

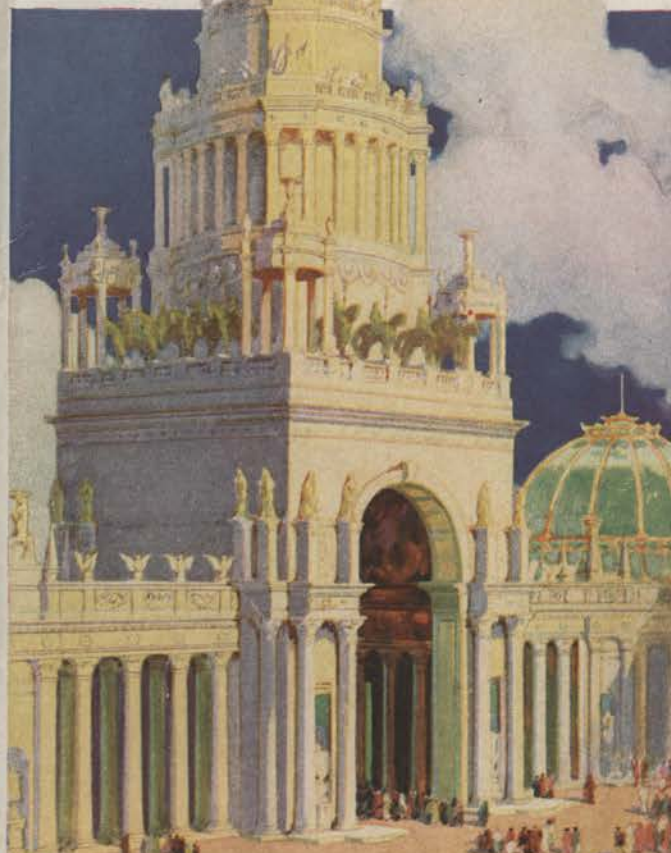
# PANAMA CALIFORNIA EXPOSITION SAN DIEGO 1915



**CHICAGO  
MILWAUKEE & ST. PAUL  
RAILWAY**



# PANAMA PACIFIC EXPOSITION SAN FRANCISCO 1915



**CHICAGO  
MILWAUKEE & ST. PAUL  
RAILWAY**



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# CALIFORNIA'S EXPOSITIONS, 1915



ALL roads lead to Rome. Panama is about to become the Rome of ocean highways.

The Panama Canal—our canal, for here is where the American eagle soars—is the world's grandest engineering accomplishment, the mightiest enterprise ever undertaken for the common benefit of the globe's commerce. Its completion is to be made memorable in 1915 by two notable celebrations: the Panama-Pacific International Exposition at San Francisco,

and the Panama-California Exposition at San Diego. In every way this is fitting and proper. Hill-encircled San Francisco, the New York of the Pacific, with its spacious land-locked harbor, is admirably approachable and centrally located as befits the foremost western metropolis, while sun-kissed San Diego, where our Pacific coast history began, is the first United States port of call for vessels from Panama. Primarily, this is a maritime event and its commemoration should be on the Pacific Ocean, fronting the blue expanse, where West and East unite. Each city is excellently situated and well equipped to entertain the throngs which will attend from every State in the Union and from foreign countries.

After three years of preparation at San Francisco and San Diego the principal construction undertakings of each Exposition are completed as this manuscript goes to the printer, August, 1914. This is a World Fair happening heretofore unknown. Already exhibits are being installed in the Exhibit Palaces at San Francisco, where the landscaping is so far advanced that the grounds appear quite as they will in 1915. It may safely be affirmed that at each city all will be rounded out in entirety on the date fixed for the opening. San Diego will inaugurate the Panama-California Exposition on midnight, the 31st of December, 1914, and it will continue to the 1st of January, 1916. The Panama-Pacific International Exposition at San Francisco will throw wide its gateways on the 20th of February, 1915, and close them on the 4th of December, following, entertaining visitors 288 days. All the world is invited to attend and the invitation will be widely accepted.

From east of the Missouri River are numerous ways and routes of travel to reach California. Native land offers such a roster of wonder places for health, recreation and instruction, the large majority of which are in the Far West, among the Rockies to the shores of the Pacific, to decide the itinerary among so many alluring attractions is difficult. These pages aim to aid the solution of this perplexing puzzle. All lines allow stop-over privileges, also to go via one route

and return another, thus the traveler may plan and arrange the journey as he elects without being hurried.

"The St. Paul"—short familiar term, typifying the Chicago, Milwaukee & St. Paul Railway—offers a choice of several through car routes, each with the best service and most comfort obtainable. In this exposition outing the traveler will make no mistake to include in his route the awakening Pacific Northwest, encircling Puget Sound, where Seattle and Tacoma are the marts, also the chief ports of the rapidly growing Alaska traffic. Seattle and Tacoma have steamers direct to the Orient and from these magnificent harbors is the shortest route to Yokohama and Shanghai. "The St. Paul" operates over its own line all the way from Chicago to Seattle and Tacoma, crossing northern Illinois and Wisconsin, skirting the shores of the Mississippi, "Father of Waters," for more than 140 miles to the Twin Cities, St. Paul and Minneapolis; thence, turning westward, traversing Minnesota, the Dakotas, Montana, Idaho and Washington, through the grand Rockies, the forest-clad Bitter Roots and the snow-crowned Cascades, to the shores of beautiful Puget Sound. Nowhere throughout the trip, of three joyous days from Chicago, are there desert wastes, and the grandeur of the mountain scenery is unequaled. It is a delightful cool summer route and there is always something on which to center attention. Also the Chicago, Milwaukee & St. Paul Railway offers patrons short, direct through car routes via Omaha to California beyond compare. No other transcontinental lines penetrate

more winsome country or provide such exceptional train service.

Particulars of this splendid service to Pacific Coast points will be found at the end of this folder, with round-trip fares and other pertinent data.

## THE SAN FRANCISCO FAIR

Nature ordered the metropolis of the Pacific when she fashioned the commanding peninsula south of Golden Gate Channel and the superb bay in the center of what, for all time, must be a rich yielding territory. It is comparable with London, New York or Paris, as a city all are curious to visit, and, having once seen it, there is planted a vigorous seed of desire to return, which grows like the California flora. And it is a good place to visit. San Franciscans are willing, gracious and painstaking hosts and their organization to safeguard the content and comfort of large numbers of people is thorough and complete. Strangers, on arriving at the Union Ferry Building, are met by courteous men and women of the reception committee, and, without danger of any mishap, directed to the kind of hotel or whatever accommodation each desires. Women unaccompanied are specially cared for. Near the exposition grounds are great numbers of apartments and rooming houses, where visitors will be nicely housed at moderate outlay. San Francisco living costs run fifteen to thirty per cent under Atlantic cities, which is correspondingly true throughout California, and there will be no irresponsible running up of prices for rooms

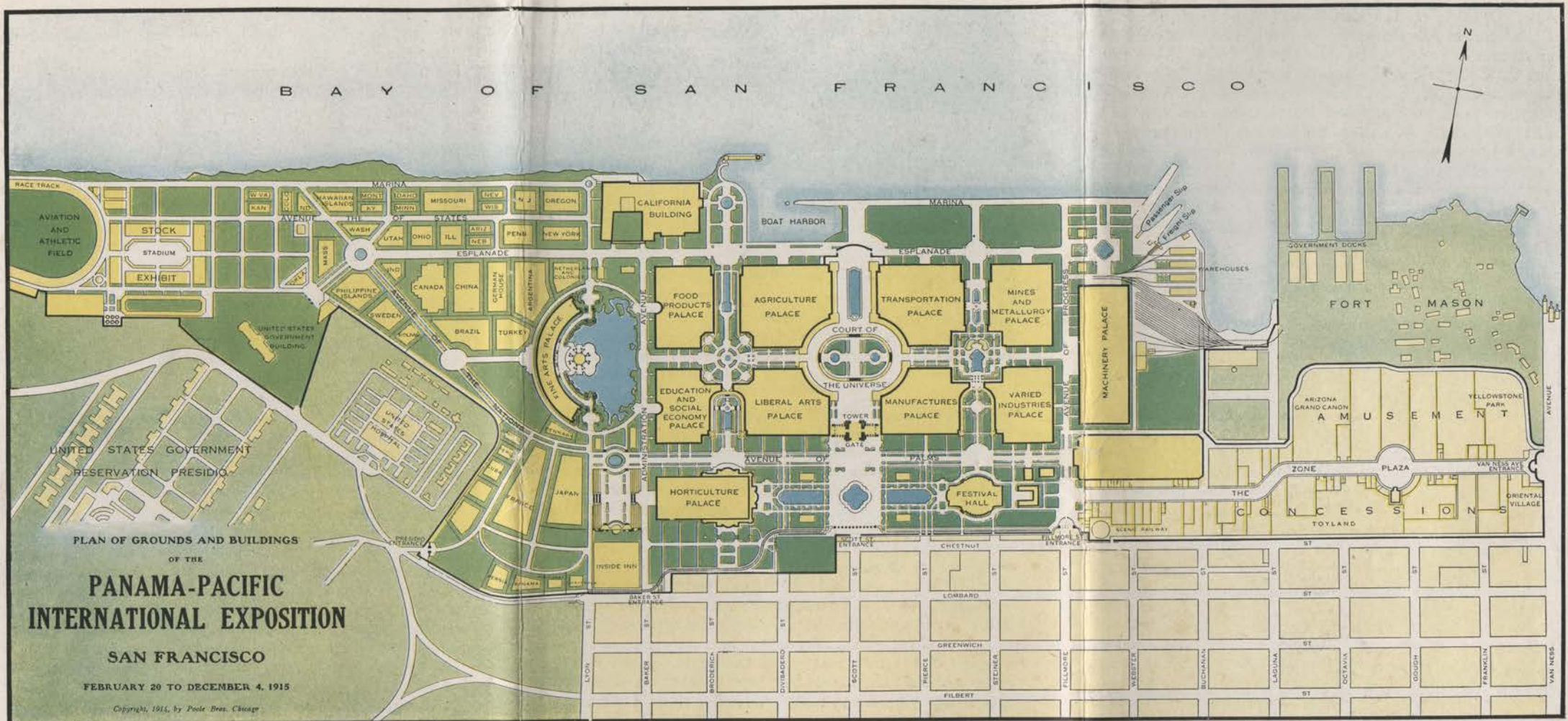


TOWER GATE AND SOUTH GARDENS  
Panama-Pacific International Exposition





# CHICAGO, MILWAUKEE & ST. PAUL RAILWAY



or food. This is guaranteed, both by past performances and by the pledges for 1915, for now the intent more than ever is to make visitors feel at home and happy, to the end that all will depart with a desire to come again.

The exposition grounds extend for more than two miles along the city's north end, facing the harbor, Alcatraz Island and Golden Gate Channel, and in width reach back from the water front a quarter to more than half a mile, all within the city limits. Were it not for intervening hills it would be a pleasant walk from the business center; the grounds are conveniently reached by ferry and by several electric car lines. The east end is at Van Ness Avenue, where begins "The Zone," the name—adopted from Canal Zone—for the sixty-three acres of Amusement Concessions; and the

west terminus is well out toward the ocean, in the spacious Presidio, so those who know their San Francisco will understand the location and area of the 635 acres composing the grounds. In truth, the whole 1,540 acres of the Presidio, save the small tracts for the army quarters and disappearing guns, form practically an Exposition Park, for here Uncle Sam extends a welcome to all. For convenience and beauty the site is admirable, both for land and water features, one difficult to improve upon.

### EXPOSITION PALACES

The eight main exhibit palaces—Mines-Metallurgy, Transportation, Agriculture, Food Products, east to west on the Esplanade, and behind these, Varied Industries, Manu-

factures, Liberal Arts, Education-Social Economy—with the separating avenues and spacious courts, form a noble walled-rectangle of magnificent architecture. In the center, between the palaces of Manufactures and Transportation, on the east, and Liberal Arts and Agriculture, on the west, is the Court of Sun and Stars or Court of Honor, also called Court of the Universe, extending the full width of the rectangle, with a sunken garden in the middle to seat 6,000, and a lagoon to the north. Separating Mines-Metallurgy Palace from Transportation Palace, reaching across the central main East-West Avenue, is the Court of Abundance, oriental in sumptuous ornamentation. Between Agricultural Palace and Food Products Palace is the Court of Four Seasons, occidental in significance, typifying the progress of the





# CALIFORNIA'S EXPOSITIONS, 1915



West. Opening on the delectable South Gardens, south of the Court of Abundance, is the Court of Flowers, fronting the Avenue of Palms, while the Court of Palms debouches from the Court of Four Seasons to correspond. These vast palaces and courts are adorned by imposing colonnades, archways, towers, domes, fountains, minarets, sculpture and mural paintings. All palaces are connected, forming what may be termed a magnificent mammoth structure covering a square half-mile, and visitors need not step from under cover in making the circuit of the innumerable exhibits. This is the primary distinctive feature of the 1915 World Fair, which saves no end of walking, certain to be immensely appreciated.

Across the Avenue of Progress, to the east, is Machinery Palace, the main portal opposite the central avenue of the



TRIUMPHAL ARCH, NATIONS OF THE EAST  
Panama-Pacific International Exposition



HORTICULTURAL PALACE  
Panama-Pacific International Exposition

walled-rectangle. It is 968 feet long and over 300 feet wide, covering a larger area than any like building. Balancing Machinery Palace, west of Administration Avenue, and just within the Presidio grounds, is the Fine Arts Palace, approached by a bridge crossing a sylvan lake—a handsome semi-circular, fire-proof structure of an original design, the front screened by a colonnade. The building and its setting are a startling joyous surprise in beauty of detail, and in being far larger than they at first appear. It forms an arc of 1,100 feet. South of Education-Social Economy Palace, across the Avenue of Palms, at the west end of the alluring South Gardens, is Horticultural Palace, covering six acres, built largely of glass, with a lofty dome, wherein will be seen the displays of the flora masters of the world. These eleven palaces contain all exhibits in competition for medal awards and honorary mentions, excepting for live stock, drilling and aviation contests.

Undoubtedly, during 1915, the Exposition will compose the most interesting and educational square mile on the globe. Here are housed the finest choice products of art and manufacture from each country, and practically every nation responds to this honor roll, for England and Germany are splendidly represented in the main Exhibit Palaces, if none are under their flags. A distinctive feature on which special emphasis is placed is that no commercial or other article manufactured prior to 1905 will be reviewed for award. Thus the Exposition is a contemporaneous showing of the best of what the world has achieved in the ten years during which the canal was under construction and, though it is also the most comprehensive in classification, it is selective rather than general, the test being one of quality rather than quantity. This is of the utmost value to the seeker of knowledge, for it means condensation in the number

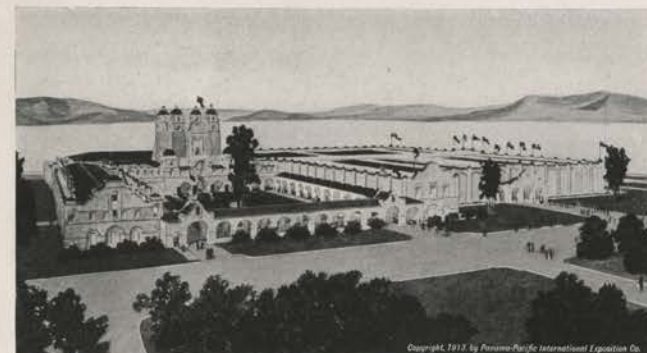
of exhibits, diminution in the space occupied and conservation to the visitor of both mental and physical energy. Those displayed after this winnowing and weeding out are the best among all the offerings.

During the period of the Exposition, and before and after, exhibits of untold value are arranged within its walls. To protect these from possible loss or damage by fire is a problem which received the most careful attention, not only of the management, but of the foremost experts in this branch of science. No exposition was ever so well protected against the ravages of fire. Everything that engineering skill could suggest, both in the construction of the buildings themselves and in their equipment with the most perfect fire-fighting apparatus, is installed throughout the grounds.

West and south of the Fine Arts Palace, on ground gently sloping toward the harbor, traversed by the Avenue of the Nations, are grouped the pavilions of foreign nations, a small city of all flags. These displays, while of great worth and interest, are not in competition for awards, which are confined to those in the palaces under the immediate direction of the Exhibition. The pavilions are primarily for social functions, to keep open house and to more completely draw attention to the products, interests, resources and features peculiar to each country.

Adjoining the foreign city on the west is the ten-acre tract of the United States Government's exhibit, including a drill ground. During the summer there will be an international military tournament and competitive drills, feats and displays. The central feature of Uncle Sam's exhibit is the working model of the Panama Canal, correct in every detail, including topography. It is 500 feet in length, and the vessels, crossing from ocean to ocean, Gatun Dam, Culebra Cut, the locks, with all their intricate mechanisms, and the lighting effects are shown. Pause a moment to picture a miniature reproduction 500 feet long!

Across the Esplanade, north of the Fine Arts and Food Products Palaces, bordering the Marina on the harbor front, is the California Building, a spacious palace constructed in



CALIFORNIA BUILDING  
Panama-Pacific International Exposition





# CHICAGO, MILWAUKEE & ST. PAUL RAILWAY



the serviceable mission style, built around an open plaza. No location is more sightly, and in no building will larger throngs daily assemble. Here is exemplified the hospitality of the Golden State, where all visitors are given a home greeting. From the California Building, westward along the water front for nearly a mile, are the buildings of the different states of the Union facing the Avenue of States. Next come the grounds for the Live Stock Exhibits, comprising thirty acres; for the cash prizes and awards the management has set aside \$175,000, which considerable sum is handsomely added to by different organizations. Still to the west is the Aviation Field and Race Track, where events will be persistently on the stir. Yachting is not to be neglected nor overlooked and a protected harbor is provided for the pleasure boats which participate in the water festivities. An attractive program of races appeals to yachtsmen and across the bay motor-boat fans speed through quiet waters.

## COLOR AND ILLUMINATION:

In no features is the difference from prior World Fairs more marked than in the color and illumination. At Chicago was the "White City" and all was in keeping. At San Francisco white is noticeable by its absence; the buildings and grounds are radiant, in harmony with the vibrant tints of the native wild flowers, the soft browns of the surrounding hills, the gold of the orangeries and the blue of the sea. So Jules Guerin, the Director of Color, ordained, saying, "I determined that just as a musician builds his symphony around a motif or chord, so must I strike a chord of color and build my symphony on this," which is admirably carried out. The color scheme of the gardens and intervening courts, where the trees, shrubs, vines and flowers contribute to the beauty of the setting, conform to Mr. Guerin's gorgeous symphony. The total effect is of a gigantic Persian rug of soft melting tones, with brilliant splashes here and there spread down for a mile or more. This is a great new salient innovation certain to be accorded popular approval.

Astounding advances have taken place in illumination



MACHINERY PALACE  
Panama-Pacific International Exposition

in recent years and the Exposition night lighting is comparable to mid-day. At the Chicago "White City," arch lights, mounted on standards, was the height attained in artistic effect; at Buffalo, ten years later, outline lighting gave better results. To-day indirect flood lighting, with the sources of light concealed, produces the same intensity and evenness as by day, with no shadows, and every outline has its true color value. Much is accomplished by searchlights, of which batteries of different colors are anchored in the harbor, and others on land, that go through evolutions forming auroras of marvelous charm. Mr. W. D'A. Ryan, who directed the illumination of the Panama Canal, is head of this department.

All the buildings and sculptures have a newly devised travertine exterior, resembling in massive durable appearance the Colosseum and St. Peters at Rome, which are built of travertine, the "Stone of Tibur." The prominent sculpture of the Tower Gate, in the Court of Sun and Stars, and elsewhere, is decked with Austrian jewels, upon which powerful lights of various colors are thrown with brilliant rainbow effect.

## LANDSCAPE ADORNMENT:

The carrying out of the plan of arrangement of trees, flowers, vines and shrubs, to conform to the color symphony, is the artistry of John McLaren, creator of Golden Gate Park, chief in this department. Fronting the harbor along the Marina, south to the Esplanade, exposed to the greatest changes of the weather, hardy trees and shrubs prevail. These include eucalyptus, Monterey pine, Monterey cypress and rugged conifers, together with evergreen shrubbery, in massive groups, with inter-spaces between, framing the view across the bay in separate distinct pictures.

A somewhat conventional and formal manner is employed in the South Gardens, including Festival Hall and Horticultural Palace, Court of Flowers and Court of Palms, all uniting in a superb vista of flowers. Here the beds have bright colored blooms, and flowering summer annuals will follow the early flowering bulbs and later, by autumn, bedding plants. To complete the effectiveness of the harmonious color scheme, yellow pansies and daffodils, and, later, tulips will be lavishly used, to be followed by annuals and perennials. The Court of Flowers is embellished by an array of subtropical growths and by distinctive flowering annuals and perennials, while the Court of Palms is distinguished by rare palms, and there is a profusion of sweet smelling shrubs and plants like myrtle, Breath of Heaven, lavender, lemon verbena and rosemary. Here the general color scheme is



PALACE OF FINE ARTS  
Panama-Pacific International Exposition



TOWER AND CASCADE, COURT OF ABUNDANCE  
Panama-Pacific International Exposition





# CALIFORNIA'S EXPOSITIONS, 1915



"HALF DOME," COURT OF PALMS  
Panama-Pacific International Exposition

carried out by a ground-cover of blue violas with hyacinths, interspersed with flowering tulips.

Orange trees form the dominating note of the Court of Abundance, and to these are added magnolias, water lilies, rhododendrons, hybrids, bedding plants and 150 large Italian cypress trees. In the Court of Four Seasons evergreen trees and shrubs prevail, with some of the higher forms of acacias, olives and Mexican oranges. In the North Avenue of this court the color scheme is effectively marked by bouganvilleas, pillar roses, climbing vines, water lilies and rare types of hybrid rhododendrons. The Court of Sun and Stars is decorated with acacia melanoxylon of specially clipped form, while myrtle hedges and banks of evergreen shrubs give the desired harmonious color effect. Against the facades of the palaces fronting on the court are arranged pillar roses and climbing plants in profusion.

A quite remarkable system of rotation ensures that the plants on duty are in full bloom throughout the Exhibition from mid-February into December. The immense detail supervision and work that this involves are easily recognized. The transformation of these grounds from a water-front waste of sand and flats in a short two years is amazing, for even the soil was raised from the bottom of the Sacramento River, seventy miles distant, and shipped, as one might say, as Exhibit A. To-day, seemingly, this was always a natural garden, so in keeping with the harmony and surroundings are all the growths.

## TOWER OF JEWELS:

On the north center of the South Gardens, fronting the Avenue of Palms, half-way from Machinery Palace to Fine Arts Palace, stands the sumptuous main portal, the prominent architectural feature of the grounds. First it was named the Tower Gate, afterward the Gate of Honor, and its final official title is Tower of Jewels, an explanation that will aid in understanding different exposition stories.

It is a commanding structure, rising from a broad base in graceful ornate tiers, each smaller than the one below, to a height of 433 feet. The adorning sculpture is ornamented by thousands of cut imported jewels, a brilliant novelty shown here for the first time. Consider a moment the impressive grandeur of this imperious tower rising above the near-by hills, illuminated at night, a focal beacon at all hours, marking the heart of the fair! Picture what a height of 433 feet portends mid these surroundings! The near view is entrancing, flanked by Festival Hall on the east, Horticultural Palace on the west, and directly in front "Energy—The Victor," a grand equestrian sculpture fountain, by A. Stirling Calder, symbolizing the Panama achievement—all beautified by perfect landscape gardening. Carrere & Hastings, who designed the New York Public Library, are the architects. Thomas Hastings has given his special attention to the Tower of Jewels, which receives unanimous applause.

Here is the best place for a word on the Column of Progress, which stands directly north of the Tower of Jewels, on the edge of the Esplanade, at the entrance of the Court of Sun and Stars, for the two are companions in balancing the scheme of the setting. The story of this sculpture is human progress from first beginning. Around the column winds a frieze, which in high relief portrays, in its upward narration, the advance of man ever onward toward noble achievement. Above the capital of the column, the shaft, decorated with ascending spirals, crouch figures of toilers supporting and encouraging "The Adventurous Bowman," shooting his arrow toward the Star of Success. The top of the column is 160 feet above the base of the lower pedestal and thus this superb monument and the Tower of Jewels form the high terminals of the north-south central axis—the tall landmarks of the Exposition. The frieze of this column is by Isidore Konti, the surmounting group by Herman A. MacNeil.



FOOD PRODUCTS AND EDUCATIONAL PALACES  
Panama-Pacific International Exposition



FESTIVAL HALL  
Panama-Pacific International Exposition

## SCULPTURE AND PAINTING:

Commemorating the opening of the Panama Canal is the dominant sculpture theme. "I see in this event," said Karl Bitter, Chief of Sculpture, "the final result of the effort of many centuries to cut the passage between the two great oceans." This idea is suggested by Calder's "Energy—The Victor," in front of the Tower of Jewels before the Exposition is entered, and is quite fully carried out in the sculpture above the high archways of the Court of Honor, connecting the Court of Abundance on the east, and the Court of Four Seasons on the west, and like harmony prevails throughout. Mr. Bitter lent his experience and enthusiasm at the outstart, appointing A. Stirling Calder his able assistant to perfect the splendid plan, which has proven an ideal arrangement. Mr. Calder and talented associates have accomplished all and more, in the fulfillment of high ideals, than was counted on, and here is shown what our foremost sculptors can express under inspiring environment.

John E. D. Trask, Manager of the Philadelphia Academy of Fine Arts, is head of the Fine Arts Department, his supervision being confined to the exhibits in the Fine Arts Palace. These embrace two sections; contemporaneous paintings and sculpture executed in the past decade in competition for exhibition awards, and the collection of old masters and moderns prior to 1905. Each section is full and admirable.

Attention is more specially directed to the mural paintings, by world-famous decorators, embellishing the Tower of Jewels, Courts and Palaces. The canvases for the Tower of Jewels, by William DeLeftwich Dodge, tells the story of "Atlantic and Pacific—Gateway of all Nations." Beneath the arch of the Rising Sun, on the east of the Court of Sun and Stars, Edward Simmons presents two paintings of Atlantic significance, and opposite, beneath the arch of the Setting Sun, Frank Vincent DuMond gives two companion pieces of the Pacific. Frank Brangwyn has eight symbolic



# MAP OF THE CITY OF SAN FRANCISCO CALIFORNIA.

## EXPLANATION

- Streets and Avenues
- - - Street Car Lines
- Railroad Lines







# CALIFORNIA'S EXPOSITIONS, 1915



paintings in the Court of Abundance. In four panels Robert Reid tells of the "Four California Golds"—Gold, Wheat, Poppies, Fruit. Milton H. Bancroft has a series of appropriate canvases on the walls of the Court of Four Seasons. Childe Hassam and Charles Halloway created the panels for the Court of Flowers, the former's "Fruit and Flowers" and Halloway's "The Pursuit of Pleasures." And there are others, all of moment. Painters, sculptors, architects and construction engineers have combined with a strong pull, a long pull and a united pull to attain achievement in beauty and adornment nearly perfect, affording unalloyed delight.



GRAND ESPLANADE MARINA  
Panama-Pacific International Exposition

## CONGRESSES AND CONVENTIONS:

Besides Festival Hall, in the South Gardens, and the numerous other convenient places for meetings within the Exposition area, the Auditorium, with a seating capacity of 11,000 in the new Civic Center, is an important feature. It occupies an entire block and is a handsome, fireproof, million-dollar structure, a permanent monument of the 1915 event. Over 4,000 banqueters can be seated, a complete kitchen is provided and two minor auditoriums seat 750 and 900. Here the largest gatherings will assemble. The Bureau of Societies and Conventions has arranged for 237 congresses and conventions to be held in San Francisco in 1915, and this number is being added to. It is expected there will be 500 such gatherings, represented by 500,000 accredited delegates.

Undoubtedly the Exposition will prove a world-forum for interchange of ideas and ideals. In the first week in August the International Eisteddfod will hold its 1915 sessions, covering four days, in the Auditorium. This special annual musical and literary festival and competition

will surpass anything in this line ever attempted. The prizes aggregate \$25,000 and reports indicate that 60,000 will attend.

## AROUND THE WORLD AVIATION RACE:

Among many unique associated attractions perhaps the one which has caused most comment is the Aviation Race Around the World, representing the climax of aeronautical endeavors. The start will occur in May, 1915, from the Exposition Aviation Field, and it is anticipated that the winner will return to San Francisco within ninety days; the exact date offers a wide opportunity for speculation, which has aroused lively interest. The distance covered will be 22,760 miles, the longest flight across open water being 670 miles, which has been more than doubled in non-stop flights. Every description of motor-driven air craft is eligible and the different kinds will be numerous entered. The prizes exceed \$300,000, said to be the largest ever offered for a sporting event.

The route pictured was determined upon after careful consideration of famous aviators. Siberia is the most dreaded leg of the flight by those who do not realize that between May and August the climate is temperate. Control points will be established at convenient distances. A commission appointed by the different nations will supervise and control all details, as also the requirements in relation to hydrography, meteorology, and military and navy rulings. There will be secondary prizes for aviators making best time between different central points, so if accident prevents an entrant from finishing the race he may win an honorarium for the expense of his endeavor. Throughout the world enthusiasm is shown about the start, and the largest throngs will gather in California in midsummer to be on hand at the finish.

## THE ZONE:

Van Ness Avenue entrance, nearest the city, is a replica of Gatun Spillway, and from here The Zone, or the sixty-three acres devoted to Amusement Concessions, extends west 3,000 feet to the Avenue of Progress. At night the plaza is aglow with weird illuminations, and shafts of colored light play against the facades, pillars, minarets and towers, one 250 feet high. All concessions front on the main avenue and their variety is infinite, from candy booths and restaurants to cañons and mountains. For the most part they are instructive as well as entertaining, of a high order of excellence.

Directly to the north, beyond Gatun Spillway, is Yellowstone National Park, reproduced in miniature as Nature fashioned the mountains, cañons, geysers and waterfalls, the perspectives so illusive, the visitor imagines he is in the Wyoming fastnesses. "Top of the World"—Indian name for the divide where water flows east and west—is well exemplified. There are torrents flowing and the geysers



Copyright, 1914, by Pauline Brown, Chicago



# CHICAGO, MILWAUKEE & ST. PAUL RAILWAY



spout on regular schedules, the intervals tallying with those of the originals. Here is Old Faithful Inn, as ever popular in caring for the comforts of man. This is by the Union Pacific. Of somewhat like import, covering about equal area, is the Grand Cañon of Arizona, by the Santa Fe, as seen from an observation car. Some of America's leading scenic painters made the mammoth canvases which faithfully depict this incomparable water course in all its gorgeous coloring. Competent guides lecture, and there is an Indian pueblo with representatives of different tribes, showing their dress, manners and customs, contributing an educational feature. "Toyland Grown Up," a walled city, the buildings mammoth children's toys in contour, an exposition in its own self, with its "Gate of Fun," "Gate of the Court of Fairyland" and "Gate of Beauty," attracts throngs of children of all ages. There is "Crazy Street," with rookety-crookety buildings, rookety-crookety electric cars, and everything rookety-crookety, except the laughs. There is the "Cascade of the Nymphs of Fairyland," with 30,000 gallons of water tumbling every minute into a lagoon where nymphs disport. A golden-domed castle surrounds the lagoon, and inside is the "Court of Youth," and beyond the "Fountain of Youth," of far-reaching charm for those properly accredited who dip fingers therein during 1915, not to be carelessly disregarded. Some aver the mid-dark of the moon is the most propitious hour, but others don't quite agree with this. However, it is all equally wonderful. Mother Hubbard's Cupboard is sixty-two feet high; and the shoe, like a six-story building, built in the form of a side-wheel steamer, is so constructed as to be raised high in air much like the renowned Ferris Wheel at Chicago, when its "White City" was the talk of the world. Then there is the "City of Peter Pan," the town that never grew up, and marvels continue most without end. Much of "Toyland Grown Up," as is in keeping with fairy-world, is considerably up in the air, the avenues and streets, up stairs and down, measuring over five miles, and there is fun at every turn.

Emmett W. MacConnell, the unequalled specialty impresario, presents: "Creation of the World," "Evolution of the Dreadnaught," "Narren Palast" (Palace of Amusement) and is advisory director of others. The "Evolution of the Dreadnaught" is an educational panorama of the growth of the American navy from first beginning. After seeing all that has gone before, in the illusions of war ships in history-making battles, covering a century and a quarter, the view of the up-to-date men-of-war of all nations, floating peacefully in the harbor, rounds out the lesson in a maze of conflicting thoughts. There are panoramas and movies to please every taste.

The Aeroscope is a whopping steel inverted pendulum that swings sight-seers 268 feet in mid-air before dropping them down—this is claimed to be higher by four feet and six inches than people before were ever so lifted from the ground for fun. It is novel in construction and is greatly

patronized. There is a steel tower fifty feet high, upon which are mounted two crane-arms each 240 feet long, that operate as a balance lever. Of course there is a Forty-Niner's Camp of the care-free days, when paper money was no good. Here are met the characters, Bret Harte, Mark Twain, and others made familiar in the last century. Stage coaches, the old Concord swinging on heavy leather supports—where is the leather of long ago?—meet visitors at the Ferry Building and whirl them out to the camp. The drivers are togged out as pictured in those days and all the trimmings are in accord. There are highway hold-ups, roulette wheels, faro games and other sports of that bizarre wide-open time. Of course this is all in play, for gambling and games of chance



COURT OF PALMS  
Panama-Pacific International Exposition

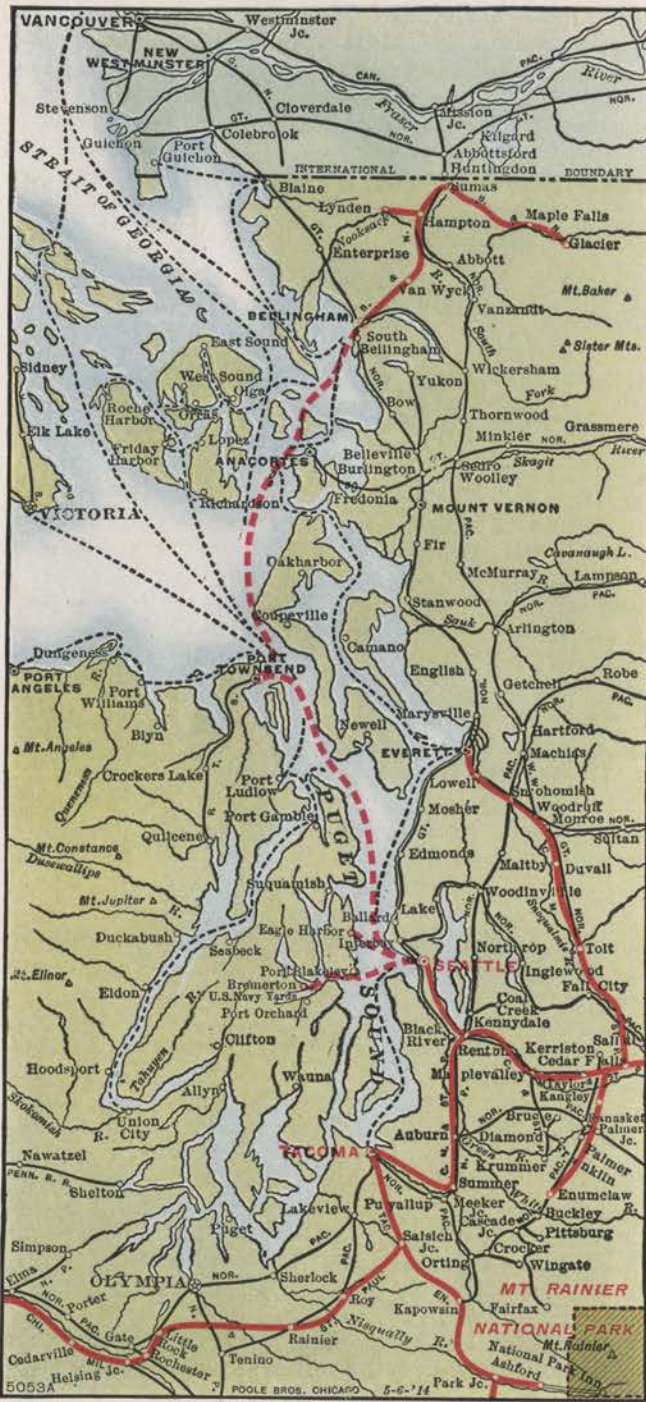
are not allowed, but it is all jolly life-like, with a zip and go and hurrah! There are still a few pioneers of the early gold days and probably this is their last big celebration.

This is but a hint of the scope of the joy-larks of The Zone, where something worth while is come upon anew, even after a dozen visits. Some are equally strange, instructive or entertaining as any of those mentioned, like the reproduction of the Market Place in old Nuremberg, perhaps the quaintest spot in all Europe, which to-day is the only German city that has preserved the charm of its medieval appearance. Here the Iron Maiden first tortured her victims in the dungeon and the independent robbers held sway against all who came. Here was the home of the Meistersaenger, and here the incomparable work of Franz Hals was first produced; all these and other historic shavings are recalled. There are concert gardens, folk dances, and eating shops as you would have found them had you dropped down from an aeroplane on Nuremberg for a little lunch and rest five centuries ago.





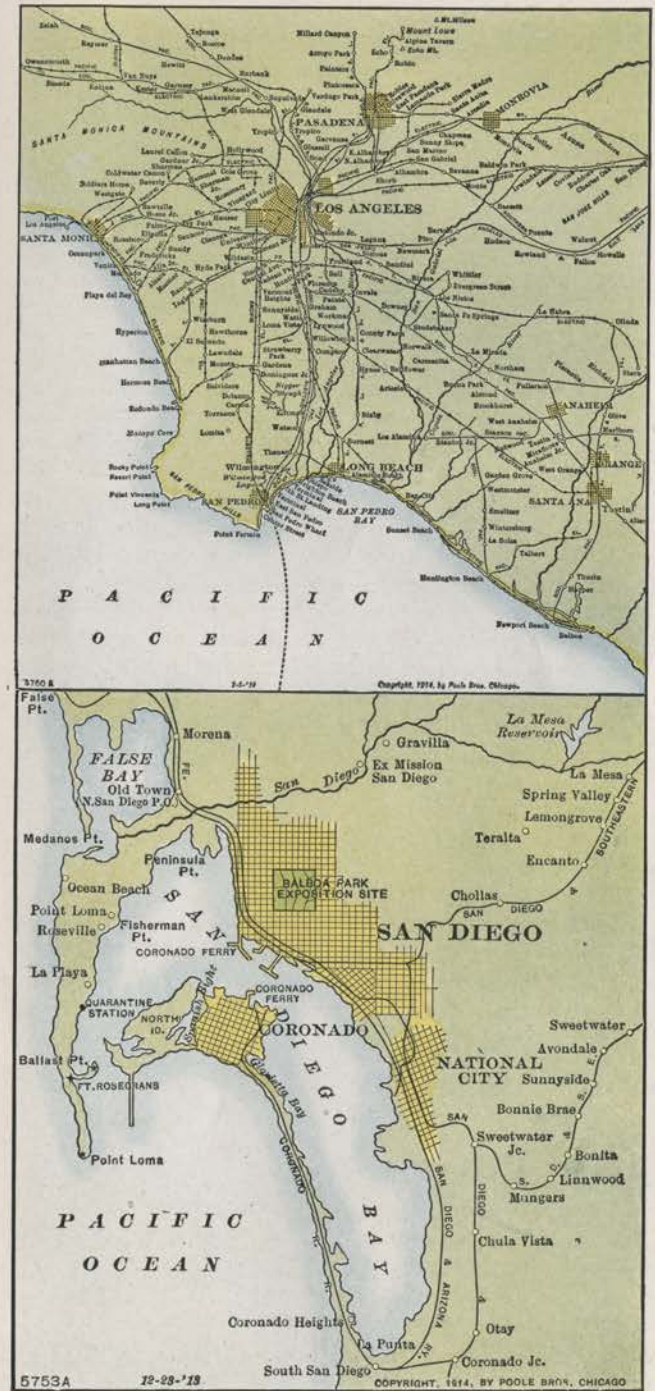
# CALIFORNIA'S EXPOSITIONS, 1915



Puget Sound District



San Francisco District



Los Angeles and San Diego Districts





# CHICAGO, MILWAUKEE & ST. PAUL RAILWAY



Stinson, Photo

**S**AN DIEGO—said to be a corruption for Saint Iago, Spain's patron saint—was visited by the ships of Cabrillo in 1542, the first white men to set foot on soil north of Mexico. In 1602 Sabastian Viscaino entered the bay and called it San Iago. Here Padre Junipero Serra built the first mission in 1769. These were the beginnings of recorded history of our California. Brave Cabrillo called the harbor fine, the best he found on his voyage north, the climate unequaled in Europe, among those shores noted for sunshine, which opinion has never been set aside. The water depth at places

in the bay will not accommodate the larger modern vessels, a short-coming readily remedied as ocean traffic may require, but in all other points the eulogy of the argonauts (and indeed they fell in love with the country at sight) holds good to-day. How many, many scores have lost their hearts in the years that followed after!

And so here, where was the dawn of our Pacific civilization, where typical California life-in-the-open is exemplified, these hospitable people, all unaided, invite the world to join them in celebrating the opening of Our Canal in an unrivaled out-of-doors fair, which represents an outlay of \$8,300,000. This does not imply that there are no buildings, and fine, handsome ones they are, all Spanish-Colonial architecture of the type of the historic missions, housing extensive, interesting and instructive displays, but the wonder-charms which visitors will most revel in are the horticultural marvels of flower, tree, bush, vine, shrub, moss and the like, from near and far, from the Orient and all tropical and other countries. Comparable to the sunshine and blue expanse there is no lack of elbow-room, and literally thousands of slips were propagated in the thirty-five-acre nursery and more than



Stinson, Photo

LOOKING EAST ALONG THE PRADO  
Panama-California Exposition



SOUTHERN CALIFORNIA COUNTIES BUILDING  
Panama-California Exposition

one hundred acres of growing beds, while the firs, cypress, peppers, grevilleas, gums, acacias and myriad other trees, with numberless growths, unite to form a botanic display never before approached, including practically a representative of every species of plant life.

The Panama-California Exposition will be open 365 days, beginning the midnight before New Year's, and it is safe to aver that the weather man will not interrupt the proceedings. All who go to California in 1915 should plan to go to San Diego, for failing in this will be a lifelong regret. A second opportunity will never be so propitious. Balboa Park, the admirable site chosen for the fair, occupies 1,400 acres along the rolling hills in the heart of the residence section, roughly paralleling the shore-line, twenty minutes' walk from U. S. Grant Hotel and Plaza, affording a superb view of the bay and ocean.

The exposition grounds occupy 615 acres along these picturesque heights, and all the betterments in buildings, bridges, avenues and parkings are permanent physical adornments. In the years to come the buildings will be used as museums, art galleries and auditoriums.

Approaching from the west, a concrete viaduct with seven arches spans Cabrillo Cañon, crossing an improvised picturesque lake 136 feet below—the precipitous slopes, covered by a mass of greenery and trees—which ends at the main entrance. The California State Building stands immediately within the grounds, enveloped in vines, its tower and openings impressive with profuse ornamentation. Opposite is the fine structure, also of concrete, of the archaeological exhibit of the Smithsonian Institution, a foremost feature, the two buildings connected by an archway which forms the portals of the West Gate. Here begins the acacia-lined Prado, or main boulevard along the crest to the east, bordering which, on either side, are the exhibit buildings, all of the same type and coloring. The plan, which is admirably carried out, affords a comprehensive display of the results of human activities, and special emphasis is laid

on the achievements which have had and will have to do with the development of the abundant-yielding Pacific Area, from Canada to Mexico and east to the Dakotas, Nebraska and Kansas. The out-of-door and other industrial opportunities of this magnificent domain are fully exemplified.

Near the center of the Exposition City is a grove of oranges, lemons and pomegranates, and all other California fruit-bearing trees. There are wide lawns of velvety grass and fountains playing and it is always summer twelve months in the year. For statuary are reproductions of the historic monuments of the Mayas of Quirigua. At the east end, near the Balboa statue, is "The Isthmus," the avenue which penetrates the twenty-five acres given over to amusement concessions. There are no cheap or tawdry shows; all buildings correspond in style with those of the main exhibition, and beauty and harmony combine with the fun ebullitions.

San Diego, the Land of Heart's Desire, is one of the world's alluring places. Each valley, hill and cañon has its romance, but the environment is more interesting because of the things being done now, and the certainty that to-morrow will bring bigger and more far-reaching things than those rounded out. The 1910 census gives the city's population as 39,578, and to-day it easily tops 90,000—the enthusiasts say 110,000. No city in the past four years has shown a larger or more solid growth; in 1910 the building permits were \$4,005,000, and in 1912 they exceeded ten millions, and were larger still for the next twelve months. To find the paved area more extensive, the street-car service and other municipal utilities ahead of those of older and more populous cities, are among the surprises which welcome the new arrival. The San Diego way is: "do it right." Nowhere are there more sumptuous hotels, nor hotels more inviting at moderate charges, and there are places innumerable, where those on economy bent can live well and comfortably within their means; there is a warm-hearted hand grasp and cordial welcome for all who come.



Stinson, Photo

HOME ECONOMY BUILDING  
Panama-California Exposition





# CALIFORNIA'S EXPOSITIONS, 1915



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## CALIFORNIA PLAYGROUNDS

California is named for an ideal island abounding in wealth and happiness, as told in a sixteenth-century romance—the best seller of the day. When the name was given, Cortez believed the Gulf of California opened on the north into the ocean, and maps as recent as 1705 show an immense island reaching from Lower California into Oregon. This geographic dream centers attention on the fact that California's potentialities excel the exuberant portrayal of the romancer. Just the sound of the word "California" occasions thrills of health, joy, wealth and playgrounds, and they abound. North, east and south from San Francisco, close at hand, and at various distances, are most enticing resort places, only a few of which can be cited. The prices given in each instance are for the round trip.

Within the city limits are delightful Land's End, Golden Gate Park, Presidio, Sutro Heights, Ocean Beach and Seal Rocks, North Ocean View, St. Francis Wood, Forest Hill, Affiliated Colleges, and others reached by electric cars—each ten cents, or, by a joyous walk, several are combined in a day. Mission Dolores, founded 1776, United States Mint, Union Square, Portsmouth Square, where Stevenson hobnobbed, Chinatown, Civic Center and scores of interesting points are close at hand in the down-town area. Sight-seeing auto trips around the city through Golden Gate Park to the Cliff House and Great Highway, out one way and return another, offer several routes; each \$1.00. Palo Alto, on the north tip of Santa Clara County, home of Stanford University; \$1.30.

A water trip around the bay passes Fisherman's Wharf, Alcatraz Island, Fort Mason, Exposition Grounds, Fort Scott, Golden Gate Channel, Fort Barry, Fort Baker, Sausalito, Angel Island, Goat Island, by east coast around south shore, Union Iron Works, where warships are built, and Uncle Sam's new dry dock, to starting point; \$1.00. Oakland, Alameda and Berkeley, rapidly growing cities, the latter renowned as site of State University, Greek Theatre and impressive grounds, are reached by ferry; each 20 cents. Piedmont, on the heights between Berkeley and Oakland, is a park of fine homes; 30 cents. Delightful outings by boat and train are: Mill Valley, 40 cents; San Rafael, 50 cents; Mount Tamalpais—over the world's crookedest railroad—\$1.90; Muir Woods, \$1.50; Napa, forty-six miles distant, \$1.50; St. Helena, sixty miles, \$2.25; Calistoga, seventy-three miles, \$2.65; Mare Island, the Pacific Naval headquarters, and Vallejo, are thirty miles by boat, \$1.00. These are among the principal day jaunts from San Francisco and return.

Lake Tahoe, larger, deeper and more beautiful in its magnificent, snow-capped mountains, is a comparable setting with beautiful Lakes Como and Maggiore, of the Italian Alps. It is 6,240 feet above the sea level and the blue of its glittering expanse is nowhere equaled. A splendid



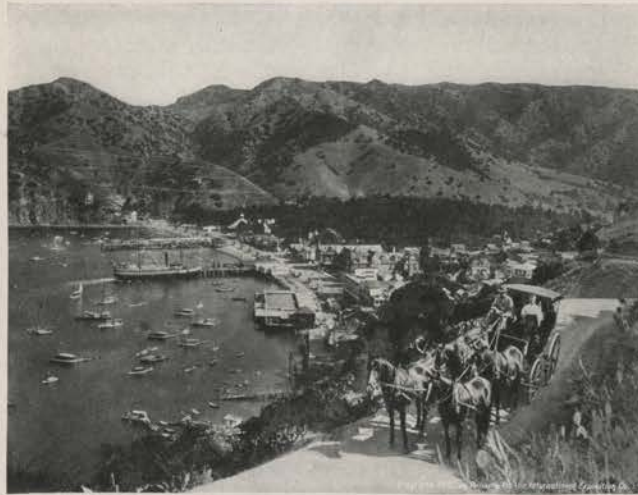


# CHICAGO, MILWAUKEE & ST. PAUL RAILWAY



tavern offers the traveler modern accommodations at reasonable rates. Tahoe is most easily reached as a side trip from Truckee, in eastern California, on the route of the St. Paul's "Pacific Limited," or as a side trip from San Francisco.

Before indicating noted feature places on the way to San Diego, it may be cited that these excursion rates are lower than those in the East for like distance and service, a comparison which holds true of San Francisco hotel and living costs. The high-priced hotels charge \$2.00 for room, \$3.50 to \$10 for room with bath, while other leading hotels charge \$1.00 for room and \$1.50 to \$3.00 for room with bath. There are 60,000 rooms at \$1.00 to \$3.00. Rooms in apartments are fifty cents to \$1.50 a day; \$3.00 to \$5.00 a week; and innumerable private houses, pleasantly situated, have rooms at these prices and lower. A comfortable room, with good table board, may be had for \$10 a week. Remember the city has been rebuilt in six years, so hotels and houses are all new throughout, fireproof and up-to-date, which is exceptional. The Hotel Bureau and citizens have joined in a formal compact with the exposition management, not to advance charges in 1915, which agreement will be faithfully kept. Restaurant prices, quality for quality, rule under those east of the Rockies. Cafeterias supply good meals for \$1.00 a day. Desirable accommodations at moderate outlay may be obtained across the bay at Oakland and Berkeley, with ferry service direct to the Exposition. California living costs are generally considerably under those of Eastern States. Any further particulars or positive reservations on announced dates of arrival will be promptly furnished by writing to Bureau of Information and Public Service, Panama-Pacific International Exposition, San Francisco. It is better to write early, allowing ample time for



AVALON, SANTA CATALINA ISLAND

full and clear understanding on both sides. Reservations are now being made, not alone with hotels, but with private families.

San Jose, the first "pueblo" or town established by the Spaniards—1777—is in the heart of Santa Clara Valley, the "Garden Spot of California," two hours from San Francisco. Here are the world's largest fruit canneries. The Lick Observatory, on Mount Hamilton, with its famous telescope, is five miles distant, free to the public. Santa Cruz, the "Atlantic City of the Pacific," is across the delectable mountains. The only grove of Big Trees near a railroad is here reached in six miles. Monterey, the capital of Alta California, is the next great playground going south. Hotel Del Monte, the "Paradise of the Pacific," near Monterey Bay and the ocean, in the center of a marvelous floral park, is a resort unexcelled. Every outdoor sport is on calendar Del Monte. Scenic motor boulevards encircle and cross the peninsula through a fairyland of loveliness. Among historic features are two of the oldest missions and the first capitol. Near by, and under Hotel Del Monte management, is Pacific Grove Hotel, American plan, \$2.50 to \$4.00 a day. From Monterey the daylight trip should be made to Santa Barbara, along the ocean. The quaint old Santa Barbara Mission is well preserved, the only one where services are regularly held. Santa Barbara has a marvelous climate, beaches, parks, gardens and roads to please; beautiful homes and living needs to suit any purse. Foregoing are among the principal resorts on the Coast Route, south to Los Angeles. By the famed San Joaquin Valley the most notable attraction is Yosemite National Park, a mountain valley and cañon fastness, in a class all its own. It is a side trip by rail and auto stage; cost, \$18.50, or including the Mariposa Big Trees, \$15 additional. Hotel rates in



SEAL ROCKS AND CLIFF HOUSE, SAN FRANCISCO

the Park are \$4.00 to \$5.00, and camp rates, \$2.50 to \$3.50 a day. All is under Government supervision and no extortion allowed. It is better to devote a week to this wonderland.

Los Angeles, the second pueblo, settled in 1781, had a population of 319,198 by the 1910 census, and is growing apace. Enthusiasts aver it will top a million in 1920. The site between the mountains and the ocean is superb; both a summer and winter resort. There are hotel and rooming accommodations for 100,000 at rates as you will. Here the cafeteria originated and they are unsurpassed. There are more near-by sight places worth while, served by the best electric system extant, than any known city, reaching sixty towns and cities from 500 to 35,000 population, within two hours' ride. Round trip to any of the many ocean resorts is fifty cents. Among the inland half-day trips of special moment are: Pasadena, Cawston Ostrich Farm, Glendale, San Fernando Mission, Hollywood, Baldwin's Ranch, Sierra Madre, San Gabriel Mission, Monrovia, Mount Lowe and many others. Also there are day trips and two-day trips, each of interest. From Los Angeles, for 130 miles, the railroad winds through a picture land of orchards and ocean to San Diego.

## PUGET SOUND PLAYGROUNDS

We Americans prefer our playgrounds near fields of stir and movement, and thus the Alaska re-awakening, which presages increased Puget Sound traffic, centers attention on North Pacific resort places and they are many and of peculiar enchantment. Folks partial to inland sea outings will delight in the Alaska inside trip, which is unrivaled in a class by itself. These days, verily, Alaska is at last coming into its own, and, with the crowding forward of business opportunities, the travel delights of the Northwest are more to



OBSTRUCTION PASS, SAN JUAN ISLANDS, PUGET SOUND





# CALIFORNIA'S EXPOSITIONS, 1915



the fore, as the one inclines with the other. All that is said of San Francisco Bay, its magnificent harbor and surroundings, is true of Puget Sound in every particular. The arm, which forms the water highway for Bremerton Navy Yard, easily affords elbow room for Uncle Sam's entire navy. This is a sight place not to be missed. All up and down the inner-protected shore of the Sound deep water abounds, surprisingly, and here is the grandest playground imaginable for yacht and motor craft. The land bordering the meandering water front is full of winsome delights, and many short trips are afforded by electric car, by ferry or by steamer, each at moderate cost.

Port Townsend, at the head of Admiralty Inlet, the port of entry for shipping, is a short water-outing from Seattle well worth while. Passing up the Sound to the west are the snow-crowned Olympics, their rock-ribbed mountain



MT. RAINIER, RAINIER NATIONAL PARK, WASHINGTON  
Chicago, Milwaukee & St. Paul Railway

contours sloping west toward the ocean; on the east are the Cascades, while far to the north loom the shadowy Selkirk Mountains. Near at hand the enchanting view changes with a fresh surprise at every bend: a sweep of blue water, towns, timber and buildings, amid a greenery setting. Port Townsend, overlooking the spacious harbor, is a historic landmark. The Japan Current holds the climate between a narrow range of temperatures and though the peninsula is almost surrounded by water, the rainfall is light, all combining to make it a joyous all-the-year residence and resort. Here are the Government headquarters for Puget Sound, the military posts, the coast defenses, and other features of interest. Skagit Bay is another delightful inland water-outing, and there are many, while to Victoria, on Vancouver Island, across the Strait of Juan de Fuca, is a longer trip, giving a peep at conditions under the British Empire flag.

On a commanding eminence above Lake Washington, a picturesque body of fresh water exceedingly large for so near the ocean, encircled by hills, is the State University, at Seattle's door. Interlachen Boulevard, winding in and out, is a dream as it climbs over hill and level around the lake. To the south, between Seattle and Tacoma, is the famed Puyallup Valley, dotted with prosperous farming towns. Tacoma, the beautiful city of Commencement Bay, with its unique natural park and High School Stadium, seating 25,000, is a city amid roses. On another page a word is said of Rainier National Park, and the temptation is to essay some of its wonders and charms, but already our space is exceeded. A line to any "St. Paul" representative will bring a treasure on this wonderland, a fact to be remembered and acted on. These few citations are hints of the pleasures which abound on and near Puget Sound, though the roster is far from complete. In conclusion, when deciding on the route to California, going and coming, you certainly will regret it if you fail to take advantage of what the Chicago, Milwaukee & St. Paul Railway offers in the way of playgrounds, matchless scenery and comfort of travel.

## EXPOSITION BRIEFS

*Plan to visit both Expositions.*

*1915 is the last word in World Fairs.*

*Admission to either Exposition is fifty cents.*

*You can't afford to miss this opportunity, as the California rates, including both exposition cities, are the lowest ever made.*

*"The St. Paul Road" offers four different routes with through train service to the Pacific Coast.*

*To-day the world's most-talked-of square mile is in San Francisco.*

*The Japanese Tea Garden is one of the many charms of Golden Gate Park.*

*Seattle and Tacoma are the sight-seeing centers for the entire Puget Sound Country and Alaska.*

*A tourist over "The St. Paul Road" to Puget Sound will enjoy a continuous panorama of beautiful scenery not surpassed on either continent.*

*The giant scintillator, which stripes the San Francisco night sky with colors, is stationed at the Marina Yacht Harbor.*

*"The St. Paul's" steel-equipped "Pacific Limited" provides the fastest no-extra fare service to California.*

*Henry Bacon, creator of the Court of Four Seasons, is the designer of the Lincoln Memorial, Washington; cost \$2,000,000.*

*Not for many years will conditions combine so favorably for a Pacific Coast outing as in 1915. Do not fail to take advantage of this opportunity.*

*Large manufacturers and transportation companies plan for more elaborate and valuable exhibits at the Panama-Pacific International Exposition than ever were shown.*

*"The St. Paul" is the only line operating over its own rails all the way from Chicago to Puget Sound.*

*Incidentally the beauty of the Court of the Sun and Stars' five acres is unmatched. McKim, Mead & White, of New York, are the architects.*

*A day or two in Rainier National Park will ever linger fondly in the memory.*

*Of all the big side shows the Aviation Race Around the World is easily first. It is the talk of both continents and some aver it will be the great 1915 event.*

*"The St. Paul Road" operates sleeping cars with "longer-higher-wider" berths.*

*"See America." The mid-continent and the Northwest is best seen via "The St. Paul Road," the cool summer highway—removed from desert wastes—through the land of opportunity.*

*Sculptor Paul Manship, whose work lends joy to the big Exposition, designed the medal which the Civic Forum presented to Colonel Goethals in New York in March, 1914.*

*The Court of Palms and Court of Flowers were fashioned by George W. Kelham, architect-in-chief, who evolved the plan of grouping the Exhibit Palaces, thus saving millions of steps.*

*The design of Viaduct, main Portal and buildings of San Diego's California-Panama Exposition received high commendation of the Architectural League, New York, "for perfect adaptation of the mission style." Bertram Grosvenor Goodhue is the architect.*

*South American republics will be more fully represented at San Francisco than at any prior World Fair. The Argentine's preliminary appropriation is \$1,200,000—four times the amount before devoted to a like purpose.*

*"The Olympian" and "The Columbian," of "The St. Paul Road," are the only all-steel trains operated between Chicago and Puget Sound.*

*In San Francisco, from March 15 to May 15, 1915, the greatest international polo tournament comes off. The Exposition offers \$100,000 for prizes. European royalty will attend; Argentine, Chili, Canada, Cuba, Hawaii will send teams. The American Polo Association has accorded approval and army men are aiding with a will.*

*Stop-overs en route to California should be made at Denver, Colorado Springs, Salt Lake City and Yellowstone National Park.*

*Lake Chatcolet and the "Shadowy" St. Joe River, ideal spots in northern Idaho, and Lake Keechelus, in Western Washington, on "The St. Paul's" Puget Sound Line, well repay the tourist and sportsman a long or short stop-over.*

*The San Francisco and San Diego Expositions are the first held on a seaport, first to celebrate a contemporaneous event, first commemorating a world-wide beneficent achievement, first where flowers grow twelve months in the year. To visit both is a life opportunity not to be missed.*





# ROUTES AND FARES



THE Puget Sound country is well worth a week's sojourn. Rainier National Park, Washington, possesses an unparalleled individual charm, while Seattle, Tacoma, Vancouver, Victoria and many other interesting places, which border this protected deep-water estuary, attract travelers irresistibly. Over this route, between Chicago and Puget Sound, "The St. Paul Road" operates two superb all-steel trains, "The Olympian" and "The Columbian"—trains

without a peer in transcontinental service. The cars on these trains are all owned by this railway company and are the last word in 20th century equipment. They afford every requisite of pleasure and comfort. "The Olympian" has observation car, with roomy lounging parlor, smoking room, buffet, library, barber shop and bath-room; drawing-room and compartment standard sleeping cars; tourist sleeping cars; dining car and coaches. "The Columbian" equipment is the same except that it has observation only between Chicago and the Twin Cities.

The Chicago, Milwaukee & St. Paul Railway operates a through train between Chicago and Portland, Oregon—"The Portland-Puget Sound Express," via Omaha, thence over its allied connections, the Union Pacific, Oregon Short Line and Oregon-Washington Railroad & Navigation Company. Those desiring to reach California quickly are best served



"THE OLYMPIAN" ENTERING THE ROCKIES OF MONTANA  
Chicago, Milwaukee & St. Paul Railway

by the Chicago, Milwaukee & St. Paul Railway's through route, via its reconstructed double-track line to Omaha, thence the Union Pacific to Ogden and Southern Pacific Company—the shortest route between Chicago and San Francisco. Equal service is afforded to Los Angeles from Chicago via this same route to Ogden, thence over the Oregon Short Line through Salt Lake City and the Salt Lake Route.

The steel equipped "Pacific Limited," via these routes, offers through service to both California termini, San Francisco and Los Angeles, without change of cars and without extra fare.



LAKE KEECHELUS, WASHINGTON, IN THE CASCADE MOUNTAINS  
Chicago, Milwaukee & St. Paul Railway

Those who wish to make the trip via scenic Colorado can use the through trains of the Chicago, Milwaukee & St. Paul Railway, Chicago to Denver, via Omaha and the Union Pacific Line, thence the through trains of connecting roads. The exposition visitor would do well to use one of the through car routes of the Chicago, Milwaukee & St. Paul Railway in one direction, and another of its through car routes in the other direction, thus obtaining the maximum of pleasure and comfort and the same uniformity of service for the entire trip. En route side trips can be made to the resorts of Colorado, Salt Lake City, Yellowstone Park and other notable points of interest. Stop-overs are permitted on all classes of tickets.

Literature descriptive of "The St. Paul's" different through car routes to the West, and information about arranging the round trip to fit in with any combination of places the tourist desires to visit, will be fully supplied by any "St. Paul" office, either by call or letter. In this way serviceable suggestions may save after disappointments.

| FROM        | TO  |  | EXPOSITION FARES                                |  | SUMMER TOURIST FARES |  |
|-------------|---|--|---|--|----------------------|--|
|             | San Francisco and Los Angeles via direct routes | California Points in one direction via Pacific North Coast | San Francisco and Los Angeles via direct routes | California Points in one direction via Pacific North Coast |                      |  |
| Chicago     | \$62.50   | \$80.00  | \$72.50   | \$90.00  |                      |  |
| Milwaukee   | 65.90   | 81.70  | 75.90   | 91.70  |                      |  |
| St. Paul    | 63.85   | 74.45  | 73.85   | 84.45  |                      |  |
| Minneapolis |   |  |   |  |                      |  |
| Kansas City | 50.00   | 67.50  | 60.00   | 77.50  |                      |  |
| Omaha       | 50.00   | 67.50  | 60.00   | 77.50  |                      |  |

## Date of Sale and Limits

**Exposition Tickets**—On sale March 1 to November 30, 1915.

**Final Return Limit**—Three months from date of sale, but not later than December 31, 1915.

**Summer Tourist Tickets**—On sale June 1 to Sept. 30, 1915.

**Final Return Limit**—December 31, 1915.

## Stop-Overs

Liberal stop-overs on both the going and return trips.

## Validation for Return

Tickets must be validated for return at destination or at certain intermediate points en route, for which a fee of 50 cents will be collected.

## Sleeping Car Rates

| FROM    | TO          |             | San Francisco and Los Angeles |              |             |             |
|---------|-------------|-------------|-------------------------------|--------------|-------------|-------------|
|         | Lower Berth | Upper Berth | Compartment                   | Drawing Room | Lower Berth | Upper Berth |
| Chicago | \$13.00     | \$10.40     | \$36.50                       | \$46.00      | \$7.00      | \$5.60      |

| FROM        | TO          |             | Seattle, Tacoma, Portland |              |             |             |
|-------------|-------------|-------------|---------------------------|--------------|-------------|-------------|
|             | Lower Berth | Upper Berth | Compartment               | Drawing Room | Lower Berth | Upper Berth |
| Chicago     | \$13.00     | \$10.40     | \$36.00                   | \$46.00      | \$6.75      | \$5.40      |
| Milwaukee   | 13.00       | 10.40       | 36.00                     | 46.00        | 6.75        | 5.40        |
| St. Paul    | 11.00       | 8.80        | 31.00                     | 39.00        | 6.00        | 4.80        |
| Minneapolis |             |             |                           |              |             |             |



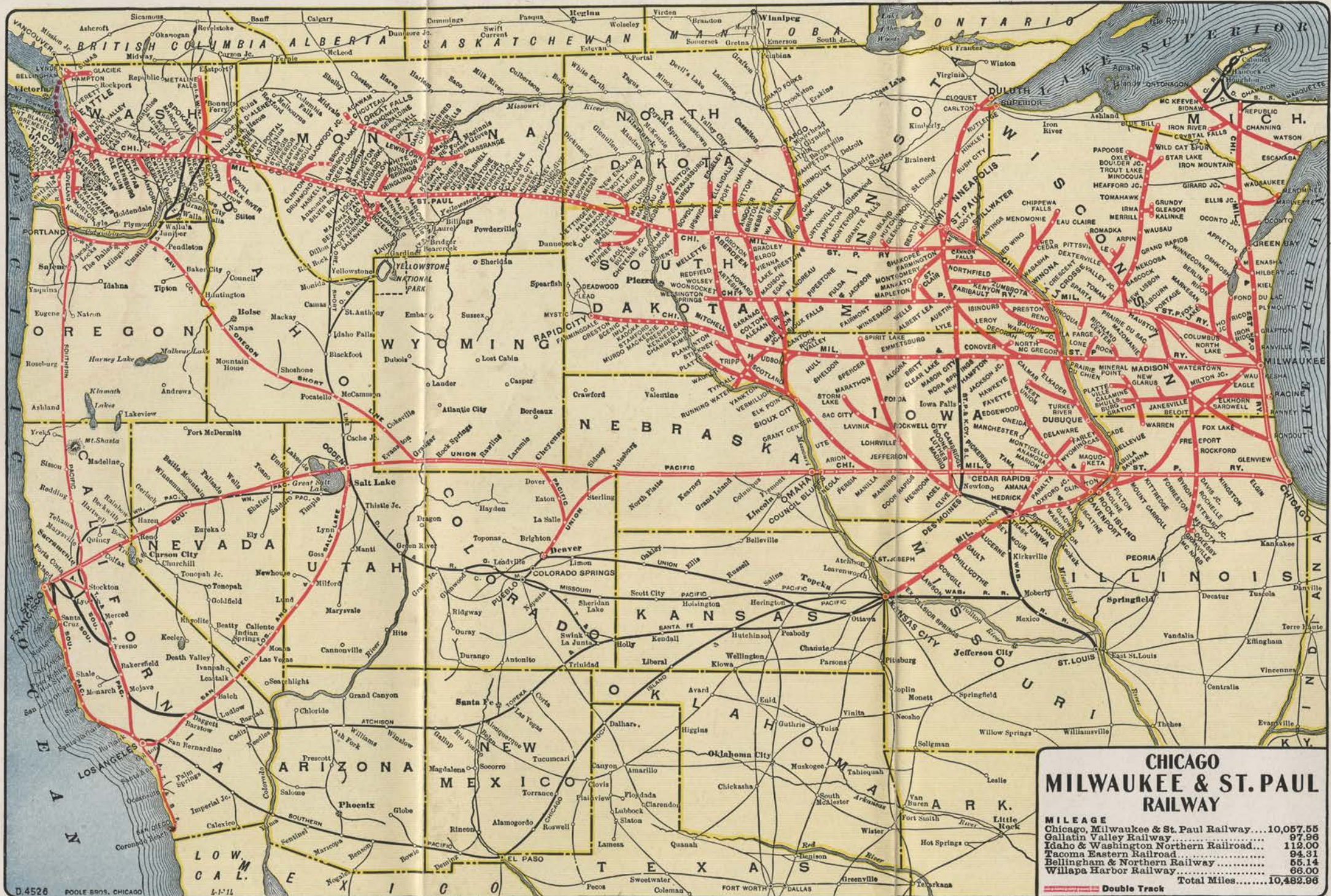
"THE PACIFIC LIMITED" CROSSING THE DES MOINES RIVER, IOWA

Chicago, Milwaukee & St. Paul Railway





# CALIFORNIA'S EXPOSITIONS, 1915



| CHICAGO MILWAUKEE & ST. PAUL RAILWAY  |                  |
|---------------------------------------|------------------|
| <b>MILEAGE</b>                        |                  |
| Chicago, Milwaukee & St. Paul Railway | 10,057.55        |
| Gallatin Valley Railway               | 97.96            |
| Idaho & Washington Northern Railroad  | 112.00           |
| Tacoma Eastern Railroad               | 94.31            |
| Bellingham & Northern Railway         | 55.14            |
| Willapa Harbor Railway                | 68.00            |
| <b>Total Miles</b>                    | <b>10,482.96</b> |

**Double Track**

D.4526 POOLE BROS., CHICAGO

POOLE BROS., CHICAGO.

Sp. Coll. Rare 1866 296 1915