

California and the Expositions 1915



UNION PACIFIC
SYSTEM

CALIFORNIA *and*
the EXPOSITIONS

YELLOWSTONE
NATIONAL PARK



HOW TO GO
AND
WHAT TO SEE

ENROUTE
UNION PACIFIC SYSTEM

MP



Concerning the Pages Following

IT is not the purpose of this booklet to give detailed information about the Expositions for this feature will be treated in special publications issued by the Exposition Companies from time to time giving up-to-the-minute information. This publication deals rather with the various routes that may be taken direct to the Exposition cities and outlines tours that cover diverse routes so that the traveler may plan his itinerary to include a trip through the entire West seeing the most possible with minimum expenditure of both time and money.



Panama-Pacific International Exposition 1915 — San Francisco — 1915

THE Panama Canal is the world's greatest commercial achievement. There is nothing to compare with it and a grand Universal Exposition to celebrate the realization of this dream of four centuries is eminently appropriate.

In no sense is this Exposition simply a local or California undertaking. Every state and all the people are alike interested and it is a simple duty that all feel a responsibility and pride in its success. Those who fail to visit California in 1915 miss an opportunity the like of which probably will not recur for fifty years, if then. It is different from any prior World Fair. It surpasses all others as industrial progress of the last decade, during which the Panama Canal was practically built, surpasses that of the previous half century. The world's economic and artistic accomplishments in the ten years from 1904 to 1915 are assembled in the eleven



Mulgart's Tower and Cascade, Court of Abundance.



Exhibit Palaces. None other will be viewed for award of prizes or honorable mention. Only the best in each art and craft is shown so that in the vast array of this unprecedented display the visitor is not confused by articles of secondary worth. It glorifies heroes now living. It places a milestone in world progress toward the unknown future.

The cost of the Canal, in terms of money, is approximately \$400,000,000 — fully \$50,000,000 is expended in the Panama-Pacific International Exposition. The task of making this a pageant that will stand out supreme and unequalled amongst World Fairs is rendered the easier from the facts that never before has a Universal Exposition been held in a seaport; never before on the shores of the Pacific; never before in a climate of almost perennial summer; never before in celebration of an

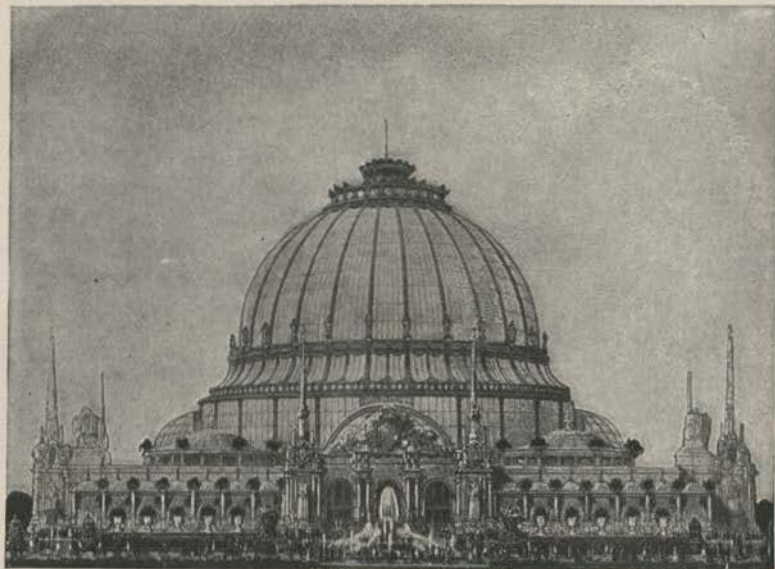
event that commanded not only the admiration, but the lively self-interested attention of the entire civilized world.



CALIFORNIA CLIMATE

The long duration of the Exposition is made possible by the rare character of the California climate. The winter or rainy season, which ordinarily begins in November usually ends the middle of March and the heavy rains are over a month earlier. Often the rains are

Triumphal Arch, Court of the Sun and Stars.



Horticultural Palace, covering six acres, central feature of the Beautiful South Gardens, a Mass of Bloom during the entire Exposition.

mostly at night when the winter days are delectably perfect. Snow, ice or blizzard are unknown. In a true sense San Francisco has no summer, for June, July and August are invariably cool. September the warmest month has a mean temperature of 59.1° and January the coldest, 49.2° . In the past twenty years there have been only 27 days in which the temperature exceeded 90° and none when it fell below 32° , freezing point. Differences between day and night temperatures are small, averaging about 8° . Visitors should bring light overcoats and wraps, but between April and November they may safely leave umbrellas at home.

LOCATION OF THE GROUNDS

The Exposition grounds are admirable and sightly. They occupy a level sweep of 635 acres, stretching more than two miles along the northern end of the city, bordering the har-



bor from Fort Mason on the east to well through the Presidio military reservation on the west, varying in width from a quarter to half a mile, divided into three sections. In the center are the main Exhibit Palaces and Gardens; to the west are the foreign and state pavilions, the livestock enclosure, drill grounds and aviation field; to the east is "The Zone," the topical-typical name for the 63 acres of the Amusement Concessions. The grounds are within two miles of the business center, easily accessible by electric cars or ferries. On the hill sides to the south and east is the residence section, with apartment and rooming houses, where many will find comfortable accommodations. From Oakland, Berkeley and Alameda, across the bay, are direct ferry connections.

INTRA MURAL TRANSPORTATION

Motor busses and trams, running on a miniature double-track railway almost encircling the grounds transport visitors to any part of the Exposition—fare for either ten cents. Push chairs, bicycle chairs and electric jinrikishas are available at



Palace of the Fine Arts and Lagoon.



Court of Palms, adjoining the Court of Abundance upon the South.

reasonable prices. The main Exhibit Palaces are in a compact area so connected that distances between like structures of former World Fairs are eliminated, greatly economizing time and steps.

The eleven main Exhibit Palaces form a mammoth connected structure covering a square half mile in a beautiful landscape setting, adorned with sculpture and mural paintings. Masses of flowers amid luxuriant verdure, with the blue of the harbor on the outer border, round out the near picture. Undoubtedly, nowhere on the globe was there ever assembled within such narrow boundaries so much of wonder and marvel, of things to interest and instruct.

INTERNATIONAL PARTICIPATION

Thirty-one countries have made appropriations for pavilions in the foreign section. Honduras and Canada were the first to complete their buildings. China plans to expend \$1,500,000; Argentine, Japan and Canada each more than half a mil-



"Half Dome" Court of the Four Seasons, Illustrative of the Progress of the West.

lion. All South American countries will be splendidly represented each under its flag, as will most of the nations of Europe.

**STATE
PAVILIONS**

Foremost is California with its spacious mission home—representing an outlay of two millions including furnishing and maintenance—housing the products of the 58 counties. This is the host building where a special welcome is extended to all.

**NAVAL PAGEANT
MILITARY FEATURES**

completion of the Canal—planned for March, 1915, following the adjournment of Congress.

The Oregon, with President Wilson and Admiral Clark on the



bridge, with members of the Cabinet, Senate and Congress near, will head the parade through the Canal followed by a matchless array of men-of-war under all peace flags. From Panama the gay Armada will steam to San Diego to visit the Panama-California Exposition, arriving at San Francisco in mid-April. As these magnificent war-craft in gala peace array pass Golden Gate portals amid salvos of cannon, martial music and acclaim of assembled throngs all will form an unparalleled event never to be forgotten. Throughout the Exposition interesting water attractions will be daily happenings.

The Presidio grounds, the spacious government military reservation, offer unsurpassed facilities for camps, drills and parades, which will vie with attractions on the water. An international Military Tournament is featured and National Guard



Grand Esplanade and "Marina" along front of Exposition Palaces, with seats amid restful lawns, and trees overlooking the bay.



Court of Sun and Stars.

organizations from numerous states, besides cadets from military schools, fraternal societies and others will compete.

THE ZONE!

The 63 acres devoted to Amusement Concessions has been christened, "The Zone." Here for 288 days, from 9.30 a.m. to 11 p.m. it is continuous open house while the Exhibit Palaces close at sunset. On either side of the broad dividing avenue, 3,000 feet long, is marshaled a galaxy of fun producers, both with and without educational adjuncts, which eclipse the mad "Midway" of Chicago or the hilarious "Pike" of St. Louis. Over 6,000 applications were winnowed and sifted down to less than 100 high-grade entertainers whose average investment is \$90,000. A few of these unique attractions, drawn from the far corners of the earth are every bit as uplifting and informing as the more sedate displays shown in the haunts of the serious minded. This is singularly true of the exhibit of the Union Pacific System, a life-like reproduction of Yellowstone National Park, covering over four acres immediately north of the Van Ness Avenue entrance, nearest downtown. Particulars concerning this remarkable exhibit are given elsewhere in this book.



The Exhibit of the Union Pacific System at the Panama-Pacific Exposition has an Educational value quite out of the ordinary, showing, as it does, in full size some of the noteworthy features of Yellowstone National Park, and, in Accurate Relief Model, the Contour of the Entire District. An Actual Geyser and a Full-size Waterfall are Features.

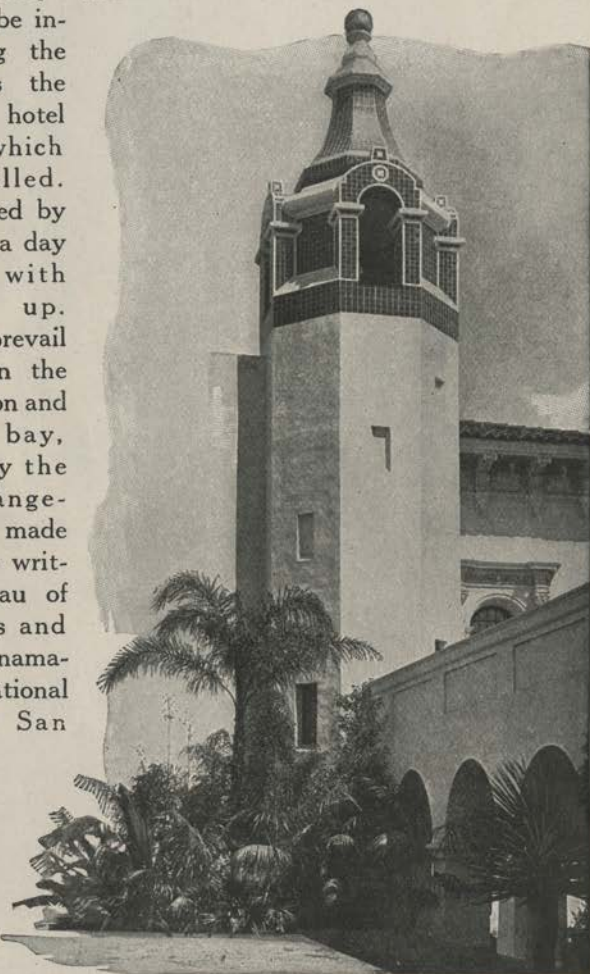


VISITORS AND ACCOMMODATIONS

Oakland, Berkeley and Alameda. The current reasonable rates will not be increased during the Exposition, is the pledge of the hotel association, which will be fulfilled. Rooms occupied by one person \$1 a day up. Rooms with bath \$1.50 up. Lower rates prevail farther out in the residence section and across the bay, especially by the week. Arrangements can be made in advance by writing to "Bureau of Conventions and Societies, Panama-Pacific International Exposition, San Francisco." State exactly the accommodations desired, when you plan to arrive, how long you expect to remain, what

San Francisco has over 2,000 hotels and apartment houses and quite as many are in the transbay cities—

Oakland, Berkeley and Alameda. The current reasonable



The Purest Spanish Colonial Style of Architecture has been followed at San Diego.



you will pay and other information wished for. It is proposed to put foresighted visitors in direct communication with the people where they are to stay. In San Francisco generally meals are quite 20 per cent less than in New York, of same quality; ordinarily \$1 a day is ample. Strangers, particularly women unaccompanied, on arriving at the Union Ferry Building will be met by a member of the reception committee, cared for and directed fully to destination. Any woman of any country reaching San Francisco alone at any hour is absolutely certain of protection. This welfare work organization includes representatives of every nationality and religion and is thoroughly dependable.

MUSIC

Music-lovers will revel in concerts by the greatest military bands of Europe and America; by the Official Exposition Orchestra of 80 performers under a conductor of international fame. This orchestra will give concerts afternoons and evenings on the stage of Old Faithful Inn in the Union Pacific-Yellowstone Park Concession. There will be organ recitals by the world's most renowned performers in Festival Hall, and miscellaneous concerts, recitals, festivals, and tournaments by visiting musical organizations.



Patio within the Southern California Building, San Diego Exposition.



Arts and Crafts Building, Balboa Park, Panama-California Exposition.

**THE COST OF
TRANSPORTATION**

The following gives an idea regarding the reduced fares that are now named:

To San Francisco, Los Angeles, or San Diego and return

**Standard Sleeper
(one way fares)**

From	Round Trip Railroad Fare	Lower Berth	Upper Berth	Drawing Room	Com- partment
Chicago.....	\$62.50	\$13.00	\$10.40	\$46.00	\$36.50
St. Louis....	57.50	12.50	10.00	44.00	35.00
Omaha.....	50.00	11.00	8.80	39.00	31.00
Kansas City.	50.00	11.00	8.80	39.00	31.00

Date of sale daily March 1 to Nov. 30, 1915. Final return limit three months from date of sale but not later than Dec. 31, 1915.

Correspondingly low fares will apply from all points. Tourist sleeper charges are approximately half those of Standard Sleeper.

Tickets permit going via one direct route and returning via another direct route, without additional cost. Tickets reading one way via Portland will be slightly higher than those going and returning via direct routes. Special excursion rates by both



rail and water will be in effect during the Exposition season between points of interest throughout the Pacific Coast.

**COST OF A WEEK
IN SAN FRANCISCO**

Rooms occupied by one person may be obtained in San Francisco by the day from \$1.00 up. Counting \$7.00 per week for room, \$7.00 for meals, and \$6.00 for such incidentals as admissions to the Exposition and street car fare, a week's visit in San Francisco would cost \$20.00. Visitors who make a more protracted stay may economize by engaging quarters by the week or month.

**HOURS AND
ADMISSION FEES**

The main exhibition palaces will open at 9 a.m. and close at sundown; the Zone will be open from 9.30 a.m. to 11 p.m. Admission to the Exposition: All over 12 years, 50 cents; children 5 to 12, 25 cents; children under 5, accompanied by an adult, free. Guests of the Inside Inn within the grounds must pay the regular daily admission. Admission to all exhibition palaces and gardens is free. Admission charges for the amusement and educational attractions in the Zone are a matter of contract with the Management, and therefore reasonable, ranging from 10 to 50 cents.

Yellowstone National Park

Exhibit of Union Pacific System at Panama-Pacific International Exposition

The Union Pacific System has added popularity to Yellowstone National Park by means of its western entrance at Yellowstone, Montana. It offers the direct, inviting and most advantageous approach to this galaxy of astounding marvels. Government figures show that the largest number of visitors entering the Park during 1913 made the trip by way of this portal.

What more appropriate than for the pioneer trans-continental railroad to reproduce this assembling of Nature's grandest awe-inspiring attractions at the Panama-Pacific International Exposition at San Francisco! The Panama Canal incites and invites



"Safety First!" Every mile of the Union Pacific is protected by Automatic Electric Block Safety Signals to Control Movement of Trains.

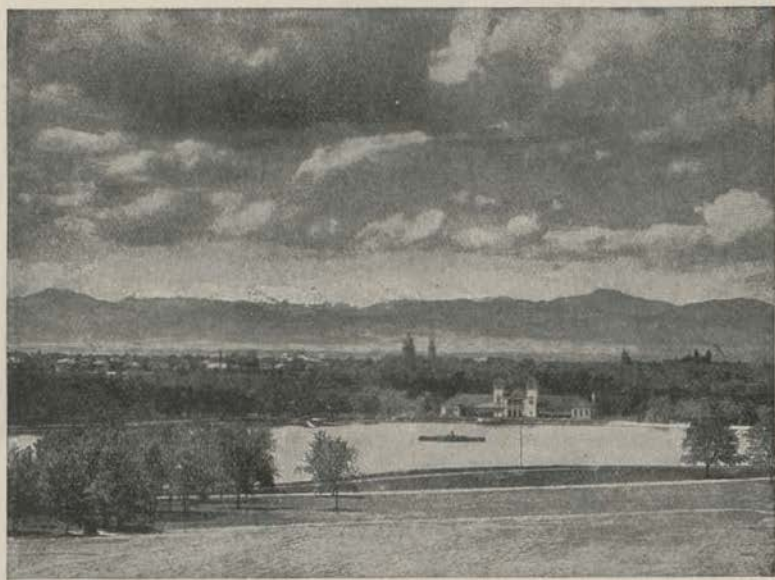
superlatives. In like fashion, just as the Exposition which commemorates it excels all which have gone before, so this Yellowstone reproduction is the largest exhibit ever erected at any World Fair, involving the use of two million feet of lumber and the expenditure of half a million dollars.

The salient features of this titanic wonderland are imaged true to life so faithfully as to impress on the mind the mountains, canyons, geysers and valleys as Dame Nature fashioned them in the Wyoming fastness. Old Faithful Inn is conspicuous, well meriting its name. It is not in miniature in any particular, for there is no curtailment in proportions.

Entering the Exposition Grounds by the main East Gate, on Van Ness Avenue, this unique scenic resort is immediately to the right toward the harbor. It occupies over four acres of ground. The Yellowstone Park entrance from the main Avenue—which



divides the Zone north and south—portrays a canyon passage between two of the most noted objects in the Park. On the right is the Golden Gate—as though lifted from its home in the Rockies and set down near its Pacific namesake—a picturesque passage between Bunsen Peak and Terrace Mountain, around the base of which the United States Government has built an artistic viaduct. This is shown correct in detail and contour. On the left towers Eagle Nest Rock, a precipitous cliff, one of the popular landmarks of the Grand Canyon of the Yellowstone, on top of which, and far removed from the possibility of human reach, is the nesting place of the American Eagle. The passage between these grand rugged rock-masses forms an interesting canyon picture, beyond which are the nature-painted Hot Spring Terraces, fed by the water from the Great Falls of the Yellowstone, which pours in a rushing torrent over the lofty precipice with a



Denver is a City of Magnificent Views. Looking west across City Park Lake and over the City, the Foothills and the Snowy Rockies are Visible.



Estes Park, Colorado, is Famous for its Motor Roads, and Big Thompson River for its Fishing. To the left, in the Picture, is the Pillar of Hercules.

grandeur akin to the original, possessing irresistible charm. These mountains are certain to prove the most artistic, genuine and real which have ever been attempted in this country or elsewhere. No artificial summits and ranges heretofore produced compare with them in size or effectiveness.

Encircled within and under the majestic slopes of the grand mountain at the right of the entrance, is the great Spectatorium seating 1,000 people. Here are reproduced, on a stage 95 x 50 feet, many of the natural wonders of the Park. Amid other of the notables Old Faithful Geyser is seen on duty, one of the world's most

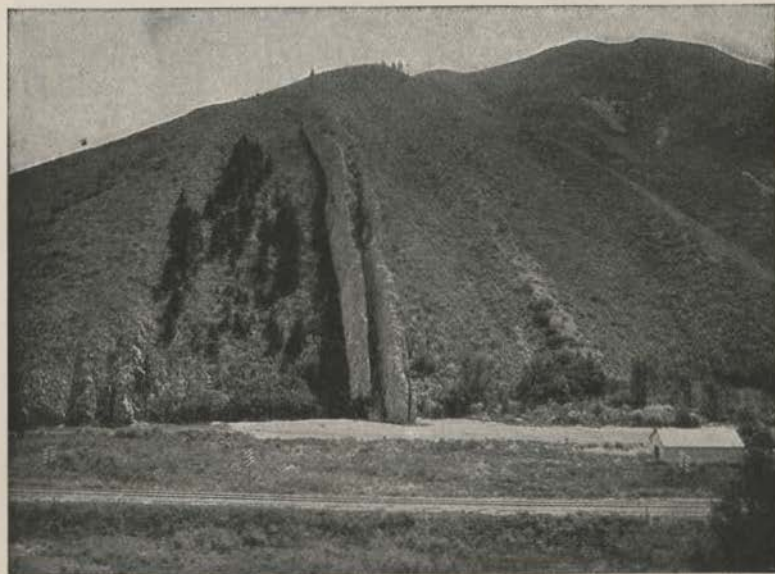
remarkable phenomena. At regular intervals, uniform with those of its prototype, great gushes of vast volumes of boiling water and steam are thrown high into the air. With searchlights playing upon this dazzling spectacle and reflecting accurately this greatest of all geysers, it cannot fail to prove memorable.

There is a notable educational feature. In the large central space a novel topographic portrayal—for it is far more than and unlike any map—shows the important geyser and other plutonic formations; hot springs, roaring mountains, lakes, falls, cascades, grottoes, government roads, trails and other outlines; so correctly located that any one familiar with the Park can readily point out



the roadways taken by him, as well as all the important natural wonders which astound and electrify tourists. Nothing to compare with it was ever before attempted on so large a scale,—somewhat more than one acre in area. The artists who consummated these remarkable contour, water, river and mountain effects are enthusiastic lovers of Yellowstone National Park, who made many sketches and studies in detail on numerous visits.

The crowning feature of the whole is the popular Old Faithful Inn, which is situated just beyond the big topographic portrayal. Under this roof is the de luxe restaurant of the Exposition, with a seating capacity of 2,000. Several smaller rooms are set apart for private banquets and other functions, which in no wise interfere with the great public dining hall. Private parties ranging from 50 to 500 can be adequately provided for when specific arrange-



Devil's Slide, Utah, is a Bizarre Formation, projecting 40 feet from the Red Rocks of the Steep Mountain—Parallel White Butresses, 20 feet apart, and running up 800 feet toward the Summit.



Weber River is a Noisy, Turbulent Stream, and its Canyon a "Cave of the Winds." For 35 miles the River courses between Walls, 1,000 feet high.

ments are made in advance. Many of the more important Exposition banquets during 1915 have already been arranged for Old Faithful Inn. A number of the international and national conventions have likewise chosen Old Faithful Inn as their rendezvous.

The Official Exposition Orchestra, comprising 80 musicians led by a conductor of world-wide fame, holds forth on the stage in the great dining hall of Old Faithful Inn. Concerts every afternoon and evening.

THE PANAMA-CALIFORNIA EXPOSITION AT SAN DIEGO

"HOW DOES IT HAPPEN," one straightway inquires, "that California is to have two Panama Expositions in one year?"

When the question is answered, it becomes plain that this is the most natural thing in the world; for California never does



things by halves. The two Expositions are in no sense rivals; their field of activity and physical characteristics are wholly different. Both are National Expositions; but while the San Francisco Exposition is official, and necessarily enjoys a larger appropriation from the Federal Government, the San Diego Exposition is not compelled to shape itself to the strict formula which, by the precedent of forty years, governs International Expositions which owe their existence to the United States Congress.

Both are International in the scope of their exhibits; but the San Diego Fair draws chiefly upon the far western States, Mexico, and the Latin-American republics of Central and South America.

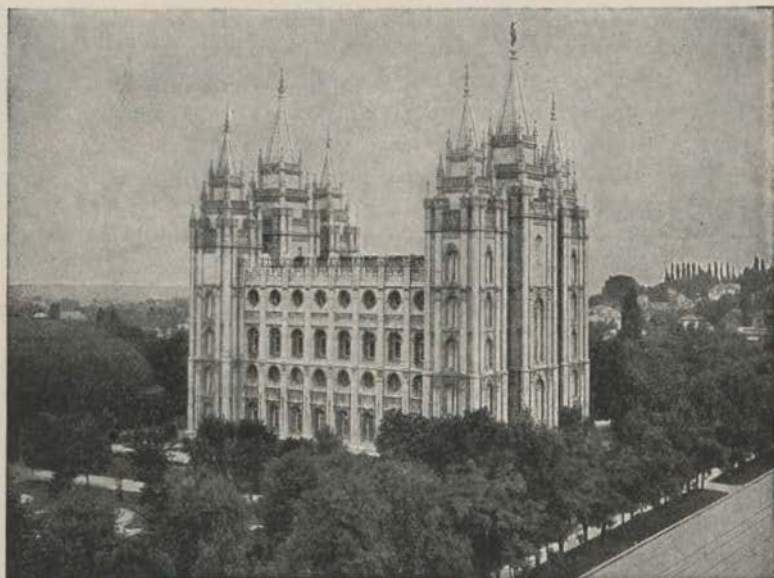
While San Francisco celebrates the opening of the Panama Canal with an eye to the importance of the event to the United States and the world, San Diego not only is celebrating the opening of the great waterway, but has also in mind what the Panama Canal is going to mean to San Diego and to the vast "back-country"—not yet fully developed—tributary to this strategic seaport.

TWELVE MONTHS OF SUMMER

San Diego's climate is oddly benign, in that although there is no winter, yet



"The Hermitage" seven miles from Ogden, is the oldest Resort in the 15-mile canyon which is included in the City's Boulevard System.



The Mormon Temple, Salt Lake City required forty years to build and cost \$4,000,000.

neither is there any season of excessive heat. The sun shines on an average 356 days a year. The average summer temperature is 68, the average winter temperature is 60, a mean variation of but 8 degrees summer and winter. The mean annual humidity is 75 per cent. Dust storms are unknown. The average annual rainfall along the coast is 10 inches; in the mountains, 40 inches. These climatic conditions explain why the Panama-California Exposition will continue a full year, from January 1 to December 31, 1915, and the fact that San Diego has 365 days in the year of perfect growing weather explains further why Balboa Park, the site of the Exposition, will be a summer city of flowers, and vines, and palms, and luscious fruits. Indeed, one exhibit will be a five-acre orange-grove so cultivated that one portion will be in bud, another in bloom, and others in every stage of fruiting and "hibernation" all at the same time.



BEAUTIES OF BALBOA PARK

San Diegans conceived the idea of seizing upon Panama year to acquaint the world with these resources and opportunities, and the Panama-California Exposition is the result. The site is 615 acres in the center of beautiful Balboa Park, comprising 1,400 acres naturally landscaped with hills, sloping mesas, and canyons. The Park is approached by Cabrillo Bridge, 1,000 feet long, an imposing broad viaduct in keeping with the Exposition Mission architecture, spanning Cabrillo Canyon and Lagoon, 130 feet beneath. Across another gorge, Spanish Canyon, a dam has been thrown, making a deep lagoon of many branches, where little side-canyons shoot off from the main ravine. The two canyons practically surround Exposition Park, and the impounding of



"Saltair" is the Unique Bathing Resort of Salt Lake City. So dense is the Brine that heavy winds scarcely ruffle it, and swimmers cannot sink.



"Going to Sea by Rail" is a Novel Experience, where an \$8,000,000 Causeway conducts the "Right-of-Way" across Great Salt Lake.

the waters of Spanish Canyon adds rustic variety to the scene; for the glimmering surface of the winding lagoon confronts one at every turn. Trees and palms and trailing vines grow quickly in the climate of San Diego, and already Balboa Park is a fairyland of green and white, and tropic blooms. Cabrillo Bridge and the Lagoon are permanent features of the Park that will be left when the Exposition shall have vanished.

SOME NOTABLE EXHIBITS

Following its Pan-American ideals, the Exposition will be rich in exhibits of aboriginal relics and ruins; of North and South American archaeology and ethnology, and of present-day opportunities in all the Americas. There will be a world-congress of Indian tribes; an Indian pueblo, with its denizens busied with their customary pursuits; a Navajo squaw weaving a blanket, a Oaxaca weaving a serape, an Ecuadorean making a Panama hat,



Lake Tahoe, almost at the Crest of the Sierra Nevada, is accounted by Traveled Californians the most Wonderful Lake in the World.



and an Araucanian modeling pottery; a tea-garden of Ceylon, with the tea-plants growing, and pickers gathering the crop and other laborers working and packing it. In a word, it is stipulated that every exhibit shall be different from anything that ever has been shown before—that every exhibit shall have the educative value inseparable from showing in every case a process of industry or of scientific effort. Everything, everybody, is to be in motion. Following this inflexible rule, there will be, for example, not one single shelf of canned or bottled goods on exhibition anywhere. The Exposition city as a whole, built all in white, in the purest Spanish Colonial, or "Mission" style, constitutes an admirable historical exhibit of Spanish and Southern Californian architecture.

FUN ON THE "ISTHMUS"

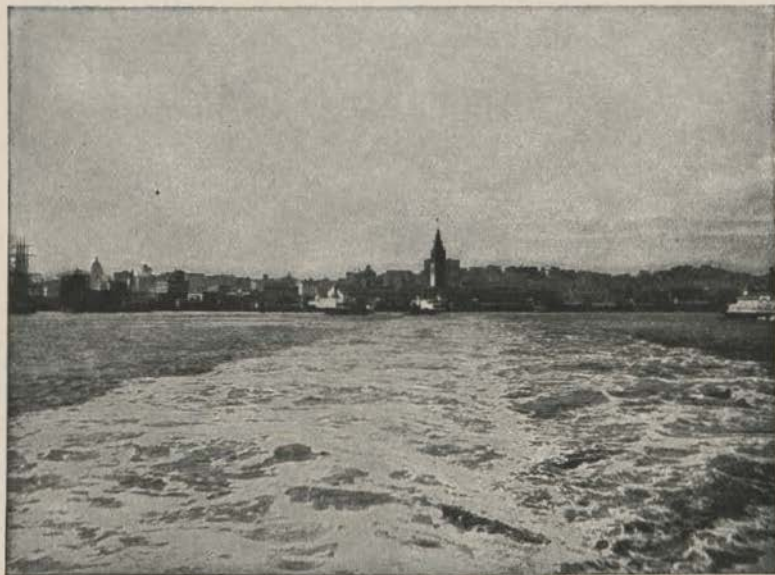
"The Isthmus" is the "catchy" name for the Panama-California Exposition's "Midway," and the same rule respecting novelty which controls in the serious exhibits in Balboa Park has governed the management in making selection from the more than 3,000 applications for fun-making concessions.

REACHING THE EXPOSITION

San Diego has 23 hotels, two of them costing \$2,000,000 each, and is otherwise admirably equipped to entertain the visiting hosts expected. Lying, as the Exposition city does, midway between residential and business sections, and not far distant from either, it is to be expected that the magnificent view of a bay rivaling the Bay of Naples will tempt many to walk daily to and from the great Fair. However, for those who would ride, there will be excellent electric-car service to each of the three portals.

THE UNION PACIFIC SYSTEM YOUR HOST

Cordial invitation is extended to visitors to make the Union Pacific System space in the Panama-California Exposition their headquarters. Here rest-rooms will be provided, with facilities for reading, writing, telephoning, and dictation of mail. The whole hearted service of this System—to make traveling easy—is at your command from the time you leave home to the time you return.



San Francisco from the Bay. The Exposition City here is shown as glimpsed from the Deck of a Southern Pacific Transfer Steamer.

THE WESTWARD ROUTE AND WHAT IT HAS IN STORE

There are certain interesting points of contrast and resemblance between the Panama Canal and the Union Pacific. The canal bisects the continent at its narrowest and weakest place, while the Union Pacific and its connections bisect it at its broadest and mightiest. Every foot of the Panama Canal is a graven record of mammoth achievement. Every foot of the Union Pacific's right-of-way was won from the wilderness and the Indians by the sturdy pioneers and hallowed by baptism with their blood. If the Panama Canal begins a new era in the history of the Pacific Ocean, surely the Union Pacific rails are the red marginal lines down one of the most absorbing pages in the whole history of the United States. What more fitting than that the traveler should go to history-recording expositions over a railroad that follows steadfastly the path of our most romantic historical



San Francisco, as seen from the Call Building, would not be recognized by one who had not seen it since before the Great Fire of 1906.

events? A significant bit of current history the traveler will learn is that fifty years of progressive development have given the Union Pacific a high degree of perfection in equipping and operating its system. More than three-fourths of its main line is double-tracked; every mile is protected by automatic electric block safety signals and rendered dustless by the ballasting with Sherman gravel; trains proceed at the best speed consistent with safety and comfort. The steel trains, embodying every modern convenience, are themselves a worthy, if minor, exposition. It is the shortest line to San Francisco, saving hours of travel, between the East and the Panama Pacific Exposition. While the distance between Chicago and San Francisco or Los Angeles may seem great, the trip on one of the fast through trains requires less than three days en route.

To make the most of your trip, you will so plan it as to see the whole of the West without unnecessary "doubling" upon your route.



One glance, if you will, at the Map of the Union Pacific System opposite page 64. Routing one's journey westward from the East, one immediately decides by which gateway he shall proceed—Omaha or Kansas City. Through trains from Chicago go by way of Omaha; those from St. Louis, by way of Kansas City—both without change.

Not only is the Union Pacific System operated upon a policy that dictates the giving of unsurpassed service, with every attention to travel-safety, but the fan-shaped ramifications of the System west of Granger provide a transportation service to the far West, Southwest and Northwest, of unrivaled completeness.

Seeking California, the traveler may follow the through route of the historic Overland Trail, via Ogden and Sacramento to San Francisco or Los Angeles. Or, he may take the southern route (Salt Lake Route from Salt Lake City) to Los Angeles, or



Sunset on the Golden Gate.—To the right is Sausalito, and Mount Tamalpais; to the left, the Exposition Grounds; beyond, the Pacific.



The "Shasta Limited" is the Train de Luxe between the California Orange Groves and the Fir-clad Mountains of Oregon and Washington.

the northern route of the Union Pacific System to Portland, Oregon, Tacoma and Seattle, thence southward. Returning, he may combine these routes, or select from them.

The Union Pacific operates seven through daily trains from Chicago to the Pacific Coast via Omaha, and three daily trains from Kansas City to California, two of which carry through equipment from St. Louis.

OMAHA OR KANSAS CITY TO OGDEN

THROUGH PRAIRIE STATES

Fertile, busy prairie States—Nebraska and Kansas—still lands of opportunity for the husbandman. Prosperity and its outward evidences are everywhere. Nebraska ranks high amongst corn-producing States, and is credited with the greatest per capita wealth of any. Kansas stands second in wheat-raising. At the



western extremity of each, rising ground marks the limits of the Mississippi Basin and approach to the foothills of the Rockies.

COLORADO

The passenger has the same opportunity of breaking his journey for an exploration of Colorado, whether he travels via

Omaha or Kansas City.

This mountain state deserves exploration. With more than 150 separate peaks that exceed two miles in altitude, it may be imagined that the building of 5,500 miles of railway within the state has taxed engineering ingenuity and daring. Because of its rarefied atmosphere, the mountain forests, its abundance of game, fish and animals, its mineral springs, and its health-giving sunshine, those in health or in search of health rejoice in a sojourn here.

One of the leading summer mountain resorts is Estes Park.

Estes Park is reached via Ft. Collins and a pleasant automobile trip through the Big Thompson Canyon. It comprises one hundred thousand acres of beautiful mountain scenery where every amusement known to out-of-doors may be enjoyed.

No state in the Union has better automobile roads—and none so many picturesque ones—as Colorado.



"Wawona" Tree, in Mariposa Grove, Yosemite National Park, is Terminus of the new Park Automobile Stage Route.



Panama—Pacific Exposition

Exhibits will seek to show graphically the progress of the world during the ten years occupied in constructing the Panama Canal—the best that each nation has accomplished in Art, Science, Industry, and Invention. Exhibits will be grouped under eleven heads, viz.: (1) Fine Arts, (2) Education, (3) Social Economy, (4) Liberal Arts, (5) Manufactures and Varied Industries, (6) Machinery, (7) Transportation, (8) Agriculture, (9) Live Stock, (10) Horticulture, (11) Mines and Metallurgy. Foreign buildings will occupy 37 acres, State buildings 40 acres, horticultural display 50 acres, the drill and aviation field 50 acres, and the exhibition palaces will have a combined floor-area of 3,731,500 square feet. Outdoor exhibits will occupy 12 acres.



Bridal Veil Meadow, in the Yosemite Valley, kept green by the Waters from Bridal Veil Falls, lies at the Base of El Capitan (on the left), and the Three Graces.

Canyons and cataracts, mines working and mines abandoned, mountains scaled by stairways, tunneled by railways, and girt with precipice—roads for motorists—these provide excitement enough for the hardest adventurer. (Illustrated booklet, "Colorado for the Tourist," sent on request.)

CHEYENNE

The traveler by way of Kansas City and Denver reaches the main line at Cheyenne, where sights of interest repay tarrying; for the historical associations of this lively town hark back to frontier days. Cheyenne pays honor to its antiquities in an annual celebration at which broncho-busting, steer-roping and Indian dances are features.

OGDEN AND OGDEN CANYON

Sweeping by the river side, between the massive walls of Weber Canyon, the traveler gets a foregleam of what he is to see in Ogden Canyon—a wonderful gorge, fifteen miles long.



Ogden Canyon is a cleft in the Wasatch Range of mountains, and has its beginning a few miles from the city of Ogden. It is reached by both electric line and automobile roads.

SALT LAKE CITY

Should the traveler be making a direct trip to Southern California via the Salt Lake Route, he may visit this historic and leading city of Utah as a stopover. If he has arranged his itinerary by way of the Ogden Route to San Francisco or the northern route to the Pacific Northwest, he may visit Salt Lake City as a side trip from Ogden without additional cost. About the first point of interest to the visitor in Salt Lake City is the Mormon Temple. The Tabernacle and Assembly Hall, also located in the Temple Square, are both open to visitors. The great organ in the Tabernacle is a feature of interest to every one and a recital is given at noon time every week day for the benefit of visitors.

The nearest of the Great Salt Lake resorts is Saltair pavilion, sixteen miles distant, where one may enjoy either bathing or dancing.

YELLOWSTONE NATIONAL PARK

From Salt Lake City or from Ogden passengers may make the splendid side trip to Yellowstone National Park. Passengers going or returning via



Fancy a Cascade like Yosemite Falls, in a Sheer Plunge of 1,600 feet, then 600 more, and then, again, 400!



Los Angeles, a thriving Town of nearly 500,000 inhabitants, Metropolis of Southern California, expects a Million of Population by 1920.

the North Pacific Coast leave the main line at Pocatello to visit the Yellowstone.

OGDEN TO SAN FRANCISCO DIRECT

OUT OF UTAH THROUGH NEVADA

Just west of Ogden, the Great Salt Lake Cut-off arrests attention, for here the rails were laid over trestle and stonework, for thirty miles over the waters of the salt sea. The work cost \$8,000,000, but it saves forty-six miles of distance and 7,000 feet of grade. Then Great Salt Lake Desert, a dazzling waste of crystalline salt, estimated to contain 380,000,000 carloads, the basin of a dried-up sea; and then Nevada, and the foothills of the Sierras.

CROSSING THE SIERRAS. LAKE TAHOE

At Truckee, twelve miles east of the crest of the Sierra Nevada, stop-over is allowed to permit a visit to the Tahoe region, where an entire vacation might be spent with profit. This remark-



able lake, 23 miles long, 13 miles wide, and from 100 to 2,000 feet deep, is unequaled in beauty, travelers declare, even by the Alpine lakes. It is surrounded by a cluster of smaller lakes, concealed in dense forests and overshadowed by lofty mountains, that afford every sort of wildland sport and amusement. Curative mineral springs are numerous. Round trip fare, Truckee to lake and return, including steamer trip, \$6. Accommodations at the resorts \$2 a day and up.

SAN FRANCISCO AND ENVIRONS

San Francisco proper is the nucleus of a metropolitan district made up of a cluster of cities about the Bay, with a population of more than 750,000. Visitors to the Exposition will be astounded at the never-ending number, variety, and interest of the sight-seeing trips—enough to consume a year. First, as to the city itself: There are thirty-two parks; Golden Gate Park (1,013 acres), with chain of artificial lakes, massive bridges, seventeen miles of drives, children's playgrounds, menagerie, historical museum, and jungle of flowers, is the work of forty-four patient years. From the great stone music-stand are given weekly concerts. The Park lies between the city and the sea, and for five miles southward from its western extremity stretches Ocean Boule-

San Francisco proper is the nucleus of a metropolitan district made up of a cluster of cities about the Bay, with a population of more than 750,000. Visitors to the Exposition will



Mission San Luis Rey, in the Valley of the Same Name, north of San Diego.



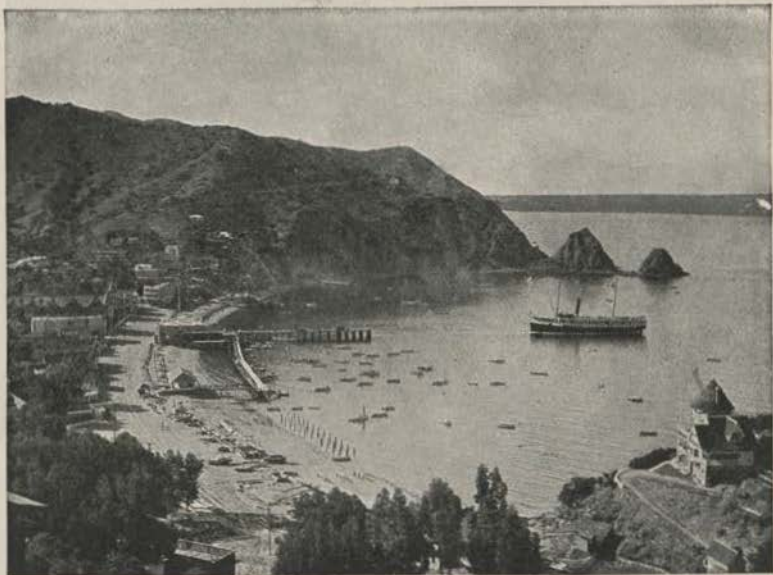
Mission San Gabriel Archangel, 10 miles from Los Angeles, the fourth of the Franciscan Establishments in California, was founded in 1771.

ward, at the northern terminus of which is the Cliff House, overlooking Seal Rocks, where the sea-lions sun themselves. Other notable sights are the Presidio (1,542 acres), largest military reservation in any American city; Sutro Heights Italian Gardens (open to public); the country club; the mammoth shipbuilding plants and Chinatown, with 10,000 celestial inhabitants.

TRIPS PERSONALLY CONDUCTED All rates quoted are for the round trip. "Seeing San Francisco" cars (three hours, 75 cents) leave the Ferry Building at 10.00 a.m. and 2.00 p.m., daily. Auto tour of city, same hours (two and one-half hours, \$1.00). For Exposition year, the "Golden West Tours," incorporated, have arranged a number of moderate priced trips, personally conducted, consuming from three to eight hours for the round trip; among these is the Ocean Shore Scenic Trip (\$1.00) from 12th and Mission streets,



(daily), a 40-mile excursion over the Ocean Shore Railroad, most of the way in sight of the Pacific, with opportunity for surf-bathing, fishing, and hunting. One may make the trip in three hours, or may continue to Santa Cruz (by conveyance), the play-place, with its Casino and its redwood grove. Key Trolley Trip (leaving Ferry depot 10.00 a.m. and 1.00 p.m., \$1.00), 68-mile trip to Berkeley and the university, Alameda, Oakland, Piedmont Gardens, and the Ostrich Farm. Mount Diablo Scenic Trip, by electric line to Concord and by auto to mountain top. Over the Bay by airship, a hydroplane excursion to Oakland and return. Bay Excursion, steamer "Crowley," a 3-hour cruise over San Francisco's forty square miles of anchorage. Mount Tamalpais and Muir Woods Trip, including ascent of Mount Tamalpais (2,600 feet) over the crookedest railway in the world to its summit, and Muir Grove of Redwoods half way up. Rates for these and other



Avalon, Santa Catalina Island, Three Hours distant from Los Angeles, boasts every sort of Ocean Sport and Amusement on Shore.



Drive and Grounds of a Santa Barbara home.—With a mean July Temperature of 66° Santa Barbara is both a Summer and a Winter Resort.

excursions vary, but one can do a vast amount of sightseeing hereabouts all the way from 20 cents to \$2 for a day's outing.

CALIFORNIA BIG TREES

The famous "Big Trees," *Sequoia gigantea*, found on the western slope of the Sierra Nevada, and Redwoods, *Sequoia Sempervirens*, found on the ocean side of the Coast Range are found only in California. Some tower to 400 feet and are estimated to be from 2,000 to 4,000 years old. The tourist should make it a point to visit at least one of the various protected groves. One already mentioned is six miles from Santa Cruz; another immense grove seven miles from Boulder Creek station. Two more are reached by railway and stage from Oakdale, another by auto-stage from Sanger, and one of the notable sights of Yosemite National Park is the Mariposa Grove of Big Trees. Two other groves of giants are reached by electric railway and stage from



Visalia to Camp Sierra, where are the greatest number of Big Trees in the world, \$12.

OGDEN TO SAN FRANCISCO VIA LOS ANGELES

SALT LAKE ROUTE

If the tourist prefer to visit Los Angeles and the San Diego Exposition first, and then to tour California from the South, his course will bend southward from Salt Lake City. Thence one may make a detour, amid scenes of striking beauty, through the mining country, stopping at Bingham, Utah, a terraced mountain of copper, the greatest deposit in the world, which is gradually being cut down, smelted, and borne away at the rate of some 25,000 tons daily. The remainder of the journey across Utah and Nevada is through mountain scenery, and the arid stretches of Nevada's Great Basin are continued into California. A quick ride across the



Long Beach, the most Fashionable of the Ocean Resorts near Los Angeles gets its Name from its Nine-mile Beach for Surf-bathing all the Year.



Irrigated Orange Grove near Riverside.

California desert shows the San Bernardino foothills on the horizon; the range itself is crossed, and the traveler arrives at San Bernardino city, in the heart of the orange belt the wonderful garden spot of the southern garden valleys, of which such towns as Riverside, and Redlands, and Colton, and Pasadena are the social and commercial centers. After reaching Los Angeles, the whole of the fruit country just passed may be visited in convenient trolley excursions.

LOS ANGELES AND ENVIRONS

When it is remarked that Los Angeles is a city of half a million inhabitants, with 2,500 manufactories having an output of \$75,000,000 a year, it is self-evident that there must be much to see in the city itself. All the surrounding country is penetrated and intermeshed by a wonderful interurban system, the Pacific Electric Railway, with trackage of 982 miles, whereby one may spend weeks, if he can, in wandering up and down the resort beaches and through the interior. Pasadena and the Ostrich Farm (25 cents); Santa Monica, where the mountains come down to the sea (50 cents); Redondo, with the largest warm salt water plunge in the world (50 cents); Long Beach, the most fashionable beach resort (50 cents); Venice, as gracefully contrived a watering-place as its Italian prototype (50 cents); and



San Pedro, annexed by Los Angeles to make its sea-port (50 cents)—all deserve a visit. The "Seeing Los Angeles" auto trip, a 40-mile tour of the city and environs, costs only 50 cents, including admission to the Ostrich Farm; the Balloon Route Excursion for thirty-six miles alongshore, \$1.00; to Mount Lowe, \$2.50; to Santa Catalina Island, thirty miles out in the Pacific—with its deep-sea fishing for the leaping tuna, the sea-bass, and the sword-fish, and its wonderful marine gardens, visible through glass-bottomed boats at a depth of 150 feet—\$2.50 (for week-end ticket; 60-day ticket, \$2.75). Typical amongst the trolley-rides possible are the "Old Mission Trolley Trip," \$1.00, and the "Triangle Trolley Trip," a 100-mile tour of the great south coast, \$1.00. The "Inside Track Trip" of the Southern Pacific costs \$3.00, as also the "Orange Belt Trip," over the Salt Lake Route.

**CORONADO
BEACH**

Arrived at San Diego, and through with sight-seeing in Balboa Park, and in and around the city and its remarkable land-locked harbor, no one should depart without paying a visit to the famous Hotel del Coronado, on the narrow sand-spit that forms the safe haven. On Point Loma, which deflects from the harbor and city the Pacific gales, are the grounds of the World Head-



It's Worth Going to Pasadena to See an Ostrich Making Away with an Orange.



quarters of the Theosophical Society, open to visitors on week days from 1.00 to 4.00 p.m. Tourists with a fancy for bull-fighting and horse-racing may realize just how far they are from home by motoring across the Mexican border to Tia Juana, fifteen miles away.

LOS ANGELES TO SAN FRANCISCO

**SAN JOAQUIN VALLEY.
THE YOSEMITE** The northward trip takes one through Bakersfield, famous for the wells that yield a heavy, bituminous petroleum.

The San Joaquin Valley Route makes accessible to the tourist a number of Big Tree groves, the first, Sequoia National Park, east of Visalia, and in and near Yosemite National Park a number of others. Yosemite Valley one should not fail to visit. It is not merely a vast gorge. Rather, it impresses one as might some titantic cathedral, from half a mile to a mile in width, and six miles long, with a remarkably level floor, flanked on each side by a vast system of peaks, and vertical walls, with side canyons here and there. Yosemite Falls, one of the world's sublimest cataracts, is a triple cascade, the first drop 1,600 feet, the next 600, and the third 400. El Portal, the entrance to the Park, is reached from Merced, distant seventy-eight miles.

SAN FRANCISCO TO PORTLAND

**THE SHASTA
ROUTE** The northward route follows the windings of the Sacramento River, through a wild canyon that begins north of Tehama. This is a never-to-be-forgotten journey. At either Shasta Springs or Sisson, ten days' stop-over is allowed for the ascent of Mount Shasta and the exploration of the country, well worth the time. Beyond is the Klamath Country of Oregon and Crater Lake National Park. There is no other preserve like this—no other spot in the country more accessible, where virgin wilderness, haunted by big game of many kinds, has been set apart for the people and always will be so maintained.



SAN FRANCISCO TO PORTLAND BY BOAT

COLUMBIA RIVER SCENIC ROUTE

Whether one choose the Shasta Route, by land, or the combined ocean and river voyage by the vessels of the San Francisco & Portland Steamship Company (Union Pacific System), one is bound to feel regret at being unable to take both trips. The steamship company operates a fleet of three large, modern steel steamers, with every appointment for comfort, and wireless telegraph and submarine signal equipment for safety. They are appropriately named the "Bear," for California; the "Beaver," in honor of Oregon, and the "Rose City," for the city of Portland. Sailing out from the Golden Gate, past Mount Tamalpais, and the Farallones, and Drake's Bay (where, in 1579, was held the first Christian service on the shores of the Pacific), the Coast Range unfolds an ever-changing panorama. The first stop is at Astoria, at the mouth of the Columbia River, and there is not a more charming water trip on the continent than the 100-mile voyage up the Columbia between this point and Portland. On a clear day, at the junction of the Willamette and Columbia, five snow-capped mountain peaks are clearly visible—St. Helens, Jefferson, Adams, Rainier-Tacoma and Hood. This company operates its fleet also as far south as Los Angeles (San Pedro).

PUGET SOUND AND COLUMBIA RIVER

A happy combination of Puget Sound and Columbia River suggests the ocean trip from San Francisco to Seattle on the steamers of the Pacific Coast Steamship Co., thence Union Pacific System rails to Portland, and eastward through the Columbia River gorge described a little later on in this booklet. The fare is the same and the slight additional time required would find ample compensation in the rare attractions of Puget Sound, accentuated by comfortable sojourns in those sturdy Northwest cities, Seattle, Tacoma and Portland. For be it remembered that a visit to that part of the world without personal acquaintance with those splen-



"Old Faithful," an Industrious Geyser in Yellowstone National Park, which hourly spouts to a height of 150 feet, has given its name to this Inn.

did examples of Western metropolitan life would be sorrowfully incomplete.

PORTLAND AND COLUMBIA RIVER

Portland, known the world over as the "Rose City," with a population of 260,000 and a tributary area in excess of 250,000 square miles, a large portion of which has navigable-water communication, is the rail and water transportation center of the Pacific Northwest. It is the largest lumber producing city in the world and ranks first in wheat exports for the United States. Its shipping facilities are undergoing a vast system of improvements which bid fair to make its fresh-water harbor immensely attractive. It is one of the world's healthiest cities, being generously supplied with crystal-pure water direct from the glacial slopes of Mt. Hood. Its natural surroundings, in the evergreen hills at the confluence of the mighty Columbia and queenly Willamette,



overshadowed by five majestic snow-capped mountains, make it one of the world's beauty spots. There is no more picturesque region in all America than the valley of the broad, strong-flowing Columbia, through great forests and rugged hills. (Booklet, "The Scenic Columbia River Route to the Great Pacific Northwest," sent on request.)

TACOMA AND MT. RAINIER-TACOMA

Tacoma, approaching 90,000 population, is a large trans-shipping point situated at the head of Puget Sound. The latent possibilities of its 45,000 acre water-front are being developed in keeping with the ambition of the city. Tacoma's stadium, with a seating capacity of more than 35,000, fronting on Commencement Bay, is one of the seven wonders of the United States. Mt. Rainier-Tacoma lifts its towering height 14,532 feet above the city, and refreshing breezes from its snowy crest help make the summer climate delightfully cool and genial.

SEATTLE AND ALASKA

Seattle, estimated at 275,000 population, is the terminus of many rail and steamship lines, and the seat of great industries. Its electric power is generated at Snoqualmie Falls, 35 miles distant. The city is built upon seven hills rising gracefully from the



Giant Geyser, in the same Basin as "Old Faithful," plays 250 feet in Air for 90 minutes at Intervals of from seven to twelve days.



blue waters of Puget Sound. The outlook from these hills is peculiarly magnificent; on one side the beckoning expanse of rolling water; on the other the parks and lakes and forest of sky scrapers for which Seattle is famous; and beyond, the Olympics and Mt. Rainier. Truly, here is a great city, welcoming the newcomer with notable "Seattle Spirit" and reaching out through the open door to the Orient and that great Alaska of boundless wealth and indisputable charm for tourist or adventurer.

Nearly half the distance is a mighty gorge where the great stream has carved its course through the rugged Cascade Range, leaving a panoramic trail of crags, peaks, precipices, cascades, falls and forest impossible to describe. Sometimes it is calm, smiling and inviting, sometimes melancholy and troubled, sometimes fierce and tempestuous, but always grand. By comparison it ranks with the world's most noted scenes, and has been the theme of song and story for generations. Clinging to the crags for many miles on the south side is a grand boulevard which world tourists describe as having no equal on either continent for scenic beauty and grandeur. It is ultimately to become a part of the grand system of highways connecting the famous scenic features of the Pacific Coast.

ALASKA TOURS

One cannot long breathe the atmosphere of Seattle without sensing the spirit of Alaska. Not that there is any similarity between them, but Seattle is the natural national gateway to that remote habitat of Uncle Sam, and its peculiar and unmistakable genius pervades her highways and byways to a remarkable degree. Let every one who plans a trip to the Great West, and can possibly spare the time, plan also to penetrate the vast and thrilling fastness of that supposedly barren and frozen realm—the land of the Klondike—not by any means barren or frozen, but proving to be a source of wealth that fairly startles the world, and that has poured into the lap of this nation within the last five or six years more than a quarter of a billion dollars in pure gold alone.

If you cannot spare the time to go into the interior, then at least plan the brief voyage along the southeastern coast, which



fits so admirably into a Western tour and gives it the scenic and educational finish that a trip up the Nile does to the European tour. Splendid excursion steamers leave Seattle almost daily during the summer season, thronged with happy crowds anxious not to miss a glimpse of the thousand miles of the inside passage to Juneau, Sitka and Skagway, protected from possible storm without and surrounded by scenes of heroic grandeur.

This trip is worth two weeks at least.

**SIDE STEPPING
A MOMENT OR TWO**

Bear in mind also that the great Northwest has many famous attractions which do not fringe the main beaten highways. They are well worth seeing, but will be missed entirely unless a few side trips are made. For instance, the quaint city of Victoria, seat of the Colonial Parliament of the British Northwest, is a five-hour steamer trip from Seattle that will match anything of its



Golden Gate Canyon, between Norris Geyser Basin and Fort Yellowstone, has been improved by the Government with a Massive Concrete Viaduct.



The Incomparable Beauties of the Kepler Cascades, Firehole River will long be remembered.

kind anywhere for unbroken interest not only during the trip, but after landing in that city. Vancouver, the sturdy metropolis of the British Northwest on the main land, may also be included on the same trip adding an equal number of hours to the time of passage. It is a city of 100,000 population and a rival of all the Northwest cities that must be reckoned with in the amazing strides of metropolitan progress. Return to Seattle by rail makes an agreeable circle trip of two days duration with plenty of time to see both cities.

GRAYS HARBOR

Another interesting section of the Northwest not on the main highways is the Grays Harbor country, reached either from Seattle, Tacoma or Portland with equal ease and requiring only a few hours of extra travel. The cities of note in that locality are Aberdeen and Hoquiam, both originally famous as lumber marts, but now breaking into an industrial life of a more varied character. It would tax any human capacity for calculation to measure the lumber output of this region, and its vast mills are a wonderful sight.

NORTH BEACH

A trip from Portland on the comfortable river steamers of the Oregon-Washington Railroad & Navigation Co. to the mouth of the river



Cleopatra Terrace is one of the Characteristically Gorgeous Formations of Mammoth Hot Springs, formed by Deposition of Minerals held in Suspension.

and the popular summer rendezvous, North Beach, will prove an enjoyable experience. The river trip of itself is a rare pleasure. North Beach is not an Atlantic City or a Newport, but is probably as remarkable a stretch of ocean front as there is on the continent. It faces the mighty Pacific for 26 miles, and at low tide affords a boulevard the entire distance, some 400 or 500 feet wide, of compact sand almost as hard as cement and nearly level. As an automobile speedway it has no equal. Little summer hamlets are strewn along the shore in goodly number and make a few days or weeks sojourn a most memorable experience.

MOUNTAIN PEAKS

Mountain climbers the world over testify to the superior attractions of the mighty Northwest peaks. Rainier-Tacoma is accessible from Seattle or Tacoma; Hood, Adams and St. Helens



The Bridge in the Grand Canyon of the Yellowstone provides a Point of Vantage for Viewing the Rapids below.

from Portland, and other lesser peaks from nearby points. The summit of either one might in a certain sense be characterized as the summit of human achievement.

ALONG COLUMBIA RIVER

You leave Portland, and for 200 miles, you perceive why this is called the Columbia River Route, for all the way to Umatilla the broad, green-edged river is in view. Mountains, and waterfalls, and basalt monoliths, and gorges, and palisades, and islands, and natural bridges make up a landscape of infinite variety.

IDAHO, MONTANA AND THE MINES

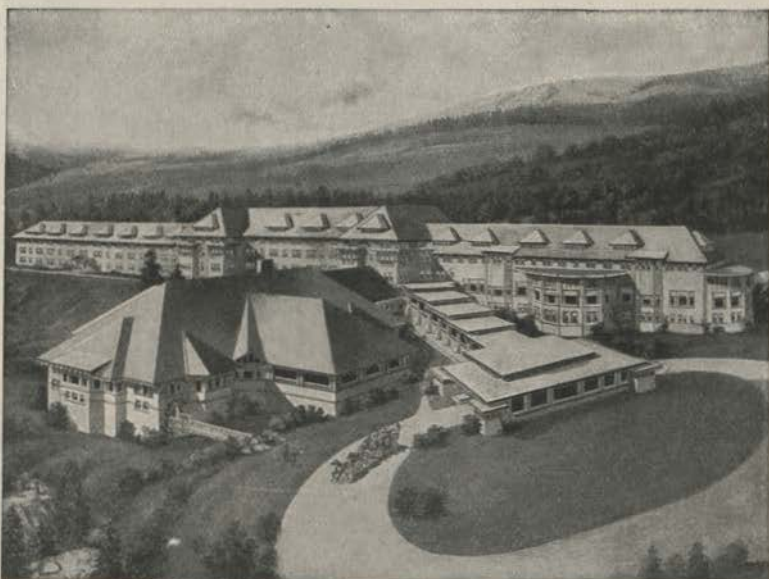
Across the northeastern corner of Oregon and through southern-central Idaho, the route leads through a most picturesque region of mountains and valleys, abundantly watered, and well-mineralized. The side-trip to Boise, Idaho, will well repay



whoever is interested in the wholesome growth of this section of the west, and the same branch line that leads from Pocatello, Idaho, to the entrance to Yellowstone National Park leads also to Butte, Silver Bow, and Anaconda, Montana, famous mining centers in the Bitter Root Mountains.

YELLOWSTONE NATIONAL PARK—BY THE NEW AND DIRECT ROUTE

WHOEVER has followed in fact the ideal route this book has pursued in description will have viewed already the Union Pacific System's mammoth miniature of the Yellowstone National Park. He will be assured that this is a wonderland he must visit if he can. To those who may not have seen the replica, however, just a word of what they are to see and how to see it.



New Grand Canyon Hotel, Magnificent as are its Scale of Construction and Appointments, is only one of a Chain of Grand Yellowstone Hostelries.



In Yellowstone National Park is a Herd of 150 or more Bison, which the Authorities, with some Success, are Endeavoring to Enlarge by Natural Increase.

Imagine to yourself a rectangular reservation of 3,575 square miles, 55 miles from east to west, and 65 from north to south, at the northwestern corner of Wyoming. Picture such an area consecrated to Nature and man's enjoyment thereof; barred to shrieking locomotive, and popping motorcycle, and chugging automobile—a wild garden where never a gun is heard!

Through the forests, alongside and over rushing mountain streams, past lakes, and through canyons, an elliptical stage-route, about 145 miles in the circuit, and, at hungry intervals, hotels and lunch-stations as good as can be found anywhere. Over this route the comfortable surreys, or quaint (though modern) coaches of the Yellowstone-Western Stage Co., will convey you. Saddle-horses may be had if desired.



DURATION OF THE SEASON

The season for making the tour of the Park opens June 15th and closes September 15th. Visitors who can spare more time than the coaching schedule permits may remain over at any point en route.

YELLOWSTONE FOR A VACATION

While the majority of visitors "do" the Yellowstone (or a portion of it) in six days, it is an ideal vacation spot for those who can tarry longer. The hotels are of ample capacity, and one could easily spend a summer in lodging at each in rotation, and sallying forth at leisure to explore the surrounding country. For fishermen the Park is a paradise. More than 2,000,000 game fish have been "planted" in the lakes and streams, including half a dozen varieties of trout.



"The Bear that Walks like a Man" is a Tame Creature in Yellowstone National Park, and his whole Family are made much of by Tourists.



"And as for the Grand Canyon of the Yellowstone, and the Great Falls—Creative Masterpieces that Artist cannot paint, or camera even crudely indicate—Attempted Word-pictures are artistic sacrilege."

Yellowstone National Park



**LOWER AND UPPER
GEYSER BASINS**

The first leg of the Park trip from Yellowstone Station leads east and then south along the Firehole River to Fountain Hotel and the Lower Geyser Basin. Here is a Fountain, a gusher without a cone, that spouts to a height of 75 feet for about twenty minutes every three to six hours. Here, too, are the Mammoth Paint Pots, boiling cauldrons of multi-colored clays. The next all-night stop is at Old Faithful Inn, where Old Faithful Geyser, center of the most numerous and wonderful group, plays approximately every hour to a height of 150 feet. At night a great searchlight illumines the pillar of steaming water.

YELLOWSTONE LAKE On the eastward ride to Yellowstone
GRAND CANYON AND Lake, the route leads across the
FALLS OF THE Continental Divide, within view of Kepler
YELLOWSTONE Cascades, and the Teton Peaks. Here the elevation is about



The Ostrich Farms of Southern California have no Counterpart this side of South Africa. This scene is on the Cawston Ranch, near Los Angeles.



The Great Falls of the Yellowstone, 308 feet high, are shown in illustration on page 56 in their relation to the Canyon

8,000 feet. Yellowstone Lake has salmon trout a-plenty, and a fleet of motorboats and rowboats for tourists and fishermen. From the verandas of the Colonial Hotel is a glorious view of the Absaroka Mountains, lost to sight in the northern and southern distance. Following the windings of the Yellowstone River, on this northern stage of the route, we pass the Upper Falls, only 118 feet high, but sufficiently awe-inspiring. And as for the Grand Canyon and Great Falls of the Yellowstone,— creative masterpieces that artist cannot paint, or camera even crudely indicate— attempted word-pictures are artistic sacri-

lege. Almost on the brink of the canyon, where the thundering of the mighty cataract is lullaby and morning-song, and the gorgeous hued river-cleft an inspiration by day, is spent a night, never to be forgotten, in the luxurious New Grand Canyon Hotel.

**NORRIS GEYSER BASIN
MAMMOTH HOT
SPRINGS**

West from the Canyon, 12 miles, is Norris Geyser Basin, where are found the only exclusively steam geysers in the

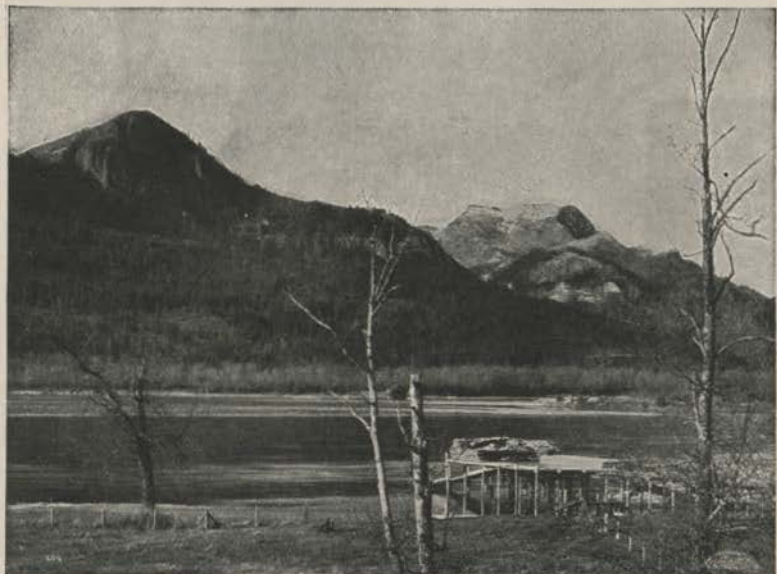
Park. Only two of the gushers here reach a height of 100 feet, but the little ones are most frequent in their interval. Twenty miles north is Fort Yellowstone, the seat of military administration for the Park, and here are Mammoth Hot Springs, bubbling, and



overflowing their terraced, opalescent bowls. Here is fishing for the gamiest of trout, mountain-climbing for the adept, horseback riding for those so minded, and social gaiety for all. During July, August, and September, weather permitting, passengers may make the additional trip from Canyon to Mammoth Hot Springs, via Dunraven Pass and Tower Falls for a slight additional charge.

**WILD BEASTS
WITHOUT FEAR**

Antelope grazing in an alfalfa field! Wild bears, sleek and lazy, sneaking up back of a hotel to tip over a garbage can, like any alley dog! Those are some of the happy anomalies of a Park where every living thing, except the fish, is protected. Deer, and mountain sheep, and elk, and beavers are innumerable. Of bison, there is a herd of 150 or more, and some moose are at large. Long protection has destroyed fear, and the bears, especially, are great pets of tourists.



Rugged Mountain Scenery, waterfalls, cascades, and forests form a passing panorama of unequalled beauty that is in view for two hundred miles from trains that follow the Columbia River.



Summit of St. Peter's Dome, overlooking the valley
of the great Columbia River.

**"THE WYLIE
WAY"**

Under contract with the United States Government, the Wylie Permanent Camping Company maintains a chain of nine permanent camps and lunch stations, located on the regular tourist highway, operated in conjunction with its own stage lines. Those who prefer camping may spend as long as they please during the season in one of these permanent camps of airy, sanitary tent-cottages, floored, dry, and provided with stoves for chilly weather. The 1914 Wylie rate for the six-day tour from Yellowstone Station, complete, with transportation, guide service, meals, and lodgings is \$40; children under ten, half-rate. Tickets may be extended at the rate of \$3 a day.

**COST OF TRIP
HOTEL WAY**

The regular Hotel and stage-trip, in connection with the Yellowstone-Western-Stage Co. with stops at lunch stations for meals at noon, and at the magnificent hotels enroute for dinner, lodging, and breakfast, occupies six days. An idea of the



cost may be gained from the 1914 tariff, which, including transportation from Salt Lake or Ogden (in connection with tickets from Cheyenne, Wyo. and East), is \$53.50, including sixteen meals and five lodgings. The six-day tour of the Park may be abridged to four or two days by those who require it.

HOW TO ADDRESS MAIL AND TELEGRAMS. Evenings are always cool, and wraps are not uncomfortable while riding in the **LADIES UNESCORTED** coaches, which are provided with heavy woolen lap robes. Steam or fireplace here is required practically throughout the summer to keep the hotel lobbies comfortable. Mail should be addressed "Yellowstone, Mont." Telegrams should be addressed "Yellowstone Park, Wyo." Telegrams will be forwarded; but not so with mail, unless one is stopping extra days in the Park. The question frequently is asked, "Do ladies ever travel in Yellowstone National Park without an escort?" The answer is, Yes. Fully 60 per cent of Park travelers are women, and special attention is everywhere paid to their comfort and safety.



Seattle, Washington, the metropolis of the North Pacific Coast, typical of the rapidly growing and wonder-working cities of the new west.

INQUIRIES

As to the various points of interest on "The Union Pacific System" may be addressed to any of the following agencies:

ABERDEEN, WASH. Cor. Heron and I Sts.
H. P. POTTER...Dist. Fgt. & Pass'r Agt.
ASTORIA, ORE. 551 Commercial St.
G. W. ROBERTS...Dist. Fgt. & Pass'r Agt.
BIRMINGHAM, ALA. 620 Woodward Bldg.
C. M. ROLLINGS...Traveling Pass'r Agent
BUTTE, MONT. 2 North Main Street
E. A. SHEWE...General Agent
BOSTON, MASS. 176 Washington Street
WILLARD MASSEY...New England Fgt. and Passenger Agent.
CHEYENNE, WYO. Depot.
L. A. BRODERICK...Ticket Agent
CHICAGO, ILL. 230 South Clark Street
GEO. W. VAUX...General Agent
CINCINNATI, OHIO. 411 Walnut Street, Union Trust Building.
W. H. CONNOR...General Agent
CLEVELAND, OHIO. Room 17, Taylor Ar.
W. H. BENHAM...General Agent
COUNCIL BLUFFS, IOWA. 520 W. Broadway
W. M. B. RICHARDS...General Agent
DENVER, COLO. 935-41 17th St.
R. S. RUBLE...Asst. Gen'l Pass'r Agent
DES MOINES, IOWA. 214 W. 5th St.
J. W. TURTLE...Traveling Pass'r Agent
Detroit, MICH. 11 Fort Street, West
J. C. FERGUSON...General Agt.
FRESNO, CAL. 2034 Tulare Street.
P. B. NORTON...Agent, Pass'r Dept
HONG KONG, CHINA. King's Building
G. H. CORSE, Jr. Gen. Pass'r Agt., S.F.O.R.
KANSAS CITY, MO. 901 Walnut St.
H. G. KAILL, Gen'l Fgt. & Pass'r Agent
W. H. CONDIFF...Asst. Gen'l Pass'r Agt.
LAWRENCE, KAN. 711 Massachusetts St.
E. E. ALEXANDER...City Ticket Agent
LEAVENWORTH, KAN. 228 Delaware St.
JOS. D. HURLEY...City Ticket Agent
LEWISTON, IDAHO. 527 Main Street.
H. L. HUDSON...Dist. Fgt. & Pass'r Agent
LINCOLN, NEB. 1044 O Street
E. B. SLOSSON...General Agent
LOS ANGELES, CAL. 120 W. 6th Street
H. O. WILSON...General Agent
MILWAUKEE, WIS. 914 Majestic Bldg.
G. J. BUCKINGHAM...Trav. Pass'r Agent

MINNEAPOLIS, MINN. 25 S. Third St.
H. F. CARTER...District Pass'r Agent
NEW YORK CITY, N. Y. 287 Broadway
J. B. DeFRIEST...Gen'l Eastern Agent
NORTH YAKIMA, WASH.
C. F. VAN DE WATER...District Freight and Passenger Agent.
OAKLAND, CAL. 1228 Broadway.
H. V. BLASDEL...Agent, Pass'r Dept.
OGDEN, UTAH. 2514 Washington Ave.
W. H. CHEVERS...General Agent
OLYMPIA, WASH. 519 Main Street.
J. C. PERCIVAL...Agent
OMAHA, NEB. 1324 Farnam Street.
L. BEINDORFF...City Pass'r & Tkt. Agent
PHILADELPHIA, PA. 841 Chestnut St.
S. C. MILBOURNE...General Agent
PITTSBURGH, PA. 539 Smithfield St.
J. E. CORFIELD...General Agent
PORTLAND, ORE. 3d and Washington Sts.
F. S. McFARLAND...City Ticket Agent
PUEBLO, COLO. 515 North Main St.
L. M. TUDOR...Commercial Agent
ST. JOSEPH, MO. 505 Francis Street.
C. T. HUMMER...Asst. Gen'l Pass'r Agent
St. J. & G. I. Ry.
ST. LOUIS, MO. 908 Olive Street
A. J. DUTCHER...General Agent
SACRAMENTO, CAL. 804 K Street
JAMES WARRACK...Dist. Fgt. & Pass'r Agt.
SALT LAKE CITY, UTAH. Hotel Utah Bldg.
L. J. KYES...District Passenger Agent
SAN FRANCISCO, CAL. 42 Powell St.
S. F. BOOTH...General Agent
SAN JOSE, CAL. 19 N. First Street
F. W. ANGER...Agent, Pass'r Dept.
SEATTLE, WASH. 716 Second Avenue.
J. H. O'NEILL...District Pass'r Agent
SPOKANE, WASH. 601 Sprague Avenue
C. W. MOUNT...Dist. Fgt. & Pass'r Agent
TACOMA, WASH. 1117-19 Pacific Ave.
W. CARRUTHERS...Dist. Fgt. & Pass'r Agt.
TORONTO, CANADA. 53 Yonge Street
JOHN J. ROSE...Canadian Pass'r Agent
YOKOHAMA, JAPAN. 4 Water Street
G. H. CORSE, Jr....Gen'l Pass'r Agent,
S. F. O. R.

GERRIT FORT, Passenger Traffic Manager

Union Pacific Railroad Co.

OMAHA, NEB.

Oregon Short Line Railroad Co.

W. S. BASINGER,
 General Passenger Agent
 Union Pacific Railroad Co.
 OMAHA, NEB.

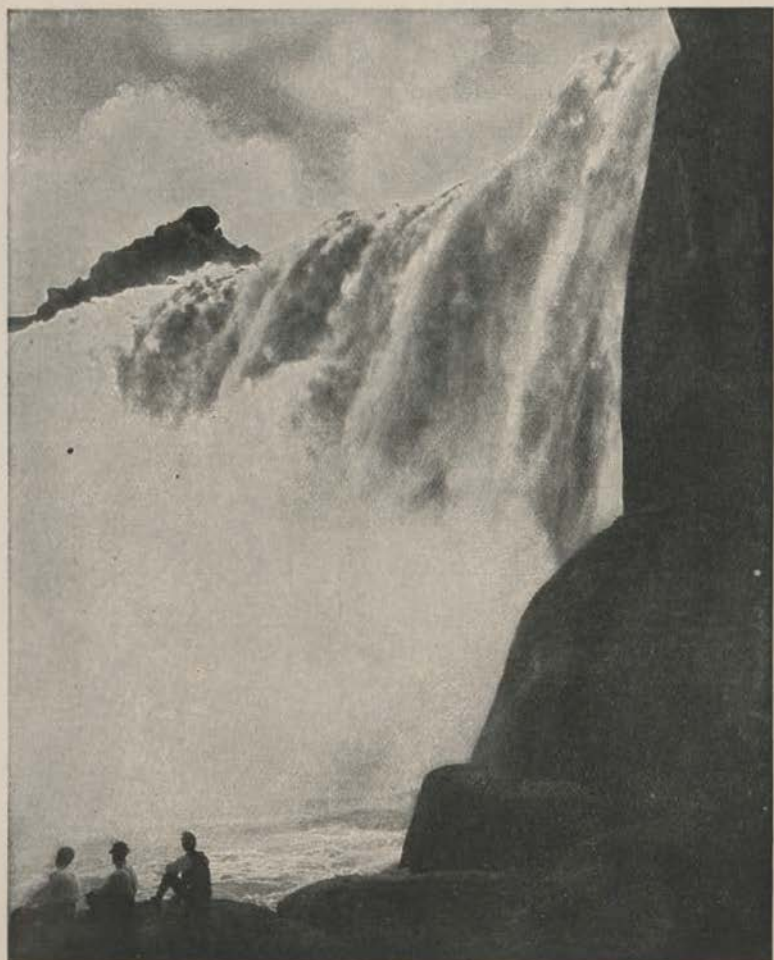
D. E. BURLEY,
 General Passenger Agent
 Oregon Short Line Railroad Co.
 SALT LAKE CITY, UTAH

WM. McMURRAY
 General Passenger Agent
 Oregon-Wash. R. R. & Nav. Co.
 PORTLAND, ORE.

The American Express Company Offices are General European Agencies of the Union Pacific System in the following Cities:

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 { 84 Queen St., E. C.
LIVERPOOL..... 10 James Street
GLASGOW..... 3 West Nile Street
SOUTHAMPTON..... 25 Oxford Street
ROME..... 38-40 Piazza di Spagna
ANTWERP..... 7 Quai Van Dyck
NAPLES..... 23-30 Via Vittoria
GENOA..... 17 Piazza Nunziata
ROTTERDAM..... 26a Zuidblaak

COPENHAGEN..... 8 Holmens Kanal
CHRISTIANA..... 2 Dronningens Gade
STOCKHOLM..... Skeppsbron, 28
PARIS..... 11 Rue Scribe
HAVRE..... 43 Quai d'Orleans
MARSEILLES..... 9 Rue Beauvau
BERLIN..... 55 Charlotten Strasse, W. S.
BREMEN..... 8 Bahnhofstrasse
HAMBURG..... 9 Alsterdamm
FRANKFURT..... 41 Kronprinzen Strasse



Shoshone Falls of the Snake River, Idaho, with a Sheer Plunge of 210 feet, is Greater than Niagara. Seven miles from Twin Falls Station.



SUPPLEMENTARY INFORMATION

The return of this blank to any of the agencies of the Union Pacific System listed on page Sixty-two will be welcomed, as giving this Company an opportunity to furnish you with additional information or literature.

¶ I am planning the following trip: (Date) _____

¶ Specific information is desired, as follows:

Name _____

Street and number _____

City and State _____