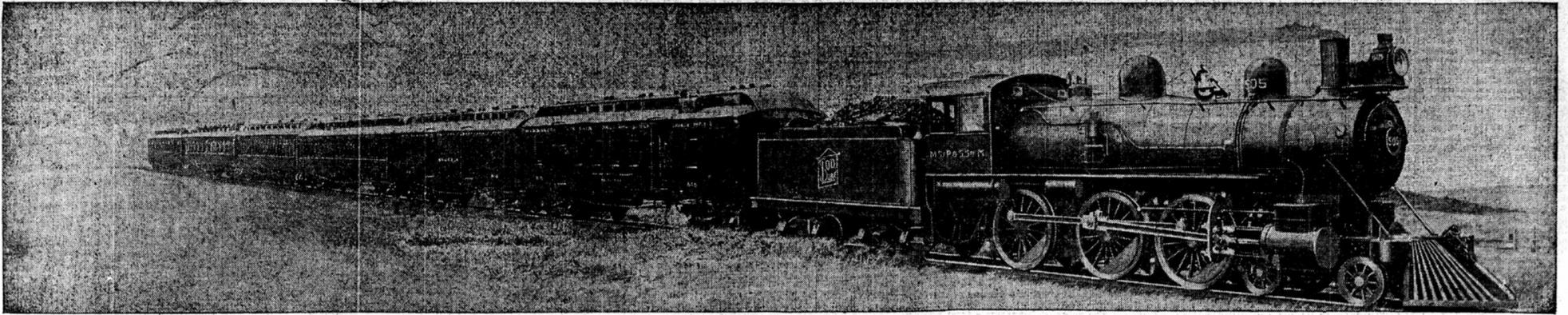


THE SOO LINE

ITS WONDERFUL GROWTH
ITS RESOURCEFUL TERRITORY
ITS MAGNIFICENT EQUIPMENT
ITS UNEQUALLED SERVICE

THE SOO LINE



ONE OF THE SOO LINE'S NEW LIMITED PASSENGER TRAINS.

MINNEAPOLIS' favorite railway, the Soo Line, is sharing in the prosperity which has made Minneapolis one of the great cities of the continent and the northwestern hemisphere. The Soo Line's gradual development into a big and powerful system, able to fight its battles unaided in the fierce modern day struggle for traffic is a matter of congratulation for every citizen of Minneapolis and of the entire northwest. It is an independent factor in northwestern traffic which has and will continue to be a potent influence in northwestern development and in the building of Minneapolis into a still greater market and financial center.

With its Canadian Pacific connections, the Soo gives Minneapolis perfect all rail service both ways to each coast. With its docks at Gladstone, Mich., and boat connections at that and other lake ports, it furnishes this market with a perfect lake and rail service during open navigation. The fact that it has kept free from entangling alliances in the railway world, and worked out its own salvation from an independent standpoint has resulted profitably to the road, saved Minneapolis merchants and manufacturers big money on rates, and finally enabled Minneapolis to take a powerful position as a northwestern distributing center. All of this is appreciated by the shipping interests of

which repudiated the theory of a radical division of peoples in the temperate zone of North America. To-day the railway has usurped the river's place in the world's travel. The Soo-Pacific trains roll from Minneapolis into the domains of England's sovereign to the north headless of boundary lines. These bands of steel and the communication they afford between two peoples are doing a mighty work in the Americanization of the province to the north. That commercial annexation of Canada West which legislators have neglected to accomplish is being worked out by the captains of industry and the Soo line is a great factor.

A Self-Supporting Territory.

If cut off entirely from the rest of the world the Soo line territory would be thoroughly self-supporting. Its lines traverse the world's granary. Its mills furnish a large percentage of the world's flour and other grain products. Its ranges supply meat for an immense population. Its lumber is contributing to the upbuilding of the western plains. Its butter and cheese are famous in the markets of the world. It has wool and flax fiber for the clothing maker. It is almost within reach of the iron mines. It manufactures paper, much of its agricultural machinery, and raises that commodity so necessary to many Americans, tobacco. The prairie regions can be supplied for centuries with fuel from the lignite coal mines in North Da-

the ascendant. As a progressive American he is out to do the right thing for himself and that means the best thing for the country and the railroad which hauls its products. The creamery is forcing its way to the international boundary.

That portion of Wisconsin and Michigan through which the Soo runs is just beginning to wake up. Therein lays the big opportunity for the homeseeker. Its lands are low in price and their productivity great. Prophets are many who say that this region is to become the great dairy country of the United States and the prophecy is good. North Wisconsin has already started on its road to fame as a land of milk, cheese, butter, fine poultry and high grade cattle, hogs and sheep. There is timber for every use from the railroad tie and telegraph pole to the raw material for the paper mills and the cord wood for winter fuel.

Mighty Industries Springing Up.

At the eastern terminus of the Soo the smoke of mighty industries curls prophetic of future greatness in the skies. But a few weeks ago water began to flow for the first time in the great water power canal of the Michigan-Lake Superior Power company at Sault Ste. Marie. This canal just finished after four years of construction is regarded by engineers as the most magnificent work of the kind in the world.

The industries at Sault Ste. Marie now

a city of 500,000 will result in rapid growth and development on the American side. This means a new supply point for the central northwest and in the entire scheme the Soo road stands to benefit.

The Bismarck Extension.

The completion of the Soo road to Bismarck and the inauguration of through service to that point last week marks another milestone in the Soo's progress. The extension to the Missouri river last year brought new traffic in stock, grain and merchandise. The Bismarck extension adds another to the Soo's list of good towns and places in a position to profit from the development of that part of North Dakota which is going steadily forward.

Westward the Soo-Pacific furnishes the traveler fast service to the north Pacific coast and by steamship to the orient. The route of the Pacific Express, a perfectly appointed vestibuled train lies through the park region of Minnesota, the vast grain and stock country of North Dakota and western Canada, and through the mountain region where for 700 miles the scenery is the most picturesque on the American continent. From the time the train enters "The Gap" until the salt waters of the Pacific are reached the scenery contributes an additional volume to the wonders of the world. Magnificently furnished steamers carry Soo passengers to and from the orient. Everything that experience can suggest for the comfort, safety, and convenience of passengers has been provided.

Perfect Service East and West.

The Soo has a perfect service to all points in Canada and the eastern states. Its Canadian Pacific connections carry its through cars to the important points. Its trans-Atlantic service is the best. Down the Great Lakes the Soo's connections furnish the traveler with a speedy and enjoyable trip. Connection with some of the best boat lines on the Great Lakes has given it a leading position in summer travel. Through superior connections at Mackinaw and Detroit, the traveler leaving Minneapolis on Friday night is landed in Buffalo on the following Monday morning. This is a new record in lake and rail travel from the northwest, and is thoroughly appreciated by the traveling public.

Its numerous lakes, hunting grounds and recreation spots have made the Soo popular with the sportsman. Along its Wisconsin and Michigan lines there are numerous small bodies of water teeming with fish, and hunting grounds in which game is abundant. From the plains in the west, where the prairie chicken and other wild fowl are plentiful, to the forests on the east end, where the bigger game still abounds, the Soo can offer every attraction to the sportsman or the recreation seeker. It carries the resorter to some of the best recreation spots along the Great Lakes and furnishes particularly good service to Mackinac Island and neighboring resorts, which are favorites with northwestern people.

widely separated, giving the car a roomier appearance. The roof of each interior vestibule is a dome of leaded cathedral glass. This glass is also used in the deck sash and oval windows in the hallways. The general plan has avoided angles wherever possible. Symmetry is everywhere evident. The interior vestibules contain an entirely new feature in the shape of seats large enough for two, expressly provided for persons coming into the sleeper late at night and forced to wait until their berths are ready. The cars are finished in St. Jago mahogany, the designs being inlaid with tropical woods. The color scheme carried out in the deck, upholstery, curtains, and carpets is in green. Harmony of color and design is preserved throughout the entire car. Simplicity and elegance have been the motto of the builders, who had a careful eye out to the best possible sanitary arrangement.

The smoking rooms are large and nicely furnished. The drawing rooms are models of elegance and are finished in white mahogany with inlaid decorations of tropical woods. The entrance to the drawing room is from the side instead of at the end thus insuring privacy which is not possible under the old style. The decorations of the roof of the drawing room are in inlaid rose. There are two ladies' toilets in-

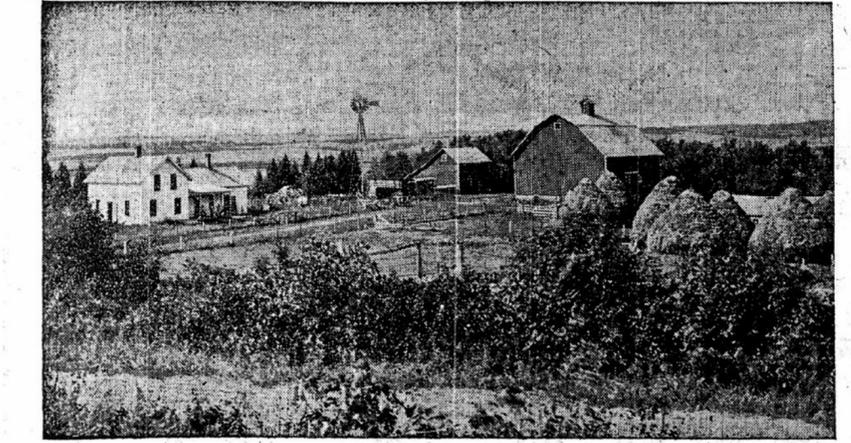
hailed by new heavy passenger engines capable of making fast time. All cars are mounted on six wheel trucks with forty-inch wheels insuring safety and comfort.

Fine Tourist Sleepers.

Special attention has been given to the construction of the tourist sleepers. The wide vestibules, double standard lamps, and the latest car range are among the improvements. The car is designed to secure uniform warmth combined with perfect ventilation which makes comfort certain in all seasons of the year. With per-gig travel westward along the Soo some of which particularly favors the tourist sleepers, the reason for the care given by the Soo management in the plans of the tourist is plain. There are fourteen comfortable sections, each comprising an upper and lower berth. The toilet rooms are fitted with all conveniences. The interior of the car is finished in mahogany and a competent porter is in charge. Ample facilities are afforded the passenger for preparing meals and nothing left undone to make travel on the Soo tourist pleasant.

Improvements in Permanent Way.

The Soo has the advantage of good management, as its financial statement shows. While the improvement in equipment is important, the improvement in



Farm Property on the Soo in Wisconsin.

Minneapolis, most of whom stand loyally by the Soo.

A Minneapoli Institution.

Its construction begun by Minneapolis money and the plans laid and pushed by Minneapolis men, the Soo line has from the start been a distinctly Minneapolis institution. To-day the shipping interests of Minneapolis are represented well on the Soo board. The officials are men who have been identified with the progress of the city for years. It is natural that Minneapolis people should take great pride in the prosperity of the Soo and the line showing the road to making financially

kota, and for many years to come with wood from the forests of Wisconsin.

Just on the Threshold.

This country is just on the threshold of its greatest achievements. The lands in western North Dakota which are growing flax now, are simply serving time in the primary class of the great school of development. It will not be many years before flax and other crops will be planted to give way to others. The scientific, or rather the more intelligent farmer, is in-

clude the largest ground wood pulp mill in the world, other plants for developing the mining and timber industry of that district, factories for the manufacture of bleaching powder and caustic soda from common salt, and a big steel plant with a capacity of 600 tons of steel rails daily. Up to the present time the industrial development at the Sault has taken place mostly on the Canadian side but the completion of the new canal which will furnish power sufficient to run the industries of

The Soo's New Equipment.

With the Soo line's prosperity have come added comfort and convenience for its patrons. Its freight service has been brought to a high standard and its new passenger equipment makes in the Pacific Express and the Eastern Limited two of the finest vestibuled trains in the country.

In this new equipment the car builders have presented many new features. The roofs of the sleeping cars are dome-shaped. At each end the sleeper section there is an interior vestibule semi-circular in plan. The bulkhead posts are

stead of one, a feature which is growing rapidly in favor.

The same color scheme is followed in the decorations of the diners and the day coaches. The diner is exceptionally well equipped. The silver service was especially designed for these cars. Wide windows give the passenger a fine view. Roomy toilets for the ladies are a feature of the day coaches. All of the cars have wide vestibules and modern anti-telescoping devices. The new limited trains are

Harvest Along the Soo in North Dakota

track and roadbed is more so. During the past year the management has expended large sums in making the roadbed and track one of the fastest and safest for traffic in the west. The Soo is favored through its location in a country uniform for climate and lacking in steep grades. When it is winter along the Soo it is winter from Port to Sault Ste. Marie. The management is not forced to deal with a variety of weather at different points along its line at the same time. Wash-

made for better and faster service in freight traffic, and speed, comfort and safety to the traveler.

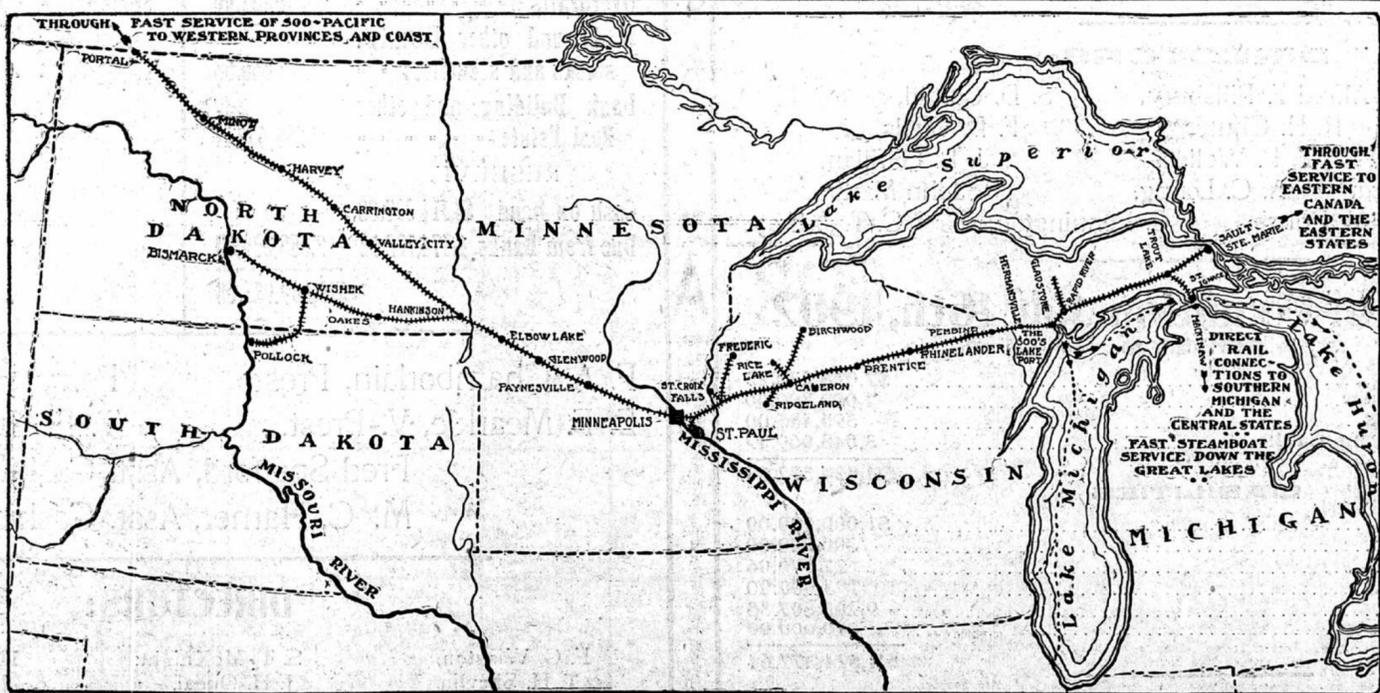
In the Soo yards at Shoreham is an interesting illustration of the manner in which the Soo line has kept abreast of the times since it was first built. Two locomotives of the light weight type in use fifteen years ago occupy tracks in one part of the yards. Not far away in the big round house stalls are the new locomotives recently purchased to haul the Soo's fast freight between Minneapolis and Gladstone. For the country these new iron horses of tremendous hauling capacity it has been necessary to build an addition to some of the round house stalls. When the Soo began to build up its traffic it had little use for the light weight engines now on the retired list awaiting a purchaser. They were sold to one of the small railroads in the northwest and afterward returned because the small railway could not meet expenses. They will do time probably on some of the smaller independent lines which still exist in the northwest. The Soo is providing itself with the latest equipment in order to reduce to the lowest minimum the cost of transportation.

There is another element in connection with the administration of Soo affairs which is important. That is the direct way in which the Soo interests itself in the affairs of its country. The industrial department has been an important factor in populating the northwest with industrious people by attracting immigrants from the southwestern states. Although without a land grant and owning no lands the Soo has persistently worked to make the unoccupied territory along its lines productive.

In encouraging the location of industries in its towns the Soo has been active. This policy has already built up a good local traffic which is an important factor in the earnings of the road. With the development of the country and this kind of a policy it is easy to see that Soo territory will be noted for the number and prosperity of its industries. Each year the road issues a volume containing lists of industries wanted at different points along the Soo. This is given wide circulation and has produced good results. Last year nearly all of the towns advertising for industries and new business institutions obtained them.

By its campaign of education the Soo is making the northwest better acquainted with its resources and opportunities. It has taught Minnesota the opportunities open in the Dakotas. It has even taught the people of Wisconsin that there is wealth in the future development of the northern half of their state now progressing at such a lively rate. Soo immigration agents have gone into southern Wisconsin counties and by advertising the advantages of north Wisconsin started a steady tide of immigration in that direction.

These works are more potent in demonstrating the argument that there is an identity of interest between the railroad and the country it serves that miles of theory dressed in big words. The administration of Soo affairs is on a healthy basis in every department, working towards the building of a still greater property and the gradual increase in wealth and productiveness of its territory.



RESOURCES OF THE SOO LINE COUNTRY

Between Bowbells and Minot lignite coal is found in big quantities. This region is also making a big record in flax production. By its extension to Bismarck the Soo taps a country containing big veins of high grade lignite.

Along the southern North Dakota branch, and including the Missouri river extension into South Dakota live stock is the big industry, although grain is paramount on the last end. The dairy industry is making good progress in this country. Grain, stock and dairy products alternate in favor on the main line from Minot to Minneapolis. From Minot to Valley City the Soo plows the big flax belt of North Dakota.

From Minneapolis to Sault Ste. Marie the Soo traverses the wooded country of Wisconsin and Michigan. Diversified farming and wood products are gradually enriching this region, which ex-Governor Hoard of Wisconsin, predicts will be the greatest dairy country in the world.

Prophecies That Came True.

No part of the west will contribute a greater increase to the volume of general business in coming years than the territory along the Soo. The vast resources of its country are just being realized on by the producer. An aggressive immigration and industrial policy on the part of the road is populating its country with industrious people. Opportunity's torch is flaming bright along the entire system from Port to the prairie where the union jack salutes the stars and stripes to Sault Ste. Marie where new enterprises fostered by American capital and brains are gradually building what is to be one of the greatest collections of industries in the world. Nature was generous to the country along the Soo. The men who laid out the line may have realized this in time. Some prophetic genius may have seen the results of to-day and the near future in the railroad plans which primarily were meant to connect the prairie with the city by St. Anthony falls in its fight for industrial greatness. But no one believed that it would come as quick and with the rushing force that it has. The Soo is coming into its own. It runs no longer through a barren country in the west nor through a wilderness of forest in the east. All is becoming productive and the Soo is taking the place destined for it from the start among the first class railway properties of the country. Minneapolis reaps a big profit from these results. Michigan, Wisconsin, Minnesota and North and South Dakota steadily contribute products to this market and in turn are steady buyers here. The money of these sections finds its way for deposit to Minneapolis banks and Minneapolis is a commercial and financial center is increasing in importance and power.

Helping to Americanize Canada.

The Soo line is contributing an important part in the Americanization of this continent. It follows the same sensible plan as those means of communication nearer to nature's scheme, the rivers of the north, in bringing into closer relation the people of great countries. A barrier artificial in the form of a tariff with custom houses as the guard towers has stood for years on the northern prairie where the only other means of identifying the domain of two separate flags were the sombre iron posts and an occasional scarlet coated policeman. The rivers sting and splashing their way to the north have paid no heed. Tariffs and custom houses were insignificant in the grand scheme of which they were a part and