The *Glamour of the Old West—the Magic of the New—the Challenge of the West to be—*

HERE in the Northwest is our last vast open space, where rich plains still wait for the plow of the skilled farmer and incalculable mineral wealth lies idle. Here a new civilization is building its foundations solidly in the Twentieth Century. Brilliant new towns are rising at strategic points. And the modern prospector is harnessing water-power.

This immense block—roughly one-fourth the nation!—consists of rich prairie and bench-land, sweeping, magnificent, through which wind tremendous streams—the tawny giant Missouri; the upper Mississippi, blue and dimpling among its green hills; the cold brawling Yellowstone; and the monster of the mountains, the Columbia, charging under claret-colored headlands. Green mountain barriers in the West rise wave on wave until they go tumbling down into the warm Pacific.

The mellow loess farms of the central river basins still look eastward. But farther west the rising flood of corn is sweeping into the wheatland. Red barns and silos in tidy groves of planted trees dot the plain as far as the upper Missouri. Wheat is spreading over the range.

Four bridges have recently been flung across the river. Settlement, checked for a while, is flowing on with increased impetus to the edge of the Belt Mountains. And on into the warm fruitful valleys beyond. Diversified farming has already enormously increased agricultural production.

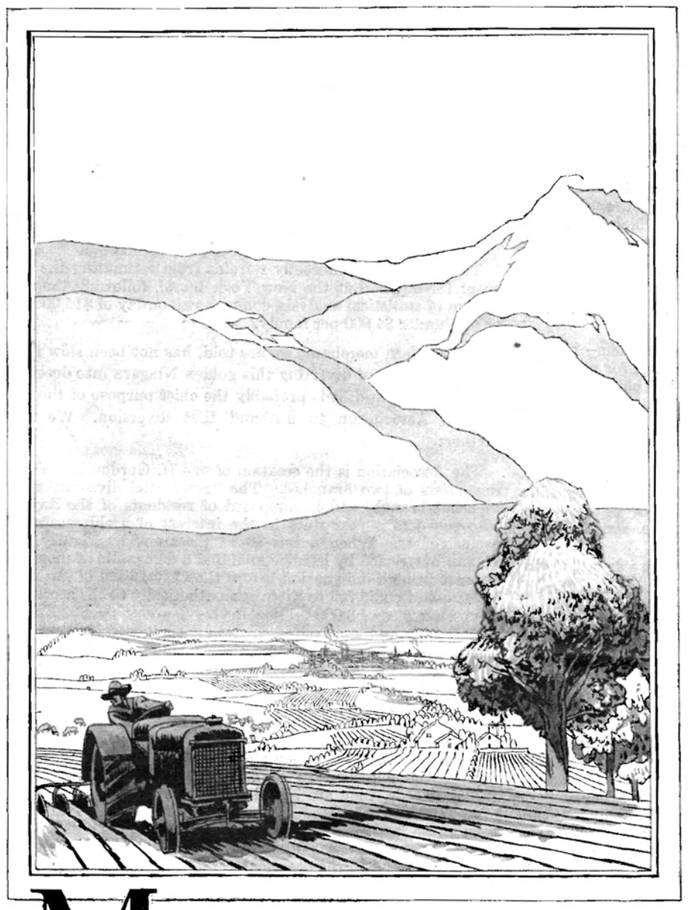
Here and there pockets of minerals have been opened. In South Dakota the greatest gold mine in the world is operating within sight of the best alfalfa-seed farms in America. Within a small cup in the mountains of Montana, two billion dollars' worth of copper and allied minerals have been mined. At Great Falls alone 150,000 horsepower in electricity is being generated. Washington can supply the nation with coal for 126 years. And the timber of the Pacific Coast is inexhaustible.

Spirit of the Northwest

For those who have not seen the new Northwest a revelation waits. Even towns of a few thousand inhabitants possess well-paved streets, white lights, thoroughly modern hospitals, schools, stores, equipment, the latest fashions. There is no isolation. Young blood is pouring in, impatient at the dull monotony of old communities, and insisting upon the utilization of every modern invention.

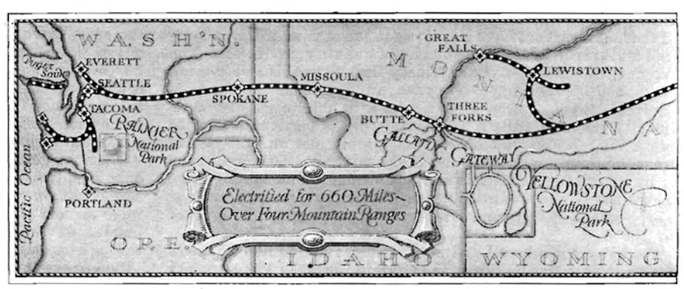
Great regional centers and industrial communities, such as Chicago, Milwaukee, Minneapolis and St. Paul, Butte and Great Falls, Spokane, Seattle and Tacoma, are increasing with wonderful rapidity in size and importance.



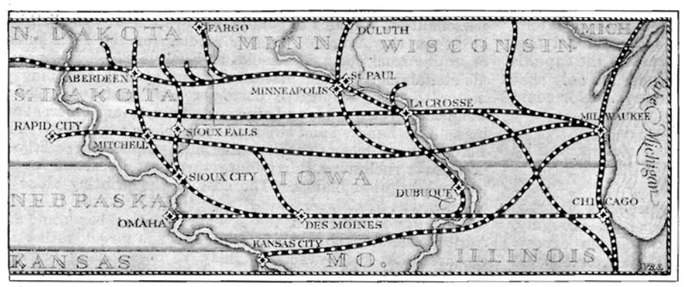


SHORTEST AND MOST MODERN ROUTE TO THE PACIFIC AND FAR EAST

The MILWAUKEE ROAD



The recognized route between Chicago, Milwaukee and Twin Cities,



Kansas City, Omaha, Des Moines, Sioux City, Butte, Spokane, Seattle, Tacoma

What the railroad has done

The railroad, cutting through the mountains and sweeping across the plains, has opened up this last great block of the nation to settlement and development.

The Chicago, Milwaukee & St. Paul has 11,000 miles of track linking up the important points from Chicago to Kansas City, Omaha and Sioux City; to Milwaukee, Upper Michigan Peninsula, Twin Cities; and to Spokane, Seattle and Tacoma, and the Olympic Peninsula. Its connecting lines and spurs form a network over the Northwest.

Like the great artery of a powerful body, surging with life, this railroad system brings nourishment and energy to the vast territory it serves. Machinery, tools, manufactured products, pure-bred stock, high-grade seeds, and people in an endless stream, pour through it into the Northwest. Pulsing back comes the torrent of raw products upon which the industrial centers of the East feed. The railroad brings life to the Northwest; and the Northwest gives health and strength to the railroad.

The Chicago, Milwaukee & St. Paul is *electrified* 660 miles across four great mountain ranges to shipside on Puget Sound. This is one of the greatest achievements in modern railroad engineering. The power used is generated from the enormous hydro-electric resources of western Montana and Washington.

It is the shortest line from Chicago to the Coast

Take your trip to the Coast over this route—where the highest peaks, the greatest rivers, the most splendid plains, the most bounteous valleys, and range after range of glorious mountains, are all incidents. Let its startling beauty refresh you; meet the promise of its opportunities with a rested body and a clear mind.

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

Room 884, Chicago, Milwaukee & St. Paul Railway Union Station, Chicago, Ill.

Make a check before the region that interests you. We have the closest co-operation with Chambers of Commerce and other business organizations who will supply you with detailed information.

- ☐ Puget Sound
- ☐ Inland Empire
- ☐ Industrial Montana
- ☐ Kansas City
- ☐ Agricultural Montana
- ☐ Eastern Dakotas
- ☐ Omaha—The Western Gate
- ☐ Minneapolis-St. Paul
- ☐ Wisconsin
- ☐ Iowa
- ☐ Upper Missouri R. Valley

Name _____

Street _____

City _____ 2-G