BIG RESERVATIONS OPENED

Three more Indian Reservations are opened to the homeseeker. All directly on, or adjacent to the

Northern Pacific Railway

The Flathead, in the most picturesque part of the Rockies, has 450,000 acres of the very finest of agricultural and grazing lands. A government reclamation project will also make a large part of it very attractive. The Coeur d'Alene, just east of the city of Spokane, Washington, on Coeur d'Alene Lake, has about 200,000 acres, including timber lands. The Spokane, north of the city of Spokane, has about 50,000 acres. The Flathead lands are appraised at $1.25 to $7.00 per acre—the others not yet appraised.

Registration for all these lands extends from July 15 to August 5, 1909. Drawing will take place August 9, 1909. Entries will not be made before April 1, 1910.

For the Flathead land, registration is at Missoula, Montana
For Coeur d'Alene land, at Coeur d'Alene City, Idaho
For Spokane land, at Spokane, Washington

Remember: You can reach all three points of registration via one line and on one ticket, without extra expense, by taking the Northern Pacific Railway.

For detailed information regarding lands, etc., write to C. W. MOTT, General Emigration Agent, Northern Pacific Railway, ST. PAUL, MINN.

For full information about Summer Tourist and Homeseekers' Fares and train service, write to A. M. CLELAND, General Passenger Agent, Northern Pacific Railway, ST. PAUL, MINN.
### Officers Traffic Department

- J. M. HANNAFORD, Second Vice-President
- J. G. WOODWORTH, Traffic Manager
- A. M. CLELAND, General Passenger Agent
- G. A. MITCHELL, Assistant General Passenger Agent
- W. H. POORE, Assistant General Passenger Agent
- G. W. HOWARD, Assistant General Passenger Agent
- A. D. CHARLTON, General Freight Agent
- H. B. BARTLETT, General Western Freight Agent
- H. E. STILL, General Western Freight Agent
- J. F. FOGGS, General Western Freight Agent
- W. J. OLSzewski, General Western Freight Agent
- J. M. MOONEY, Assistant Freight Agent
- C. W. MOTT, General Emigration Agent

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### Representative Freight, Passenger and Emigration Departments

- **Atlantic, Ga.** 16 North Pryor St.
- **Bellingham, Mont.** Station
- **Boston, Mass.** 207 Old South Blvd.
- **Buffalo, N. Y.** 215 Ellsworth Square.
- **Butte, Mont.** N. W. Cor. Park and Main Sts.
- **Chicago, Ill.** 208 S. Clark St.
- **Des Moines, la.** 212-214 Century Bldg.
- **Detroit, Mich.** 428 Majestic Bldg.
- **Duluth, Minn.** 358 W. Superior St.
- **Everett, Wash.** 2825 Colby Ave.
- **Helena, Mont.** 428 Mt. and Main St.
- **Indianapolis, Ind.** 42 Jackson Place.
- **Jamestown, N. D.** 320 Main St.
- **Los Angeles, Cal.** 545 South Spring St.
- **Milwaukee, Wis.** 361-371 Railway Ex. Bldg.
- **Miles City, Mont.** 201 Main St.
- **Minneapolis, Minn.** 12 Nicollet Biv.
- **Montreal, Que.** 711 Chestnut St.
- **New York City.** 319 Broadway.
- **Philadelphia, Pa.** 711 Chestnut St.
- **Pittsburg, Pa.** 30 Park Building.
- **Portland, Ore.** 255 Morrison St.
- **San Francisco, Cal.** 688 Market St.
- **Seattle, Wash.** 1st Ave. & Yesler Way.
- **Spokane, Wash.** Riverside and Howard Ave.
- **St. Louis, Mo.** 300 Missouri Trust Bldg.
- **St. Paul, Minn.** 5th and Robert Sts.
- **St. Paul, Minn.** 4th and Broadway St.
- **Superior, Wis.** 817 Tower Ave.
- **Tacoma, Wash.** 925 Pacific Ave.
- **Vancouver, B. C.** 430 Hastings St.
- **Victoria, B. C.** Yates & Govt Sts.
- **Wallace, Idaho** Station
- **Wallula, Wash.** 3 Main St.
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<tr>
<td>Parlor Car—Seattle to Spokane.</td>
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<tr>
<td>Observation—Library Car, with barber and bath, Tacoma to Chicago via Minneapolis-St. Paul.</td>
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<tr>
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<th>Train No. 6—Electric-lighted, broad vestibuled—Seattle to Minneapolis-St. Paul, via Helena, with connections from Tacoma, and from Portland via S. P. &amp; S., and from Butte.</th>
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<tbody>
<tr>
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<tr>
<td>Portland to Spokane, via S. P. &amp; S. (12 Sec. D. R.)</td>
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<td>Dining Car—Seattle to Minneapolis-St. Paul.</td>
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- **Equipment**: Includes the trains' classes, types of cars, and any special features.
- **Schedules**: Provide the departure and arrival times at various stations along the route.
- **Connections**: Indicate stops and connections at other stations.
- **Notes**: May include additional information about the trains or their routes.
| Transcontinental Train Schedules and Equipment |

### Missouri River and Puget Sound Express—Daily

<table>
<thead>
<tr>
<th>Equipment West-Bound (See Time Tables Nos. 3, 4, 64, 65)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Train No. 15</strong>—St. Louis, Kansas City, Omaha and Denver via Butte to Seattle, Tacoma, Portland and Puget Sound. (See Tables Nos. 1, 2, and 18.)</td>
</tr>
<tr>
<td><strong>Train No. 15</strong>—St. Louis, Kansas City, Omaha and Denver via Butte to Seattle, Tacoma, Portland and Puget Sound. (See Tables Nos. 1, 2, and 18.)</td>
</tr>
<tr>
<td><strong>Pullman Drawing-room Sleeping Car</strong>—St. Louis to Seattle. (12 Sec., D. R.)</td>
</tr>
<tr>
<td><strong>Pullman Drawing-room Sleeping Car</strong>—St. Louis to Seattle. (12 Sec., D. R.)</td>
</tr>
<tr>
<td><strong>Spokane to Portland, via S. P. &amp; S. (12 Sec., D. R.)</strong></td>
</tr>
<tr>
<td><strong>Spokane to Portland, via S. P. &amp; S. (12 Sec., D. R.)</strong></td>
</tr>
<tr>
<td><strong>Denver to Livingston (Delivered to branch trains for Gardiner-Yellowstone Park). (12 Sec., D. R.)</strong></td>
</tr>
<tr>
<td><strong>Denver to Livingston (Delivered to branch trains for Gardiner-Yellowstone Park). (12 Sec., D. R.)</strong></td>
</tr>
<tr>
<td><strong>Dine Car—Kanso City to Billings and Billings to Seattle. (10 Sec.)</strong></td>
</tr>
<tr>
<td><strong>Dine Car—Kanso City to Billings and Billings to Seattle. (10 Sec.)</strong></td>
</tr>
</tbody>
</table>

### Pullman Tourist Sleeping Car—St. Louis to Seattle (10 Sec.)

| **Spokane to Portland, via S. P. & S. (12 Sec.)** |
| **Spokane to Portland, via S. P. & S. (12 Sec.)** |

### Reclining Chair Car—St. Louis to Seattle (10 Sec.)

| **Reclining Chair Car—St. Louis to Seattle (10 Sec.)** |

### Belgian and International Falls (See Tables Nos. 1, 18.)

| **Train No. 16**—Except Saturday. (See Tables Nos. 1, 18.) |
| **Train No. 16**—Except Saturday. (See Tables Nos. 1, 18.) |

### Portland-Vancouver Special—Between Portland, Tacoma, Seattle, Vancouver (See Tables Nos. 4, 55.)

| **Train No. 14**—North-Bound. (See Tables Nos. 4, 55.) |
| **Train No. 14**—North-Bound. (See Tables Nos. 4, 55.) |
| **Train No. 34**—North-Bound. (See Tables Nos. 4, 55.) |
| **Train No. 34**—North-Bound. (See Tables Nos. 4, 55.) |

### Puget Sound Limited—Between Portland, Tacoma, Seattle (See Tables Nos. 4, 55.)

| **Train No. 33**—South-Bound. (See Tables Nos. 4, 55.) |
| **Train No. 33**—South-Bound. (See Tables Nos. 4, 55.) |

### Duluth Short Line—Between St. Paul-Minneapolis and Superior-Duluth (See Tables Nos. 4, 55.)

| **Train No. 102**—“Morning Express”—Except Sunday—North-Bound. (See Tables Nos. 4, 55.) |
| **Train No. 102**—“Morning Express”—Except Sunday—North-Bound. (See Tables Nos. 4, 55.) |
| **Train No. 104**—“Lake Superior Limited”—Daily—North-Bound. (See Tables Nos. 4, 55.) |
| **Train No. 104**—“Lake Superior Limited”—Daily—North-Bound. (See Tables Nos. 4, 55.) |
| **Train No. 106**—“Night Express”—Daily—North-Bound. (See Tables Nos. 4, 55.) |
| **Train No. 106**—“Night Express”—Daily—North-Bound. (See Tables Nos. 4, 55.) |

### Portland-Seattle Express—Between Portland-Tacoma and Seattle (See Time Tables Nos. 4, 55.)

| **Train No. 8**—North-Bound. (See Tables Nos. 4, 55.) |
| **Train No. 8**—North-Bound. (See Tables Nos. 4, 55.) |

### Fast Daylight Service—Between St. Paul-Minneapolis and Winnipeg (See Time Table No. 11.)

| **Train No. 12**—North-Bound. (See Time Table No. 11.) |
| **Train No. 12**—North-Bound. (See Time Table No. 11.) |

### Spokane Limited—Between Spokane, Seattle and Tacoma (See Time Table No. 4.)

| **Train No. 17**—Combination Baggage and Smoking Car, First Class Coach to Spokane, Standard Sleeper to Seattle, Spokane to Tacoma. (See Time Table No. 4.) |
| **Train No. 17**—Combination Baggage and Smoking Car, First Class Coach to Spokane, Standard Sleeper to Seattle, Spokane to Tacoma. (See Time Table No. 4.) |

### Train No. 18—Combination Baggage and Smoking Car, First Class Coach to Spokane, Standard Sleeper to Seattle, Spokane to Tacoma. (See Time Table No. 4.)

| **Train No. 18**—Combination Baggage and Smoking Car, First Class Coach to Spokane, Standard Sleeper to Seattle, Spokane to Tacoma. (See Time Table No. 4.) |

### Western and Eastern Express—Daily (See Tables Nos. 1, 2, 18.)

| **Train No. 15**—East-Bound. (See Tables Nos. 1, 2, 18.) |
| **Train No. 15**—East-Bound. (See Tables Nos. 1, 2, 18.) |

### Reclining Chair Car—St. Louis (10 Sec.)

| **Reclining Chair Car—St. Louis (10 Sec.)** |
| **Reclining Chair Car—St. Louis (10 Sec.)** |

### Train No. 13 South-Bound. (See Tables Nos. 4, 55.)

| **Train No. 13 South-Bound. (See Tables Nos. 4, 55.)** |
| **Train No. 13 South-Bound. (See Tables Nos. 4, 55.)** |

### Train No. 101—“Morning Express”—Except Sunday—South-Bound. (See Tables Nos. 4, 55.)

| **Train No. 101—“Morning Express”—Except Sunday—South-Bound. (See Tables Nos. 4, 55.)** |
| **Train No. 101—“Morning Express”—Except Sunday—South-Bound. (See Tables Nos. 4, 55.)** |

### Train No. 103—“Lake Superior Limited”—Daily—South-Bound. (See Tables Nos. 4, 55.)

| **Train No. 103—“Lake Superior Limited”—Daily—South-Bound. (See Tables Nos. 4, 55.)** |
| **Train No. 103—“Lake Superior Limited”—Daily—South-Bound. (See Tables Nos. 4, 55.)** |

### Train No. 110—“Night Express”—Daily—South-Bound. (See Tables Nos. 4, 55.)

| **Train No. 110—“Night Express”—Daily—South-Bound. (See Tables Nos. 4, 55.)** |
| **Train No. 110—“Night Express”—Daily—South-Bound. (See Tables Nos. 4, 55.)** |

### Train No. 7 South-Bound. (See Tables Nos. 4, 55.)

| **Train No. 7 South-Bound. (See Tables Nos. 4, 55.)** |
| **Train No. 7 South-Bound. (See Tables Nos. 4, 55.)** |

### Train No. 14 South-Bound. (See Tables Nos. 4, 55.)

| **Train No. 14 South-Bound. (See Tables Nos. 4, 55.)** |
| **Train No. 14 South-Bound. (See Tables Nos. 4, 55.)** |

### Train No. 18—Combination Baggage and Smoking Car, First Class Coach to Spokane, Standard Sleeper to Seattle, Spokane to Tacoma. (See Time Table No. 4.)

| **Train No. 18—Combination Baggage and Smoking Car, First Class Coach to Spokane, Standard Sleeper to Seattle, Spokane to Tacoma. (See Time Table No. 4.)** |
| **Train No. 18—Combination Baggage and Smoking Car, First Class Coach to Spokane, Standard Sleeper to Seattle, Spokane to Tacoma. (See Time Table No. 4.)** |
## Yellowstone National Park Route

### Main Line Trains

#### West—Read Down

<table>
<thead>
<tr>
<th>Western Pass</th>
<th>Winp'g Day Express</th>
<th>Brain &amp; Int'l Falls Pass</th>
<th>Minn. &amp; Dakota Local</th>
<th>North'n Pacific Ex.</th>
<th>North Coast Limited</th>
<th>Miles from</th>
<th>Central Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td>Daily</td>
<td>Daily</td>
<td>9</td>
<td>7</td>
<td>5</td>
<td>3</td>
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<td>17</td>
<td>15</td>
<td>13</td>
<td>8</td>
<td>5</td>
<td>3</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>11:30 PM</td>
<td>8:10 AM</td>
<td>6:30 PM</td>
<td>8:20 AM</td>
<td>9:15 AM</td>
<td>10:15 AM</td>
<td>11:00 AM</td>
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<tr>
<td>11:05 PM</td>
<td>8:45 AM</td>
<td>7:00 PM</td>
<td>8:50 AM</td>
<td>9:45 AM</td>
<td>10:45 AM</td>
<td>11:25 AM</td>
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<td>8:30 AM</td>
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<td>10:12 PM</td>
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<td>12:12 AM</td>
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<td>10:10 PM</td>
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<td>11:15 PM</td>
<td>12:05 PM</td>
<td>1:00 PM</td>
<td>1:15 PM</td>
<td>12:35 PM</td>
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<td></td>
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<td>12:05 PM</td>
<td>1:25 PM</td>
<td>1:00 PM</td>
<td>1:15 PM</td>
<td>12:35 PM</td>
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</table>

#### East—Read Up

<table>
<thead>
<tr>
<th>North Coast Limited</th>
<th>North'n Pacific Express</th>
<th>Dakota &amp; Int'l Falls Pass</th>
<th>Win'g Day Express</th>
<th>Eastern Express</th>
<th>Local Pass</th>
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<tbody>
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<td>Daily</td>
<td>Daily</td>
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<td>15</td>
<td>13</td>
<td>8</td>
<td>6</td>
<td>10</td>
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<tr>
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<td>7:40 AM</td>
<td>6:30 AM</td>
<td>5:30 AM</td>
<td>6:25 AM</td>
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<td>7:50 AM</td>
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<td>6:25 AM</td>
<td>7:25 AM</td>
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<td>6:25 AM</td>
<td>5:55 AM</td>
<td>6:25 AM</td>
<td>7:25 AM</td>
<td>8:25 AM</td>
</tr>
</tbody>
</table>

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**Notes:**
- 12: Train stops at Minneapolis and St. Paul.
- 13: St. Paul station is 12:30 AM.
- 14: Train between St. Paul and Minneapolis is 12:30 AM.
- 15: Train between St. Paul and Minneapolis is 12:30 AM.
- 16: Train between St. Paul and Minneapolis is 12:30 AM.
- 17: Train between St. Paul and Minneapolis is 12:30 AM.
- 18: Train between St. Paul and Minneapolis is 12:30 AM.

**Exceptions:**
- The trains do not stop between 11:00 AM and 5:00 PM.
- The trains do not stop between 11:30 AM and 5:30 PM.
- The trains do not stop between 12:00 AM and 6:00 AM.
- The trains do not stop between 12:30 AM and 6:30 AM.

**Additional Notes:**
- Trains do not stop between 11:00 AM and 5:00 PM.
- Trains do not stop between 11:30 AM and 5:30 PM.
- Trains do not stop between 12:00 AM and 6:00 AM.
- Trains do not stop between 12:30 AM and 6:30 AM.

**Additional Information:**
- Trains do not stop between 11:00 AM and 5:00 PM.
- Trains do not stop between 11:30 AM and 5:30 PM.
- Trains do not stop between 12:00 AM and 6:00 AM.
- Trains do not stop between 12:30 AM and 6:30 AM.

**Important Note:**
- Trains do not stop between 11:00 AM and 5:00 PM.
- Trains do not stop between 11:30 AM and 5:30 PM.
- Trains do not stop between 12:00 AM and 6:00 AM.
- Trains do not stop between 12:30 AM and 6:30 AM.
### Yellowstone National Park Route

#### Main Line Trains

<table>
<thead>
<tr>
<th>Western Express</th>
<th>Red Lodge Bridge &amp; Bridger Pass</th>
<th>No. Riv. - Puget Sd Express</th>
<th>Northern Pacific Express</th>
<th>North Coast Limited</th>
<th>Miles from St. Paul</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td>Daily</td>
<td>Daily</td>
<td>Daily</td>
<td>Daily</td>
<td>344</td>
</tr>
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<td>f 1 52 AM</td>
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<td>f 3 02 AM</td>
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<th>Table No. 2</th>
<th>Central Time.</th>
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<tbody>
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<td>Daily</td>
<td>Daily</td>
</tr>
<tr>
<td>Lyv.</td>
<td>Jamestown</td>
</tr>
<tr>
<td>Lyv.</td>
<td>Eldridge</td>
</tr>
<tr>
<td>Lyv.</td>
<td>Windsor</td>
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<tr>
<td>Lyv.</td>
<td>Cleveland</td>
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<tr>
<td>Lyv.</td>
<td>Medina</td>
</tr>
<tr>
<td>Lyv.</td>
<td>Crystal Springs</td>
</tr>
<tr>
<td>Lyv.</td>
<td>Tappen</td>
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<td>Lyv.</td>
<td>Dawson</td>
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<tr>
<td>Lyv.</td>
<td>Steele</td>
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<td>Lyv.</td>
<td>Driscoll</td>
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<tr>
<td>Lyv.</td>
<td>Sterling</td>
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<tr>
<td>Lyv.</td>
<td>McKenzie</td>
</tr>
<tr>
<td>Lyv.</td>
<td>Bismarck</td>
</tr>
<tr>
<td>Lyv.</td>
<td>Mandan</td>
</tr>
<tr>
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<td>Ar. Mandan</td>
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<tr>
<td>Lyv.</td>
<td>Mandan</td>
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<tr>
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<td>Dickinson</td>
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<td>Dickinson</td>
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<tr>
<td>Lyv.</td>
<td>Mellick</td>
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<tr>
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<td>Sentinel Butte</td>
</tr>
<tr>
<td>Lyv.</td>
<td>Beach</td>
</tr>
<tr>
<td>Lyv.</td>
<td>North Dakota-Montana State Line</td>
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<td>Lyv.</td>
<td>Wibaux</td>
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<tr>
<td>Lyv.</td>
<td>Hodges</td>
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<tr>
<td>Lyv.</td>
<td>Glendive</td>
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<td>Fort Halsey</td>
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<tr>
<td>Lyv.</td>
<td>Forsythe</td>
</tr>
<tr>
<td>Lyv.</td>
<td>Pompey's Pillar</td>
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<tr>
<td>Lyv.</td>
<td>Bellows</td>
</tr>
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<td>Lyv.</td>
<td>Billings</td>
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<td>Lyv.</td>
<td>Billings</td>
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<td>Lyv.</td>
<td>Livingston</td>
</tr>
<tr>
<td>Lyv.</td>
<td>Gardiner</td>
</tr>
<tr>
<td>Lyv.</td>
<td>Mammoth Hot Springs</td>
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</table>

**Note:**
- "Mountain" time west—one hour earlier than "Central" time.
- Stops to discharge passengers from Fargo or points east.
- Stops to discharge passengers from Minneapolis or points east.

<table>
<thead>
<tr>
<th>Eastern Express</th>
<th>Red Lodge Bridge &amp; Bridger Pass</th>
<th>No. Riv. - Puget Sd Express</th>
<th>Northern Pacific Express</th>
<th>North Coast Limited</th>
<th>Miles from St. Paul</th>
</tr>
</thead>
<tbody>
<tr>
<td>Daily</td>
<td>Daily</td>
<td>Daily</td>
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<tr>
<td>Daily</td>
<td>12 28 PM</td>
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<td>6 06 PM</td>
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<td></td>
</tr>
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<td>6 06 PM</td>
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<td>Daily</td>
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<td>3 10 AM</td>
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<tr>
<td>Daily</td>
<td>9 20 AM</td>
<td>4 25 AM</td>
<td>3 10 AM</td>
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<tr>
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<td>9 40 AM</td>
<td>4 50 AM</td>
<td>3 07 AM</td>
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<tr>
<td>Daily</td>
<td>9 30 AM</td>
<td>4 35 AM</td>
<td>3 10 AM</td>
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<tr>
<td>Daily</td>
<td>9 20 AM</td>
<td>4 25 AM</td>
<td>3 10 AM</td>
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**Note:**
- Solid to St. Louis as "Burlington," No. 42.
- See "Burlington," No. 42.
## Yellowstone National Park Route

### Branch Line Trains

#### West—Read Down

<table>
<thead>
<tr>
<th>Table No. 3 Mountain Time</th>
<th>North Coast Limited</th>
<th>Northern Pacific Express</th>
<th>Exposition Special</th>
<th>Bitterroot Pass'</th>
<th>Puget Sound—Missouri River Ex.</th>
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### East—Read Up

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<th>15 Daily</th>
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**Notes:**
- Stops to let off passengers from St. Paul, Minneapolis, and to pick up passengers for Spokane and west.
- Stops to let off passengers from Spokane and west, and to pick up passengers for St. Paul, Minneapolis, and east.
- Stops to let off standard sleeping car passengers from M'pol's St. Paul.
- Stops to pick up standard sleeping car passengers for M'pol's St. Paul.
- Stops to let off passengers from points east of Garrison.
- Stop on signal.
# Yellowstone National Park Route

## Main Line Trains

### West—Read Down

<table>
<thead>
<tr>
<th>Puget Sound Limited</th>
<th>Pasco Sound</th>
<th>Spokane</th>
<th>Puyallup</th>
<th>Seattle</th>
<th>Portland</th>
<th>Exposition Special</th>
<th>North Coast Limited</th>
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*f* Stop signal. 
*Ex. *Sunday. 
*x* Stops to pick up passengers for points east of Auburn. 
*v* Stops to let off passengers from points east of Auburn.

Connects at Seattle or Tacoma with Northern Pacific.

Connects at Auburn with No. 2 or at Seattle with No. 4 for Portland.

Connects at Auburn with No. 2. 
Connects at Auburn with No. 1 for Portland.

Connects at Auburn with No. 2 from Portland.

Connects at Auburn with No. 2 from Portland.

Connects at Auburn with No. 2 from Portland.
### YELLOWSTONE NATIONAL PARK ROUTE
#### BRANCH LINE TRAINS

### "DULUTH SHORT LINE"

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### FOND DU LAC BRANCH

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### ST. PAUL, BRAINERD, BEMIDJI AND INTERNATIONAL FALLS

#### TAYLORS FALLS BRANCH

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#### GRANTSBURG BRANCH

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#### BIG FORK & INTERNATIONAL FALLS RY.

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Note: 20 and 33 will stop at Bemidji ten minutes for lunch. Through cars service between St. Paul-Minneapolis and International Falls. 33 Through Sleeper Car between St. Paul-Minneapolis and International Falls.
Fourth Dry Farming Congress
Tuesday, Wednesday and Thursday, Oct. 26, 27, 28, 1909

Second International Exposition of Dry Farm Products
BILLINGS,
MONTANA
October, 25-29, 1909

Every western state and territory and foreign nation where arid or semi-arid conditions prevail will be represented at this Congress, and the Exposition will include exhibits of non-irrigated products from many countries, being the largest display of agricultural products ever held in the West.

For information regarding membership and the work of the Dry Farming Congress, address

JOHN T. BURNS, Secretary-Treasurer
407 Temple Court Denver, Colorado

f Stop on signal.  21 Light faced figures denote A. M. time.  Dark faced figures denote P. M. time.  22
# Yellowstone National Park Route

## Duluth and Fargo

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## Fergus Falls Branch

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## Little Falls and Dakota Branch

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## You'd Better Go A Fishing

While the fishing's fine! There's one so long awaiting to grab your hook and line.

Among the Minnesota Lakes

Thousands of beautiful lakes abounding in game fish—easily reached by convenient Northern Pacific train service. Those who get their requests in before the books are all gone will receive a copy of "Minnesota Fishing Lakes," well illustrated, covering in handsome colors. It describes the various fishing spots, lakes, hotels and rates. For a copy address

## Yellowstone National Park Route
### Branch Line Trains

#### Fargo & Southwestern Branch
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#### SYKESTON BRANCH

#### OBERON BRANCH

#### LINTON BRANCH

#### ROUCKY FORK BRANCH

#### SPOKANE AND INLAND EMPIRE R.R.

#### COEUR D'ALENE DIVISION

#### HAYDEN LAKE DIVISION

#### INLAND DIVISION

#### INDEPENDENT ORDER OF ODD FELLOWS

SOVEREIGN GRAND LODGE

Meets Seattle, Washington, September 20 to 25.

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*Stop on signal.

Light faced figures denote A. M. time. Dark faced figures denote P. M. time.*
### BUTTE, ANACONDA AND PACIFIC RAILWAY

#### BRANCH LINE TRAINS

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### RUBY VALLEY BRANCH

#### RED BLUFF & PONY BRANCH

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### MARYSVILLE BRANCH

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#### ELKHORN BRANCH

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### BURKE BRANCH

#### WALLACE, MULLAN AND LARSON

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### THE KOOTENAI COUNTRY, VIA GREAT NORTHERN RAILWAY

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#### SUNNYSIDE BRANCH

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### KASLO & SLOAN RAILWAY

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### MONTANA RAILROAD

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### NATIONAL ASSOCIATION OF LETTER CARRIERS' CONVENTION

Will be held in ST. PAUL, MINNESOTA August 30, September 4, 1909

---

**Stop on signal.**

**Light faced figures denote A. M. time. Dark faced figures denote P. M. time.**
## Yellowstone National Park Route

### Connections at Spokane

#### Spokane, Portland & Seattle Ry.

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#### Palouse and Lewiston Branch

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No. 3—Composite Observation Sleeping Car, Drawing Room Sleeping Car, Tourist Sleeping Car, Smoking Car, Coach, Spokane to Portland. Dining Car, Lyle to Portland. Connects at Spokane with N. P. No. 15 from Billings and Mo. River points, N. P. from Palouse, Clearwater and Central Wash. points, at Pasco with N. P. and from Walla Walla, Pendleton and Dayton, at Portland with S. P. for Ore. and Calif., with A. & C. R. for Astoria and Seaside, with N. P. for Puget Sound and Gray's Harbor points.

No. 2—Standard Drawing Room Sleeping Car Portland to Spokane (delivered to N. P. No. 2 at Spokane for St. Paul). Parlor Observation Car, Dining Car, Smoking Car and Coach, Portland to Spokane, S. P. from Ore. and Calif., with A. & C. R. from Rainier, with N. P. from Puget Sound points; at Pasco with N. P. for Walla Walla, Yakima and Puget Sound points; at Spokane with N. P. and G. N. for all points east and south.

No. 4—Composite Observation Sleeping Car, Drawing Room Sleeping Car, Tourist Sleeping Car, Smoking Car, Coach, Portland to Spokane, Dining Car Portland to Lyle. Serves dinner out of Portland. Connects at Portland with S. P. from Ore. and Calif., with N. P. from Gray's Harbor points, with A. & C. R. from Astoria and Seaside; at Pasco with N. P. for Walla Walla, Yakima and Puget Sound points; at Spokane for Billings and Mo. River points, for Palouse, Clearwater and Grangeville points.

---

- ** Stops 30 mins. for supper. 29
- ** Monday, Wednesday and Saturday only. 30
- ** Stop on signal.
### Yellowstone National Park Route

#### Branch Line Trains

#### Walla Walla Branch:

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#### Seattle to Everett, Bellingham and Sumas:

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#### Wallula Branch:

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#### Snoqualmie Branch:

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#### Darrington Branch:

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#### Bellingham Branch:

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1 Stop on signal.

31 Light faced figures denote A. M. time. Dark faced figures denote P. M. time.

32
## YELLOWSTONE NATIONAL PARK ROUTE
### BRANCH LINE TRAINS

#### PORTLAND, TACOMA AND SEATTLE LINE

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<th>Pass'rs Daily 28</th>
<th>Puet't Sound Lim. Daily 7</th>
<th>Table No. 56</th>
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<th>Seattle T'cma Owl Daily 105</th>
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#### GRAY'S HARBOR BRANCH (via Olympia)

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#### SEATTLE, TACOMA AND WILKINSON BURNETT, ORTING AND CROCKER

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#### GREEN RIVER BRANCH

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#### YACOLT BRANCH

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#### PORT TOWNSEND SOUTHERN R. R.

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**Note:**
- Stop on signal.
- Ex. Sunday.
- Light faced figures denote A.M. time.
- Dark faced figures denote P.M. time.
Transcontinental Tickets reading via Northern Pacific Railway, to or from North Pacific Coast Points, will be honored via Seattle or Tacoma, free of charge.

IMPORTANT—The “North Coast Limited” train will carry a limited amount of baggage only. When necessary, baggage of passengers on this train will be forwarded by another train.
# Northern Pacific-Burlington Line
## Via Billings
### Burlington Route
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<td>Ar</td>
</tr>
<tr>
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<td>Lodge Grass</td>
<td>7 30 PM</td>
<td>Ar</td>
</tr>
<tr>
<td>8 15 PM</td>
<td>Wyoila</td>
<td>7 30 PM</td>
<td>Ar</td>
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<tr>
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</table>

*Except Sunday.*

Light faced figures denote A.M. time. Dark faced figures denote P.M. time.

Note: All trains are operated under the authority of the Northern Pacific Railroad.

*Stop on Signal.*
### CONNECTIONS AT ST. PAUL

#### THE NORTH-WESTERN LINE

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#### C.N. & W.R.Y.

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#### Minneapolis, St. Paul & Sault Ste. Marie RY.

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#### Chicago, Burlington & Quincy R. R.

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#### Chicago Great Western R.

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#### Chicago, Milwaukee & St. Paul Railway

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#### Minneapolis & St. Louis R. R. — Albert Lea Route.

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1. *Stop on signal.*
2. † *Except Sunday.*
3. ‡ *Daily Ex. Sat.*

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### CONNECTIONS AT DULUTH

**DULUTH, ASHLAND, MILWAUKEE AND CHICAGO LINE.**

<table>
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**DULUTH & IRON RANGE RAILROAD.**

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**DULUTH, MISSABE & NORTHERN RAILWAY.**

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Train No. 5 leaving Duluth at 7:10 p.m. runs solid through to Winnipeg, arrives at Ft. Frances at 11:40 a.m., Rainy River 3:20 a.m., Warroad 4:55 a.m., Winnipeg 9:25 a.m. Returning leaves Winnipeg at 5:10 p.m.; arrives at Duluth 7:30 a.m. Dining car service on route.

### CONNECTIONS AT PORTLAND

**SOUTHERN PACIFIC RAILWAY---SHASTA ROUTE.**

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**WEST SIDE LINE.**

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**VALLEY LINE.**

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**COAST LINE.**

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**ASTORIA AND COLUMBIA RIVER RAILROAD**

**GOBLE BRANCH.**

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**DULUTH, SOUTH SHORE & ATLANTIC RY.**

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**ALL LINES USE UNION STATION IN DULUTH.**

f Stop on signal.
**ALASKA STEAMSHIP COMPANY**

**SOUTHEASTERN ALASKA ROUTE**


**SOUTHWESTERN ALASKA ROUTE**

Steamers YUCATAN, OHIO and NORTHWESTERN leave Seattle at 10:00 a.m. on the 1st, 5th, 10th and 15th of each month for Cordova, Valdez and Seward. During winter connections at Valdez with stages for Fairbanks.

Steamers DIRIGIO and PARALLON leave Seattle and Tacoma weekly for Metlakatla, Ketchikan, Hakodate, Loring, Petersburg, Wrangell, Juneau, Douglas, Haines and Skagway.

Connects at Skagway with White Pass & Yukon Route for Atlin, White Horse, Dawson and all Yukon and Tanana River points.

**NORTH PACIFIC STEAMSHIP CO.**

**GREAT NORTHERN RAILWAY**

**TACOMA EASTERN RAILROAD CO.**

**NORTH PACIFIC STEAMSHIP CO.**

Between Portland, Ore., and San Francisco, Eureka, Astoria, Los Angeles

FOUR SAILINGS PER MONTH

Steamships Roanoke and Geo. W. Elder leave Portland 8:00 p.m. alternately every Tuesday. For reservations and information, address HARRY YOUNG, Agent, 132 Third Street, Portland, Ore.

**ALL-THE-YEAR ROUND TOURS**

THIS COMPANY'S LARGE, FAST AND ELEGANT EXPRESS STEAMSHIPS

LEAVE AS FOLLOWS:

From Seattle, 4 Day Excursion (Around the Sound). Calling at Tacoma, Everett, Bellingham, Anacortes and Vancouver. E. C. Steamer City of Puebla and Queen every Friday alternately.


From Seattle, Alaska Excursions, "Totem Pole Route." Calling at Prince Rupert, Ketchikan, Wrangell, Juneau, Petersburg, Douglas, Treadwell Gold Mine, Haines, Skagway, Killinao, Sitka, Windom Glacier, Taku Glacier. Steamer City of Seattle 9:00 p.m., July 11, 23, Aug. 4, 16. Steam Queen 11.00 p.m., July 15, 27, Aug. 10, 22. Steamboat about every sixth day thereafter.


From San Francisco 10:00 p.m. every Wednesday alternately.

From Los Angeles Ports, San Pedro 10:00 a.m. Redondo 2:00 p.m. every Thursday alternately.

From San Francisco 2:00 p.m. every Saturday alternately.

From San Francisco for Santa Barbara, Los Angeles, San Diego. Steamer Santa Barbara 10:00 a.m. every Friday alternately.

From San Francisco for San Pedro, Ensenada, Magdalena Bay, San Jose Del Cabo, Mazatlan, La Paz, Santa Rosalia, Topolobampo, Guamas. Steamer Grecia 10:00 a.m. 7th of each month.

From San Francisco for Nome, Alaska. Steamer Umatilla, Aug. 25. Right is reserved to change steamer and sailing dates on all routes.

For map folders, illustrated literature, and full information, apply to C. D. DUNN, General Passenger Agent, 112 Market St., San Francisco.

**WHITE PASS AND YUKON ROUTE**

Daily Train Service, except Sunday, between Skagway, Alaska; Caribou and White Horse, Y. T., throughout the year.

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<th>No. 1 Northbound</th>
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This line makes connections at Skagway, Alaska, with all steamers sailing to or from Seattle and Tacoma, Wash., Vancouver and Victoria, B. C. For folders and information regarding rates, etc., apply to agents of the Northern Pacific Ry. Co. or to.

**TRAFFIC DEPARTMENT, WHITE PASS & YUKON ROUTE,**

Vancouver, B. C.

HERMAN WEIG, I. W. DUDLEY.

G. A. W. P. & Y. Route, Room 1016, 138 Washington St., Room 313 Colman Bldg., CHICAGO, ILL., SEATTLE, WASH.
Yellowstone National Park
Season June 5 to September 25, 1909.

Gardner station and New Official Entrance Arch at Yellowstone Park Boundary.

Thousands of Americans and thousands of visitors from the Old World have learned in the past decade that Yellowstone National Park is one of the grandest of all the great scenic regions. Nestled among the great peaks of the Rocky mountains some of which reach altitudes of from 10,000 to 13,000 feet, it is a land of pure, bracing and health-giving air, of sunlight and blue skies, a land which endows every visitor with an exhilarating physical inspiration.

The Park area covers 3,312 square miles. The tourist journey, exclusive of many fascinating side trips, includes 143 miles of coaching in comfortable four-horse Concord stage coaches.

Yellowstone Park is directly reached from Livingston on the main line of the Northern Pacific railway, by means of a branch line to Gardiner, Mont., at which point stands the immense lava arch marking the official entrance, the corner stone of which President Roosevelt laid.

The Park hotels are comfortable, modern and attractive. Each employs an experienced chef and the menus are varied and always satisfactory.

Tickets are sold at all Northern Pacific offices during the season, covering railway transportation and all expenses for five and one-half days in the park.

NORTHERN EXPRESS CO.
OPERATING ON THE
Northern Pacific Railway Puget Sound Navigation Co.
Butte, Anaconda and Pacific Railway Columbia and Puget Sound Railway
Minnesota and International Railway Astoria and Columbia River Railway
Big Fork and International Falls Railway Spokane, Portland and Seattle Railway

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

RATES

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

$10 and under | 25 cents | Not over $50 | 50 cents |
Not over 40.00 | 45 cents | Not over 50 | 50 cents |

These orders will be cashed by any agent of Northern, United States, American, National, Pacific, Globe, Canadian, Great Northern, Adams, Southern, Denver, Western, Canadian Northern, or Wells-Fargo Express Companies, or by National City Bank, New York, Union Trust Company, Chicago, and Merchants National Bank, St. Paul.

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

In case orders are lost, delayed, stolen, or destroyed, a receipt furnished 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 bond of indemnity.

Northern 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 Express Company.

GREAT NORTHERN STEAMSHIP CO.
S. S. "MINNESOTA" SAILING FROM SEATTLE
SEPTEMBER 18, DECEMBER 22, 1909
SHORTEST AND MOST COMFORTABLE ROUTE TO THE ORIENT
SEATTLE, JAPAN AND CHINA
VIA MANILA, OUTGOING
"MINNESOTA"

LENGTH 630 FEET BEAM 73.6 FEET TONS 28,000

The luxurious passenger accommodations are unequaled by any vessel in the Trans-Pacific trade and are unsurpassed on the Atlantic. No expense has been spared to afford passengers every conceivable comfort during the voyage.

Lofty and spacious STATEROOMS, ventilated, also heated by natural means and electrical power, are the finest to be found on any vessel afloat. Unusually large and comfortable berths are provided, each fitted with plausible head and foot mattresses, Irish linen sheets and luxurious sanitary hangings. Electric reading lights are arranged above each berth, so as to be under direct control of the occupant. Telephone in every stateroom.

For further information, apply to any Northern Pacific Railway ticket agent, to:

A. M. CLELAND, Gen. Pass'r Agent, or to

A. L. CRAIG
General Passenger Agent
St. Paul, Minn.

W. A. ROSS
Asst. General Passenger Agent
Seattle, Washington

W. C. THORN, Traveling Passenger Agent, 209 Adams St., Chicago, Illinois
LIST OF PUBLICATIONS

Issued by the General Passenger Department, Northern Pacific Ry.

ALASKA-YUKON-PACIFIC EXPOSITION BOOKLET
Four Cents
A new and exhaustive publication, profusely illustrated in halftone, handsomely printed, containing 48 pages of descriptive matter relative to the Alaskan-Yukon-Pacific Exposition, the Great Pacific Northwest, Alaska, the Yukon and the Oriental countries bordering on the Pacific, specially gotten out for those interested in this newest World’s Fair and the North Pacific Coast Country. Everyone contemplating a visit to that section should have a copy. Much care has been taken in its preparation, and the information contained therein is valuable and educational.

ALASKA-YUKON-PACIFIC EXPOSITION PAMPHLET
Free
Sixteen pages, illustrated and descriptive of the exposition—pocket folder size.

EASTWARD THROUGH THE STORIED NORTHWEST
Four Cents
A new and very attractive edition of a most popular booklet. Handsomely printed and very profusely illustrated in halftone, it describes the journey homeward from California over the Great Northern Pacific Route. It gives detailed information of the Northwest, including the Columbia River, Portland, Astoria and the coast resorts, and the beautiful Puget Sound Country, Tacoma, Seattle, Victoria and Vancouver, B. C., and Spokane, Wash., etc.

PACIFIC COAST HOTELS FOLDER
Free
Gives list of hotels in Spokane, Seattle, Tacoma, Portland and other Coast cities—rates, whether American or European—of great value to those planning a trip to the Coast.

THE LAND OF GYEYSERS
Four Cents
A new edition of a booklet that describes, briefly, some of the wonderful and unique phenomena of Yellowstone Park. Splendidly illustrated in half tone, showing geysers, canyons, stage coaches, Old Faithful Inn, etc. This is far ahead of any previous edition, in every respect. Cover in handsome colors.

YELLOWSTONE PARK FOLDER
Two Cents
A complete folder in book form with maps and illustrations, giving full details of the trip through Yellowstone Park, including fares, hotel and transportation facilities, and all important items of information.

NORTHERN PACIFIC TRAIN SERVICE
Four Cents
A most attractive and dainty publication descriptive of the Northern Pacific transcontinental trains and of the routes. Beautifully illustrated and attractively printed in color.

YELLOWSTONE PARK TOURS AND FARES
Free
A handy little pamphlet giving rates of fare for park trains.

PANORAMIC YELLOWSTONE PARK PICTURE
Thirty-five Cents
The Northern Pacific has a large Panoramic Picture 48 inches long by 32 inches wide, and done in fifteen colors, that shows the topography of the Park, the location of the hotels, geysers, basins, canyons, roads, lakes, and all features of the Park. Framed, it is ornamental as well as useful.

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

MINNESOTA LAKES
Two Cents
A dainty and absorbing booklet about the thousands of delightful spots in Northern Minnesota along the Northern Pacific and affiliated lines for fishing, boating and resorting. Beautifully illustrated.

ATLAS OF THE NORTHWEST
One Dollar
An 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, farms, manufactures, railway mileage, post-offices, minerals, and state governments.

DINING CAR SERVICE LEAFLET
Free
Showing samples of menus and giving some idea of the good things in store for Northern Pacific dining car patrons.

SUMMER TOURIST FARES
Free
Contains complete information about the Summer Tourist fares, explaining as to stop over privileges, limits, etc.

These Publications will be sent to any address upon receipt in stamps, silver or money order, of the amount designated.

A. M. CLELAND
General Passenger Agent
Saint Paul, Minn.
LIST OF PUBLICATIONS
Issued by the Emigration Department Northern Pacific Railway

SEVENTEENTH NAT'L IRRIGATION CONGRESS FOLDER
In connection with the Seventeenth National Irrigation Congress to be held at Spokane, August 9-14, 1909, we have published a very complete and finely illustrated leaflet on irrigation, the Government's Reclamation Projects, and the Pacific in general. Whether specially interested in the Congress or not, this pamphlet will interest you. It contains much valuable information. Ask for it and you will surely receive it. Free.

MORE RESERVATIONS OPENED
This is the title of an illustrated leaflet regarding the opening to public settlement of the reservations of the Flathead and Blackfeet Indians of Arizona, with special reference to the the reservations of the Flathead. This pamphlet will interest you. It contains much valuable information. Ask for it and you will surely receive it. Free.

OPPORTUNITIES
Book containing valuable information regarding business openings in towns along the Northern Pacific Railway. No. 74-A.

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, by title, from farmers, and other information regarding this territory. No. 72.

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

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

HUNTLER, MONTANA, IRRIGATION PROJECT PAMPHLET
An illustrated description of the land under this project, giving full information as to how it may be obtained.

IRRIGATION IN MONTANA
Pamphlet descriptive of various irrigation projects in the state along the line of the Northern Pacific Railway, with maps of the canals, and information regarding the Crow and Flathead Indian Reservations soon to be opened. No. 73.

FLATHEAD INDIAN RESERVATION
Descriptive and illustrative of Government lands in Western Montana, to be opened to settlers July-August. Places for registration, manner of opening, drawing conditions, boundaries, etc.

WASHINGTON AND LEWISTON COUNTRY IN IDAHO

EASTERN WASHINGTON AND THE PANHANDLE OF IDAHO

IRRIGATION IN WASHINGTON
Pamphlet describing various irrigation projects in Washington, with testimonial from settlers. No. 75.

WESTERN WASHINGTON
Descriptive pamphlet, with special reference to Chehalis, Clallam, Clarke, Cowlitz, Island, Jefferson, King, Kitsap, Lewis, Mason, Pacific, Pierce, Skagit, San Juan, Okanogan, Snohomish, Thurston, Whatcom and Whidbey counties. No. 65.

HOMESEEKERS' PAMPHLET No. 1
Table of fares for Round-Trip Homeseekers' Tickets to the principal points in the various Northwestern states. Contains a map of the Northern Pacific lines, also information as to how to obtain Government land.

SPECIAL PUBLICATIONS
Consisting of Pamphlets, leaflets, etc., issued by various irrigation and land interests, descriptive of the country tributary to the Northern Pacific Railway. Pasco, Kennewick, Lewiston-Clarkston, North Yakima, Prosser, Sunnyside, Yakima, Toppenish, Ellensburg and White Salmon and other towns. (State in which locality you are interested.)

These pamphlets will be sent FREE to any address.

Write to C. W. MOTT, General Emigration Agent, ST. PAUL, MINN.

HOW TO OBTAIN GOVERNMENT LAND

THE DESERT LAND ACT
In some portions of the Far West there are considerable tracts of land which with irrigation become very productive. Many of such localities water is abundant and ground water is inexhaustible. It pays to irrigate as it assures a regular income from crops of a high grade. It is necessary to cultivate the land, and this must be done by the homesteader himself.

HOMESTEAD ACT
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 the owner of a homestead of not less than 160 acres in any State or Territory, is entitled to enter one-quarter section (160 acres), or less, of an unappropriated public land, under the homestead laws. The applicant must make affidavit of his ownership or occupancy, and of his intention to become a citizen, and that he will reside and cultivate the land for five years. He must be a citizen, and be 21 years of age, and must reside and cultivate the land for five years. The government recognizes no sales of a homestead claim. After the expiration of 14 months from date of entry, the homesteader secures title to the tract. He is entitled to purchase any additional land within the same county.

SOLDIERS' HOMESTEAD
A soldier, having served a term of three years during the War of the Rebellion, or the war with Spain, or the Philippine Insurrection, for over ninety days, can obtain 160 acres of any of the public lands by filing (himself or by an attorney) a declaration of his intention to become a citizen, and that he will reside and cultivate the land for five years. The proof of occupancy is same as for homesteader, but if you file for a larger tract, you must file a certificate of the Register of the land office, forwarded to the General Land Office, Washington, D.C.

TREASURER'S PROOF
The government recognizes no sales of a homestead claim. After the expiration of 14 months, the homesteader secures title to the tract. He is entitled to purchase any additional land within the same county.

TREASURER'S PROOF
An unmarried woman, of age, can take the benefit of the homestead law. If she marries, she must retain the title to the land and take the homestead certificate.

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An unmarried woman, of age, can take the benefit of the homestead law. If she marries, she must retain the title to the land and take the homestead certificate.
INVESTIGATE THE WONDERFUL IRRIGATED COUNTRY ALONG THE Northern Pacific Railway

EXAMINE THE CHOICE AND COMPLETED IRRIGATION PROJECTS AT Glendive, Miles City, Forsythe, Huntley, Billings, Columbus, Big Timber, Bozeman, Manhattan, Missoula and Hamilton, Vineland and Lewiston-Clarkston . . . . Idaho Spokane, Walla Walla, Yakima and Kittitas Valleys . . . . . . . . . . . Washington

Write for detailed information about the different irrigation projects, and for Industrial and Business Openings, to C. W. MOTT, General Emigration Agent, ST. PAUL, MINN.

Write for Books called "IRRIGATION IN MONTANA" 
"IRRIGATION IN WASHINGTON"

COMMERCIAL AND INDUSTRIAL LOCATIONS ALONG THE LINE OF THE Northern Pacific Railway IDEAL PROSPECTS for the establishing of General Stores, Banks, Lumber Yards, Saw Mills, Planing Mills, Beet Sugar Factories, Boot and Shoe Factories, Box Factories, Cheese Factories, Creameries, Factories for the manufacture of Brick and other Clay Products, Starch Factories, Woodworking Factories, etc.

OPENINGS FOR PROFESSIONAL MEN Doctors, Lawyers, Dentists, Newspaper Men, Electricians and many other lines

FIRST CLASS LOCATIONS FOR

181 Retail Stores, all lines 31 Creameries and Cheese Factories
10 Wholesale Stores 20 Banks
165 Factories 14 Bakers
134 Mills 17 Electric Light Plants
74 Hotels 13 Elevators
87 Professional Men (Docto rs, Lawyers, etc.) 12 Water Power Developments, and
61 Brick or Clay Product Plants 85 other openings of various kinds
40 Canneries

Write for book called "OPPORTUNITIES," which describes in detail all the towns along the Northern Pacific where these various openings exist. It will be mailed free upon application to C. W. MOTT, Gen'l Emigration Agent, N. P. RY., St. Paul, Minn.

ALASKA-YUKON-PACIFIC EXPOSITION

SEATTLE, 1909 JUNE 1 TO OCTOBER 16

Its object is to demonstrate the progress, wealth, commercial advantages and resources of Alaska, the Yukon, the Great Pacific Northwest and the foreign countries bordering on the Pacific Coast. This exhibition will be the second World's Fair ever held west of the Rocky Mountains. The management set out with a determination to have every detail completed and in readiness on the opening day, June 1, 1909, and to make this one of the most successful expositions ever held.

The Northern Pacific has published a beautifully illustrated book, covering in three colors, describing and picturing the exposition grounds and buildings and the Northwest cities and country. It is valuable not alone as a guide book but as a souvenir of this great Pacific Coast Exposition which will go down in history as marking an epoch in the commercial and industrial progress of the Western United States. This book will be sent free upon request.

TACOMA—THE BEAUTIFUL

Tacoma is one of the most attractive cities on the Pacific Coast to the tourist and the homesetter. It has a pleasant and equable climate. It is a city of wide paved streets and beautiful homes. It overlooks Commencement Bay, of Puget Sound, with Mt. Rainier (Mt. Tacoma when viewed from Tacoma) forty miles away yet seeming to overtop the city and forming one of the most remarkable views to be found in the world over. A delightful trip is that from Tacoma to Paradise Park, on the southern slope of the mountain, at Longmire Station, where is the highest elevation in the midst of some of the most sublime scenery on the globe. For the sportsman, the rivers and lakes abound in trout and the waters of the Sound in many varieties of fish, including the lordly salmon.

Portland, "The Rose City"

In probably no other city in the universe do roses grow more luxuriantly or in such profusion, and Portland has become the wonder and admiration of travelers from all over the world. For this reason the name of "Rose City" has been justly applied. Thousands of dollars are expended annually in the culture of roses, making a display that beggars description. A visit to this beautiful city is amply worth the time and expense, besides the city in itself there are many magnificent fishing spots within a few hours' ride by boat or rail. Among them are the famous Dalles of the Columbia River, Seaside and Astoria; at the latter two surf bathing is an attractive feature.

SEVENTEENTH NATIONAL IRRIGATION CONGRESS

SPOKANE, WASHINGTON, AUGUST 9 TO 14

Will be an event of national scope and importance. From a small beginning but a few years ago, the National Irrigation Congress has developed into a recognized organization of great influence toward the reclamation of the arid lands in the western half of the United States. This event will afford a splendid opportunity to acquaint one's self with the modern system of irrigation, its benefits, immense scope of territory already reclaimed and the greater areas which will be irrigated and made to "blossom as the rose." In connection with this event, the Passenger Department of the Northern Pacific has issued a very complete and profusely illustrated pamphlet on Irrigation, the Government's Reclamation Projects and the Northwest in general. It will be sent free to any address upon application to any representative of the Passenger or Emigration Departments listed on page 3.
DO YOU SHIP to the NORTHWEST
If so, Route Your Freight via Northern Pacific for Quick Service

Three Fast Express Freight Trains Daily
To Minnesota, Manitoba, N. Dakota
Montana, Idaho, Washington, Oregon

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<th>COMPETITIVE POINTS ON AND REACHED VIA THE NORTHERN PACIFIC R'Y</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albina, Ore.</td>
</tr>
<tr>
<td>Anoka, Minn.</td>
</tr>
<tr>
<td>Ashland, Wis.</td>
</tr>
<tr>
<td>Astoria, Ore.</td>
</tr>
<tr>
<td>Auburn, Wash.</td>
</tr>
<tr>
<td>Bearmouth, Mont.</td>
</tr>
<tr>
<td>Becker, Minn.</td>
</tr>
<tr>
<td>Bemidji, Minn.</td>
</tr>
<tr>
<td>Big Lake, Minn.</td>
</tr>
<tr>
<td>Billings, Mont.</td>
</tr>
<tr>
<td>Bismarck, N. D.</td>
</tr>
<tr>
<td>Boulder, Mont.</td>
</tr>
<tr>
<td>Burke, Idaho</td>
</tr>
<tr>
<td>Carlton, Minn.</td>
</tr>
<tr>
<td>Carrington, N. D.</td>
</tr>
<tr>
<td>Casselton, N. D.</td>
</tr>
<tr>
<td>Cle Elum, Wash.</td>
</tr>
<tr>
<td>Cloquet, Minn.</td>
</tr>
<tr>
<td>Crookston, Minn.</td>
</tr>
<tr>
<td>Cyr, Mont.</td>
</tr>
<tr>
<td>Davenport, N. D.</td>
</tr>
<tr>
<td>Dayton, Minn.</td>
</tr>
</tbody>
</table>

Vancouver, B. C., Victoria, B. C., Bremerton, Wash., and other points on Puget Sound.

STATIONS ON
- Duluth, Missabe & Northern Railway
- Montana Railroad
- Oregon Railroad & Navigation Co.
- Pacific Great Eastern
- Southern Pacific Lines in Oregon and California north of Lathrop, Stockton and San Jose, including San Francisco and Sacramento.
- Tacoma Eastern R. R.

For particulars address nearest
GENERAL AGENT or J. B. BAIRD, GEN. FREIGHT AGENT, St. Paul, Minn.
### Pullman Standard Sleeping Car Rates

<table>
<thead>
<tr>
<th>Between St. Paul or Minneapolis and</th>
<th>Double Berth</th>
<th>Second.</th>
<th>Drawing Room</th>
</tr>
</thead>
<tbody>
<tr>
<td>Duluth</td>
<td>1.50</td>
<td>3.00</td>
<td>6.00</td>
</tr>
<tr>
<td>Superior</td>
<td>1.50</td>
<td>3.00</td>
<td>6.00</td>
</tr>
<tr>
<td>Crookston</td>
<td>2.00</td>
<td>4.00</td>
<td>7.00</td>
</tr>
<tr>
<td>Grand Forks</td>
<td>2.00</td>
<td>4.00</td>
<td>7.00</td>
</tr>
<tr>
<td>Grafton</td>
<td>2.50</td>
<td>5.00</td>
<td>9.00</td>
</tr>
<tr>
<td>Winnipeg</td>
<td>3.00</td>
<td>6.00</td>
<td>11.00</td>
</tr>
<tr>
<td>Fargo</td>
<td>2.50</td>
<td>4.00</td>
<td>7.00</td>
</tr>
<tr>
<td>Jamestown</td>
<td>2.50</td>
<td>5.00</td>
<td>9.00</td>
</tr>
<tr>
<td>Bismarck</td>
<td>3.00</td>
<td>6.00</td>
<td>11.00</td>
</tr>
<tr>
<td>Glendive</td>
<td>4.00</td>
<td>8.00</td>
<td>14.00</td>
</tr>
<tr>
<td>Miles City</td>
<td>5.00</td>
<td>10.00</td>
<td>18.00</td>
</tr>
<tr>
<td>Billings</td>
<td>6.00</td>
<td>12.00</td>
<td>21.00</td>
</tr>
<tr>
<td>Livingston</td>
<td>6.50</td>
<td>13.00</td>
<td>23.00</td>
</tr>
<tr>
<td>Gardiner</td>
<td>6.50</td>
<td>13.00</td>
<td>23.00</td>
</tr>
</tbody>
</table>

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

### Between Portland and

<table>
<thead>
<tr>
<th>Between Portland and</th>
<th>Double Berth</th>
<th>Section</th>
<th>Drawing Room</th>
</tr>
</thead>
<tbody>
<tr>
<td>Albany</td>
<td>1.50</td>
<td>3.00</td>
<td>6.00</td>
</tr>
<tr>
<td>Eugene</td>
<td>1.50</td>
<td>3.00</td>
<td>6.00</td>
</tr>
<tr>
<td>Ashland</td>
<td>2.50</td>
<td>5.00</td>
<td>9.00</td>
</tr>
<tr>
<td>Sacramento</td>
<td>4.50</td>
<td>9.00</td>
<td>16.00</td>
</tr>
<tr>
<td>San Francisco</td>
<td>5.00</td>
<td>10.00</td>
<td>18.00</td>
</tr>
</tbody>
</table>

### Leather-Upholstered Tourist Sleeping Car

#### Double Daily Service Between

**ST. PAUL, MINNEAPOLIS AND FARGO, HELENA, BUTTE, SPOKANE, SEATTLE, TACOMA AND PORTLAND**

These cars, operated by the Pullman Company, are unusually large, most of them containing eighteen sections. They are upholstered in leather, completely fitted out with mattresses, pillows, blankets, etc., in the same manner as the Pullman Standard sleeping cars. The aisles are nicely carpeted; the toilet rooms are unusually large and are supplied with towels, soap, combs, brushes, etc. A coal range at one end of the car supplies cooking accommodations free of charge. A uniformed colored porter accompanies each car, and it is his duty to attend solely to the comfort of the passengers. A Double Berth in these cars accommodates 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

<table>
<thead>
<tr>
<th>Location</th>
<th>Distance</th>
<th>Location</th>
<th>Distance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Livingston</td>
<td>3.25</td>
<td>Cheney</td>
<td>4.75</td>
</tr>
<tr>
<td>Bozeman</td>
<td>3.25</td>
<td>Sprague</td>
<td>5.00</td>
</tr>
<tr>
<td>Helena</td>
<td>3.50</td>
<td>Billings</td>
<td>5.25</td>
</tr>
<tr>
<td>Butte</td>
<td>3.50</td>
<td>Paseo</td>
<td>5.25</td>
</tr>
<tr>
<td>Missoula</td>
<td>4.00</td>
<td>North Yakima</td>
<td>5.50</td>
</tr>
<tr>
<td>Spokane</td>
<td>4.75</td>
<td>Ellensburg</td>
<td>5.75</td>
</tr>
<tr>
<td>Seattle</td>
<td>6.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Tacoma</td>
<td>6.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Portland</td>
<td>6.00</td>
<td></td>
<td></td>
</tr>
<tr>
<td>San Francisco</td>
<td>6.75</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Los Angeles</td>
<td>6.75</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

### About the Observation Cars

The observation car on the North Coast Limited is open during the day and evening to holders of standard sleeping car train portion only. Books may be obtained from the library without charge upon application to the porter.

- **Barber Shop Charges.** Hair cut, 50 cents; Shampoo, 35 cents; shave, 25 cents; hair tonic, 15 cents; hot or cold bath, 50 cents.
- **Clothes Pressing Service.** Pressing suit, $1.50; overcoat, $1.00; coat, 75 cents; trousers, 50 cents; vest, 25 cents.

Buffet charges are shown on printed wine lists, obtainable from the porter. Telegraph blanks will be found in each sleeping car and in the observation car, and letters deposited in the observation car mail box will go forward without delay.

On trains other than the North Coast Limited, which carry observation cars the seat fares charged average about half a cent a mile for the distance travelled. Exact rates can be obtained upon application to ticket agent.

### Mileage of Northern Pacific Railway

<table>
<thead>
<tr>
<th>State</th>
<th>Miles</th>
</tr>
</thead>
<tbody>
<tr>
<td>State</td>
<td>Miles</td>
</tr>
<tr>
<td>Main Line</td>
<td>Wisconsin 87.86</td>
</tr>
<tr>
<td>Branch Lines, Wisconsin 47.19</td>
<td></td>
</tr>
<tr>
<td>Main Line</td>
<td>Minnesota 596.52</td>
</tr>
<tr>
<td>Branch Lines, Minnesota 392.55</td>
<td></td>
</tr>
<tr>
<td>Main Line</td>
<td>Dakotas 377.54</td>
</tr>
<tr>
<td>Branch Lines, Dakotas 786.04</td>
<td></td>
</tr>
<tr>
<td>Main Line</td>
<td>Montana 906.66</td>
</tr>
<tr>
<td>Branch Lines, Montana 677.28</td>
<td></td>
</tr>
<tr>
<td>Main Line</td>
<td>Idaho 83.34</td>
</tr>
<tr>
<td>Branch Lines, Idaho 235.10</td>
<td></td>
</tr>
</tbody>
</table>

Grand Total Mileage 5,962.22
VALUABLE INFORMATION

Tickets Honored via Seattle or Tacoma. Transcontinental tickets will be honored via Seattle or Tacoma without additional charge.

Trains are Usually "On Time" according to tables given herein, but the company will not be responsible for consequences arising from delays, or from errors in the printed schedules, and reserves the right to vary them without notice.

Ticket Offices at all important stations are open thirty minutes before the time of departure of passenger trains.

Standard Time. Central or 90th Meridian Time, which is the time adopted at St. Paul, is used on all lines east of Mandan, N. Dak., Mountain or 100th Meridian Time (one hour earlier than Central) is used between Mandan, N. Dak., and Paradise, Mont., and "Pacific," or 120th Meridian Time (two hours earlier than "Central") is used on all lines west of Paradise, Montana.

Perfect Passenger Service. We want our service to be perfect and employees are required to furnish patrons all information and assistance necessary. The public is desired to summon a porter by blowing on the horn, and no porter will answer for errors in schedules.

Sleeping Car Reservations can be made by addressing any Northern Pacific agent or ticket office. Reservations must be claimed at least ten minutes before departure of trains. Passengers on Northern Pacific trains can reserve berths on trains of connecting cars by applying to the local agent, who will also make reservations for passengers destined to points beyond our lines.

Purchasing Tickets. Passengers are respectfully requested to purchase their tickets at the office of the company closest to their point of departure. The company is not responsible for the sale of tickets at any other office.

Disputes. Agents and Conductors are governed by the rules of this Company. In case of dispute with any employee, the passenger is advised to address a written communication to the General Passenger Agent, St. Paul.

Redemption of Tickets. This Company will not take responsibility for the loss of tickets in cases where, from a good reason, they are not used, such as change of route, sickness, etc.

Lost Tickets. The railway company cannot be held responsible for lost tickets. Upon purchasing through ticket offices, passengers should make memorandum of the destination to which the ticket is issued, and so on.

Children five years of age and over, and under twelve years, half-fare; under five years free when accompanied by parents or guardians.

Stop-Overs, subject to special rules, will be allowed, when desired, on regular first-class thirty-day limited tickets, or round-trip tourist tickets, the contract of which permits stop-overs. (For stop-over apply to conductor or Train Auditor.)


No stopover allowed on second class tickets to points in California.

Conductors or Train Auditors must be advised of desired stop-overs, and second class tickets must be deposited with Agent at point of departure. Those desiring to avoid these points must, however, check their baggage to destination of ticket, as under no circumstances are agents allowed to check baggage short of final destination.

Stop-Overs at Livingston During Yellowstone Park Season. During the Yellowstone Park season (June 5 to September 25, 1909) stop-overs will be allowed at Livingston, in addition to those generally allowed on stop-over tickets, on all classes of tickets, both east and west bound, reading to points

on or reached via Northern Pacific Railway, regardless of limit. The stopovers will be obtained on continuous passage tickets by depositing ticket on arrival at Livingston with the agent at that point, who will arrange for extension of limit by attaching stop over certificate on passengers return from the Park. Passengers holding through sleeping car tickets will also be furnished sleeping car stop over checks at Livingston on application to Pullman conductor. Sleeping car tickets should, however, be purchased to and from either when passengers know before starting of their intention to go into the Park.

Mileage Tickets. The Northern Pacific Ry. has on sale mileage tickets good on various portions of its lines. Full information may be had upon application to any agent of the Northern Pacific Ry. or the General Passenger Agent.

Corpses Rate is always first-class full fare; the corpse must be properly enclosed, in accordance with the laws, placed in the baggage car, and will be taken only when in good condition, and must be accompanied by some persons in charge. For full particulars, apply to agents.

Baggage Regulations. One hundred and fifty (150) pounds of legal baggage will be checked free for each adult and seventy-five (75) pounds for each child or half fare holding proper ticket. Half tickets presented in connection with clergy permits will be treated as full tickets. No single piece of baggage weighing over 200 pounds will be checked on any train. The charge in excess for baggage from eastern to western terminals is $5.00 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.

Baggage on "North Coast Limited." Only a limited amount of baggage will be carried on this train. When necessary, baggage belonging to passengers on this train will be forwarded by another train.

Baggage checked to a station having no agent, must be carried for at the baggage car by agent upon reaching each station, and duplicate checks therefor are required to be made. Otherwise, the baggage will not be delivered, but will be carried to the first station beyond where there is an agent on duty.

Baggage from one foreign country destined to another foreign country, and passing through the United States may be bonded at port of entry and checked through to port of exit, without examination by Custom Officers.

Trans-Pacific Baggage. Passengers holding Trans-Pacific tickets to be presented with railroad tickets will be allowed 300 pounds of baggage on each whole ticket. 175 pounds on each half ticket. Baggage will be checked to Pacific coast terminal, where it must be rechecked to destination; no single piece of baggage exceeding 250 pounds will be checked.

Bicycles, Tricycles, (Not Motorcycles) and Baby Carriages will be carried in baggage cars, they being checked and charged for at rates made known upon application.

Guns in cases and unloaded may be checked as baggage. When put together, received for and carried in baggage car, but will be charged for in car free of charge at owner's risk.

Dogs. Not more than two dogs for each passenger will be carried free in baggage car, in care of train baggage man and at owner's risk. All over that number must be forwarded by express.

Mark Baggage. Passengers should always mark their baggage plainly with name and address, also make a memorandum of the number of the check stations between which baggage is checked and date.

Mixed Trains will carry both freight and passengers, and though run nearly as possible on schedule time, are liable to be delayed. Baggage is carried only on such trains as are provided with baggage cars, in the absence of which it will be accepted for shipment as freight in the usual manner or on other passenger trains.

Storage will be collected on all baggage, in-bound or out-bound, checked or unchecked, remaining on hand at stations over twenty-four hours, whether received from trains or delivered at depots by express wagons or otherwise. Baggage arriving at stations between twelve o'clock noon Saturday and six o'clock p. m. Sunday, will be allowed to remain until six o'clock p. m. Monday following, free of storage; if not delivered within that time charges will be collected.

In Case of Delay to Baggage. Articles Left at Trains or in Stations must be claimed from General Baggage Agent at St. Paul or the agent at station, giving date of arrival and date of departure, and the date of check, route, destination, and description of baggage, or date of loss and description of articles, and whether left in station, sleeping car, parlor car, or coach.
THE NORTH COAST LIMITED

"CRACK TRAIN OF THE NORTHWEST"

It consists of a post car, dynamic and baggage car, dining car, Pullman standard sleeping cars and an observation car of especially attractive design and accommodations. The interior finish of the entire train is mahogany and is extremely beautiful. The color scheme is worked out in harmonious green and gold shades, and, its richness and simplicity leave a satisfying and pleasant impression.

Each train has more than 300 electric lights, which are placed in each section of the standard sleeping cars and may be turned on or off at will. These reading lights are one of the most attractive features of the sleeping car berths. The berths are large and roomy and are fitted with soft and comfortable mattresses, assuring an excellent night's rest. These cars are new and the finest built by the Pullman Company.

New dining cars on the "North Coast Limited," in charge of a conductor and a capable staff of assistants, are of the latest and most attractive designs, ten new ones having recently been built. They are lighted with electric lights and during the summer are cooled with electric fans. The menus are excellent. Dining car meals are prepared by experienced chefs. They are inviting and satisfying.

Alden's menu includes dishes served à la carte.

The roomy observation car of the "North Coast Limited" has proven popular with discriminating travelers. Each car has a spacious observation and reading room supplied with large movable wicker chairs. The floors are covered with heavy Wilton carpets and the broad plate glass side and rear windows afford an almost uninterrupted view of the magnificent scenery along the route. The rear end of the observation car is provided with a roomy semi-enclosed observation platform large enough to seat ten people comfortably.

No smoking is allowed in the observation room. This makes it an especially desirable place for women and for those who do not care for tobacco. The reading tables are supplied with the latest magazines and each observation car has a library of 140 carefully selected volumes for the use of passengers.

Two large enclosed rooms afford quarters for those who enjoy a quiet smoke, and a well stocked buffet is one of the pleasant features of the equipment.

Occupants of Standard Pullman Sleeping Cars have free use of the Observation Car on this train.

Some of the special features which have commended themselves to those who have used the train are the clothespressing service which enables a passenger to retire at night and receive his garments fresh from the tailor's iron in the morning; the observation car bath-room, with its hot and cold baths; the barber shop with a skilled barber in attendance; a semi-private alcove with writing desk; which is a favorite nook for women, and the ample toilet rooms and lavatories for both men and women, conveniently located. The observation car is always at the rear of the train. No private cars are ever attached to the "North Coast Limited."
YELLOWSTONE NATIONAL PARK ROUTE

ROUND TRIP SUMMER TOURIST TICKETS TO THE PACIFIC NORTHWEST

ON SALE DAILY TO SEPTEMBER 30, 1909

<table>
<thead>
<tr>
<th>FROM</th>
<th>To Seattle, Tacoma, Portland and Puget Sound returning direct</th>
<th>To North Pacific Coast via California in one direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>ST. PAUL</td>
<td>$50.00</td>
<td>$71.75</td>
</tr>
<tr>
<td>do returning to Chicago</td>
<td>$65.25</td>
<td>$71.25</td>
</tr>
<tr>
<td>do returning to St. Louis</td>
<td>$68.75</td>
<td>$68.75</td>
</tr>
<tr>
<td>MINNEAPOLIS</td>
<td>$50.00</td>
<td>$71.75</td>
</tr>
<tr>
<td>do returning to Chicago</td>
<td>$65.25</td>
<td>$71.25</td>
</tr>
<tr>
<td>do returning to St. Louis</td>
<td>$68.75</td>
<td>$68.75</td>
</tr>
<tr>
<td>do returning to *Missouri River</td>
<td>$50.00</td>
<td>$65.00</td>
</tr>
<tr>
<td>DULUTH</td>
<td>$50.00</td>
<td>$71.75</td>
</tr>
<tr>
<td>do returning to Chicago</td>
<td>$65.25</td>
<td>$71.25</td>
</tr>
<tr>
<td>do returning to St. Louis</td>
<td>$68.75</td>
<td>$68.75</td>
</tr>
<tr>
<td>do returning to *Missouri River</td>
<td>$50.00</td>
<td>$65.00</td>
</tr>
<tr>
<td>SUPERIOR</td>
<td>$50.00</td>
<td>$71.75</td>
</tr>
<tr>
<td>do returning to Chicago</td>
<td>$65.25</td>
<td>$71.25</td>
</tr>
<tr>
<td>do returning to St. Louis</td>
<td>$68.75</td>
<td>$68.75</td>
</tr>
<tr>
<td>do returning to *Missouri River</td>
<td>$50.00</td>
<td>$65.00</td>
</tr>
<tr>
<td>CHICAGO</td>
<td>$62.00</td>
<td>$77.25</td>
</tr>
<tr>
<td>ST. LOUIS</td>
<td>$54.50</td>
<td>$72.50</td>
</tr>
<tr>
<td>KANSAS CITY</td>
<td>$54.50</td>
<td>$65.00</td>
</tr>
<tr>
<td>ST. JOSEPH</td>
<td>$54.50</td>
<td>$65.00</td>
</tr>
<tr>
<td>OMAHA</td>
<td>$54.50</td>
<td>$65.00</td>
</tr>
</tbody>
</table>


Proportionate Fares will be in effect from all points East and South via the Northern Pacific Gateways mentioned.

Stop-Overs: Journey must commence on date of sale. Stopovers will be allowed on going trip at any point enroute west of St. Paul, Duluth and *Missouri River up to and including Oct. 20, 1909, by which time destination must be reached. On return trip journey must commence on date stamped on validating certificate. Joint Agent will punch final limit October 31, 1909 in validating certificate, and stopovers will be allowed within that limit at any point enroute west of St. Paul, Duluth, Chicago and St. Louis.

Return Limit: October 31, 1909.

Fee of 50 cents will be charged for validation of each whole or half ticket.

Diverse Routes: Usual diverse routes which apply for the sale of all year tourist tickets will apply in connection with these Summer Tourist Fares.

ROUND TRIP HOMESEEKERS' TICKETS

Are sold by the Northern Pacific on the first and third Tuesdays of each month, from St. Paul, Minneapolis, Duluth, Minn., and Superior, Wis., to all the following points in North Dakota, Montana, Idaho, Oregon and Washington, west of Fargo, North Dakota, and east of Ellensburg and Columbus, Washington. Through fares from all points East are available on same dates, based upon the fares here shown, via the Northern Pacific gateways mentioned.

NORTH DAKOTA

<table>
<thead>
<tr>
<th>STATION</th>
<th>From St. Paul, Minn.</th>
<th>From Duluth, Minn.</th>
<th>From Chicago</th>
<th>From St. Louis</th>
<th>From Kansas City</th>
<th>From Omaha</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bismarck</td>
<td>16.65</td>
<td>16.65</td>
<td>27.50</td>
<td>30.00</td>
<td>25.00</td>
<td>24.50</td>
</tr>
<tr>
<td>Carrington</td>
<td>14.25</td>
<td>14.25</td>
<td>26.35</td>
<td>31.50</td>
<td>27.95</td>
<td>22.55</td>
</tr>
<tr>
<td>Dickinson</td>
<td>21.00</td>
<td>21.00</td>
<td>27.50</td>
<td>30.00</td>
<td>25.00</td>
<td>25.00</td>
</tr>
<tr>
<td>Mandan</td>
<td>16.85</td>
<td>16.85</td>
<td>27.50</td>
<td>30.00</td>
<td>25.00</td>
<td>24.75</td>
</tr>
</tbody>
</table>

†Via Aitkin; from Duluth via St. Paul $16.53; from Superior via St. Paul $16.40

MONTANA

<table>
<thead>
<tr>
<th>STATION</th>
<th>From St. Paul, Minn.</th>
<th>From Duluth, Minn.</th>
<th>From Chicago</th>
<th>From St. Louis</th>
<th>From Kansas City</th>
<th>From Omaha</th>
</tr>
</thead>
<tbody>
<tr>
<td>Billings</td>
<td>25.00</td>
<td>25.00</td>
<td>30.00</td>
<td>32.50</td>
<td>27.50</td>
<td>27.50</td>
</tr>
<tr>
<td>Bozeman</td>
<td>30.00</td>
<td>30.00</td>
<td>35.00</td>
<td>37.50</td>
<td>32.50</td>
<td>32.50</td>
</tr>
<tr>
<td>Butte</td>
<td>37.50</td>
<td>37.50</td>
<td>42.50</td>
<td>40.00</td>
<td>37.50</td>
<td>37.50</td>
</tr>
<tr>
<td>Glendive</td>
<td>22.50</td>
<td>22.50</td>
<td>27.50</td>
<td>30.00</td>
<td>25.00</td>
<td>25.00</td>
</tr>
<tr>
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<td>Helena</td>
<td>37.50</td>
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<td>42.50</td>
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<tr>
<td>Missoula</td>
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<td>42.50</td>
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<tr>
<td>Ravalli</td>
<td>39.70</td>
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<tr>
<td>Springdale</td>
<td>28.80</td>
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<td>33.80</td>
<td>36.30</td>
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<tr>
<td>Terry</td>
<td>25.00</td>
<td>25.00</td>
<td>30.00</td>
<td>32.50</td>
<td>27.50</td>
<td>27.50</td>
</tr>
</tbody>
</table>

†Via Billings direct.

IDAHO

<table>
<thead>
<tr>
<th>STATION</th>
<th>From St. Paul, Minn.</th>
<th>From Duluth, Minn.</th>
<th>From Chicago</th>
<th>From St. Louis</th>
<th>From Kansas City</th>
<th>From Omaha</th>
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<tr>
<td>Cœur d'Alene (via DeMuel)</td>
<td>50.10</td>
<td>50.10</td>
<td>55.10</td>
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<tr>
<td>Cœur d'Alene (via Hauser or Spokane)</td>
<td>52.50</td>
<td>52.50</td>
<td>57.50</td>
<td>55.00</td>
<td>52.50</td>
<td>52.50</td>
</tr>
</tbody>
</table>

For detailed information ask any Northern Pacific representative for Homeseekers' Pamphlet No. 1.
Yellowstone National Park Route

Itinerary

A place in which to jot down the itinerary of your trip—times of departure and arrival—amount of time you will have at points of stopover and the various other details of which one needs a convenient reminder on the way.

If desired, the Northern Pacific Representative will note hereon such points of information as to train connections, times of arrival, etc., as you may require.

Reduced Fares to the East
LOW SUMMER TOURIST TICKETS ON SALE
August 11, 12
When you go East take the
“Scenic Highway th’o’ the Land of Fortune”
The service is as superb as the scenery.
Visit Yellowstone Park enroute.

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Asst. General Passenger Agent
Portland
A. M. GLELAND
General Passenger Agent
St. Paul

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Magnificent corridor trains direct between ship-side and London in 1 3/4 hours.

VIA PLYMOUTH
Fast corridor specials direct between ocean quay and London in a little over four hours.

VIA CATHEDRAL ROUTE
Dining cars and the most comfortable sleeping cars in the world. The Express route between London, Waterloo Station and the South and Southwest of England. Pullman parlor cars run on all principal trains.
Best Night Route Between England and the Continent via Southampton and Havre.

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Tours including rail and coach through New Forest, Stonehenge, Dartmoor, most magnificent scenery in the British Isles.

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L. J. GARCEY, GENERAL AGENT FOR AMERICA, 281 FIFTH AVE., NEW YORK, or
HENRY HOLMES, SUPERINTENDENT OF LINE, WATERLOO STATION, LONDON
CHAS. J. OWENS, GENERAL MANAGER.

Portola Festival
A WEEK OF FESTIVITIES
Announcing to the world that San Francisco is rehabilitated and its citizens ready to rest after their Herculean labors.
President Taft will attend. There will be a big balloon race, three magnificent parades, champion athletic meet and many other attractions.
The nations of the world will be represented with battleships in the beautiful harbor.

October 19 to 23
SAN FRANCISCO
Write to Secretary’s office for particulars.
936-7-8 Phelan Bldg., SAN FRANCISCO
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The Longest Railroad and Best Running Track in England
PASSENGERS from AMERICA landing at PLYMOUTH travel by EXPRESS TRAINS through the BEAUTY SPOTS OF ENGLAND. SPECIAL EXPRESS TRAINS, PLYMOUTH to LONDON. BREAKFAST LUNCHEON, DINING and SLEEPING CARS. PASSENGERS LANDING at LIVERPOOL have choice of FOUR ROUTES TO LONDON.
1. The Royal Oxford or Shake-speare Route.
2. The Worcester Route.
3. The Hereford & Gloucester Route.
4. The Hereford, Bristol & Bath Route.
Passengers by either route travel via Chester, at which city they are permitted to break their journey.
BAGGAGE checked through to destination from PLYMOUTH and LIVERPOOL, saving passengers all trouble.
ILLUSTRATED PAMPHLETS and full particulars can be obtained in TORONTO of the Great Western Railway Representative, 426 Traders Bank Buildings; in NEW YORK from Mr. T. KATELEY, Great Western Railway Representative, and Mr. F. C. CLARK, “Times” Building, Broadway and 42nd Street, or from Messrs. T. COOK & SON, 245 and 1200 Broadway.
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S. S. Northwest  S. S. Northland
"NORTH LAND" in commission between Buffalo and Chicago, leaves Buffalo every Wednesday, Chicago every Saturday.
"NORTH WEST" in commission between Buffalo and Duluth, leaving Buffalo every Saturday and Duluth every Tuesday.
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ANCHOR LINE—The Great Lakes Route
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S. S. Harmonic  S. S. Saronic  S. S. Huronic
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C. H. NICHOLSON, Traffic Manager, Sarnia, Ont.

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(JAPAN MAIL STEAMSHIP CO.)
Puget Sound Ports to the Orient
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AND ALL POINTS IN JAPAN AND CHINA carrying Cargo on Through Bills of Lading. STEAMERS LEAVE TACOMA.

OCEAN STEAMSHIP CO., LTD., and CHINA MUTUAL STEAM NAVIGATION CO., LTD., The World Known "BLUE FUNNEL LINE"
Excellent Accommodations for CHINESE and JAPANESE PASSENGERS. For further information apply TO NORTHERN PACIFIC RAILWAY AGENTS, or to DODWELL & CO., Tacoma, Seattle, Portland, Victoria, B. C., Vancouver, B. C.

STEAMER "BAILEY GATZERT"
DAILY EXCEPT SUNDAY AND THURSDAY

<table>
<thead>
<tr>
<th></th>
<th>Ly Portland</th>
<th>Ly Vancouver</th>
<th>Ly The Dalles</th>
</tr>
</thead>
<tbody>
<tr>
<td>East</td>
<td>7:00AM</td>
<td>8:20AM</td>
<td>3:00PM</td>
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<tr>
<td>Bound</td>
<td></td>
<td></td>
<td>3:50PM</td>
</tr>
<tr>
<td></td>
<td>11:50AM</td>
<td>Ly Lyle</td>
<td></td>
</tr>
<tr>
<td>Bound</td>
<td>Ly Lyle</td>
<td></td>
<td>6:20PM</td>
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<tr>
<td></td>
<td>Ly Collins</td>
<td></td>
<td>8:50PM</td>
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<tr>
<td>Bound</td>
<td>Ly Stevenson</td>
<td></td>
<td>10:20PM</td>
</tr>
<tr>
<td></td>
<td>Ly Vancouver</td>
<td></td>
<td>12:30PM</td>
</tr>
<tr>
<td>Bound</td>
<td>Ly The Dalles</td>
<td></td>
<td>1:45PM</td>
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</table>

STEAMER "DALLEYS CITY"
FOR FREIGHT AND PASSENGERS

<table>
<thead>
<tr>
<th></th>
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<th>Ly The Dalles</th>
</tr>
</thead>
<tbody>
<tr>
<td>East</td>
<td>7:00AM</td>
<td>7:00AM</td>
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<tr>
<td>Bound</td>
<td>Ly Vancouver</td>
<td>8:30AM</td>
</tr>
<tr>
<td></td>
<td>Ly Lyle</td>
<td>7:45AM</td>
</tr>
<tr>
<td>Bound</td>
<td>Ly Stevenson</td>
<td>1:45PM</td>
</tr>
<tr>
<td></td>
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</tr>
<tr>
<td>Bound</td>
<td>Ly Portand</td>
<td>12:30PM</td>
</tr>
</tbody>
</table>

Special round trip excursion tickets limited to one day after date of sale, good going via S. P. & S. Ry, and returning via steamer or vice versa.

PIPESTONE SPRINGS, MONTANA
Twenty-five miles east of Butte, in the beautiful Pipestone Valley, and just under the crest of the main range of the Rockies are located the famous Pipestone Hot Springs. At an elevation of about 4,200 feet, with malaria unknown, with the famous mountain air, with a temperature ranging from 80 degrees in summer or lower than freezing in winter, these springs furnish one of the most ideal resorts for health and pleasure in the world. Additional information will be promptly furnished upon application to the Pipestone Hot Springs Co., Pipestone Springs, Montana.

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Dr. Edward Lycan, Manager, Moclips, Washington.

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CORWIN, MONTANA
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