

PENNSYLVANIA RAILROAD



TOURS

TO

The Yellowstone Park

AND

PACIFIC COAST

1906

PERSONALLY CONDUCTED



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OLD FAITHFUL GEYSER

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PENNSYLVANIA RAILROAD

TOURS

TO

THE YELLOWSTONE PARK

AND

PACIFIC COAST

JULY 3

AUGUST 6

SEPTEMBER 3

1906

J. R. WOOD
Passenger Traffic Manager

GEO. W. BOYD
General Passenger Agent

PRESS OF
ALLEN, LANE & SCOTT,
PHILADELPHIA.

TOURS
TO
THE YELLOWSTONE PARK
AND
PACIFIC COAST

THE Yellowstone National Park, like the City of Washington, should be visited by every patriotic American; Washington because it is the seat of the National Government; the Yellowstone National Park because it contains the greatest collection of natural wonders held under the protection of a great government. That this wonderland has been preserved as a great open-air museum should be a cause of rejoicing in the heart of every lover of nature.

To enable those in the East who have never visited the Park and others who may have made one, two, or half a dozen visits, to enjoy the great delight of seeing all the wonders of this national institution at a minimum cost and with the greatest possible convenience and comfort, the Pennsylvania Railroad Company has arranged the series of Personally-Conducted Tours outlined in the following pages.

This season should prove one of the most delightful times in which to visit the Park, for never before in the known history of the preserve have the forces of Nature been so actively displayed as at the present time. All of the geysers are in active operation, many which have not played for years having resumed their wonderful play since the

cataclysm of natural forces which overwhelmed San Francisco. Many improvements have been made in the Park looking toward the comfort of visitors this Spring which will be much appreciated.

**Very Low
Rates**

The rates have been fixed at the very lowest figure possible to secure to the passenger the benefits of a trip under the personally-conducted system inaugurated nearly a quarter of a century ago by the Pennsylvania Railroad, and which guarantees absolute perfection of detail and the highest degree of satisfaction to its patrons.

**Superior
Accommoda-
tions**

There will be no difference in the three tours, save in the choice of routes to and from the Yellowstone Park. Each will use a special Pullman train of the highest grade of equipment. This train will be utilized over the entire route in each case, except during the five and one-half days spent in the Yellowstone Park, when the charmingly appointed new hotels located at the more important points of interest will serve to house the parties for meals and night accommodations, and the commodious and comfortable coaches of the Park management will convey them from point to point.

**Meals
En Route**

All meals on the special train will be served in the dining car at regular times so that patrons will not suffer the inconvenience of depending upon way-side luncheon rooms and cafés at stations for refreshment. This feature of the Pennsylvania Railroad Tours is always a much appreciated one.

**The Special
Trains**

The special trains will consist of a large baggage car, the dining car, drawing room sleeping cars, and an observation car. This latter car is always a great source of satisfaction to patrons of Pennsylvania Railroad Tours. Its interior presents a revelation in car construction. The body of the car is an open sitting room, finished in hard wood, and furnished with comfortable arm chairs and sofas.



LOWER FALLS OF THE YELLOWSTONE

**The Special
Trains** Among its conveniences is a commodious writing desk. The daylight streams through handsome plate-glass windows, and at night the car is brilliantly lighted and serves as a comfortable sitting room. The rear door is composed of plate glass from its top to within two feet of the floor. The rear platform is deeply recessed, so as to form an open observatory. The protecting sides of the car and the overhanging roof shelter its occupants while they sit and enjoy an unobstructed view of the scenery. The platform will accommodate about twenty people in camp chairs. This car is for the free use of every passenger.

The Routes The routes selected for the three tours here presented offer a choice embracing many desirable features. The itineraries of the first and third tours, those of July 3 and September 3, cover exactly the same routes, with the exception of the sections between Chicago and St. Paul, westbound, and Denver and Chicago, eastbound. Each includes visits for sightseeing at Chicago, Seattle, Tacoma, Portland, Salt Lake City, Denver, and Colorado Springs in addition to the full tour of the Yellowstone Park. Tour No. 2, leaving the East August 6, traverses a somewhat different route. Westward it will take the party up into Canada from St. Paul; thence through the magnificent scenery of the Canadian Rocky Mountains to the Pacific Coast for visits to Portland, Seattle, and Tacoma. Yellowstone Park will be visited on the eastward trip with a side trip to Denver before the party returns to the Atlantic Coast.



A GLIMPSE OF THE ROCKY MOUNTAINS

Rates Tickets for this tour will be sold at the following rates, covering round trip railroad transportation, Pullman accommodations (one double berth), all meals in dining car when traveling in special train, luncheon and dinner in hotel at Denver, and full five and one-half days' tour of the Yellowstone Park, including all necessary expenses:—

RATES.

New York, N. Y.....	\$227 00
Philadelphia, Pa.....	225 00
Baltimore, Md.....	223 00
Washington, D. C.....	223 00
Newark, N. J.....	227 00
Elizabeth, N. J.....	227 00
New Brunswick, N. J.....	227 00
Trenton, N. J.....	225 50
Atlantic City, N. J.....	226 25
Lancaster, Pa.....	224 00
Wilkes-Barre, Pa.....	223 00
Williamsport, Pa.....	223 00
Elmira, N. Y.....	223 00
York, Pa.....	223 00
Harrisburg, Pa.....	223 00
Columbia, Pa.....	223 50
Oil City, Pa.....	216 00
Wilmington, Del.....	225 00
Reading, Pa.....	225 00
Altoona, Pa.....	221 00
Johnstown, Pa.....	219 50
Pittsburgh, Pa.....	216 00

PROPORTIONATE RATES FROM OTHER POINTS.

Tickets from points at which the special train does not stop, include railroad transportation only to and from nearest stopping point of the special train.

Half tickets may be sold for children between five and twelve years of age occupying Pullman berth at rate of \$45.00 less than above quoted rates.

RATES FOR EXTRA PULLMAN ACCOMMODATIONS.

One section (two berths), \$30.00 additional.

Two in drawing room, each person, \$40.00 additional.

Three in drawing room, each person, \$15.00 additional.

Four in drawing room, no extra charge.

One hundred and fifty pounds of baggage are allowed on each whole ticket, and seventy-five pounds on each half ticket; all in excess of these amounts will be charged for at usual excess baggage rates; one may carry every essential garment in a moderate-sized trunk. Passengers may have access to their baggage on the special train *en route* by applying to the Special Baggage Master.

Tourists should procure, at time tickets are purchased, special baggage tags, on which name, home address, and letter designating car in which passenger is located should be plainly written, and one of these tags attached to every piece of baggage, to serve as a ready means of identification. Baggage to be used on the special trains should be tagged and checked in the usual way, on ticket, to Portland, Ore. Any small satchels containing necessary articles for use on trains *en route* can be readily accommodated in sleepers or in the baggage compartment, where access can be had at the convenience of the owner.

Each passenger will only be allowed one dress suit case full of clothing while in the Park (five and one-half days), the balance will be left on trains in charge of Baggage Master.

There will accompany each party a thoroughly experienced Tourist Agent. Perfectly familiar with the territory covered, he will be enabled to answer all demands upon his knowledge, and relieve passengers of the thousand and one annoyances incident to traveling individually.

Baggage**Yellowstone
Park
Baggage****The Tourist
Agent**



THE ROAD TO CHEYENNE CANYON, NEAR
COLORADO SPRINGS

A feature of the Pennsylvania Railroad Tours is the chaperon. She is a lady of experience, well versed in the art of traveling, and her especial duty is the care of ladies traveling without escort.

**The
Chaperon**

There will also accompany each tour a Special Baggage Master, who will take entire charge of the luggage of passengers while *en route*.

**The
Baggage
Master**

Light and heavy changes of underwear will be needed. If one would follow the customs of the country, woolen clothing should be worn, as the natives of the West wear woolen garments of the same weight throughout the year. Overcoats, shawls, or convenient wraps should be carried, and rubber shoes and gossamers may at times be called into requisition.

**Hints on
Clothing**

Letters intended for members of the parties may be addressed to them "Care of Pennsylvania Railroad Yellowstone Park Tour, General Delivery," at the points where a stop of several hours or more is noted in the schedule. Sufficient time should be allowed for transit.

**Mail
En Route**

The number of persons who can be accommodated will be strictly limited, and the Company reserves the right to stop the sale of tickets at any time prior to date of departure.

**Party
Limited**

Accommodations should therefore be reserved as early as possible. Tickets will be ready about two weeks prior to date of tour, and it is necessary that all tickets for accommodations reserved in advance be purchased one week in advance of date of departure. If on account of illness or other valid reason passengers are unable to make the trip after purchasing tickets, the Company will cheerfully refund the entire amount paid, in accordance with its usual liberal policy in connection with its personally-conducted tourist business.

**Purchase
of Tickets**



OLD FAITHFUL INN, YELLOWSTONE PARK

Letters and requests for reservations of space **Bookings** or tickets may be addressed to Geo. W. Boyd, General Passenger Agent, Philadelphia, Pa., or to Booking Agents, Pennsylvania Railroad, at the offices given below.

**OFFICES OF BOOKING AGENTS OF
THE COMPANY.**

BOSTON.....	205 Washington Street.
NEW YORK.....	263 Fifth Avenue.
BROOKLYN.....	{ 4 Court Street, 479 Nostrand Avenue, and Pennsylvania Annex.
NEWARK, N. J.....	736 Broad Street.
PHILADELPHIA.....	{ Room 417, Broad Street Station; 1433 Chestnut Street.
BALTIMORE.....	315 North Charles Street.
WASHINGTON.....	Fifteenth and G Streets, N. W.
PITTSBURGH..	401 Fourth Avenue cor. Smithfield Street.
READING.....	11 South Fifth Street.
WILKES-BARRE.....	50 Public Square.
WILLIAMSPORT.....	107 West Fourth Street.
WILMINGTON.....	503 Market Street.

THE STAFF OF THE TOURIST BUREAU.

CHAS. R. ROSENBERG in charge.

Tourist Agents.

H. Y. DARNELL,
J. F. MCCOY,
F. McD. QUINN,
T. L. LIPSETT,
W. S. CORNELL.

Chaperons.

MISS E. C. BINGHAM,
MISS Z. W. BEATY
MISS A. E. BRADY.

ITINERARY.

TOUR No. 1.

TUESDAY, JULY 3.

Via Pennsylvania Railroad.

MILES
FROM
NEW
YORK.

	Lv. NEW YORK, N. Y. { West 23d Street....	10.55 A. M.
	{ Cort. & Desb. Sts...	11.00 "
	Lv. BROOKLYN, N. Y.....	10.45 "
1	Lv. JERSEY CITY, N. J.....	11.14 "
9	Lv. NEWARK, N. J.....	11.25 "
57	Lv. TRENTON, N. J.....	12.18 P. M.
85	Lv. NORTH PHILADELPHIA, PA.....	12.52 "
90	Lv. PHILADELPHIA, PA. (Broad St. Station)	1.10 "
91	Lv. WEST PHILADELPHIA, PA.	1.14 "
196	Ar. HARRISBURG, PA.....	3.30 "
	Lv. WASHINGTON, D. C.....	12.01 P. M.
42	Lv. BALTIMORE, MD.....	1.10 "
125	Ar. HARRISBURG, PA.....	3.25 "
	Lv. HARRISBURG, PA.....	3.35 P. M.
327	Ar. ALTOONA, PA.....	6.45 "
	Lv. ALTOONA, PA.....	6.50 "
444	Ar. PITTSBURGH, PA.....(Eastern time)	9.45 "
	Via Pennsylvania Lines.	
	Lv. PITTSBURGH, PA.....(Central time)	8.55 P. M.

WEDNESDAY, JULY 4.

913	Ar. CHICAGO, ILL.....	8.45 A. M.
	Via Chicago, Milwaukee & St. Paul Railway.	
	Lv. CHICAGO, ILL.....	9.30 A. M.
1323	Ar. ST. PAUL, MINN.....	9.30 P. M.
	Via Northern Pacific Railway.	
	Lv. ST. PAUL, MINN.....	10.15 P. M.

MILES
FROM
NEW
YORK.**THURSDAY, JULY 5.**

1773	Ar. MANDAN, N. D.....	(Central time)	12.25 P. M.
	Lv. MANDAN, N. D.....	(Mountain time)	11.35 A. M.

FRIDAY, JULY 6.

2330	Ar. LIVINGSTON, MONT.....	5.40 A. M.
	Lv. LIVINGSTON, MONT.....	8.00 "
2384	Ar. GARDINER, MONT.....	10.30 "
	Stage through the Park.	
	Lv. GARDINER, MONT.....	10.40 A. M.
2389	Ar. MAMMOTH HOT SPRINGS, WYO.....	11.20 "
	Luncheon, dinner, and lodging.	

SATURDAY, JULY 7.

Breakfast.

	Lv. MAMMOTH HOT SPRINGS, WYO.....	8.00 A. M.
2409	Ar. NORRIS.....	12.00 Noon
	Luncheon.	
	Lv. NORRIS.....	1.30 P. M.
2429	Ar. FOUNTAIN HOTEL.....	5.30 "
	Dinner and lodging.	

SUNDAY, JULY 8.

Breakfast.

	Lv. FOUNTAIN HOTEL.....	8.00 A. M.
2439	Ar. UPPER GEYSER BASIN.....	11.30 "
	Luncheon, dinner, and lodging.	

MONDAY, JULY 9.

Breakfast.

	Lv. UPPER GEYSER BASIN.....	7.30 A. M.
2458	Ar. THUMB.....	12.30 P. M.
	Luncheon.	
	Lv. THUMB.....	2.00 P. M.
2474	Ar. LAKE HOTEL.....	5.30 "
	Dinner and lodging.	

MILES
FROM
NEW
YORK.**TUESDAY, JULY 10.**

Breakfast.

	Lv. LAKE HOTEL.....	8.00 A. M.
2492	Ar. CANYON HOTEL.....	11.30 "

Luncheon, dinner, and lodging.

WEDNESDAY, JULY 11.

Breakfast.

	Lv. CANYON HOTEL.....	8.00 A. M.
2504	Ar. NORRIS.....	11.00 "

Luncheon.

	Lv. NORRIS.....	12.30 P. M.
2524	Ar. MAMMOTH HOT SPRINGS, WYO.....	3.30 "

Dinner.

	Lv. MAMMOTH HOT SPRINGS, WYO.....	6.00 P. M.
2529	Ar. GARDINER, MONT.....	7.00 "

Resume special train.

Via Northern Pacific Railway.

	Lv. GARDINER, MONT.....	7.30 P. M.
2583	Ar. LIVINGSTON, MONT.....	10.15 "
	Lv. LIVINGSTON, MONT.....	10.30 "

THURSDAY, JULY 12.

2706	Ar. HELENA, MONT.....	3.05 A. M.
	Lv. HELENA, MONT.....	3.15 "
2831	Ar. MISSOULA, MONT.....	7.30 "
	Lv. MISSOULA, MONT.....	7.40 "
2956	Ar. TROUT CREEK, MONT..(Mountain time)	11.25 "
	Lv. TROUT CREEK, MONT....(Pacific time)	10.30 "
3089	Ar. SPOKANE, WASH.....	2.20 P. M.
	Lv. SPOKANE, WASH.....	2.30 "

FRIDAY, JULY 13.

3489	Ar. SEATTLE, WASH.....	4.10 A. M.
	Use trolley cars to see city.	
	Lv. SEATTLE, WASH.....	2.10 P. M.
3531	Ar. TACOMA, WASH.....	3.40 "
	Afternoon in Tacoma.	
	Retire on train.	
	Lv. TACOMA, WASH.....	11.45 P. M.

MILES
FROM
NEW
YORK.

SATURDAY, JULY 14.

3675 Ar. PORTLAND, ORE..... 7.00 A. M.

In Portland.

Columbia River trip may be taken;
cost, \$1.50, including luncheon.

MILES
FROM
PORT-
LAND.

Via Oregon Railroad & Navigation Company.

Lv. PORTLAND, ORE..... 8.15 P. M.

SUNDAY, JULY 15.

404 Ar. HUNTINGTON, ORE.....(Pacific time) 1.10 P. M.

Via Oregon Short Line Railroad.

Lv. HUNTINGTON, ORE....(Mountain time) 2.25 P. M

MONDAY, JULY 16.

731 Ar. POCATELLO, IDAHO..... 12.20 A. M.

Lv. POCATELLO, IDAHO..... 12.40 "

902 Ar. SALT LAKE CITY, UTAH..... 7.00 "

Visit points of interest.

Via Denver & Rio Grande Railroad.

Lv. SALT LAKE CITY, UTAH..... 8.10 P. M.

TUESDAY, JULY 17.

1284 Ar. GLENWOOD SPRINGS, COL..... 8.55 A. M.

Lv. GLENWOOD SPRINGS, COL..... 9.00 "

1429 Ar. SALIDA, COL..... 2.55 P. M.

Lv. SALIDA, COL..... 3.05 "

Pass through Royal Gorge about 5.00 P. M.

1525 Ar. PUEBLO, COL..... 6.15 P. M.

Lv. PUEBLO, COL..... 6.30 "

1569 Ar. COLORADO SPRINGS, COL..... 7.50 "

Side track for occupancy.

Meals in dining car.

MILES
FROM
PORT-
LAND.

WEDNESDAY, JULY 18.

THURSDAY, JULY 19.

In Colorado Springs.

Side trips may be taken to Cripple Creek (\$2.75),
Pike's Peak (\$5.00), or drive to the
Garden of the Gods (\$1.00).

Retire on train.

FRIDAY, JULY 20.

	Lv. COLORADO SPRINGS, COL.....	6.00 A. M.
1644	Ar. DENVER, COL.....	9.00 "

In Denver.

Luncheon and dinner at Savoy Hotel.

Trip on "Seeing Denver" cars (50 cents).

Retire on train.

Via Union Pacific Railway.

	Lv. DENVER, COL.....	10.30 P. M.
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SATURDAY, JULY 21.

1922	Ar. NORTH PLATTE, NEB..(Mountain time)	6.35 A. M.
	Lv. NORTH PLATTE, NEB ... (Central time)	7.45 "
2213	Ar. OMAHA, NEB	3.30 P. M.

Via Chicago & Northwestern Railway.

	Lv. OMAHA, NEB.....	5.30 P. M.
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SUNDAY, JULY 22.

2705	Ar. CHICAGO, ILL.....	8.30 A. M.
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Visit points of interest.

Via Pennsylvania Lines.

	Lv. CHICAGO, ILL.....	1.00 P. M.
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MILES
FROM
PORT-
LAND.

MONDAY, JULY 23.

3173	Ar. PITTSBURGH, PA.....(Central time)	1.45 A. M.
	Via Pennsylvania Railroad.	
	Lv. PITTSBURGH, PA.....(Eastern time)	3.00 A. M.
3290	Ar. ALTOONA, PA.....	6.15 "
	Lv. ALTOONA, PA.....	6.25 "
3422	Ar. HARRISBURG, PA.....	9.30 "
	Lv. HARRISBURG, PA.....	9.40 A. M.
3507	Ar. BALTIMORE, MD.....	12.00 Noon
3549	Ar. WASHINGTON, D. C.....	1.00 P. M.
	Lv. HARRISBURG, PA.....	9.40 A. M.
3526	Ar. WEST PHILADELPHIA, PA.....	12.13 P. M.
3527	Ar. PHILADELPHIA, PA.....	12.17 "
3533	Ar. NORTH PHILADELPHIA, PA.....	12.41 "
3562	Ar. TRENTON, N. J.....	1.18 "
3610	Ar. NEWARK, N. J.....	2.25 "
3617	Ar. JERSEY CITY, N. J.....	2.40 "
3618	Ar. NEW YORK, N. Y. { Cort. & Desb. Sts... 2.53 "	
	{ West 23d Street.... 3.00 "	
	Ar. BROOKLYN, N. Y.....	3.05 "

TOUR No. 2.

MONDAY, AUGUST 6.

MILES
FROM
NEW
YORK.

Via Pennsylvania Railroad.

	Lv. NEW YORK, N. Y.	{ West 23d Street....	10.55	A. M.
		{ Desb & Cort. Sts...	11.00	"
	Lv. BROOKLYN, N. Y.		10.45	"
1	Lv. JERSEY CITY, N. J.		11.14	"
9	Lv. NEWARK, N. J. (Market Street)		11.25	"
57	Lv. TRENTON, N. J.		12.18	P. M.
85	Lv. NORTH PHILADELPHIA, PA.		12.52	"
90	Lv. PHILADELPHIA, PA. (Broad St. Station)		1.10	"
91	Lv. WEST PHILADELPHIA, PA.		1.14	"
196	Ar. HARRISBURG, PA.		3.30	"
	Lv. WASHINGTON, D. C.		12.01	P. M.
42	Lv. BALTIMORE, MD.		1.10	"
125	Ar. HARRISBURG, PA.		3.25	"
	Lv. HARRISBURG, PA.		3.35	P. M.
327	Ar. ALTOONA, PA.		6.45	"
	Lv. ALTOONA, PA.		6.50	"
444	Ar. PITTSBURGH, PA. (Eastern time)		9.55	"

Via Pennsylvania Lines.

Lv. PITTSBURGH, PA. (Central time) 8.55 P. M.

TUESDAY AUGUST 7.

913	Ar. CHICAGO, ILL.		8.45	A. M.
	Via Chicago & Northwestern Railway.			
	Lv. CHICAGO, ILL.		9.30	A. M.
1322	Ar. ST. PAUL, MINN.		9.30	P. M.
	Via Minneapolis, St. Paul & Sault Ste. Marie Railway.			
	Lv. ST. PAUL, MINN.		10.00	P. M.

MILES
FROM
NEW
YORK.**WEDNESDAY, AUGUST 8.**

1882	Ar. PORTAL, N. D.....(Central time)	4.00 P. M.
	Via Canadian Pacific Railway.	
	Lv. PORTAL, N. D.....(Mountain time)	3.15 P.M.

THURSDAY, AUGUST 9.

2571	Ar. BANFF HOT SPRINGS, ALBERTA....	3.00 P. M.
	Visit Springs and Baths.	

FRIDAY, AUGUST 10.

	Lv. BANFF HOT SPRINGS, ALBERTA....	12.00 Noon.
2606	Ar. LAGGAN, ALBERTA....(Mountain time)	1.15 P. M.
	Visit Lake Louise, two and one-half miles from station.	

SATURDAY, AUGUST 11.

	Lv. LAGGAN, ALBERTA.....(Pacific time)	5.00 A. M.
2710	Ar. GLACIER, B. C.....	12.00 Noon.
	Visit the Glacier.	

SUNDAY, AUGUST 12.

	Lv. GLACIER, B. C.....	5.30 A. M.
2929	Ar. ASHCROFT, B. C.....	5.30 P. M.

MONDAY, AUGUST 13.

	Lv. ASHCROFT, B. C.....	8.00 A. M.
3100	Ar. SUMAS, B. C.....	3.30 P. M.
	Via Northern Pacific Railway.	
	Lv. SUMAS, B. C.....	3.45 P. M.
3226	Ar. SEATTLE, WASH.....	9.10 "
	Visit points of interest.	

TUESDAY, AUGUST 14.

	Lv. SEATTLE, WASH.....	12.00 Noon.
267	Ar TACOMA, WASH.....	1.30 P. M.
	Visit points of interest.	
	Lv. TACOMA, WASH.....	11.30 P. M.

MILES
FROM
NEW
YORK.

WEDNESDAY, AUGUST 15.

3411 Ar. PORTLAND, ORE..... 6.00 A. M.

In Portland.

Columbia River Trip may be taken:
cost, \$1.50, including luncheon.

Lv PORTLAND, ORE..... 7.00 P. M.

MILES
FROM
PORT-
LAND.

THURSDAY, AUGUST 16.

540 Ar. SPOKANE, WASH..... 3.00 P. M.

Lv SPOKANE, WASH..... (Pacific time) 3.15 "

FRIDAY AUGUST 17.

1046 Ar. LIVINGSTON, MONT. (Mountain time) 9.30 A. M.

Lv. LIVINGSTON, MONT..... 9.45 "

1100 Ar. GARDINER, MONT..... 12.00 Noon.

Stage through the Park

Lv. GARDINER, MONT..... 12.15 P. M.

1105 Ar. MAMMOTH HOT SPRINGS..... 1.15 "

Luncheon, dinner, and lodging.

SATURDAY, AUGUST 18.

Breakfast.

Lv. MAMMOTH HOT SPRINGS..... 8.00 A. M.

1125 Ar. NORRIS..... 12.00 Noon.

Luncheon.

Lv. NORRIS..... 1.30 P. M.

1145 Ar. FOUNTAIN HOTEL..... 5.30 "

Dinner and lodging.

SUNDAY, AUGUST 19.

Breakfast.

Lv. FOUNTAIN HOTEL..... 8.00 A. M.

1155 Ar. UPPER GEYSER BASIN..... 11.30 "

Luncheon, dinner, and lodging.

MONDAY, AUGUST 20.

MILES
FROM
PORT-
LAND.

Breakfast.

	Lv. UPPER GEYSER BASIN.....	7.30 A. M.
1174	Ar. THUMB.....	12.30 P. M.

Luncheon.

	Lv. THUMB.....	2.00 P. M.
1190	Ar. LAKE HOTEL.....	5.30 "

Dinner and lodging.

TUESDAY, AUGUST 21.

Breakfast.

	Lv. LAKE HOTEL.....	8.00 A. M.
1208	Ar. CANYON HOTEL.....	11.30 "

Luncheon, dinner, and lodging.

WEDNESDAY, AUGUST 22.

Breakfast.

	Lv. CANYON HOTEL.....	8.00 A. M.
1220	Ar. NORRIS.....	11.00 "

Luncheon.

	Lv. NORRIS.....	12.30 P. M.
1240	Ar. MAMMOTH HOT SPRINGS.....	3.30 "

Dinner.

	Lv. MAMMOTH HOT SPRINGS.....	6.00 P. M.
1245	Ar. GARDINER, MONT.....	7.00 "

Resume Special Train.

Via Northern Pacific Railway.

	Lv. GARDINER, MONT.....	7.30 P. M.
1299	Ar. LIVINGSTON, MONT.....	10.15 "
	Lv. LIVINGSTON, MONT.....	10.30 "

THURSDAY, AUGUST 23.

1414	Ar. BILLINGS, MONT.....	2.00 A. M.
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Chicago, Burlington & Quincy Railroad.

	Lv. BILLINGS, MONT.....	2.30 A. M.
1890	Ar. ALLIANCE, NEB.....(Pacific time)	7.00 P. M.
	Lv. ALLIANCE, NEB.....(Mountain time)	7.45 "

MILES
FROM
PORT-
LAND.

FRIDAY, AUGUST 24.

2128	Ar. DENVER, COL.....	6.00 A. M.
	In Denver.	
	Luncheon and dinner at Savoy Hotel.	
	Trip on "Seeing Denver Cars" (50 cents).	
	Retire on train.	
	Via Chicago, Burlington & Quincy Railroad.	
	Lv. DENVER, COL.....	10.00 P. M.

SATURDAY, AUGUST 25.

2383	Ar. McCOOK NEB.....(Mountain time)	4.15 A. M.
	Lv. McCOOK, NEB.....(Central time)	5.30 "
2611	Ar. LINCOLN, NEB.....	1.20 P. M.
	Lv. LINCOLN, NEB.....	2.00 "
2666	Ar. OMAHA, NEB.....	3.30 "
	Lv. OMAHA, NEB.....	4.30 "

SUNDAY, AUGUST 26.

3162	Ar CHICAGO, ILL.....	9.00 A. M.
	Via Pennsylvania Lines.	
	Lv. CHICAGO, ILL.....	1.00 P. M.

MONDAY, AUGUST 27.

3630	Ar. PITTSBURGH, PA.....(Central time)	1 45 A. M.
	Via Pennsylvania Railroad.	
	Lv. PITTSBURGH, PA.....(Eastern time)	3.00 A. M.
3747	Ar. ALTOONA, PA.....	6.15 "
	Lv. ALTOONA, PA.....	6.25 "
3879	Ar. HARRISBURG, PA.....	9.30 "
	Lv. HARRISBURG, PA.....	9.40 A. M.
3964	Ar. BALTIMORE, MD.....	12.00 Noon.
4006	Ar. WASHINGTON, D. C.....	1.00 P. M.
	Lv. HARRISBURG, PA.....	9.40 A. M.
3983	Ar. WEST PHILADELPHIA, PA.....	12.13 P. M.
3984	Ar. PHILADELPHIA, PA.....	12.17 "
3920	Ar. NORTH PHILADELPHIA, PA.....	12.41 "
4019	Ar. TRENTON, N. J.....	1.18 "
4067	Ar. NEWARK, N. J.....	2.25 "
4074	Ar. JERSEY CITY, N. J.....	2.40 "
4075	Ar. NEW YORK, N. Y. { Desb. & Cort. Sts... 2.53 "	
	{ West 23d Street.... 3.00 "	
	Ar. BROOKLYN, N. Y.....	3.05 "

TOUR No. 3.

MONDAY, SEPTEMBER 3.

Via Pennsylvania Railroad.

MILES
FROM
NEW
YORK.

	Lv. NEW YORK, N. Y. {	West 23d Street.....	10.55	A. M.
		Cort. & Desb. Sts. . .	11.00	"
	Lv. BROOKLYN, N. Y.....		10.45	"
1	Lv. JERSEY CITY, N. J.....		11.14	"
9	Lv. NEWARK, N. J.....		11.25	"
57	Lv. TRENTON, N. J.....		12.18	P. M.
85	Lv. NORTH PHILADELPHIA PA.....		12.52	"
90	Lv. PHILADELPHIA, PA. (Broad St. Station)		1.10	"
91	Lv. WEST PHILADELPHIA, PA.		1.14	"
196	Ar. HARRISBURG, PA.....		3.30	"
	Lv. WASHINGTON, D. C.....		12.01	P. M.
42	Lv. BALTIMORE, MD.....		1.10	"
125	Ar. HARRISBURG, PA.....		3.25	"
	Lv. HARRISBURG, PA.....		3.35	P. M.
327	Ar. ALTOONA, PA.....		6.45	"
	Lv. ALTOONA, PA.....		6.50	"
444	Ar. PITTSBURGH, PA.....(Eastern time)		9.45	"
	Via Pennsylvania Lines.			
	Lv PITTSBURGH, PA.....(Central time)		8.55	P. M.

TUESDAY, SEPTEMBER 4.

913	Ar. CHICAGO, ILL.....		8.45	A. M.
	Via Chicago, Burlington & Quincy Railroad.			
	Lv. CHICAGO, ILL.....		9.30	A. M.
1344	Ar ST. PAUL, MINN.....		9.30	P. M.
	Via Northern Pacific Railway.			
	Lv ST. PAUL, MINN.....		10.15	P. M.

WEDNESDAY, SEPTEMBER 5.

1794	Ar. MANDAN, N. D.....(Central time)		12.25	P. M.
	Lv. MANDAN, N. D.....(Mountain time)		11.35	A. M.

MILES
FROM
NEW
YORK.

THURSDAY, SEPTEMBER 6.

2351	Ar. LIVINGSTON, MONT.....	5.40 A. M.
	Lv. LIVINGSTON, MONT.....	8.00 "
2405	Ar. GARDINER, MONT.....	10.30 "
Stage through the Park.		
	Lv. GARDINER, MONT.....	10.40 A. M.
2410	Ar. MAMMOTH HOT SPRINGS, WYO.....	11.20 "
Luncheon, dinner, and lodging.		

FRIDAY, SEPTEMBER 7.

Breakfast.

	Lv. MAMMOTH HOT SPRINGS, WYO.....	8.00 A. M.
2430	Ar. NORRIS.....	12.00 Noon.
Luncheon.		
	Lv. NORRIS.....	1.30 P. M.
2450	Ar. FOUNTAIN HOTEL.....	5.30 "
Dinner and lodging.		

SATURDAY, SEPTEMBER 8.

Breakfast.

	Lv. FOUNTAIN HOTEL.....	8.00 A. M.
2460	Ar. UPPER GEYSER BASIN.....	11.30 "
Luncheon, dinner, and lodging.		

SUNDAY, SEPTEMBER 9.

Breakfast.

	Lv. UPPER GEYSER BASIN.....	7.30 A. M.
2479	Ar. THUMB.....	12.30 P. M.
Luncheon.		
	Lv. THUMB.....	2.00 P. M.
2495	Ar. LAKE HOTEL.....	5.30 "
Dinner and lodging.		

MONDAY SEPTEMBER 10.

Breakfast.

	Lv. LAKE HOTEL.....	8.00 A. M.
2513	Ar. CANYON HOTEL.....	11.30 "
Luncheon, dinner, and lodging.		

MILES
FROM
NEW
YORK.

TUESDAY, SEPTEMBER 11.

Breakfast.

	Lv. CANYON HOTEL.....	8.00 A. M.
2525	Ar. NORRIS.....	11.00 "

Luncheon.

	Lv. NORRIS.....	12.30 P. M.
2545	Ar. MAMMOTH HOT SPRINGS, WYO.....	3.30 "

Dinner.

	Lv. MAMMOTH HOT SPRINGS, WYO.....	6.00 P. M.
2550	Ar. GARDINER, MONT.....	7.00 "

Resume Special Train.

Via Northern Pacific Railway.

	Lv. GARDINER, MONT.....	7.30 P. M.
2604	Ar. LIVINGSTON, MONT.....	10.15 "
	Lv. LIVINGSTON, MONT.....	10.30 "

WEDNESDAY, SEPTEMBER 12.

2727	Ar. HELENA, MONT.....	3.05 A. M.
	Lv. HELENA, MONT.....	3.15 "
2852	Ar. MISSOULA, MONT.....	7.30 "
	Lv. MISSOULA, MONT.....	7.40 "
2977	Ar. TROUT CREEK, MONT..(Mountain time)	11.25 "
	Lv. TROUT CREEK, MONT....(Pacific time)	10.30 "
3110	Ar. SPOKANE WASH.....	2.20 P. M.
	Lv. SPOKANE, WASH.....	2.30 "

THURSDAY, SEPTEMBER 13.

3510	Ar. SEATTLE WASH.....	4.10 A. M.
	Use trolley cars to see city.	
	Lv SEATTLE, WASH.....	2.10 P. M.
3552	Ar. TACOMA, WASH.....	3.40 "
	Afternoon in Tacoma.	
	Retire on train.	
	Lv. TACOMA, WASH.....	11.45 P. M.

FRIDAY, SEPTEMBER 14.

3696	Ar. PORTLAND, ORE.....	7.00 A. M.
	In Portland.	
	Columbia River trip may be taken. Rate, \$1.50, including luncheon.	
	Retire on train.	

MILES
FROM
PORT-
LAND.

Via Oregon Railroad & Navigation Company.

Lv. PORTLAND, ORE..... 8.15 P. M.

SATURDAY, SEPTEMBER 15.

404 Ar. HUNTINGTON, ORE.....(Pacific time) 1.10 P. M.

Via Oregon Short Line Railroad.

Lv. HUNTINGTON, ORE... (Mountain time) 2.25 P. M.

SUNDAY, SEPTEMBER 16.

731 Ar. POCATELLO, IDAHO..... 12.20 A. M.

Lv. POCATELLO, IDAHO..... 12.40 "

902 Ar. SALT LAKE CITY, UTAH..... 7.00 "

Visit points of interest.

Via Denver & Rio Grande Railroad.

Lv. SALT LAKE CITY, UTAH..... 8.10 P. M.

MONDAY, SEPTEMBER 17.

1284 Ar. GLENWOOD SPRINGS, COL..... 8.55 A. M.

Lv. GLENWOOD SPRINGS, COL..... 9.00 "

1429 Ar. SALIDA, COL..... 2.55 P. M.

Lv. SALIDA COL..... 3.05 "

Pass through Royal Gorge about 5.00 P. M.

1525 Ar. PUEBLO, COL..... 6.15 P. M.

Lv. PUEBLO, COL..... 6.30 "

1569 Ar. COLORADO SPRINGS, COL..... 7.50 "

Side track for occupancy,

Meals in dining car.

TUESDAY, SEPTEMBER 18.

WEDNESDAY, SEPTEMBER 19.

In Colorado Springs.

Side trips may be taken to Cripple Creek (\$2.75),

Pike's Peak (\$5.00), or drive to the

Garden of the Gods (\$1.00).

Retire on train.

MILES
FROM
PORT-
LAND.

THURSDAY, SEPTEMBER 20.

	Lv. COLORADO SPRINGS, COL.....	6.00 A. M.
1644	Ar. DENVER, COL.....	9.00

In Denver.

Luncheon and dinner at Savoy Hotel.

Trip on "Seeing Denver" cars may be taken. Cost, 50 cents.

Retire on train.

Via Chicago, Rock Island & Pacific Railway.

	Lv. DENVER, COL.....	10.00 P. M.
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FRIDAY, SEPTEMBER 21.

1980	Ar. PHILLIPSBURG, NEB..(Mountain time)	7.55 A. M.
	Lv. PHILLIPSBURG, NEB....(Central time)	9.05 "
2223	Ar. OMAHA, NEB.....	4.55 P. M.
	Lv. OMAHA, NEB.....	5.40 "

SATURDAY, SEPTEMBER 22.

2727	Ar. CHICAGO, ILL.....	9.00 A. M.
	Via Pennsylvania Lines.	
	Lv. CHICAGO, ILL.....	1.00 P. M.

SUNDAY, SEPTEMBER 23.

3195	Ar. PITTSBURGH, PA..... ..(Central time)	1.45 A. M.
	Via Pennsylvania Railroad.	
	Lv. PITTSBURGH, PA.....(Eastern time)	3.00 A. M.
3312	Ar. ALTOONA, PA.....	6.15 "
	Lv. ALTOONA, PA.....	6.25 "
3444	Ar. HARRISBURG, PA.....	9.30 "
	Lv. HARRISBURG, PA.....	9.40 A. M.
3549	Ar. BALTIMORE, MD.....	12.00 Noon.
3571	Ar. WASHINGTON, D. C.....	1.00 P. M.
	Lv. HARRISBURG, PA.....	9.40 A. M.
3548	Ar. WEST PHILADELPHIA, PA.....	12.13 P. M.
3549	Ar. PHILADELPHIA, PA.....	12.17 "
3555	Ar. NORTH PHILADELPHIA, PA.....	12.41 "
3584	Ar. TRENTON, N. J.....	1.18 "
3632	Ar. NEWARK, N. J.....	2.25 "
3639	Ar. JERSEY CITY, N. J.....	2.40 "
3640	Ar. NEW YORK, N. Y. { Cort. & Desb. Sts... 2.53 "	
	{ West 23d Street.... 3.00 "	
	Ar. BROOKLYN, N. Y.....	3.05 "

DESCRIPTIVE OUTLINE SKETCHES
OF
INTERESTING POINTS *EN ROUTE*.

TOUR No. 1.

WESTBOUND.

A trifle over one-fourth of the entire distance traversed by the tours will be over the lines of the Pennsylvania Railroad system. The tourist will notice on every hand evidences of the great engineering feats which have engaged the attention of the Company's officers in the past few years, in the elevation of tracks through large cities, the elimination of curvature, and the enormous cuts made in the slopes of the Allegheny Mountains to reduce the grades.

There is but little of scenic interest along the line until the Susquehanna River is crossed, just beyond the city of Harrisburg, on the longest and widest stone-arch bridge in the world. This bridge, which is 3800 feet in length and carries the four-tracked main line of the Pennsylvania Railroad, was eighteen months in building and required 200,000 tons of stone in its construction.

The
Rockville
Bridge

Leaving the bridge the route follows the course of the Juniata River through the mountains for over one hundred miles. This river, remarkable for the clear blue color of its water, has cut a tortuous path through the great foothills of the Alleghenies

Up the
Juniata



HORSESHOE CURVE, PENNSYLVANIA RAILROAD

and the railroad clings closely to its edge, crossing and recrossing its swirling waters many times until at last, a few miles beyond Petersburg, the ridge is pierced by the Spruce Creek tunnels, and the ascent of the Alleghenies is begun through a series of fertile valleys.

**Up the
Juniata**

This famous piece of railroad engineering, with the accompanying beautiful stretch of line along the slopes of Allegrippus gorge and the long tunnels through the summit of the Allegheny Mountains at Gallitzin, always attracts the attention of travelers by the Pennsylvania Railroad. The railroad leaving Altoona Station, which lies 1179 feet above sea level, winds around and up the side of the mountain to Kittanning Point, ascending 423 feet in a little over five miles. The curve itself is a little over 1845 feet in length, and the view from the centre of it down the valley is superb. The up grade to the tunnels at Gallitzin is a steady one, an average of about eighty-five feet to the mile. The line enters the tunnel at the summit over 1000 feet above the level of the station at Altoona. The gorge of Allegrippus, passed just before the tunnels are reached, is one of the wildest regions in the State.

**Horseshoe
Curve**

Leaving Cresson Station one notices that the railroad is following the course of a little stream. This is the Conemaugh River, which in 1889 became so swollen that it burst the great dam at Conemaugh and, rushing down the valley, almost swept away the busy city of Johnstown, through which the train speeds at the thirty-ninth mile-stone from Altoona. In this flood 2209 lives were lost and almost the whole town destroyed.

**The
Johnstown
Flood**

The Coal and Iron Country The route beyond to Pittsburgh is the land of coal mine and furnace, of natural gas and blazing coke ovens. Pittsburgh itself is the centre of the iron industry of the New World. Its iron furnaces, rolling mills, and foundries produce every conceivable thing that can be made of iron or steel. In its great Union Station is the headquarters of the Pennsylvania Lines West of Pittsburgh.

Between Pittsburgh and Chicago Leaving Pittsburgh, the party will traverse one of the great main arms of the Pennsylvania Railroad System the Ft. Wayne Division, extending diagonally through the States of Ohio and Indiana to Chicago, 468 miles away. For twenty-eight miles the Ohio River is followed to New Brighton; thence, for seven miles, the Beaver River, one of the great tributaries of the Ohio. At Homewood the route turns northwestward. About midway on the journey through Ohio one passes Canton, noted as the home of the late President McKinley. Ft. Wayne is the largest city passed *en route*. Beyond Ft. Wayne the route traverses, for over a hundred miles, the level prairies of Indiana, which prepare the traveler for the great plains beyond the Missouri River, so soon to be entered upon.

Chicago, Ill. The metropolis of the West will live forever as the site of one of the greatest Expositions ever held in America. To the tourist its park system is the most attractive feature. This includes about 2000 acres. Lincoln Park is on the north side, about two miles distant; Douglas and Central Parks on the west side, about four miles; and the south Parks, in the south part of the city, between six and seven miles. The chief approaches to the latter are through the Grand and Drexel Boulevards.

Jackson and Washington Parks, where the Columbian Exposition was held, may be reached either by the Illinois Central Railroad, suburban trains, or by one of the elevated railways. The river is crossed by thirty-five swinging bridges, and there are also two tunnels, at Washington and La Salle Streets. The Union Stock Yards are in the southern part of the city. They cover 350 acres, and are the most extensive in the world.

Chicago, Ill.

Leaving Chicago, the route turns northward along the shores of Lake Michigan to Milwaukee. Passing through this home of thrifty Germans and lager beer, the railroad cuts diagonally across the State of Wisconsin to the Mississippi River, which it crosses at La Crosse into the State of

Through
Minnesota



ON THE ROAD TO ST. PAUL

Through Minnesota Minnesota. Just west of Milwaukee the picturesque Waukesha County lake country is traversed. Beyond, near Kilbourne Station, are the famous Dells of the Wisconsin River. From La Crosse to St. Paul the railroad follows the "Father of Waters" along its western bank. Fifty miles south of St. Paul the Mississippi widens out into Lake Pepin, which is nearly twenty miles long and bordered with many pretty towns.

St. Paul, Minn. St. Paul is located directly on the Mississippi River, nine miles below the famous Falls of St. Anthony. It is one of the most prosperous cities in the State, and one of the most important commercial points in the Northwest. It is the capital of Minnesota, and its private residences are both elegant and tasteful.

Minneapolis, Minn. Minneapolis is only eleven miles from its rival, St. Paul. Minneapolis is noted for its fine residences, public buildings, and drives. Its broad and handsome avenues are lined with magnificent structures, and its suburbs are charming. The drive to Minnehaha Falls is especially attractive. These picturesque and romantic falls are only a few miles from the city, upon a creek of the same name.

Among the Lakes Leaving St. Paul, the route lies through the beautiful lake region of Western Minnesota. For nearly two hundred and fifty miles the country is dotted with lakes, both great and small, the progressive towns of the State lying in between and on their borders. As far as Little Falls, about one hundred miles from St. Paul, the railroad follows the valley of the Mississippi River. Thence a number of pretty and prosperous towns dot the line to Moorhead, on the Red River of the North, the dividing line between the States of Minnesota and North Dakota.



THE CATTLE COUNTRY

The World's Granary Between Fargo, the first large town within the borders of North Dakota, and the western border of the State at Beach, is the great granary of the Northwest. Wheat, corn, and flax fields, covering thousands of acres, line the country on both sides of the track. Bismarck, the capital of the State, and Mandan, located on the Missouri River, are the principal cities passed *en route*.

Into the Cattle Country Crossing into Montana, the route traverses the great cattle ranges of Montana to Glendive, lying on the banks of the Yellowstone River. Along the banks of this turbulent stream the party will journey for nearly four hundred miles to Gardiner, the entrance to Yellowstone Park. And indeed the course of the stream is traced almost to its source in the tour, for it has its rising in the great Yellowstone Lake, to be seen in the tour of the Park.

The Yellowstone Park In this marvelous district, in the very heart of the Rocky Mountains, set apart forever by act of Congress for the benefit and enjoyment of mankind, Nature has established her own gigantic exposition, displaying in this mountain-bound plateau a greater variety of wonders than she has collected in a like area in any other part of the world. Here may be seen, either in active operation or in an extinct condition, almost every known variety of terrestrial phenomena. Geysers, hot springs, paint pots, sulphur springs, and fumaroles are plentiful, and in addition, may also be found cliffs of natural glass, lava beds, great riven rocks filled with basalt, extinct volcanoes, and petrified forests, and over amid the fastnesses of the Hoodoo Mountains and on the slopes of the great Tetons may be seen remnants of an ancient geological period—active glaciers.

And how exceedingly careful Nature has been to preserve this stupendous exposition! While exploring parties were penetrating every quarter of the mysterious West, and wandering bands of adventurers were prowling through the wild mountains in search of gold, this plateau, protected on all sides by almost impassable barriers, remained unexplored and unknown. It is true, prior to 1870 a few venturesome scouts and trappers had visited this region, but fortunately for its preservation their stories received no credence at the settlements. The "tales of Colter" and the "lies of Bridger" furnished amusement for many a military post and fur-trading camp. In fact, as related by Irving in his "Bonneville Adventures," this vague region for a long time was known in derision by the uninviting name of "Colter's Hell," which may in part account for its remaining so long unexplored. It was not until the Washburn party on August 29, 1870, ascended the mountain of that name and beheld stretched out before them the panorama of the present Park, that all incredulity in regard to its living wonders was dispelled and the region became an undisputed reality.

**The
Yellowstone
Park**

The idea of setting apart a portion of the Rocky Mountain country to be preserved forever as a "Nation's Park, containing man and beast, in all the wildness and freshness of their nature's beauty," was first conceived by George Catlin, to whose brush and pen the world owes much of its knowledge of Indian custom. But it is mainly to the untiring efforts of Hon. N. P. Langford, of St. Paul, and Dr. F. V. Hayden, of the United States Geological Survey, that we are indebted for the establishment of the Yellowstone National Park. The movement was strenuously opposed in many quarters, and the Park is still in danger from mercenary schemes of segregation.

The
Yellowstone
Park

The Park is directly under the administration of the Secretary of the Interior, who delegates its immediate care to a resident superintendent, at present chosen from the ranks of the army. Hunting, fishing, except by hook and line, and all forms of vandalism are punishable offenses.

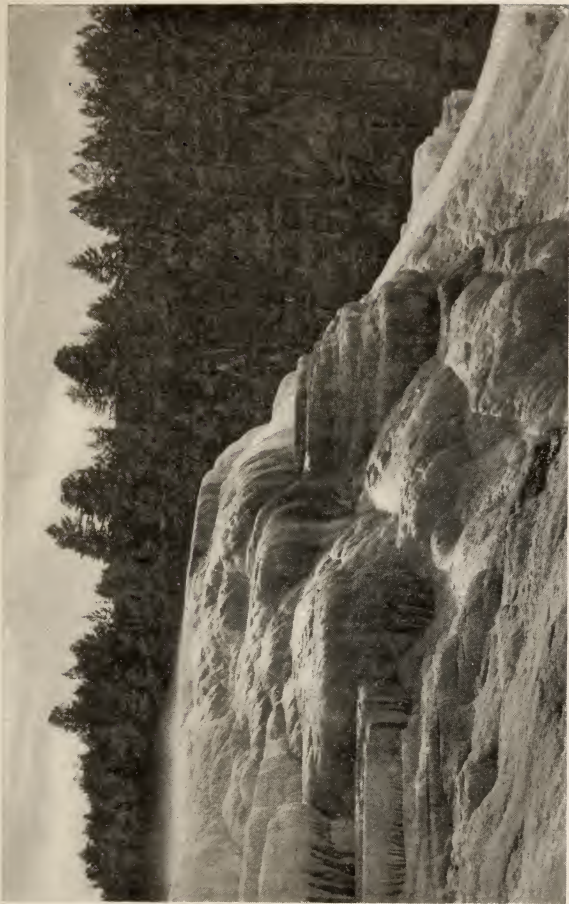
Upon entering the Park the first indication the tourist sees of subterranean heat is the Boiling River, which issues from an opening in the rocks and empties directly into the Gardiner. This river is the outlet for the waters of the Mammoth Hot Springs, which find their way to this point through underground passages. A few miles beyond, the Mammoth Hot Springs themselves are reached.

The living springs are marvels of beauty. Their overhanging bowls, adorned with delicate fretwork, are among the finest specimens of Nature's handiwork in the world, and the colored waters themselves are startling in their brilliancy. Red, pink, black, canary, green, saffron, blue, chocolate, and all their intermediate gradations are found here in exquisite harmony.

The springs rise in terraces of various heights and widths, having intermingled with their delicate shades chalk-like cliffs, soft and crumbly. These are the remains of springs from which the life and beauty have departed.

As the tourist proceeds through the Golden Gate and along Kingman Pass toward those objects in which his keenest interest centres—the Geysers—he may see to the northward, casting the shadow of its mighty presence over all the valley, that old sentinel of the Park, Electric Peak, whose snow-capped head rises 11,150 feet above sea level.

Twelve miles from the Springs is found a most curious volcanic formation. Obsidian Cliff, as its



MINERVA TERRACE, MAMMOTH HOT SPRINGS

The
Yellowstone
Park

name indicates, is a cliff of natural glass at the head of Beaver Lake (so named from the old beaver dam which forms it), rising black and jagged in vertical columns 200 feet above the road. Here is located the only road of native glass upon the continent.

After passing Obsidian Cliff evidences of hot-spring action constantly increase, until they reach their climax in the Norris Geyser Basin. This basin is supposed to be among the most recent volcanic developments of the region; but, although it naturally receives a large amount of attention from the fact that it contains the first geysers coming to the notice of the tourists, it is, in reality, of minor importance as compared with the Firehole Basin. The main objects of interest here are the Monarch Geyser, the largest in the basin, the Black Growler, and the Hurricane. The eruptions of the Monarch are very irregular, but it sometimes displays tremendous power, forcing the hottest of water to a height varying from one hundred to two hundred and forty feet. The Hurricane and Black Growler are prodigious steam vents, whose continuous roar and violent gusts bear a striking resemblance to the driving blasts of a tempest, and may be heard a distance of four miles.

Just as the road commences to descend from the high plateau between the Gibbon and the Firehole Rivers the tourist receives his first glimpse of the Teton Mountains, over fifty miles away. They are distinctly visible from every important peak in the Park, and for half a century were one of the chief landmarks in the trackless Rocky Mountain region.

From the summit of these mountains the range of vision covers probably the most remarkable group of river sources upon the earth. To the north are the headwaters of the Missouri. To the

east rise the Yellowstone, the Wind, and the Big Horn Rivers. Southward across the Wind River Range rises the Platte. From the west flank of the mountains issue the tributaries of the great Colorado, while finally, interlaced with the very sources of the Missouri and Yellowstone, are those of the Snake.

The
Yellowstone
Park

In the Firehole Geyser region, which includes the Lower, Middle, and Upper Basins, the most peculiar phenomena of the Park are seen at their best.

In the Lower Basin are located the Fountain Geyser, the first one of magnitude the tourist meets and one of the best in the region; the Great Fountain, in some respects the most remarkable geyser in the Park, as its formation is quite unlike that of any other; the Mammoth Paint Pots, the most prominent example of this class of phenomena, and nearly seven hundred hot springs. Here also is located the Firehole, a large hot spring, from the bottom of which, to all appearances, a light-colored flame is constantly issuing, at times assuming a ruddy tinge, and always flickering like the lambent flame of a torch. It is only an illusion, however, and is probably caused by escaping gas.

In the Middle Basin is located the greatest geyser in the world. Long regarded as a mammoth hot spring, it was not until 1881 that the Excelsior disclosed its true character and developed into a veritable water volcano. It has an irregular crater three hundred and thirty by two hundred feet and twenty feet deep. During its eruption it exhibits tremendous power, throwing a column of water fifty feet in diameter to a height of 250 feet, and frequently ejecting huge rocks. It has remained inactive, however, since 1888. In this basin is also located the wonderful Prismatic Lake, upon whose mist-covered surface is displayed every color of the rainbow.



THE GROTTO GEYSER, YELLOWSTONE PARK

The
Yellowstone
Park

It is not until the tourist arrives at the Upper Basin, however, that he reaches the real home of the genus geyser. Here are fifteen examples of the first magnitude, besides scores of less important ones, and here they hold high carnival. The Grotto, the Splendid, the Giant, the Castle, the Lion, the Giantess, and the Bee Hive are located here; and here also stands Old Faithful, whose hourly eruption affords the visitor, however transient, an opportunity of witnessing at least one geyser in action. To it fell the honor of welcoming civilized man to this remarkable region, for when the Washburn party, from a dense forest, which concealed everything around them beyond a radius of a few hundred feet, emerged suddenly into an open, treeless valley, there, directly in front of them, scarcely two hundred yards away, stood the vertical column of Old Faithful, shooting 150 feet into the air; and then it was that the old geyser received its name. It is estimated that this geyser alone ejects over thirty-three million gallons of water daily.

The most beautiful geyser in the whole region, however, is the Bee Hive. While not so grand and powerful as some of the others, from an artistic point of view it is the most perfect geyser in the Park.

About eight miles beyond the Upper Geyser Basin the road crosses the Continental Divide, and then for a distance of about ten miles lies on the Pacific Slope. From Shoshone Point a glimpse may be had of Shoshone Lake, quietly nestled among the mountains, and far away to the south may be seen the towering peaks of the great Tetons.

At Lake View a sharp turn in the forest road brings the tourist suddenly in full view of one of the most striking panoramas in the world.

The Immediately before him, 300 feet below, lies the
Yellowstone beautiful Yellowstone Lake. Beyond, far away
Park along the eastern horizon, rise the Absaroka Moun-
tains, while on every hand the dark pine forests
shroud the slopes and are mirrored in the tranquil
waters below.

Yellowstone Lake is nearly a mile and a half
above the level of the sea, or a quarter of a mile
higher than Mt. Washington. It has an area of
139 square miles and a maximum depth of 300 feet.
At one point upon its shore fish may be caught
and cooked in the boiling spring without taking
them from the line.

About twenty miles above the head of the lake
is the celebrated Two-Ocean Pass, where exists a
most remarkable phenomenon. From the north
and from the south issue two streams, which flow
along the top of the Continental Divide towards
each other until each finally divides, one part pass-
ing down the Atlantic slope and the other down the
Pacific, thus forming a continuous natural water
connection between the Atlantic and Pacific Oceans
nearly six thousand miles long. It is supposed
that the fish in the Yellowstone Lake entered
through this connection.

On the road from the Lake to the Falls the
tourist passes Mud Volcano, Mud Geyser, Sulphur
Mountain, and the beautiful Hayden Valley; but
his growing impatience to behold the crowning
glory of all—the Grand Canyon—will not permit
him to devote much time to their minute inspec-
tion.

As the Upper Falls are neared the road becomes
decidedly picturesque. At one point it is hung
upon the side of an almost perpendicular cliff over-
looking the rapids of the river; at another it crosses
a deep ravine over the highest bridge in the Park.



YELLOWSTONE LAKE

**The
Yellowstone
Park** A short distance below this point the now rushing river turns abruptly to the right and disappears. Here are the Upper Falls of the Yellowstone. The narrowness of the vent and the velocity of the current forces the stream far out from the face of the vertical rock in one bold leap of 112 feet.

A few hundred yards beyond this point a sharp bend in the road unfolds to the visitor, all at once, the whole vista of the Grand Canyon of the Yellowstone. For twelve miles it stretches out below the Falls, dropping sheer from a thousand to fifteen hundred feet, and bearing upon the face of its walls the most glorious color work in the world. At the head of the canyon, enveloped now in part, now in total, by a floating robe of mist, are the Lower Falls, where the river plunges headlong over a precipice 310 feet high, and then silently and beautifully winds its way along the bottom of the mighty gorge, a sinuous line of living green.

**Bozeman
Tunnel** A few miles after leaving Livingston the party will pass through the Bozeman Tunnel, 3652 feet long, piercing the Gallatin Range of the Rockies at an altitude of 5500 feet. This is the entrance to the great mining regions of the Northwest.

**Helena,
Mont.** Helena, the largest city passed *en route* through the Rocky Mountains, is the capital of the State of Montana and the centre of the great mining region of the Northwest. Last Chance Gulch, near which Helena is located, alone has produced \$40,000,000 in placer gold. It is surrounded by magnificent mountain scenery, the city being located on a plateau at an elevation of 4250 feet.

**Mullan
Tunnel** This tunnel, 3875 feet long, pierces the main range of the Rocky Mountains at an elevation of 5548 feet.



GRAND CANYON OF THE YELLOWSTONE

- Evapo,
Mont.** At this point the most western of the Rocky Mountain Divides is crossed at an elevation of 3946 feet through the Coriacan Defile.
- Hope,
Idaho** This pretty town is located on the shore of Lake Pend d'Oreille, the Lake George of the Northwest.
- Spokane,
Wash.** The thriving city of Spokane has been developed through the lumber trade. Cutting the city in two is the Spokane River, which directly in the centre of the city is whipped into cascade and fall, which gives the place its name. It will be found full of interest to Eastern tourists.
- Stampede
Tunnel** The summit of the Cascade Range is pierced at Stampede Tunnel, seventy-five miles east of Tacoma. This tunnel is the second longest in the United States, being nearly two miles in length. It pierces the range at an altitude of 2840 feet.



IN THE PARK, SEATTLE

Seattle is one of the most flourishing cities of the Northwest, delightfully situated upon the shores of Elliot Bay, an arm of Puget Sound. Almost the entire business section of the city was destroyed by fire in 1889, involving the loss of many millions of dollars, but the energy of its citizens has built up a city which is unexcelled in the Northwest. The residential section, which is situated upon terraced hills, is beautifully laid out. The coal mines back of Seattle send out many thousands of tons a day. Lake Washing, a lovely sheet of water, is situated in the suburbs.

Seattle,
Wash.

Mt. Rainier, with its white, majestic face veiled in clouds, and its head, capped with snow and ice, reared boldly into the air over fourteen thousand feet above the level of the sea, guards with dignity and solemnity this growing city. Situated at the head of Puget Sound, Tacoma has one of the largest and safest harbors in the world. The shipping of the place is a study. Vessels of every class and type load and unload at the huge docks. A tramp steamer is perhaps docked alongside of a Chinese tea merchantman, or a Southern fruiter close to a South American trader. Several hours may also be spent in visiting the huge mills.

Tacoma,
Wash.

Visitors to Portland leave it with great regret. Beautifully situated at the confluence of the Willamette with the Columbia, it is one of the most important commercial centres of the Pacific Coast. The climate is pleasant, the scenery grand. The city slopes west from the river to a range of hills from whose slopes and summits may be had a magnificent view of the city, valley, river, and mountain range, with five eternal snow peaks standing out in bold relief and varying in height from 9000 to 15,000 feet above sea level. From Fairmount, a pasture on the summit of one of the

Portland,
Ore.



PORTLAND AND MT. HOOD

western hills, may be had not only the grand view to the eastward, but also one to the west, taking in the coast mountains bordering the Pacific Ocean.

Portland,
Ore.

Looking to the north, Mount Rainier, 14,532 feet high, peeps above the horizon, white and dazzling; a little to the right, but near at hand, rises the beautiful white cone of Mount St. Helens, 9750 feet in height; farther away again and to the northeast rises in its great, white, monumental grandeur Mount Adams, 12,250 feet high; to the east, and sixty miles distant, but seemingly, in the clear atmosphere, nearer six miles away, stands Mount Hood, the peculiar joy and glory of Oregonians. Mount Hood, 11,225 feet high, and white, immaculately so, with its glaciers and snow fields, is one of the most fascinating sights in the world.

Leaving Portland, the party will traverse one of the wildest and most picturesque sections of the Northwest. For nearly two hundred miles the route follows the noble Columbia River. This magnificent stream which has cut its way through the Cascade Range after a Titanic struggle, winds through a valley which for beauty is not excelled anywhere. It lies to the north of the railroad, whilst to the south is the magnificent Cascade Range, with Mounts Hood, Adams, and St. Helens rearing their snow-capped crowns to the heavens in the near distance.

Through
the
Cascade
Range

At the thirty-second mile post from Portland is passed the superb Multnomah Falls, plunging over a precipice 850 feet in height, to be lost in the mighty river below. Just west of this two pretty cataracts, the Latourelle and Bridal Veil Falls, are passed.

Through
the
Cascade
Range

Just beyond the Multnomah Falls is the Oneonta Gorge, resembling the famed Mammoth Cave, with its vast cavernous halls and chambers rent open and tapestried with flowers, mosses, and ferns. A number of magnificent crags, evidences of the mighty struggle of the river in early days, are seen on every side.

Passing through the timberlands of the mountains the route opens into the great wheat and wool-growing region around The Dalles. This town is one of the largest wool exporting points in the United States. The wheat section extends to Umatilla, whence the route leaves the Columbia and extends southwesterly to Huntington, in the gold fields.

Across
Idaho

Shortly after leaving Huntington the train crosses the Snake River, at this point the dividing line between the States of Oregon and Idaho. This great estuary, whose head waters rise far to the east, almost on the borders of Yellowstone Park, has created a beautiful valley in the southern part of Idaho, through which the railroad winds to Pocatello, in the southeastern corner of the State. This valley of the Snake, also known as the Shoshone River, is remarkable for its scenic attractions. At times it widens out into broad savannahs, which are mostly under cultivation. Again it narrows into canyons and dalles, through which the river frets and tumbles. To the north lie the Salmon Mountains, their summits rising to an altitude of 10,000 feet and over. They divide the plateau region of the south from the mountainous gold fields to the north. Near Shoshone may be seen the great beds of lava which in recent geological times have formed the great mesas nearby. From Pocatello, the junction point with the branch extending northward to Butte, the centre of the



THE UPPER COLUMBIA RIVER

Across mining country, the route turns southeastward through the mountains to Ogden.

Idaho. But a short distance westward from Ogden stretches the Great Salt Lake. This natural wonder lies 4200 feet above sea level, and is 80 miles long and from 20 to 32 miles broad. For the most part it is exceedingly shallow. So far as has been discovered it has no outlet, although several rivers empty into it. No fish have ever been found in its waters, but several species of insects and a brine-shrimp are found. Well marked shore lines on the surrounding Wasatch Mountains indicate that at one time the level of the lake was at least 1000 feet higher.

Great Salt Lake
Salt Lake City

Salt Lake City is situated in the great Valley of the Jordan, west of the Wasatch Mountains, and just fifteen miles south of Great Salt Lake. The city is beautifully laid out, and possesses numerous attractive public buildings of note and worth. The streets are kept beautifully clean, especially in the residence portion, and there is an Oriental air about the city that carries one back to the banks of the biblical Jordan, and is unlike that of any other city in the Union. On Oil Creek, immediately where it emerges from the Range, are the grounds and offices of the Presidency of the Mormon Church. Separated from these by East Temple (Main) Street is Temple Block, conspicuous from the entire valley by reason of the turtle-roofed Tabernacle and white granite walls and towers of the Temple. On the same block are the Endowment House and Assembly Hall, both buildings connected with Mormon worship. The great Temple is of native gray granite, 200 feet long, 90 feet wide, with towers 220 feet high. It was begun in 1853, completed and dedicated in 1893, and cost \$4,000,000. The Tabernacle is 250 feet long, 150 feet wide, and 90 feet



TEMPLE BLOCK, SALT LAKE CITY

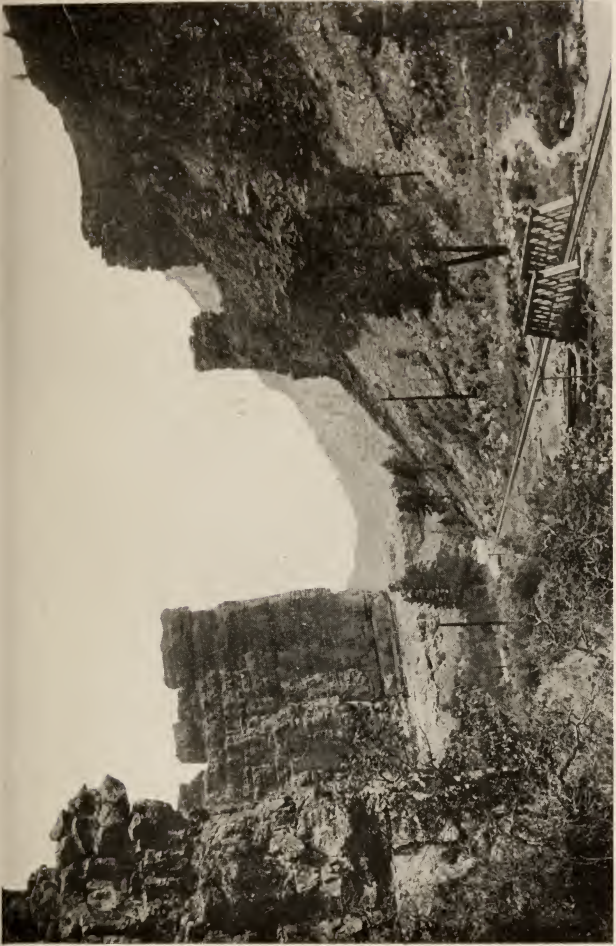
Salt Lake City high; seats 13,456 people; has the second largest organ in America, with 3000 pipes, and a well-trained choir of several hundred voices; service is held every Sunday at 2.00 P. M. Its acoustics are unequaled. Its roof is the largest wooden roof in the world unsupported by pillars.

The Assembly Hall, in the same block, has a seating capacity of 2500 and holds a very large pipe organ. The ceiling is elaborately decorated with scenes from prominent events in the history of the Mormon Church. Only one block away are the Bee Hive (the residence of the late Brigham Young), the Lion House, and the Gardo House, or Amelia Palace.

Tourists may make use of the Sightseeing Cars, which make a complete tour of the city, visiting all the mere important places of interest. This trip costs 50 cents.

The Wasatch Mountains Beyond Salt Lake City the route enters the beautiful Utah Valley, which the enterprise of the Mormon settlers has made a-blossoming. From this valley the train penetrates Spanish Fork Canyon and the Red Narrows, thence into the heart of the Wasatch Mountains. At Soldier Summit the top of the range is crossed at an altitude of 7465 feet. Then comes the descent into the valley of the Green River through Price Canyon, one of the ruggedest in the whole line. Here river and railroad dispute every inch of the way to the entrance of the canyon, where two great sandstone shafts, 500 feet in height, guard the way to the valley. These are known as Castle Gate. Just beyond, looking to the south, one may descry the broken wall of the Grand Canyon of the Colorado in the far distance.

Passing a stretch of arid desert, the railroad enters the valley of the Grand River, which it follows for many miles.



CASTLE GATE, UTAH

- The Wasatch Mountains** High mountain peaks are visible on all sides, while nearby are fine farms and rushing streams.
- Canyon of the Grand River** The Canyon of the Grand differs from other Colorado canyons in that instead of the usual dark-red granite walls, the cliffs, at some places 2500 feet high, are of bright and varied colors and for a distance of sixteen miles form a series of bastions of brilliant vermilion, green, yellow, and maroon.
- Glenwood Springs, Col.** Glenwood Springs will be found to be one of the most interesting points visited. It is one of the great health resorts of the State, situated at the confluence of the Grand River with the Roaring Fork, in a beautiful valley. Its altitude is about the same as that of Denver. It is especially noted for its hot sulphur springs, large out-door bathing pool and bath house, and hot vapor caves.
- Eagle River Canyon** This canyon is the centre of great mining activity and of great natural beauty. The mines are located on the mountain crests and the ore is sent down to the river and railroad in buckets on great steel cables.
- Mount of the Holy Cross** The Mount of the Holy Cross is one of the notable landmarks passed *en route* to Leadville and Colorado Springs. It is first seen from Fremont Pass, the highest point on the line in Colorado (11,370 feet), and is visible for many miles. The cross is formed by great snow-filled fissures in the mountain side.
- Tennessee Pass** At this point the Continental Divide is passed. The line winds up the mountain side in great loops, passes under the summit through a tunnel, and again winds down the far side of the slope. For almost the entire year the mountain slopes are bleak, and at times snow-clad.

The Grand Canyon of the Arkansas is one of the most awe-inspiring and magnificent examples of Titanic convulsion known. The length of the canyon is about eight miles. Its great granite sides, so close together that the sun only penetrates the depths at places, and the railroad and the river barely have room to pass, tower upwards until at the Royal Gorge they attain a height of 2600 feet. The granite is dark red in color, and the train moves around corners and projecting shoulders which seem impassable. At one point the railroad is suspended over the river on a hanging bridge fastened to the sides of the gorge.

**Grand
Canyon
of the
Arkansas**

This busy town is called "The Pittsburgh of the West" and is the centre of the smelting interests of the Colorado mining district. It lies in the foothills of the Rampart Range, the great barrier pierced by the Grand Canyon of the Arkansas.

Pueblo, Col.

At Colorado Springs ample opportunity will be afforded to thoroughly view the charming city under the shadow of Pike's Peak, which heroic mount raises its snow-capped head like a cowed sentinel on guard over the treasured bit of garden earth below. The climate is grand, and the scenic attractions unrivaled. The place has won a marvelous reputation as a health resort. Seven miles away is the famous resort Manitou, with its world-renowned "Garden of the Gods," a park covering eight hundred acres, and surrounded on all sides by a rampart of hills. Within an hour's ride are the Cheyenne Canyon, Austin's Glen, Blair Athol, Queen's Canyon, and Glen Eyrie. No city on the continent, perhaps, is more picturesquely located or surrounded by more natural wonders. On all sides are seen signs of mighty upheavals and the action of ages.

**Colorado
Springs
and
Manitou**



THE ROYAL GORGE, COLORADO

Fifty miles west of Colorado Springs, in a region of towering mountain peaks, and built at an altitude of from 10,000 to 12,000 feet above sea level, are the mining towns of the Cripple Creek District, reached from Colorado Springs via the Colorado Springs & Cripple Creek Railroad. Almost from the start the journey from Colorado Springs is along a gorge up the sides of the mountain. A beautiful view of the Garden of the Gods is had as the train passes Colorado City. Later the route leads through Bear Creek Canyon and North Cheyenne Canyon. At the head of the latter, Pike's Peak comes into view on the right, and Cheyenne Mountain to the left, while St. Peter's Dome is straight ahead. Higher and higher climbs the train, half way up the mountain side. It can be seen for miles ahead and behind. The highest point is reached at Hoosier Pass, 11,000 feet above sea level, from which Cripple Creek can be seen 1000 feet below. The mines around the district are well worth a visit.

**Cripple
Creek, Col.**

The ascent of this giant of the Rockies can hardly be described. The summit is 14,147 feet above sea level and shrouded in everlasting snow. The trip to the summit and return can be made from Manitou in about four hours. The road is a cog-wheel one, nearly nine miles in length, and presents a vista of natural beauties and wonders which cannot be seen anywhere else. The line is remarkable in that it overcomes an elevation of 7518 feet in so short a distance, the average grade being 844.8 feet per mile. From the summit of the Peak may be seen a mighty panorama of 60,000 square miles. To the east the great plains stretch out; to the south are the mountains of New Mexico; to the west is the great Sangre de Cristo Range, and to the north the rugged Gray's and Long's Peaks, with a great

Pike's Peak

Pike's Peak
Denver,
Col.

abyss in between. The air is cold and rare, but passengers experience no ill feeling from the ascent.

During the mad rush of '58 a gold camp was pitched at the junction of Cherry Creek and the Platte and christened Auraria. From this small beginning sprang Denver, the pushing, bright, and cultured city of the plain, the social and commercial centre not only of Colorado, but of the entire middle West.

Within a figurative stone's throw of its walls are the world-known cattle ranches and silver-producing sections. From its heights may be seen in all their indescribable grandeur the snow-capped peaks of the Rockies, Long's Peak a short distance to the north, and far away to the south the dim outline of Pike's Peak. The industry of wresting the precious metals from their rocky prisons is here carried on upon a very extensive scale and may be seen a short distance outside of the city. To the returning traveler Denver is the portal of the populous East.

Across the Plains

Leaving Denver, the party turns northeastward through the foothills to the extreme corner of the State of Colorado. The descent is a steep one, the grade being nearly 2000 feet in the 197 feet to Julesburg, the last station in Colorado. From this point the descent is more gradual, the way lying along the valley of the south Branch of the Platte River to its junction with the North Platte, just east of the town of North Platte, Neb. From this point to within thirty-two miles of Omaha the Platte is followed closely. This is historic ground. Up the valley of the Platte went the gold seekers of '49 and the Mormons under Brigham Young. Here, until the Civil War, roamed the Indian and the buffalo, both now nearly extinct. One of the sights *en route* is passed just before



GARDEN OF THE GODS AND PIKE'S PEAK

- Across the Plains** crossing the Loup River, about 100 miles west of Omaha. Here is the tangent or section of straight track forty miles long. Rows of telegraph poles on either side present the appearance of a high wooden wall as the train speeds between them and they fade away the dim distance.
- Omaha** Omaha, situated almost in the geographical centre of the greatest agricultural and stock raising country in the world, with water facilities that have enabled it to build up large manufacturing industries, and with twelve railroads, giving it direct communication with all the leading cities of the East and West—is the business centre and largest and most important city of the trans-Mississippi region. Founded in 1854, it has not yet passed the half-century mark; still, in religious, educational, and social advancement it has made such rapid strides that its name has already become familiar from one end of the continent to the other.
- The Prairies** Crossing the Missouri River to Council Bluffs, the special train speeds through the great farm lands of Iowa and Illinois to Chicago. The Mississippi River is crossed at Clinton. There is nothing of great scenic interest in this section of the trip beyond the magnificent stretches of prairie land, all under the highest state of cultivation.
- From Chicago the same route is covered as upon the westward trip.



SILVER CASCADE
(On the Road to Cripple Creek, Col.)

TOUR No. 2.

Tour No. 2 from New York to Chicago covers the same itinerary as Tour No. 1.

Between Chicago and St. Paul the route is almost a straight line through one of the most attractive sections of Wisconsin. One sees on every hand the pretty little lakes which render this part of the United States one of the greatest outing resort States in the Union. Madison, the capital of the State, is the largest place passed *en route*.

Through
Minnesota
and Dakota

St. Paul and its sister city Minneapolis will be found described in the itinerary of tour No. 1. Between Minneapolis and Glenwood is the lake region of Minnesota, every little town being surrounded by charming lakes. Glenwood is the most important of these towns. From Hankinson, just over the Minnesota line, in North Dakota, a branch line extends to Bismarck, the capital of North Dakota. A little further west is Valley City, N. D., situated in the very midst of the great wheat belt of the Northwest, a thriving little city, with an ever increasing trade. Minot is one of the busiest little cities in North Dakota and is rapidly broadening out into a jobbing centre of no mean importance. Beyond the train traverses the rolling prairies of North Dakota, the greatest flax and wheat region within the borders of the United States.



BANFF HOT SPRINGS, ALBERTA

Portal At this point, 560 miles from St. Paul, the international boundary between the United States and Canada is passed. The route between St. Paul and Portal passes through a pretty country of farm land, lakes, and streams.

Kananaskis During the run from Portal to this point, 565 miles, the train has steadily ascended the foothills of the Canadian Rockies. Approaching Kananaskis, the tourist gets the first real view of the mountains, which seem to form an impenetrable barrier to the train's further progress. Just beyond Kananaskis Station the train enters a narrow gorge between two almost vertical walls of dizzy height, and the tourist has entered the region of the most beautiful mountain scenery in the world.

Banff At this point the Canadian Government has reserved a National Park twenty-six miles long and ten miles wide. Around Banff the scenery is the grandest on the American Continent. Mountain peak surmounts mountain peak; rock lies piled upon rock; rushing waters and lakes, like gems among the roughness, give color to the scene.

From the veranda of the hotel at Banff one sees to the northward, Cascade Mountain, towering to the height of 9875 feet; to the east, Mount Inglismaldie and the far-uplifted solitudes of the Fairholme sub-range; southeast of Mount Inglismaldie, the sharp cone of Mount Peechee, one of the peaks of the Fairholme Range, 10,000 feet high; to the left of Cascade Mountain, and north of the railway track, forest-fringed Squaw Mountain, standing sentinel over the beautiful Vermilion Lakes, which nestle at its feet; up the Bow River to the westward, the square crest of Mount Massive, towering into the heavens; nearer Banff, to the southwest, razor-backed Sulphur Mountain; southward, iso-

lated Tunnel Mountain; and back of the hotel, **Banff** Mount Rundle, 9665 feet. Mount Assiniboine, one of the Matterhorns of the Canadian Rockies, lies twenty miles south of Banff, in the Spray Valley—a sheer pyramid of almost vertical rock, towering far above vast glacial fields and surrounding uplifted solitudes to an altitude of 11,860 feet.

One of the most interesting attractions for visitors at Banff is Buffalo Park, a mammoth corral of 800 acres, one mile east of the railway station on the road to Lake Minnewanka. Here the Government has a magnificent herd of thirty-six buffalo, a large number of caribou, elk, moose, antelope, deer, and other animals native to this region.

The drives in the valley in and about Banff are numerous and beautiful, among them being one to the Cave and Basin, and Sundance Canyon, a pleasant journey of three miles through picturesque surroundings. A beautiful seven-mile drive around Bow Valley, or the "Loop," as it is called, in full view of the Bow Falls, the rapids of which are eighty feet wide at the confluence of the Bow and Spray Rivers in the valley beneath the hotel; the Spray drive, up the Spray Valley, through virgin forests, to the Spray Canyon at the foot of Goat Mountain.

Laggan is the station for the Lakes in the Clouds, **Laggan** rare gems whose loveliness far surpasses any lakes in the world. Lake Louise, the nearest to the railroad, is two and one-half miles by a good driving road. A bridle path leads one thousand feet higher up the mountain to Mirror Lake, and a still higher ascent to Lake Agnes. All of these lakes are over five thousand feet above sea level, and Lake Agnes is literally above the clouds.

Laggan North of Lake Louise are the Slate and Waputehk Ranges, overtopped by the great buttressed mass, Mount Hector, and northwest thereof lies the vast Bow Glacier region. One may also see the huge round, snow-capped dome of Mount Daly to the northwest, and the first view of the Great Glacier. At this point the glacier is 1300 feet above the track and over twelve miles away. To the eastward of Lake Louise lie Mount Temple, Mount Sheol, and the Castle Crags. Mount Victoria, a great palisade of solid snow, cuts off all view to the south.⁵ This mountain is 11,430 feet high.

Stephen At this point the summit of the Rocky Mountains is passed at an altitude of 5296 feet. Here is the Great Divide, and a little stream parts into two, the waters of one flowing into the Pacific Ocean, and the other into Hudson Bay. The journey through this section of the line is at times awe-inspiring, the railroad clinging to the side of the mountain, while the Yoho River is a narrow, winding thread 600 feet below.

Field Field Station is located at the foot of Mount Stephen, one of the giants of the Rockies. It rears its duomo-like head 10,527 feet to the skies. Its shoulders are covered with enormous ice fields, and a mammoth green glacier overhangs its forepart nearly a thousand feet, the outer edge showing a vertical depth of 100 feet. A day's journey away are the recently-discovered Takkakaw Falls, 1846 feet high, with a sheer drop of 1200 feet. The railroad, unfortunately, does not pass near enough to these great falls for passengers to see them. The great mountain peak opposite Mount Stephen is Mount Field. Looking down the valley, on the left, Mount Dennis is seen, and on the right, Mounts Deville and King.



MT. STEPHEN, NEAR FIELD

- Palliser** Near this station the railroad turns into Lower Kicking Horse Canyon, which narrows and deepens until, beyond Palliser, the mountain sides become practically vertical and thousands of feet in height. The railroad and the river have barely enough room to make their way through the tortuous course of the canyon.
- Golden** Beyond Golden the route leaves the Rockies and emerges into the upper valley of the Columbia River, which the tourists are to see later at Portland. Ahead is the great Selkirk Range. Soft green streaks down the slopes of these mountains indicate the passage of avalanches. Just beyond Beavermouth Station, twenty-eight miles from Golden, the railroad enters the Selkirks through the gate of the Beaver River, the passage being so narrow that a felled tree serves as a bridge over the river.
- Bear Creek** Beyond Bear Creek Station the railroad leaves the Beaver River and enters the gorge of Bear Creek. The grade at this point is 116 feet to the mile, and thousands of engineering difficulties were encountered in its construction. At one point the stream and railroad are compressed between Mount Macdonald and Mount Tupper. Mount Macdonald is over a mile in almost vertical height. Mount Tupper is almost as high, and it is probable that at one time the two mountains were united. At Rogers' Pass may be seen some of the most beautiful glaciers passed *en route*.
- Selkirk Summit** Forty-three hundred feet above sea level, this station is the crown of the Selkirk Range. Hundreds of mountain peaks may be seen on all sides. The Illecillewaet Valley lies on the right, making its



AMONG THE CANADIAN ROCKIES

Selkirk Summit deep way westward through a devious course. Far below and for many miles away the course of the railroad over which the train is to pass may be traced.

Glacier This is the station from which the side trip is made to the Great Glacier of the Selkirks, a vast sea of ice that glistens in a silvery white sheen, by the side of which all of those of the Alps rolled into one would be insignificant. And for miles and miles in all directions smaller glaciers find lodgment on all the mountain benches and slopes.

Trails and good footpaths lead from Glacier Station to points of interest in this vicinity. The principal attraction, of course, is the Great Glacier itself, where one may witness all of the phenomena of a large ice stream or ascend to the vast Illecillewaet Neve, and wander about on a nearly level and apparently limitless snow field. The distance from Glacier to the forefront of the Great Glacier is one and one-half miles, by way of a good trail crossing the Asulkan River, and following the Illecillewaet River, which has its source in the glacier, till the moraine is reached.

Another trail leads to Lake Marion, which nestles among the cliffs and forests on the mountain side, 1750 feet above the hotel, and the distance by the trail is less than two miles. From this point one obtains an excellent view of the great leaning tower of Eagle Peak and the giant, wedge-shaped rock summit of Mount Sir Donald.

Following a path that leads from the north end of Lake Marion, Observation Peak is reached, where magnificent views of Rogers' Pass and the Loop Valley are obtained, with the silvery waters of the Illecillewaet River, flanked by the Railroad, creeping through it.

Around Glacier one sees the grandest array of peaks, stretching out in all directions. Mount Sir Donald, 10,600 feet, rises on the left. Further away are Mounts Uto, Eagle, Avalanche, and Macdonald, Rogers' Pass and the snowy Hermit Range, with massive Cheops and Ross' Peak. Back of the hotel at the station is Mount Abbott, and back of it the Mount Bonney Glacier. To the right of Mount Abbott is the Cougar Range. Further on is the Asulkan Glacier, with its snowy peaks, Mounts Afton, the Rampart, the Dowe, Castor and Pollux, and Glacier Crest, the western boundary of the great Illecillewaet Glacier, on the far side of Mount Sir Donald.

Glacier

Just before reaching this point the train traverses Albert Canyon and a series of narrow gorges, descending from an altitude of 2845 feet at Albert Canyon Station to 1475 feet at Revelstoke, a distance of twenty-two miles. Revelstoke itself is a prosperous town on the Columbia River, and is the chief entrance to the famed Kootenay mining region.

Revelstoke

Near Sicamous Junction lies the great Shuswap Lake, one of the most remarkable bodies of water in the world. The great walls of the mountains retain it in long narrow arms, many miles in length, and varying in width from a few hundred yards to two or three miles.

**Sicamous
Junction**

Ashcroft is a point of departure for the gold fields. Three miles to the west the route lies through a dismal gorge, almost terrifying in its loneliness. It traverses the western slopes of the Selkirks, winding in and out of valleys, at times buried in their depths, at intervals high up on the mountain sides. Between North Bend and Yale, a distance of twenty-three miles, the canyon walls are so narrow that the river dashes against them with a terrific roaring.

Ashcroft



VALLEY OF TEN PEAKS, LAGGAN

Just before Mission Junction is reached, near a station called Nicomen, one can see on the left of the train, fifty miles away, in the State of Washington, Mount Baker, an isolated cone 14,000 feet high. At Mission Junction the train turns southward to the United States border line.

Mission
Junction

At this little station, 126 miles north of Seattle, the border line between the United States and Canada is passed.

Sumas

Descriptions of Seattle, Tacoma, Portland, the route eastward to Yellowstone Park, and the Park itself will be found in the section devoted to Tour No. 1, the route of Tour No. 2 between Portland and the Park being the reverse of that traversed by Tour No. 1.

At Billings, 115 miles east of Livingstone, Tour No. 2 leaves the line of the Northern Pacific Railway and enters that of the Burlington Route. This is the greatest stock-raising and agricultural country in the world. In addition to its importance in this respect it is interesting historically, as the railroad practically follows the trail first travelled by Lewis and Clark in 1805, and it was the scene of the last great struggles with the Indians.

The
Cattle
Country

Ninety miles southeast of Billings on the Little Big Horn River is the site of Custer's great fight with the Indians, in which he and practically all his force were killed. The trains pass almost within sight of the scene of the massacre.

Custer's
Battle
Field

Before reaching Alliance, Neb., the route passes through the famous Black Hills of Wyoming and Dakota, the scene of the early struggles of the great scout, Buffalo Bill. The scenery through this section is charming.

The
Black
Hills

From Alliance the route turns southwestward to Denver, a description of which will be found under Tour No. 1. From Denver eastward the line tra-

Over the
Plains

Over the Plains verses the great plains of Colorado and Nebraska to Omaha, passing through Lincoln, the capital of the latter State, famous as the home of William Jennings Bryan, the great free silver advocate.

Homeward Bound From Omaha, for description of which reference should be made to itinerary of Tour No. 1, the way leads across the most southern part of the farming State of Iowa to Burlington, where the Mississippi River is crossed, and thence northwestwardly through Illinois to Chicago.

From Chicago the same route is traversed as upon the westward trip.



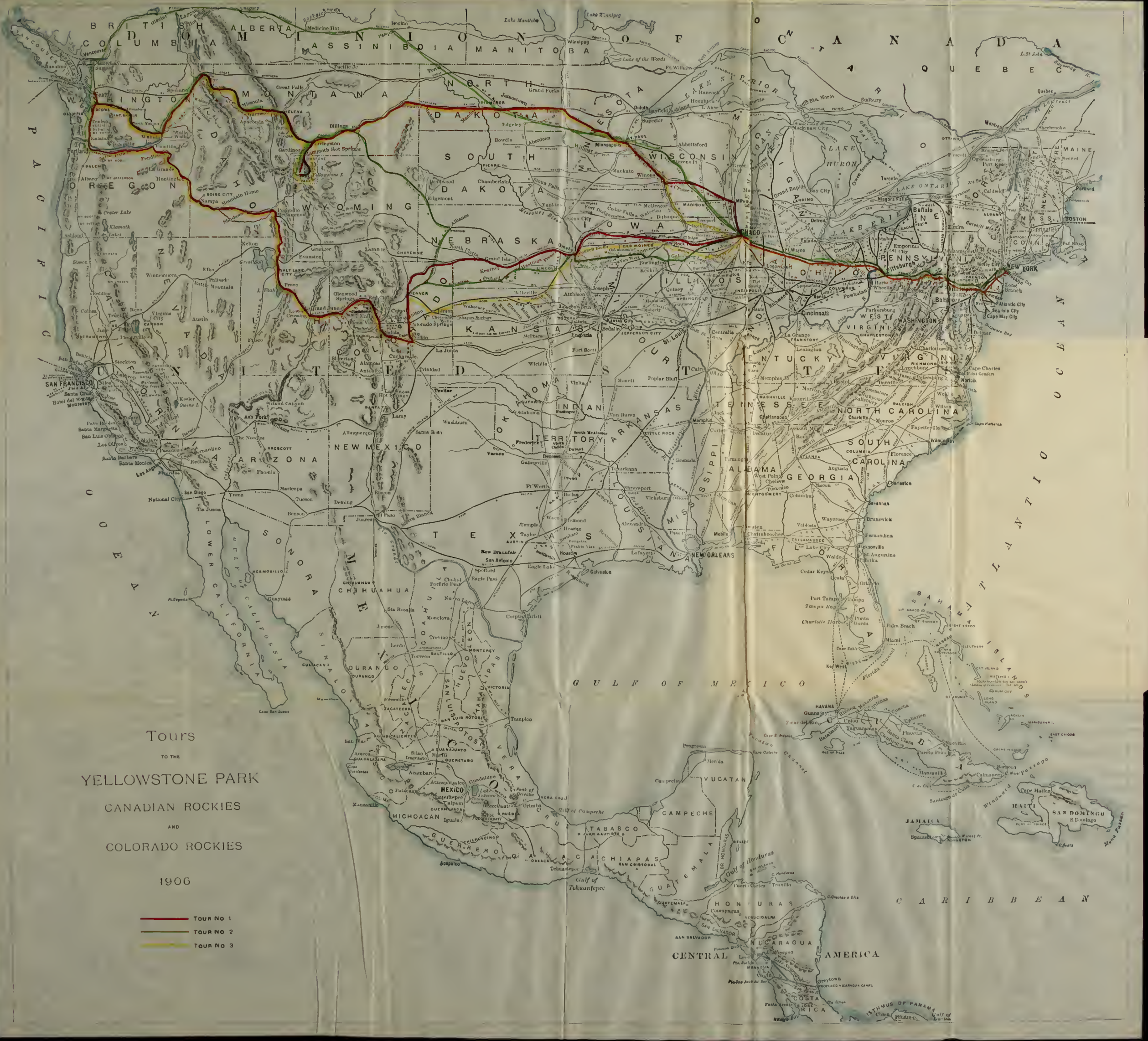
BALANCED ROCK, GARDEN OF THE GODS, COL.

TOUR No. 3.

Tour No. 3, with the exception of the portions between Chicago and St. Paul, and Denver and Chicago, covers exactly the same itinerary as Tour No. 1.

From Chicago the way lies directly westward to the banks of the Mississippi River at Savanna. The river is then followed on its east bank for 286 miles.

Eastward from Denver the route extends across the northern half of the great State of Kansas; thence into Nebraska, passing through Lincoln, to Omaha. Here the Missouri is crossed to Council Bluffs. Beyond, the road lies directly east to Chicago, the Mississippi being crossed between Davenport and Rock Island. Just before reaching Chicago the town of Joliet, at which is located one of the greatest penal institutions of the country, the Illinois State Penitentiary, is passed.



Tours
TO THE
YELLOWSTONE PARK
CANADIAN ROCKIES
AND
COLORADO ROCKIES

1906

- TOUR NO 1
- TOUR NO 2
- TOUR NO 3

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