario, Saskatchewan, and Assiniboia

On each Tuesday During July, August, September, and October.



Yellowstone National Park Route



Northern Pacific Express Co.

OPERATING

Northern Pacific Railway and Branches. Butte, Anaconda & Pacific Ry., Puget Sound Navigation Co., Washington & Columbia River Ry., Columbia & Puget Sound Ry. Minnesota & International Ry., Montana Railroad.

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 PAOIFIC EXPRESS CO. and purchase a Money Order, payable at over 25,000 places in the United States and Canada.

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ot over	\$2.50 3	cts.	Not over \$50.0018 cts.
			" \$60.0020 "
"	\$10.00	**	" \$75.00
•••	\$20.0010	16	" \$75.0025 " " \$100.00
**	\$30.00	çı	" \$100.0030 " Over \$100.00 at same rates.
	\$40.0015	44	Jame rates.

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

Not over \$20.0030 " \$40.0045		Not over \$50.0050 cts. Over \$50.00 at same rates.
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These orders will be cashed by any Agent of Northern Pacific, United States, American, National Pacific, Denver & Rio Grande, Canadian, Great Northern, National City Bank, New York; Commercial National Bank, Chicago, and Mer-

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, Alelena, 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 against 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

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,

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 CARRING-TON. N. D. An account of its dedication. No. 27.

WELLS AND FOSTER COUNTIES, N. D. German pamphlet descriptive of Wells and Foster counties. No. 1516.

NORTH DAKOTA WEST OF MISSOURI RIVER. Sectional map. No. 66.

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, Fergns, 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, Chelan, Columbia, Donglas, Franklin, Klicktat, 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 Com-Club of North Yakima,

Any of the above publications will be

Write to C