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Rio Grande may vary the journey by traveling from Salida on the narrow-gage line over Marshall Pass and through the Black Cañon of the Gunnison, rejoining the main line at Grand Junction.

The Colorado Midland provides an optional route with splendid scenery from Colorado Springs to Grand Junction, Colo. A through Pullman is operated over this route from Denver to Ogden, traveling by the Denver & Rio Grande beyond Grand Junction.

TO THE NORTHWEST

The newest of the transcontinental routes within the United States is the Puget Sound extension of the Chicago, Milwaukee & St. Paul line, which now extends from Chicago to Seattle and Tacoma. This year sees the completion of a great piece of engineering upon which the road has been engaged for three years—the electrification of 440 miles of track over the Rocky Mountains. About twelve million dollars have been spent on the work, a sum which will soon be saved to the company in reduced hauling-charges. The power, derived from waterfalls along the route, is delivered to the railroad at fourteen stations along the line, the main plant being at Great Falls, Mont. One distinctive feature of the system is the so-called regenerative braking. Instead of applying brakes on the down grade, the electric motors are reversed and turned into dynamos. The mechanical energy of the train on the descent is made to turn these dynamos, and as a result between 25 and 52 per cent. of the power used to climb the mountains is recovered and turned back into the wires for use elsewhere. Two through trains are operated daily over this route—the Olympian and Columbian, leaving Chicago at 10:15 P.M. and 10:10 A.M. respectively, and reaching Seattle in about seventy-two hours.

The Northern Pacific runs westward from St. Paul to Portland, Seattle, and Tacoma. This is the original line to the Yellowstone Park, connection being made at Livingston for Gardiner, the entrance to the Park. Two through trains, the North Coast Limited and the Northern Pacific Express, are operated daily from St. Paul, the former carrying through sleepers for Portland and Seattle, via the Chicago & Northwestern from Chicago, and the latter via the Burlington from Chicago. The Puget Sound Limited runs daily from St. Louis to Seattle and Portland, via the Burlington to Billings, Mont., with Pullmans from Kansas City to Seattle.

The Great Northern Railway is the most northern transcontinental route within the United States. It is the only line reaching the Glacier National Park. It extends from St. Paul and Duluth to Portland, Seattle, and Vancouver. The leading train is the Oriental Limited, running over the Burlington tracks from Chicago to St. Paul. There is also the Glacier Park Limited from St. Paul to Coast points. A daily through train is maintained from Kansas City via the Burlington Route to Billings, and thence on the Great Northern to the Coast.

GLACIER NATIONAL PARK

The entrance to Glacier National Park on the westward trip is at Glacier Park Station, Mont.; on the eastward at Belton, Mont. Tourists may enter at one gateway and leave at the other, or they may leave from the entrance gateway. There

are regular tours through the Park of one, three, five, and seven days. The seven-day trip starts twice a week (Tuesdays and Fridays from Glacier Park Station), from July 1 to September 1, the other daily. The one-day trip in touring-cars and launch costs \$8.25, including transportation and lunch. The three-day tour by auto, launch, horseback, and stage, costs \$21 for transportation and hotel accommodations, the five-day tour \$31.25, and the seven-day tour \$47. Walking-tours can also be arranged for at \$1 to \$3 per day. Sixty glaciers, 250 mountain lakes, snow-capped mountains some 10,000 feet high, and wonderful vistas of forests, waterfalls, and mountain streams form a picture well worth the effort to see. Rustic log-built hotels and Swiss-châlet camps provide comfortable accommodations.

ALONG THE PACIFIC COAST

From San Francisco to Portland runs the well-known Shasta Route of the Southern Pacific, passing Mount Lassen, an extinct volcano that has recently come to life, Mount Shasta, and the Shasta Springs. The principal train is the Shasta Limited, which makes the run between the two cities in about twenty-seven hours. Portland celebrates two events this year—on June 7, the tenth annual Rose Festival, in commemoration of its familiar name of "Rose City," and the national dedication of the great Columbia River Highway, a concrete road, completed in the fall of 1915, which runs through the gorge of the Columbia River and for the first time opens up to automobilists the beautiful scenery of some of the wildest portions of the stream. The dedication ceremonies will take place at Multuoma Falls, the second highest falls in the United States.

Crater Lake National Park can be reached from Medford, on the Shasta Route, or from Klamath Falls and Chiloquin, on a branch line, from which points there is auto service to Crater Lake. The Park, which is near the southern boundary of Oregon, is a curious repository of burned-out volcanoes and other remains of violent volcanic action in bygone ages. Most notable of all is Crater Lake, which, as its name implies, lies inside the walls of an ancient volcano, Mount Mazama. It has a maximum depth of 2,000 feet.

Two hotel-camps, Anna Spring and Crater Lake Lodge, are maintained during the season from July 1 to September 30. Good auto-stage lines, boats, and launches on the lake enable the tourist to make a satisfactory visit to this unique reservation.

The run from Portland to Seattle takes about six hours. From Seattle various steamship lines to Alaska have their sailings, and from here also the Nippon Yusen Kaisha, one of the oldest steamship lines on the Pacific, has sailings to Yokohama, Shanghai, and Hongkong, whence other steamers of the line sail to Manila, Australia, India, and Europe. The Blue Funnel Line also has a service from here to Japan, China, and the Philippines. From Tacoma the Osaka Shosen Kaisha Line has steamers sailing to the same destinations.

MOUNT RAINIER NATIONAL PARK

Mr. Edward Frank Allen, an authority on national parks, recently wrote of Mount Rainier National Park: "Let it be said that this is the most beautiful place in the world." The Park may be reached by the Tacoma Eastern Railroad, a branch line

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of the Chicago, Milwaukee & St. Paul, from Tacoma to Ashford, thence by automobile stage to National Park Inn at Longmire Springs. The return fare from Tacoma to the Inn is \$5, and from Tacoma to Paradise Valley \$8. The inn has been rebuilt since last season and is fully up to date. From here an excursion may be made by pack-train, or by auto along a splendid mountain highway, to Nisqually Glacier and Paradise Valley, the round trip in either case being accomplished in a day. A few minutes' climb at Paradise Valley takes one on Alta Vista, famous for a magnificent view. Those wishing to climb Mount Rainier, the highest peak in the United States, make the start from Paradise Valley.

PACIFIC-COAST STEAMERS

A pleasant diversion from all-rail travel on the Pacific-Coast tour is a steamer-trip between Portland, Los Angeles, and San Francisco. Arrangements for this may be made at the time of booking. The San Francisco & Portland S.S. Co. and the Pacific Coast S.S. Co. and the Pacific Navigation Co. have frequent sailings up and down the coast in modern steamships.

TRANSPACIFIC STEAMERS

In addition to the steamers from Seattle mentioned above, there are sailings from Vancouver by the Canadian-Australasian Royal Mail Line every four weeks for Honolulu, Fiji, New Zealand, and Australia and by the Canadian Pacific S.S. Lines about every two weeks for Yokohama and Hongkong, one steamer a month calling at Manila. From San Francisco are the following transpacific services: The Matson Navigation Co., with weekly steamers to Honolulu; the Oceanic S.S. Co., with sailings every three weeks to Honolulu, Samoa, and Australia; the Union S.S. Co. of New Zealand, with service every four weeks to Tahiti, Rarotonga, New Zealand, and Australia; the China Mail S.S. Co., the only transpacific line at present flying the American flag, occasional sailings to Honolulu, Yokohama, Shanghai, and Hongkong; the Toyo Kisen Kaisha, with frequent sailings for Yokohama, Shanghai, Manila, and Hongkong.

YOSEMITE VALLEY

You can't do Yosemite the wrong way, no matter how you decide to journey thither or to enter. Some people prefer to stop off at Fresno or Merced, on the way to or from San Francisco via the Southern Pacific or Santa Fé Railway. Others prefer to make a side-trip from San Francisco, journeying by night train to El Portal, the entrance, or by day train, spending the night at El Portal. From here auto-stages transfer travelers to Yosemite in the heart of the Valley, a run of about five hours. The views en route are indescribable. Lofty mountains tower precipitously over the narrow valley; waterfalls pour from precipices at such great heights that only the spray reaches the valley; dense forests abound and crystal lakes and streams form a picture that must be seen to be appreciated.

From Yosemite there is choice of three auto-routes, one to the Mariposa Grove of Big Trees at Hawona, 26 miles distant, thence to El Portal; a second, known as the Horseshoe Route, to Hawona, thence to Fresno, connecting with the Southern Pacific and Santa Fé Railroads; and a third, called the Triangle Route, to the Tuolumne Grove of Big Trees and back to El Portal. The round-trip rate from San Francisco to Yosemite via rail and auto is \$23. The side-trip to Mariposa may be made for \$15 and to Tuolumne for \$7.50. The Horseshoe auto-trip from Merced to Fresno costs \$24.25.

LAKE TAHOE

This brilliantly tinted lake of clear water lies in the high sierras on the border between California and Nevada, some 6,000 feet above sea-level. It is 23 miles long

and 13 miles wide and is encircled with snow-clad mountains, whose lower slopes are clad with dense forests of pine, cedar, and fir. Scores of smaller glacial lakes are scattered about. Passengers from the east or west leave the main line of the Ogden Route of the Southern Pacific at Truckee, a stop-over being allowed on all tickets. A narrow-gauge line leads up the beautiful Truckee River Cañon to Tahoe Tavern on the shore of the lake, an hour's run. The round trip costs \$3.

A 72-mile steamer-trip may be made around the lake for \$2.50.

YELLOWSTONE PARK

This first, and in some ways the greatest, of our large national parks has grown so popular within the past few decades that, instead of the original one route thither and one entrance, there are now four routes and three entrances. Those traveling by the Northern Pacific Route from Chicago and St. Paul or Portland and Seattle leave the main line at Livingston, Mont., and proceed by branch line, 54 miles to Gardiner, where the imposing entrance-arch is situated. From here travelers make the tour of the Park by coaches, on horseback, or by automobile.

The Chicago, Burlington & Quincy lands its passengers at Cody, Wyo., whence an auto-trip of 63 miles brings them to the eastern entrance to the Park, near the Lake Hotel.

The third route is via the Oregon Short Line from Portland or Salt Lake City and Ogden to Yellowstone Station, Mont., at the western entrance to the Park. A special train runs every night during the season (June 15-September 15), from Salt Lake City to Yellowstone Station, picking up en route through sleepers from Portland and Butte.

The fourth route is via the Chicago, Milwaukee & St. Paul Railway to Butte, Mont., thence by through sleeper to Yellowstone Station.

The two principal ways of touring the Park are by coaching with stops at hotels or coaching with stops at camps. The Wylie Permanent Camping Co. and Shaw & Powell Camping Co. have groups of permanent camps at convenient intervals and transport their patrons by coach over the usual routes. There are also a number of men who provide for personally conducted camping parties. Those choosing the coaching- and hotel-routes from Yellowstone Station in the early morning on arrival of the special train and take lunch at Fountain Hotel, and then go on to Old Faithful Inn for the night. This is the center of the Upper Geyser Basin, where are grouped scores of regular and intermittent geysers, chief of which is the renowned Old Faithful, spouting every 70 minutes lurid colored pools and curious formations of various kinds. On the following day's ride to the Thumb Lunch Station the Continental Divide is crossed twice. On the third day the ride is a short one along the Yellowstone River to the Cañon Hotel, allowing half a day for visiting the Grand Cañon of the Yellowstone with its marvelous coloring, and the Upper and Lower Yellowstone Falls. For those who take the four-day trip the fourth day's drive goes to Norris for lunch, and thence to Yellowstone Station. Five-day people turn north from Norris and drive past the Obsidian Cliff and other wonders to the Mammoth Hot Springs, which, as their name implies, are a collection of immense springs of boiling water. The fifth day is taken up with the return to Norris and Yellowstone Station.

The round-trip tickets on sale from June 9 to September 10 from New York to Gardiner, Cody or Yellowstone, or in by either of the first two and out by the other, cost \$83.70 and \$79.20 respectively by standard or differential lines. Going in by Yellowstone and out by Gardiner or Cody, or vice versa, costs \$102.20 or \$97.70. The round trip to Butte costs \$111.20 or \$106.70. For those traveling on through round-trip tickets to the Pacific Coast the side-trip from Livingston to Gardiner and return costs \$3.20 and from Salt Lake City, Ogden, Pocatello, or Butte to Yellowstone Station and return \$12.25. The three-day trip from Gardiner, including coaching and hotels, costs \$31, the five-day \$50.50. The three-day trip from Cody costs \$34 and six-day \$61.25. The two-day trip from Yellowstone Station costs \$14.25, the four-day \$32.25, and the five-day \$41.25. There are also combination prices for going in at one entrance and out at another.

COLORADO

Many tourists want to see something of the Middle West and the Rocky Mountains, without going as far as the Pacific Coast. For them Colorado is the ideal goal. The fare thither is only about two-thirds of that to the Coast, and

A Statistical Record of Crop Diversification in the South

The United States Department of Agriculture estimates the value of the 1915 cotton crop, exclusive of seed, at \$580,000,000. Figuring the average proportionate value of the seed, the cotton crop, including the seed, may be fairly estimated at approximately \$750,000,000.

The total value of Southern crops in 1915 was \$2,607,349,000. The value of animal products for the entire United States was \$3,849,000,000. It is very conservative to estimate the South's portion of this at 30 per cent, or \$1,154,700,000. Adding to this figure the total crop value, we have for the entire value of Southern farm products for 1915 the amount of \$3,762,049,000. Hence these figures:

| | |
|--|------------------------|
| Total value Southern Farm Products for 1915 | \$3,762,049,000 |
| Total value of Cotton Crop for 1915 | 750,000,000 |
| Value of Southern Farm Products, Exclusive of Cotton, for 1915 | \$3,012,049,000 |

It will be noted that **cotton constituted but 19.9 per cent of the total value of Southern Farm Products.** All other farm products were worth over four times as much; and other crops were valued at twice as much as the most valuable cotton crop the South has ever produced.

Of the 1,138,000,000 bushels of corn on the farms of this country on March 1st, 1916, 40 per cent was in the South.

Despite the fact that last year's cotton crop was valued lower than the average, the value of Southern crops for 1915 was \$153,000,000 greater than that of the five-year average from 1909 to 1913, both inclusive; and the South accounted for 60 per cent of the total gain in value of American crops for 1915 over 1914.

Any of the undersigned representative Southern newspapers will be glad to furnish full data concerning sales possibilities in their respective sections of the South.

We cite these significant statistics as incontestable proof that Southern agriculture has passed the one-crop basis. Diversification has taken place to an amazing extent, bringing with it a reform of rural credits, and a final disposal of the remaining tenant farmers. It is a remarkable tribute to the energy and ability of the new South to note that, despite the decreased cotton acreage, Southern crops as a whole have progressed at a rate that has outstripped the nation at large.

Southern agricultural advancement is paralleled by achievements in every other direction. The whole South is fairly pulsating with progress. Southern purchasing power has become a powerful factor in American merchandising. You can have your share for the asking.

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 - Birmingham Ledger.
 - Gadsden Times-News.
 - Mobile Item.

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- Jacksonville Metropolis.
 - Tampa Times.
 - Tampa Tribune.

- GEORGIA**
- Albany Herald.
 - Atlanta Constitution.
 - Atlanta Georgian-American.
 - Augusta Herald.
 - Macon Telegraph.
 - Savannah Morning News.
 - Waycross Journal-Herald.

- MISSISSIPPI**
- Natchez News-Democrat.

- NORTH CAROLINA**
- Asheville Times.
 - Charlotte News.
 - Charlotte Observer.
 - Durham Sun.
 - Greensboro News.
 - Raleigh News and Observer.
 - Raleigh Times.
 - Winston-Salem Sentinel.

- SOUTH CAROLINA**
- Anderson Daily Mail.
 - Charleston News and Courier.
 - Charleston Post.
 - Columbia Record.
 - Columbia State.
 - Greenville News.
 - Spartanburg Herald.
 - Spartanburg Journal.

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DARWIN TULIPS—We can now supply the magnificent and high priced Darwin Tulips at a great reduction. They are sensational in their beauty and should be included in every garden. They last for many years.

If you wish to take advantage of our very low prices, we must have your order not later than July 1st, as we import Bulbs to order only. They need not be paid for until after delivery, nor taken if not satisfactory. (References required from new customers.) For prices on smaller quantities see our import price list, the most comprehensive catalog of Bulbs published, which may be had for the asking.

| A FEW PRICES | Per 100 | Per 500 |
|--------------------------------|---------|---------|
| Fine Mixed Hyacinths | \$1.50 | \$14.00 |
| Fine Mixed Tulips | .80 | 3.75 |
| Darwin Tulips—Fine Named | 2.25 | 10.00 |
| Darwin Tulips—Fine Mixed | 1.35 | 6.00 |
| Double Daffodils | 1.90 | 8.75 |
| Narcissus Empress (Monsters) | 3.00 | 13.50 |
| Narcissus Golden Spur | 2.40 | 10.50 |
| Spanish Iris, Splendid Mixture | .55 | 2.00 |

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the saving in time for those whose vacations are limited is considerable. The round-trip summer-rates from New York to Denver or Colorado Springs, the two principal destinations, are \$68.70, using standard lines to and from Chicago, and \$64.20 by differential lines, with the option of a return by routes different from the outgoing ones.

There is wide choice of routes and trains from Chicago or St. Louis to Colorado points. The Denver Special, by St. Paul or Northwestern Route, and Union Pacific, from Chicago to Denver, makes the run in about 28½ hours. The Colorado Special and Colorado Express are operated by the same lines from Chicago. The Union Pacific has through sleepers from St. Louis and Kansas City, using the Wabash from St. Louis, on the St. Louis-Colorado Limited, and from Kansas City on the Denver Limited, with connection from St. Louis.

The Rocky Mountain Limited, the crack train of the Rock Island Lines between Chicago, Denver, and Colorado Springs, leaves Chicago at 10 A.M. daily, arriving at Denver and Colorado Springs at 2.30 P.M. the following day. The Rock Island also operates the Colorado and California Express between Chicago, Denver, and Colorado Springs, the Colorado Flier from Kansas City to Denver and Colorado Springs with connections from St. Louis, and the St. Louis, Colorado, and Pacific Coast Express with through sleepers to Colorado Springs and Denver from both cities.

The Burlington's fastest train from Chicago to Denver is the Denver Limited, covering the distance in 28½ hours, with the Overland Express and Colorado-California Limited also making fast time. Through service by the Burlington from St. Louis and Kansas City is provided by the Colorado Limited and Overland Express. The Missouri Pacific, connecting with the Denver and Rio Grande, has through sleepers from St. Louis to Colorado Springs and Denver on the Scenic Limited and Number 3.

DENVER

The city of Denver, itself a mile above sea-level, is the gateway through which the tourist generally enters the Rocky-Mountain region. It lies at the edge of a broad plain, almost in the shadow of towering mountains. From Denver as a center easy excursions may be made into the first ranges and beyond, as far as one's time allows and inclination dictates. The shortest mountain-trip from the city is by trolley and funicular railway, or by automobile to Lookout Mountain. Golden, the first capital of Colorado, and its neighbor, Castle Rock, are within easy reach, also Idaho Springs, in the midst of the Rockies, where radium-laden waters have accomplished great medicinal results. The Georgetown Loop of the Colorado & Southern Railway has been one of the wonders of American engineering since its opening in 1882. The so-called "Moffat" road, originally projected between Denver and Salt Lake City, extends some 250 miles westward and crosses the Divide at an altitude of 11,660 feet, which is said to be the highest point in the world reached by a standard-gage railroad. When the Rocky Mountain National Park was set aside as a public domain in January, 1915, Congress bestowed a blessing on the people of this country. Here, within less than thirty hours from Chicago, is as wild and typical a stretch of mountain scenery as can be found anywhere in the Rockies. The run thither from Denver may be made by auto or by train in less than six hours. From the Stanley Hotel at Estes Park innumerable excursions may be made on horseback or afoot into the wild mountain fastnesses.

AROUND AND ABOUT COLORADO SPRINGS

The railroad run from Denver to Colorado Springs takes about two hours and a half. This picturesque little city, almost under the shadow of Pike's Peak, is a center for excursions to probably more scenic wonders than any other locality in



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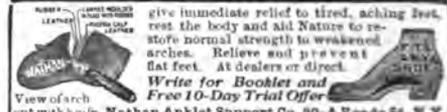
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**The Government Wants
All Americans to Visit**

Yellowstone National Park

Secretary Lane thinks all Americans should see our national parks. The Department of the Interior has published a book telling all there is to see in the Yellowstone, our greatest scenic domain.

Acting as distributors, the *Union Pacific* will send you a copy free, together with illustrated literature which tells what the Yellowstone trip costs, time required, how you may stop in Colorado and Salt Lake City, how Yellowstone Park is easily reached en route to California and North Pacific Coast. You want this great Government book, you need our concise travel book, to help plan your vacation.

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