

# PACIFIC NORTHWEST

---

*the*  
WONDERLAND

# PACIFIC NORTHWEST

---

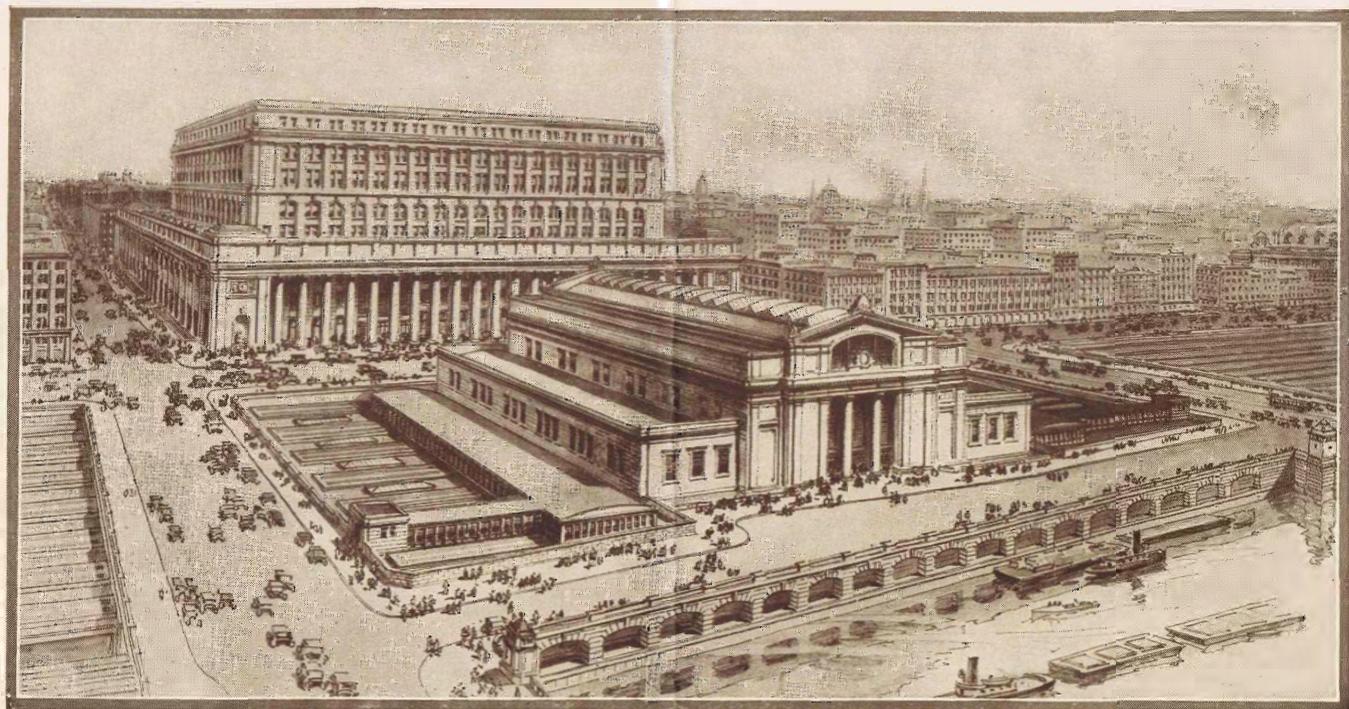
*the*  
WONDERLAND

TO PUGET SOUND  
THE  
CHICAGO  
MILWAUKEE  
AND ST. PAUL  
RAILWAY  
ELECTRIFIED

PUGET SOUND  
ELECTRIC ROUTE

TO PUGET SOUND  
THE  
CHICAGO  
MILWAUKEE  
AND ST. PAUL  
RAILWAY  
ELECTRIFIED

PUGET SOUND  
ELECTRIC ROUTE



New Union Station, Chicago

One of the largest and most magnificent passenger terminals in the world. All Chicago, Milwaukee & St. Paul railway trains arrive at and depart from this terminal

## *The Pacific Northwest—The Wonderland*

**T**HE traveler from the east to the Pacific Northwest naturally wants to make the journey by the most direct and enjoyable route. This trip, via the Chicago, Milwaukee & St. Paul Railway, brings pleasant recollections to those who already have made it, and holds in store eager anticipation for the traveler about to set out on so interesting a journey. There are no weary moments, and taken in its entirety, the journey is a liberal education in the progress and development of that section of the west traversed enroute.

In crossing the continent over the "Trail of the Olympian," one passes through a country abounding in scenic attractions, and possessing a wealth in forest, farm and mine that has

made it the mecca of thousands who were moved to "pull up stakes" and seek their fortunes in a new land.

"The Olympian," that incomparable train, provides daily service between Chicago and the Puget Sound cities of Tacoma and Seattle, passing through Milwaukee, St. Paul, Minneapolis, Aberdeen, Miles City, Butte, Missoula, Spokane and Ellensburg.

The equipment of "The Olympian" consists of standard and tourist sleeping cars, ladies' lounge, observation car with barber shop, bathroom, valet service, smoking room, observation parlor, writing desks, library of classics, fiction and magazines, together with commodious observation platform. All equipment is electric lighted and steam heated.



Eagle Nest Tunnel, where the walls of Montana Canyon close in to seemingly bar the onward way. Engineering skill has found a way through, having penetrated the solid wall of granite as if by magic

Dining cars on "The Olympian" are models of excellence, and provide service and a cuisine that are famous the world over, and as the dining cars form a part of the through equipment, passengers are allowed ample time to fully enjoy their meals.

Comfortable coaches of all-steel construction complete the passenger equipment of this famous train.

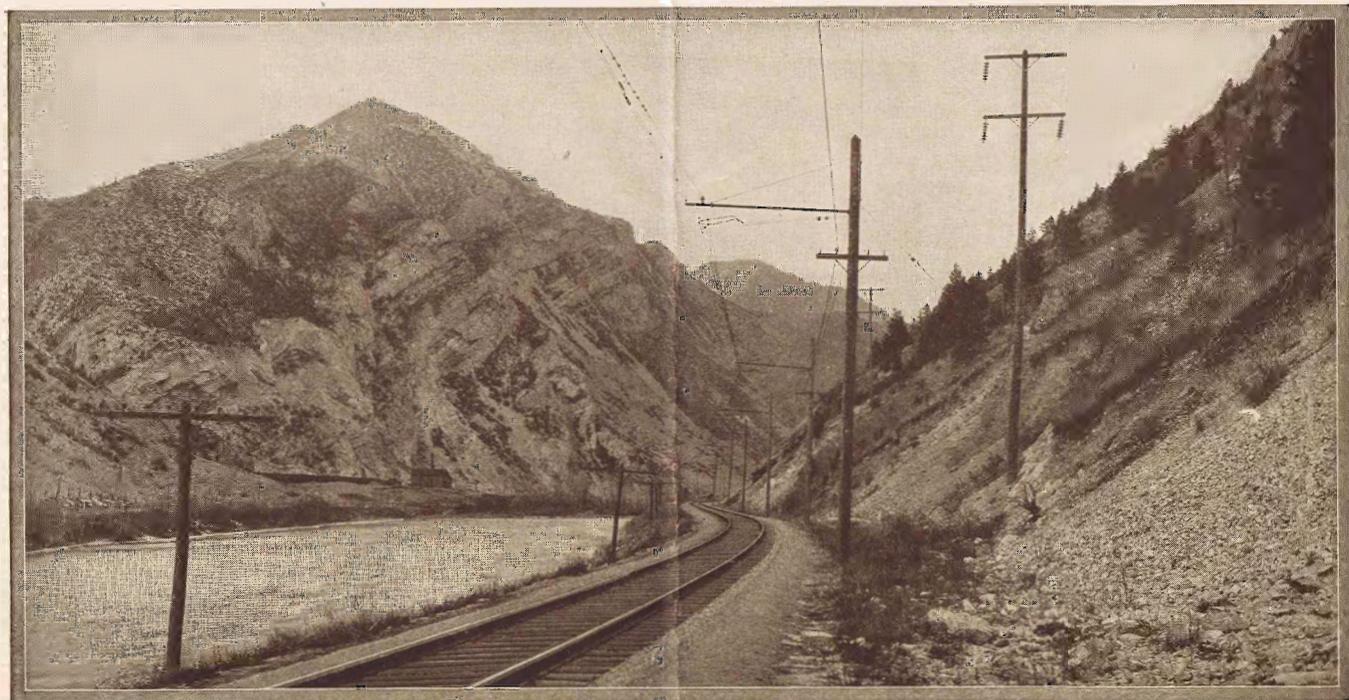
The Chicago, Milwaukee & St. Paul Railway is the pioneer in long distance railroading by electricity, its great transcontinental train—"The Olympian"—being operated for six hundred and forty-nine miles over four mountain ranges, on "white coal."

The traveler welcomes the smooth, certain climbing up the long mountain slopes in a palatial steel train drawn by a huge electric

locomotive, the mightiest in the world. There is a uniformity of speed uphill and down grade with entire freedom from jerks, jolts and jars, cinders, smoke and soot, and he feels further secure in the knowledge that the power of this engine is equal to that of several steam locomotives. The scenery, therefore, is to be enjoyed without interruption and in order that it may be viewed to best advantage, open observation cars are attached to "The Olympian," while passing through the electrified portions of the route, during the summer months.

So-called mountain grades are leveled and the motion of the train is even and sustained because of the power that is in reserve for emergency use.

Ninety-pound steel rails, rock ballast, a solid roadbed, electric block signals throughout the



Jefferson Canyon vies in rugged majesty with the celebrated canyons of America; it furnishes the impressive and convenient approach of the Chicago, Milwaukee & St. Paul Railway to the upper Missouri River

entire line, all-steel equipment, electric travel over the mountain ranges and the most powerful locomotives, combine to insure the maximum of safety, absence of dust, and an easy, comfortable journey.

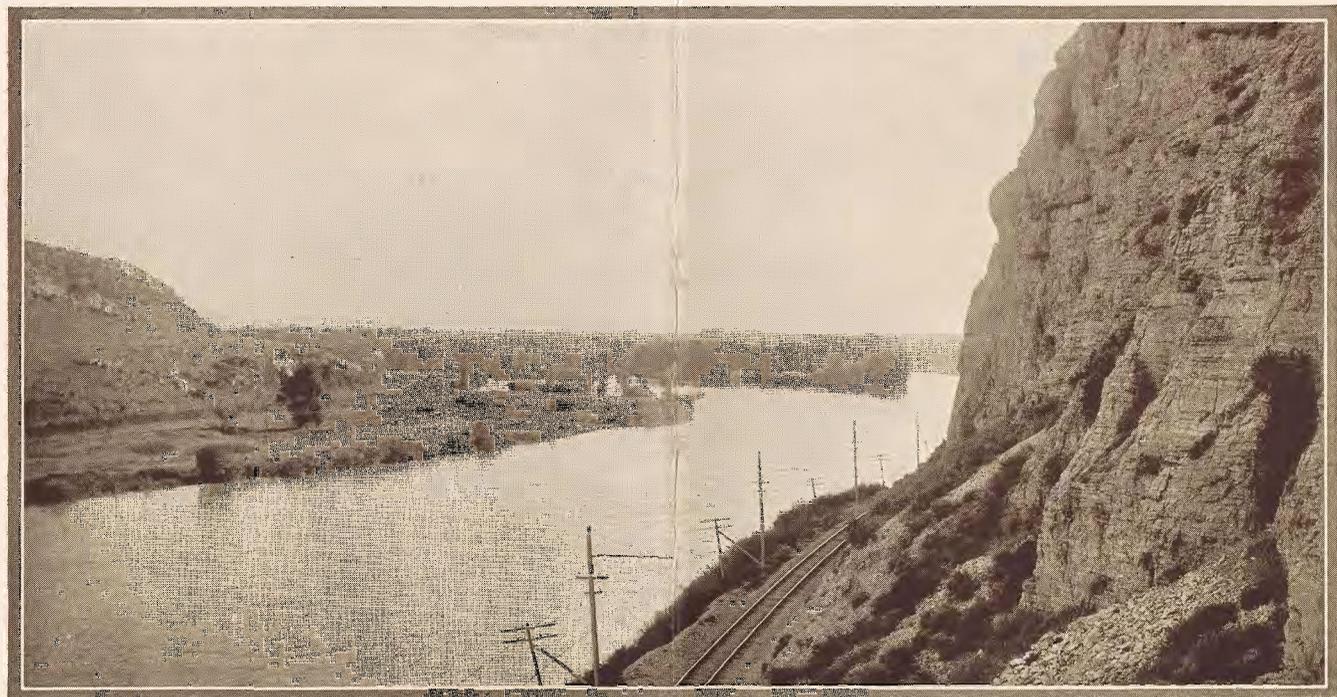
These are the distinguishing features of Chicago, Milwaukee & St. Paul Railway service; these are the things that make rail travel most pleasant. A journey on "The Olympian" is accompanied by a feeling of security and the thought that vacation time dates from the moment one boards such a train.

Leaving the shores of Lake Michigan and proceeding almost due west, the traveler passes through the prosperous agricultural sections and busy commercial centers of central Wisconsin, passing enroute the picturesque "Dells," one of the beauty spots of the state. Further on, at La Crosse, the Mississippi River is

crossed for the first time and the shores of the "Father of Waters" are skirted for more than one hundred miles. Then come the "Twin Cities"—St. Paul and Minneapolis—centers of commerce surrounded by natural settings of lakes and woods and other masterpieces of nature's handiwork.

The stretch between the Twin Cities and Montana presents a comparatively level plain where agriculture and dairying is the principal industry interspersed with thriving cities and towns serving as shipping and distributing points for the surrounding territory.

In Montana agriculture, livestock, oil and mining engage the attention of the people. A few reminders of the western frontier days are still in evidence—the Indian on his reservation farm and the cowboy in his native element. From the east the electrification begins at



Near Three Forks, Montana, is the source of the Missouri River, which provides water for numerous irrigation projects and power for industries, many of which are far distant from the natural source of supply

Harlowton, Montana, and from this point to Avery, steam gives way to electricity and for four hundred and forty continuous miles "The Olympian" is drawn by "The King of the Rails," the electric locomotive that has marked the most advanced step in modern railroading. Of unusual interest to the traveler is the rugged beauty of Montana Canyon, whose walls crowd inward, showing rock masses towering high in the air, pillars, pinnacles, promontories, crags and chasms which vie in a magnificent color symphony.

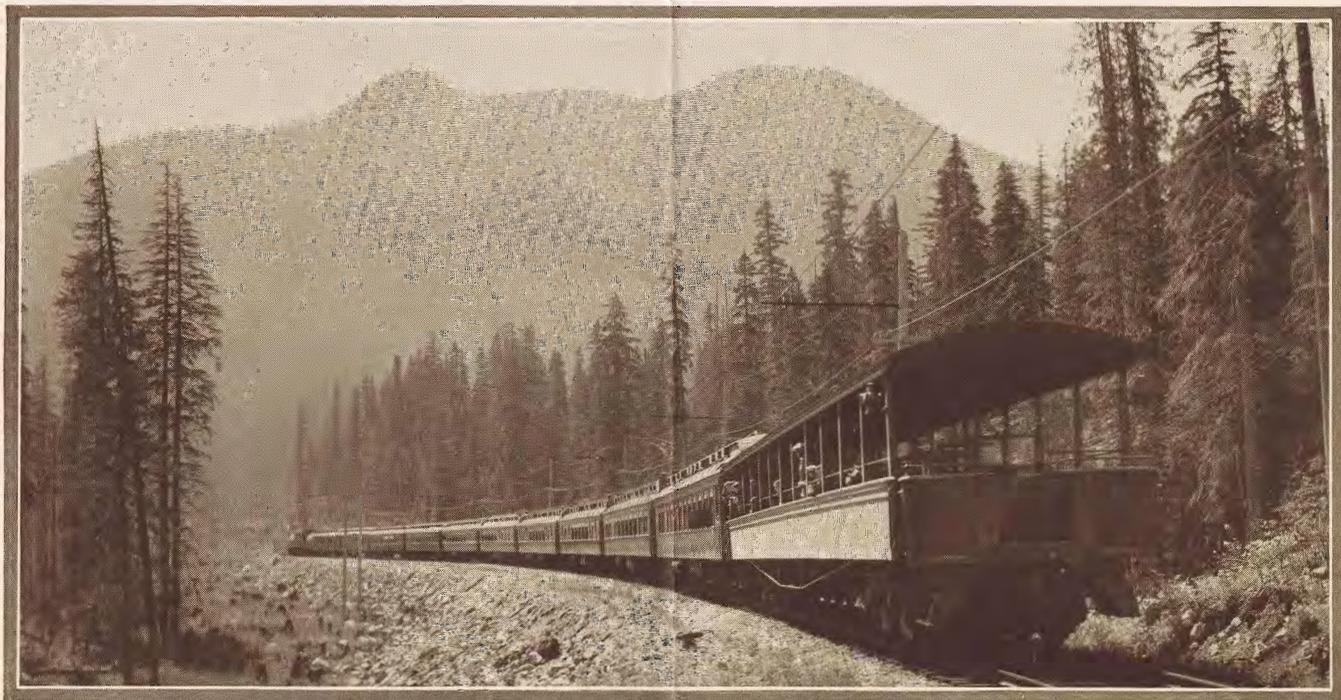
Sixteen miles below Three Forks, the Jefferson, the Madison and the Gallatin unite to form the source of the great Missouri River.

Butte is the world's largest mining metropolis, and probably no place of equal size is so exclusively given over to a single industry. One-fifth of the world's copper is produced

here, and the copper mines are some of the largest in the world.

The Missoula Valley is about eighty miles long by eight miles wide, and is traversed almost its entire length by the Chicago, Milwaukee & St. Paul Railway. Missoula, the metropolis, is one of the largest cities in Montana, and is the gateway to the famous Bitter Root and Blackfoot valleys. It is a district famous for its apples and other fruit.

The Montana Rockies contain many ranch resorts—"dude ranches"—which cater especially to visitors from the east in search of rest and recreation in a climate that is a real tonic for tired bodies and overwrought nerves. In these higher altitudes there are no poisonous snakes and but few insects. Automobiles carry the vacationist from the railroad to the ranches. Information concerning the various



Open Observation Car on "The Olympian"  
The complete absence of smoke and cinders in the electrified districts of the "Milwaukee" makes it possible to enjoy a full view of the wonderful scenery from these open observation cars

ranch resorts and their individual attractions may be secured by calling upon or by addressing any Chicago, Milwaukee & St. Paul Railway representative listed elsewhere in this publication.

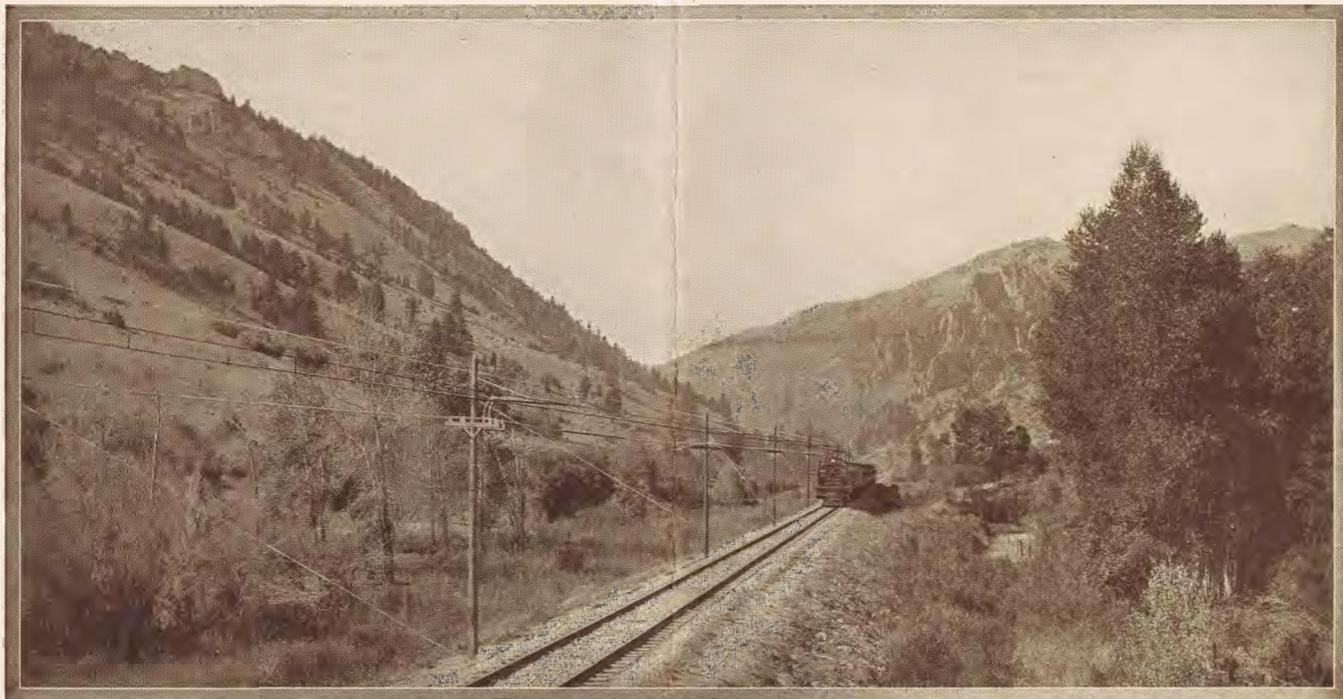
After penetrating the Bitter Root range, the trail descends into Idaho and follows for a considerable distance the beautiful St. Joe River as it surges between confining canyon walls and finally subsides into a broad placid stream, in which are mirrored the wooded hills that descend in graceful slopes to the very water's edge.

The vicinity of St. Maries, Idaho, is the fisherman's paradise, offering him his choice of lakes, rivers, and mountain streams with trout and bass that are eager to rise to the lure. Upon leaving St. Maries, the trail gradually rises above Lake Chatcolet, a mountain gem set

deeply in the picturesque mountains of the Coeur d'Alene Indian Reservation.

Spokane, Washington, is the metropolis of the Inland Empire, which equals in area all the New England states with New York and New Jersey added for good measure. Spokane is a modern city of 110,000 population, ideally situated on a great continental plateau between the Bitter Root and Cascade mountains, and which is considered to be unsurpassed by any other section of the world in variety and richness of resources.

The Spokane River flows through the heart of the city, adding to its beauty and commercial value. Spokane is particularly favored in the matter of public parks, having an area of nearly two thousand acres devoted to natural parks and to children's playgrounds, all connected by a splendid system of boulevards.



"The Olympian" at the western entrance of Montana Canyon, Montana, showing in detail the transmission lines that supply "white coal" for operation of trains over electrified zones

Mount Spokane is reached from the city by a thirty-eight mile auto highway which leads to the summit. From this vantage point a wonderful panorama of the surrounding country is presented to view, including portions of the states of Washington, Idaho and British Columbia.

Of particular interest to the lover of the great outdoors is the fact that within a radius of a hundred miles of Spokane are fifty mountain lakes, for the most part ideally located as to requirements for camping, hunting and fishing. The immediate hills are wooded with a dense growth of pine and backing up these are forests of fir, cedar and tamarack. Here one may thoroughly enjoy all the beauties of nature and the vitalizing benefits of outdoor life to the fullest extent.

A few of the most popular recreation resorts

near Spokane, are Hayden Lake, Newman Lake, Lake Pend Oreille, Pend Oreille River and Box Canyon, the shadowy St. Joe River, Lake Coeur d'Alene, Priest Lake, Twin Lake, Spirit Lake and Liberty Lake. However, these resorts include only those where everything is organized for the enjoyment of the visitor. There are many other spots which may be reached with a little more effort and which are perfectly suited to the requirements of the person who desires to "rough it" or to carry on his own explorations.

Leaving the Inland Empire, the route ascends the east slope of the Cascades, winding around Lake Keechelus and finally penetrating the range by Snoqualmie Tunnel. From here the route is down grade through magnificent forests and along the rims of deep canyons carved into solid rock and carpeted with mountain



The region of the "Shadowy" St. Joe River of Northern Idaho is a veritable campers' paradise, affording the best of trout fishing and game plenty. Steamers operate between St. Maries and Coeur d'Alene

shrubby or threaded by rushing mountain streams, fed by eternal snows.

Tide water is reached at Seattle and then at Tacoma and the journey from Chicago, covering 2,200 miles, has been completed in less than three days' time.

The lure of the great Pacific Northwest is greater today than it ever has been, not because of new attractions but rather due to the fact that every year an increasing number of visitors herald its advantages to every section of the world. Its beauties, its resources, and its commercial fame are being re-discovered by thousands upon thousands of travelers, who never were aware of the fact that our own America holds forth a diversity of scenery that is unexcelled anywhere on the globe.

Everyone has at some time or other yearned to make a tour of this outpost of the nation,

has heard the call of the great West, and has looked forward with fond anticipation to the realization of this desire. And to those who have once visited this Pacific vacation land, the call carries even stronger appeal.

The Sound region enjoys a climate that borders on the ideal. The air is pure, it is fresh and clean. Mellow sunshine and warm ocean currents temper the gentle breezes, giving color to the plants and flowers, and flavor to the native fruits.

It is a question as to just what phase of this Puget Sound region appeals most strongly to the visitor from distant climes. With some it is the spell of the mountains, the canyons, the waterfalls, and the living glaciers; others stand in awe in the presence of the mighty monarchs of the forest, and for many there is little time to spare for anything save rose gardens and



MCCLELLAN'S EXHIBIT—THE CASCADES

Through the most bewildering scenery of the western continent your journey is smoother, surer and swifter on the electrically driven "Olympian"

the wild flowers of the mountain meadows.

The student of the development of natural resources and the growth of commerce and manufacturing will find fertile fields for his enlightenment in the shipping of these cities of Puget Sound, the great lumber mills and canning factories, as well as other industries usually associated with cities of like size and similar location.

Puget Sound is a natural harbor sufficiently large and deep to accommodate all the navies of the world with room to spare. Fronting on tidewater, each with a fine harbor, are the centers of lumbering, salmon canning, coal mining, electrical waterpower, cement factories, farming, fruit growing and other industries. Everywhere the shores are bordered with evergreen forests, and the mountains, overhung with clouds, rise from the water's

edge. Pleasure steamers ply between the Sound cities, and one could enjoy a whole month with these water side trips and experience new surprises and new delights every day.

So alluring is the Pacific Northwest that it attracted to itself overland travelers who made the journey on foot, by ox team, prairie schooner and by water long before the wave of civilization had reached the Pacific. The coming of the railroad opened a new era of travel and transportation for it provided a connecting link between the overcrowded eastern states and this far western outpost. From that time, up to the present, the Pacific Northwest has experienced phenomenal growth, new cities have sprung up in the agricultural, fruit raising, lumbering and mining districts and the various industries have attracted capital and labor from every section of the entire world.



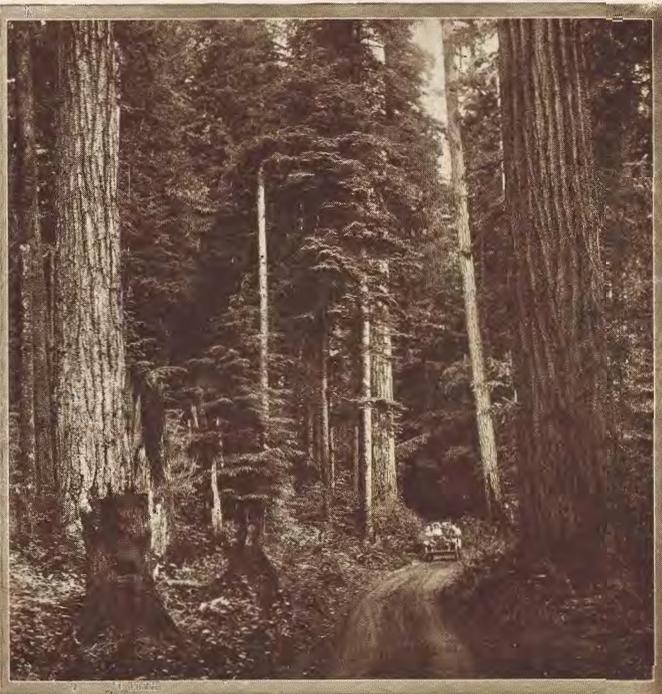
Nisqually Glacier—Rainier National Park  
One of the numerous ice streams that flow down the sides of Mt. Rainier and within easy distance from Seattle or Tacoma on the "Milwaukee" Road

Seattle, the metropolis of the Pacific Northwest, credited with a population of over 315,000, is a beautiful hill-crowned city fronting on Elliott Bay. Its imposing skyline is a surprise to the traveler from the east who has not been informed as to the commercial and civic growth of this wonderful far-west city.

Seattle was built with a view to the future, and parks, streets, thoroughfares, buildings and public utilities have been generously planned for a great increase in population. Hills were leveled, tide-flats filled and streets made thereon, and in the residence section the hills were terraced, keeping pace with the business section. But very little of the natural attractiveness has been sacrificed and all the betterments were made with an eye to beauty as well as utility. The future of Seattle, as a most pleasing place for residence, is assured.

Within the corporate limits of the city there are two fresh water lakes. The State University on Lake Washington, is one of the best in the country. There are miles and miles of perfectly surfaced roads radiating from the heart of the city, not only to the parks, but from one end to the other of this entire region. From these boulevards, and at every turn, entrancing vistas meet the eye, and one need not travel far to see the most interesting and picturesque scenery to be found anywhere in America or abroad. Next to schools, good roads have been accorded first consideration in public expenditures and like the schools, there are none better in the United States.

To the Bremerton Navy Yard, on Port Orchard Bay, and about an hour's ride from Seattle, is a trip that no sojourner should forego. One of the largest dry docks in the



Splendid auto highways cross the Olympic Peninsula, carrying the tourist from the Sound cities to popular seaside resorts and penetrating enroute the densely timbered areas of the Olympic National Forest

world is located here, and ship-building activities never fail to interest the visitor.

Tacoma has a deep-sheltered harbor that is world-famous and its maritime commerce has been an important factor in the growth of the city and the development of the territory which it serves. Tacoma is a city built upon high hills and in reality is a city of parks set within one vast natural mountain park.

Enormous wheat warehouses, shipbuilding plants, modern docks, and numerous factories lend to the commercial prominence of Tacoma. Its system of public parks and playgrounds connected by splendid boulevards makes it an excellent point of sojourn for the eastern visitor.

Mount Rainier, the crowning attraction of the Sound cities, is situated a half day's ride from either Seattle or Tacoma. Having an

altitude of 14,408 feet, or nearly three miles, Mount Rainier is easily the king of all the mountains of this vicinity. It is overwhelmingly impressive, both by reason of its glacial covering, and the sculpture of its cliffs and the beauty of its lower forested levels.

This majestic peak is the most titanic extinct volcano in America outside of Alaska. In prehistoric ages it held a molten inferno within its breast; now it is mantled with flowing glaciers which total no less than forty-five square miles in area. Many of its individual ice streams are between four and six miles long, and in magnitude and splendor they are not excelled by the glaciers of the Swiss Alps.

Seen from Puget Sound the impressiveness of Mount Rainier is due to its being situated a dozen miles west of the crest of the Cascade Range on the forested plain sloping to tide-



Paradise Inn—Rainier National Park  
Situated in Paradise Valley, one of the most beautiful sections of a beautiful National Park. Paradise Inn is the largest and finest resort hotel in the Northwest

water. From viewpoints distant fifty to a hundred miles, it appears to rise direct from sea level, so insignificant seem the ridges about its base. It towers alone, distinct and commanding, far surpassing in height all peaks within the scope of the eye. Only a few of the world's greatest mountains stand thus detached and none has a more inspiring setting.

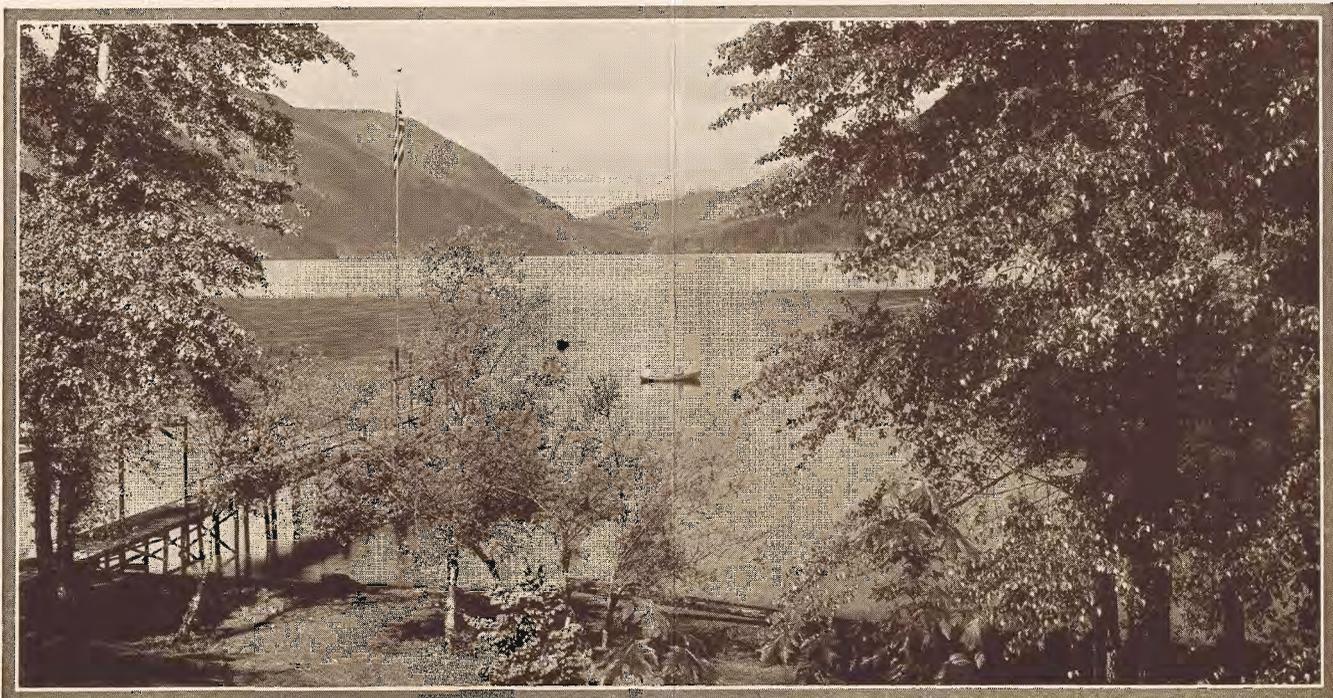
In the upper forests the wonder flowers appear, becoming dense with the higher altitude until everywhere, as far as the eye can sweep, there is a sea of blooms of every color. Some follow the snow so closely that they may be found blooming along its edges or even in the smaller snow fields, while still others of hardier variety are found far above snow line, where they seek out the sheltered niches, there to bloom amid masses of snow and ice.

There are two distinct craters, the larger of

which is 1,600 feet in diameter, and these craters are separated by an immense mound of snow, known as Columbia Crest; this is the mountain's summit.

Recognizing the unusual and natural beauty of this district of which Mount Rainier is the central attraction, the United States Government has nationalized the area in order that it may be preserved in all its grandeur for generations to come.

The Olympic Peninsula, including the Olympic National Forest, lies just across Puget Sound and is bounded by it on the east and north and by the Pacific Ocean on the west. This is a veritable tourist paradise. The Olympic Range forms the backbone of the Peninsula and while it perhaps is not as imposing in height and length as other western ranges, it is very impressive indeed. The prin-



Lake Crescent, on the Olympic Peninsula, is reached by a broad hard-surfaced road that branches off from the Olympic Highway and winds through the mountains and over water-partings, penetrating picturesque fastnesses

cial peaks are Olympus, Fitzhenry and Constance, with altitudes of 8,470, 8,090, and 7,820 feet, respectively. The range includes several extinct volcanoes which are glacier-clad and possess other distinctive features.

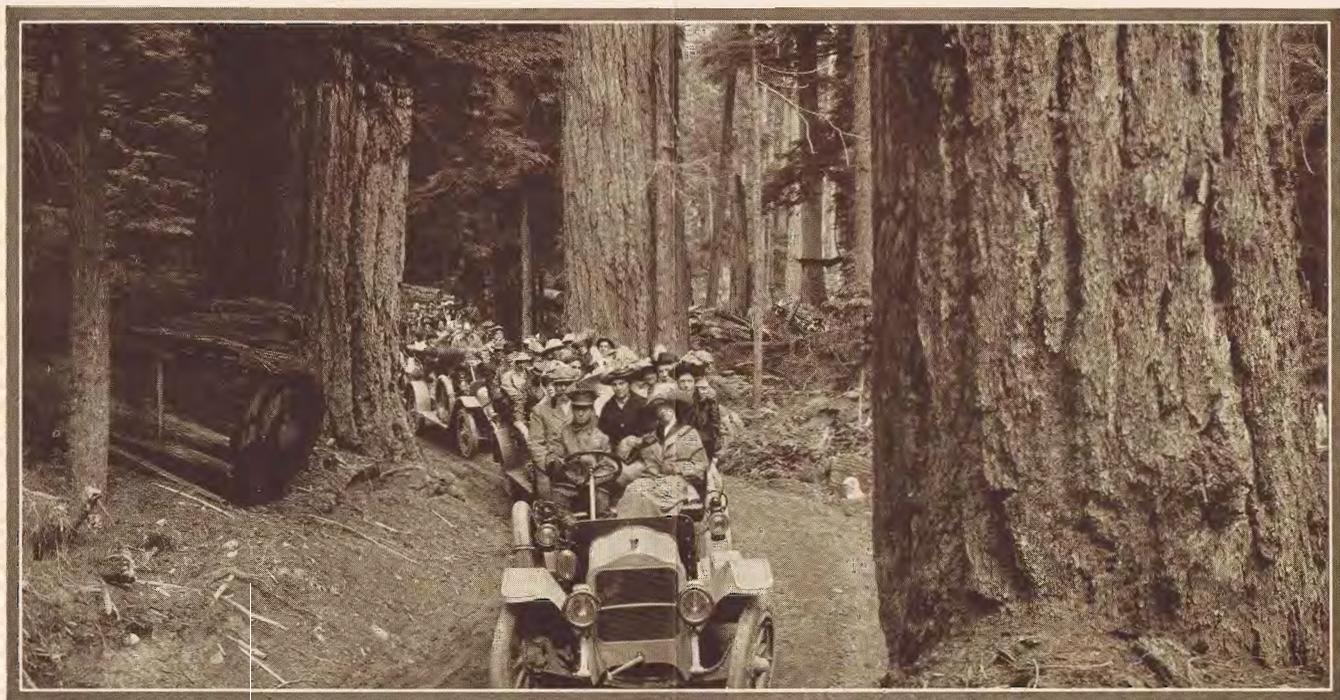
The peninsula is a playground that is certain to interest the visitor and with its grass-carpeted valleys, its wealth of wild flowers in thousands of varieties, and mountain sides covered with shrubbery and forest growths, numerous mountain streams and picturesque lakes, it borders on the ideal of what a natural recreation region should be. In the forested areas, game is plentiful and the waters abound in fish; elk, bear and other game are to be seen in their native haunts. Hard-surfaced roads extend to the many points of scenic interest; automobiling is a constant source of pleasure.

The early Spanish explorers called the Olym-

pics the "Stairway of the Angels," and the jagged crests, forming a majestic sustained wall of snow-crowned peaks, impress one with the fact that the range was well named.

The Olympic Highway extends from Puget Sound to the ocean, and branches of it lead to Lakes Sutherland and Crescent, and to Sol Duc Hot Springs, famous for their medicinal properties. In addition, there are miles and miles of foot and saddle trails around and over the mountains and there is abundant provision made for outdoor recreation. Comfortable hotels are located in close proximity to the inland lakes, the ocean beaches and other interesting places.

Port Angeles, sixty miles from the ocean and capital of the Olympic Empire, was the first port of entry for this entire region. Connected with the Olympic Highway, it is the trade



Autoing over Glacier Road, Mt. Rainier National Park. Through the forest openings, the ever-changing views compose a marvelous panorama of forest, flower-carpeted meadow, glacier and turbulent mountain stream

center for the mountainous interior, where farms and settlements are steadily increasing.

Billions of feet of choicest timber remain uncut; valuable ore veins and a vast lake of petroleum are buried within its depths; land well suited for agriculture girdles the entire peninsula; and the neighboring waters yield liberal quantities of fish.

Seattle is the gateway to Alaska, which journey is made by steamers which ply regularly between Puget Sound and all Alaskan ports.

Branch lines of the Chicago, Milwaukee & St. Paul Railway conform admirably to the industrial needs of this great Pacific Northwest territory.

It is impossible in this booklet to tell in

detail all the points of interest in the Pacific Northwest and the diversity of scenery enroute, but if there has been aroused a desire to journey to this region, which is unexcelled in scenic beauty and natural resources, its mission has been fulfilled.

Whether the journey to the Pacific Northwest is made for business purposes or simply for pleasure, or whether it is a combination of pursuits, the traveler is assured of a most enjoyable trip if arrangements are made to include the superior trains of the Chicago, Milwaukee & St. Paul Railway.

The great West extends a hearty invitation to you; "The Olympian" provides the means of making the journey in minimum time and with maximum of travel comforts.



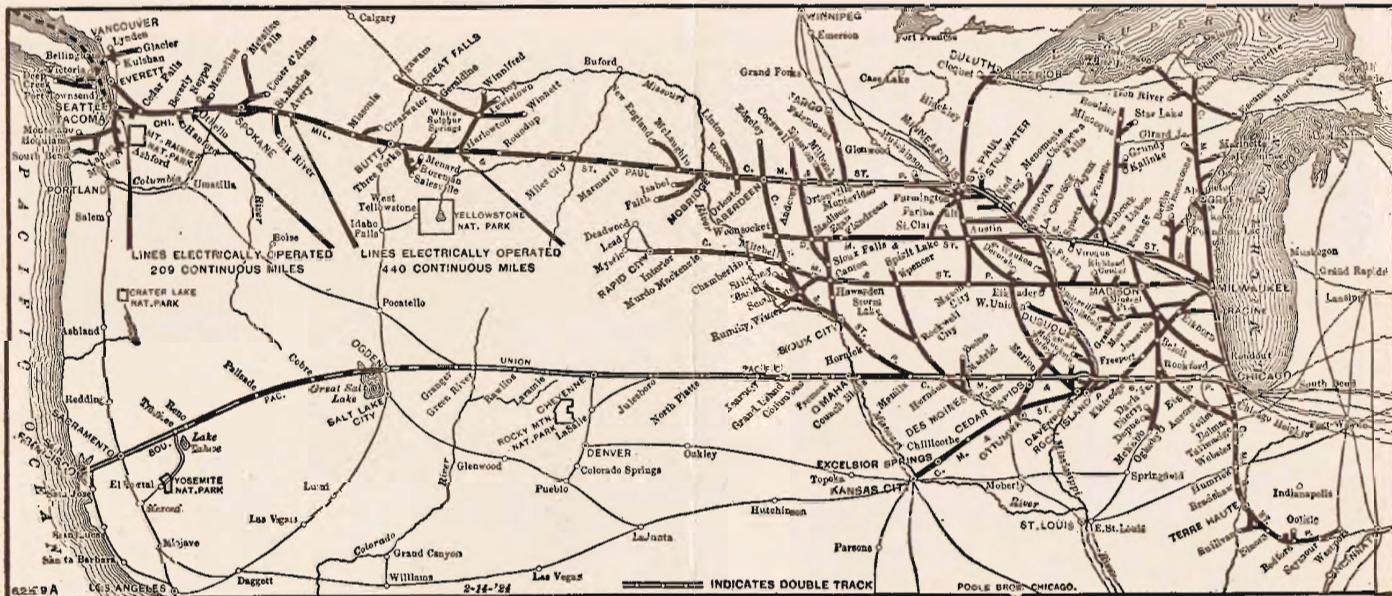
Auto-stage party in Rainier National Park feeding one of the inhabitants of this great wonder playground

### General Data on Electrification

|   |             |                                 |                 |
|---|-------------|---------------------------------|-----------------|
| Miles of road electrified.....            | 649         | Total capacity of stations..... | 87,500 k. v. a. |
| Miles on single-track basis.....          | 860         | Number of electric locomotives— |                 |
| Voltage of trolley.....                   | 3,000 d. c. | Passenger.....                  | 15              |
| Voltage of 3-phase transmission lines.... | 100,000     | Freight.....                    | 42              |
| Number of converting substations.....     | 22          | Switching.....                  | 4               |
|   |             | Total.....                      | 61              |

### Passenger Locomotive Characteristics

|   | Gearless Type | Quill Type    |
|---|---------------|---------------|
| Number in service.....                      | 5             | 10            |
| Length over all.....                        | 76 ft. 0 in.  | 88 ft. 7 in.  |
| Total weight.....                           | 521,200 lbs.  | 567,000 lbs.  |
| Weight on driver.....                       | 457,800 lbs.  | 367,600 lbs.  |
| Weight on driving axle.....                 | 38,150 lbs.   | 61,300 lbs.   |
| Diameter of driving wheels.....             | 44 in.        | 68 in.        |
| Number of motors.....                       | 12            | 6 (twin type) |
| Total capacity, one hour rating.....        | 3,500 h. p.   | 4,200 h. p.   |
| Total capacity, continuous rating.....      | 3,200 h. p.   | 3,400 h. p.   |
| Tractive effort, one hour rating.....       | 48,500 lbs.   | 66,000 lbs.   |
| Tractive effort, continuous rating.....     | 42,000 lbs.   | 49,000 lbs.   |
| Tractive effort, available at starting..... | 123,500 lbs.  | 110,300 lbs.  |



Helpful service saves you time and money. Call, write or telephone any of our travel experts listed below, who will always be ready to assist you in planning a tour and furnish detailed itinerary.

|  |                                    |   |                                    |
|--|------------------------------------|---|------------------------------------|
| ABERDEEN, S. D., "Milwaukee" Station, 1 North Main Street..... | Phone 2325                         | MADISON, WIS., "Milwaukee" Station.....                   | Phone Badger 6300                  |
| O. F. Waller.....  | Division Passenger Agent           | A. B. Batty.....  | Passenger and Ticket Agent         |
| ABERDEEN, WASH., 206 Lodi Building.....                        | Phone 221                          | MASON CITY, IOWA, 9th St. and South Pennsylvania Ave..... | Phone 324                          |
| W. R. Rehm.....  | City Passenger Agent               | W. F. Cody.....   | Division Passenger Agent           |
| BELLINGHAM, WASH., Railroad Avenue.....                        | Phone 670                          | MILES CITY, MONT., Foot of Eighth Street.....             | Phone 476-R                        |
| Geo. W. Blair.....   | Traveling Passenger Agent          | J. J. Foley.....  | Division Passenger Agent           |
| BELOIT, WIS., "Milwaukee" Station.....                         | Phone 257                          | MILWAUKEE, WIS., 405 East Water Street.....               | Phone Broadway 572c                |
| L. J. Lightfield.....  | Passenger and Ticket Agent         | J. C. Prien.....  | District Passenger Agent           |
| BOSTON, (6) MASS., 552 Old South Building.....                 | Phone Congress 1308                | MINNEAPOLIS, MINN., 526 Second Avenue, South.....         | Phone Main 5652                    |
| F. D. Dodge.....   | General Agent                      | J. J. Oslie.....  | City Passenger Agent               |
| BUFFALO, N. Y., 224 Ellicott Square.....                       | Phone Seneca 0634                  | MISSOULA, MONT., Higgins Avenue and Third Street.....     | Phone 319                          |
| R. F. Trumper.....   | General Agent                      | O. G. Buerkle.....  | Passenger and Ticket Agent         |
| BUTTE, MONT., "Milwaukee" Station, South Missouri Street.....  | Phone 5800                         | NEW ORLEANS, LA., 315 Carondelet Building.....            | Phone Main 6440                    |
| P. J. Peckers.....   | Division Passenger Agent           | W. H. Rogers.....   | General Agent                      |
| CEDAR RAPIDS, IOWA, "Milwaukee" Station, 401 Fifth Avenue..... | Phone 307                          | NEW YORK, N. Y., 42 Broadway.....                         | Phone Hanover 0100                 |
| C. L. Sherwood.....  | Passenger and Ticket Agent         | G. L. Cobb.....   | General Agent Passenger Department |
| CHICAGO, ILL., 650 Marquette Building.....                     | Phone Central 7600                 | OMAHA, NEB., 306 South Sixteenth Street.....              | Phone Jackson 4481                 |
| E. G. Hayden.....  | General Agent Passenger Department | W. E. Bock.....   | General Agent Passenger Department |
| A. Tansley.....  | Traveling Passenger Agent          | PHILADELPHIA, PA., 1309 Finance Building.....             | Phones Rittenhouse 0981-0982       |
| CINCINNATI, OHIO, 204 Dixie Terminal Building.....             | Phone Main 5010                    | Geo. J. Lincoln.....                                      | General Agent                      |
| G. C. Armstrong.....   | General Agent                      | PITTSBURGH, PA., 201 Park Building.....                   | Phone Atlantic 2438                |
| CLEVELAND, OHIO, 937 Union Trust Bldg.....                     | Phone Main 2437                    | T. P. Casey.....  | General Agent                      |
| F. E. Clark.....   | General Agent                      | PORTLAND, ORE., 1107 Gasco Building.....                  | Phone Main 2688                    |
| COUNCIL BLUFFS, IOWA, 40 Peal Street.....                      | Phone 965                          | C. H. McCrimmon.....                                      | District Passenger Agent           |
| Chas. H. Leisher.....  | City Ticket Agent                  | ROCKFORD, ILL., "Milwaukee" Station.....                  | Phone Main 120                     |
| DALLAS, TEXAS, 901 Magnolia Building.....                      | Phone X 5291                       | J. B. Hartnett.....                                       | Passenger and Ticket Agent         |
| J. M. Allen.....   | General Agent                      | ROCK ISLAND, ILL., "Milwaukee" Station.....               | Phone 303                          |
| DAVENPORT, IOWA, Front and Ripley Streets.....                 | Phone Pav. 880                     | S. B. Stoddard.....                                       | Passenger and Ticket Agent         |
| A. Mallum.....   | General Agent                      | ST. LOUIS, MO., 2002 Railway Exchange.....                | Phone Olive 337                    |
| DENVER, COLO., 217 Patterson Building.....                     | Phone Main 7042                    | C. J. Peterson.....                                       | General Agent                      |
| J. C. Fitzgerald.....  | General Agent                      | ST. PAUL, MINN., 365 Robert Street.....                   | Phone Cedar 4401                   |
| DES MOINES, IOWA, Union Station.....                           | Phone Walnut 7708                  | T. A. Morken.....   | General Agent Passenger Department |
| H. W. Warren.....  | District Passenger Agent           | SALT LAKE CITY, UTAH, 503 Clift Building.....             | Phone Wasatch 3625                 |
| DETROIT, Mich., 608 Free Press Building.....                   | Phone Main 6835                    | H. W. Howell.....   | General Agent                      |
| E. W. Steinhoff.....   | General Agent                      | SAN FRANCISCO, CAL., 661 Market Street.....               | Phone Garfield 5334                |
| DUBUQUE, IOWA, Fifth and White Streets.....                    | Phone Dubuque 174                  | C. H. Miles.....  | General Agent Passenger Department |
| M. H. McEwen.....  | Division Passenger Agent           | SEATTLE, WASH., 2nd and Madison.....                      | Phone Eliot 6800                   |
| DULUTH, MINN., 322 W. Superior Street.....                     | Phones Melrose 524-525             | J. F. Bahl.....   | General Agent Passenger Department |
| G. M. Bowman.....  | General Agent                      | SIoux CITY, IOWA, 503 Fourth Street.....                  | Phones, Bell 2689, Auto. 57086     |
| EVERETT, WASH., 32d and McDougal Streets.....                  | Phone Main 1905                    | B. O. Searles.....  | Division Passenger Agent           |
| H. H. Tavener.....   | General and Local Agent            | SIoux FALLS, S. D., "Milwaukee" Station.....              | Phone 134                          |
| GREAT FALLS, MONT., 2d Avenue and 3d Street South.....         | Phones 9696 and 9712               | R. W. Riewert.....  | Passenger and Ticket Agent         |
| H. R. Wahoske.....   | Division Passenger Agent           | SPOKANE, WASH., Sprague Ave. and Post Street.....         | Phones Main 125 and 4100           |
| GREEN BAY, WIS., "Milwaukee" Station.....                      | Phone Adams 866                    | R. E. Carson.....   | City Passenger Agent               |
| H. E. Stewart.....   | Division Passenger Agent           | TACOMA, WASH., 110 South Tenth Street.....                | Phone Main 2100                    |
| INDIANAPOLIS, IND., 717 Merchants Bank Building.....           | Phone Lincoln 1077                 | F. A. Valentine.....                                      | City Passenger Agent               |
| Wm. Pasho.....   | General Agent                      | TERRE HAUTE, IND., Rea Building.....                      | Phone Wabash 1296                  |
| JANESVILLE, WIS., "Milwaukee" Station.....                     | Phone 191                          | P. M. Fagan.....  | Division Passenger Agent           |
| F. W. Zimmerman.....   | Passenger and Ticket Agent         | VANCOUVER, B. C., 626 Hastings Street, West.....          | Phone Seymour 165                  |
| KANSAS CITY, MO., 723 Walnut St.....                           | Phones, Main 6190, Harrison 2546   | J. M. Cunningham.....                                     | General Agent                      |
| E. G. Woodward.....  | General Agent Passenger Department | VICTORIA, B. C., 902 Government Street.....               | Phone 72                           |
| LACROSSE, WIS., "Milwaukee" Station.....                       | Phone 76                           | F. O. Finn.....   | General Agent                      |
| J. H. Rosbach.....   | Passenger and Ticket Agent         | WINNIEPEG, MAN., 706 McArthur Building.....               | Phone A-3101                       |
| LOS ANGELES, CAL., 422 Van Nuys Building.....                  | Phone Vandike 0855                 | E. Mather.....  | Traveling Passenger Agent          |
| H. W. Porter.....  | General Agent                      | WINONA, MINN., "Milwaukee" Station.....                   | Phone Tri State 1108               |
|  |                                    | L. W. Smock.....  | Passenger and Ticket Agent         |