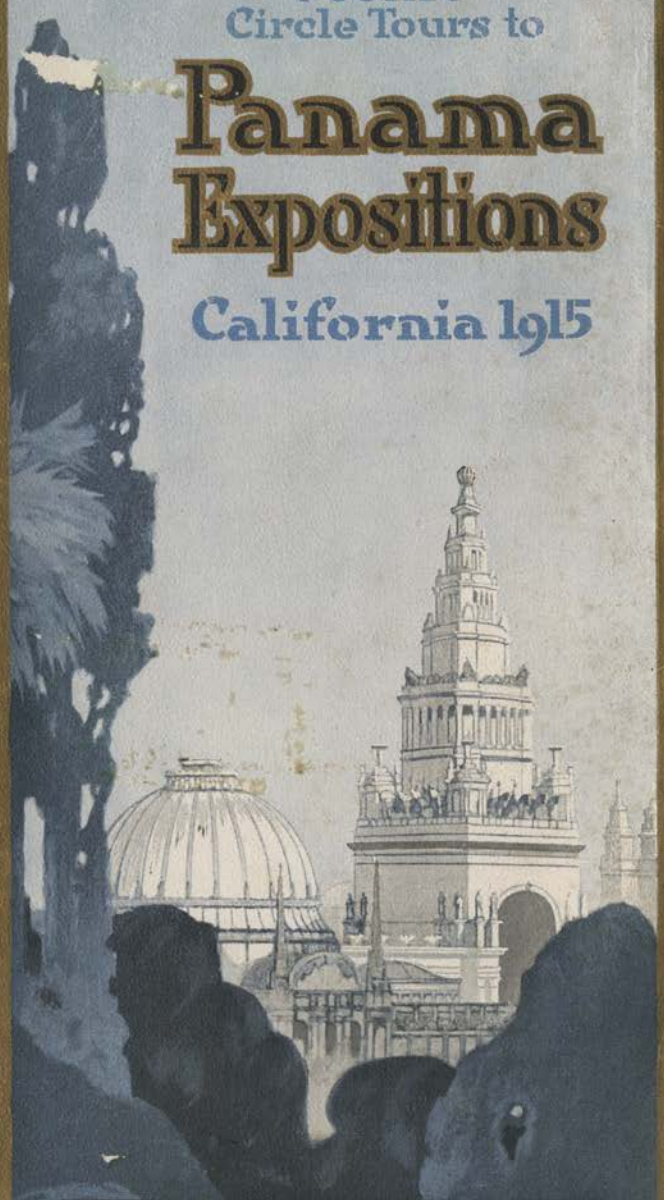


Rock Island Lines

Scenic
Circle Tours to

Panama Expositions

California 1915



Both expositions included in one ticket
at no extra cost
San Diego - 1915 - San Francisco



TO THE EXPOSITIONS

San Francisco - 1915 - San Diego



Balboa taking possession of the Pacific

CALIFORNIA

Did you ever hear the meaning of the word California? It belongs to no language. Hundreds of years ago, when Spain was ripest in genius and chivalry, a forgotten poet conceived, out of the treasures of his fancy, a fairy kingdom, where night wore diamonds for stars and dawn was lighted by a sun whose rays broke into dust of gold—and he called his dreamland "California."

So that when in after centuries his countrymen first beheld the golden shores of the Western Seas, there seemed but one name fitting for so glorious an empire, and they called it "California"—the land of golden suns, jeweled gardens and life eternal, and what name could more befit? For there, along the Pacific, time cannot conquer beauty; redwood and mountain alike seem to endure since the first dawn.

No more beautiful setting could be imagined for the wonderful expositions that will commemorate the completion of the Panama Canal.

Hills that lave their feet in the fragrant seas—turquoise canopies overhead—flowers, splashing rocks, and meads with color beyond the genius of the painter—highways hedged with spontaneous tangles of rose geraniums and goldenrod, sweetening every vagrant wisp of wind with wild perfumes that no bottle will ever prison.

Come to California and renew your faith in the worthwhileness of existence, come and behold wonders beyond the concept of imagination.

ROCK ISLAND LINES



Rock Island Scenic Circle Tours

The Expositions in California—the Panama-California Exposition at San Diego and the Panama-Pacific International Exposition at San Francisco, offer the greatest opportunity ever presented to the American people to see something of their own country.

Choice of routes, including the wonderful Colorado Rockies, Salt Lake, beautiful California and the Pacific Coast; the enchanting Southwest. A number of limited trains to choose from, including the famous "Golden State Limited," "Rocky Mountain Limited," "Californian," "Colorado-California Express" and "Colorado Flyer."

Very Low Fares for Round Trip

Liberal stop-over privileges. Long return limit.

Automatic Block Signals

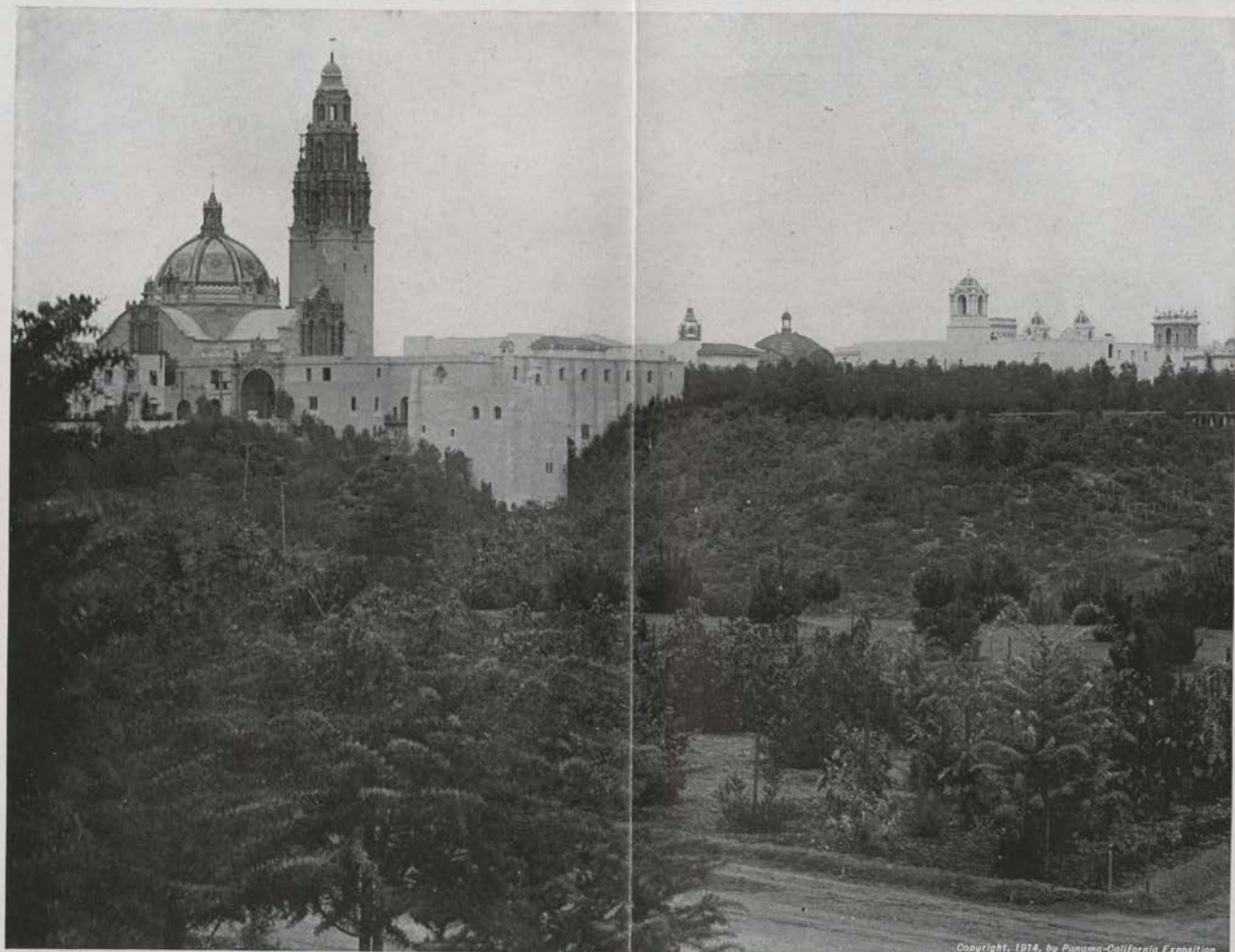
Finest Modern All-Steel Equipment

Superb Dining Car Service

We maintain Travel Bureaus in all important cities. Our representatives are travel experts who will help you plan a wonderful and an economical outing, give you full information and look after every detail of your trip.

Both Expositions included in one ticket at no extra cost

SAN DIEGO—SAN FRANCISCO



Across Cabrillo Cañon—San Diego Exposition

Copyright, 1914, by Panama-California Exposition

"The use of traveling is to regulate imagination by reality, and, instead of thinking how things may be, to see them as they are."—Samuel Johnson.

CALIFORNIA, always a land of enchantment, makes an irresistible appeal to every American citizen this year. Added to the many attractions of climate, scenery and amazing development, two wonderful expositions will be held during 1915. The Panama-Pacific International Exposition at San Francisco, opening February 20, 1915, and closing December 4, 1915, and the Panama-California Exposition at San Diego, opening January 1, 1915,

and closing December 31, 1915, will commemorate the completion of the Panama Canal, a herculean labor of our own United States, and the greatest engineering achievement of any age.

These expositions are the last word in great international object teachings. They are educational and entertaining, not only in themselves, but also in their stimulation to travel.

In co-operation with the progressive people of California, American railways, in addition to providing the best traveling facilities in the world, have established remarkably low rates of fare from March 1 to November 30, 1915, inclusive. This is the best opportunity that can ever be afforded the American public to view the wonders of the "Golden West."

The Rock Island Lines, operating over 8,300 miles of modern railroad, afford the most attractive diverse routes



Typical Farm Scene—Rock Island States of America

to the transcontinental traveler, enabling him, without duplicating any portion of his journey, to visit both expositions without additional cost, and to gain, en route, by far the most comprehensive view of the wonderful resources and attractions of the empire lying west of the Mississippi River.

Choice of Routes

A glance at the map will indicate the circle tours available. Out through Colorado, with its incomparable mountain scenery, back through El Paso and the historic Southwest, over the Golden State Route, the direct line of lowest altitudes, or vice versa, or in one direction by way of Yellowstone National Park, Glacier National Park or Canadian National Park, through the Canadian Rockies by way of St. Paul, thence Rock Island Lines.

Gateways

The principal eastern gateways of the Rock Island Lines are Chicago, St. Louis, Memphis, St. Paul and Minneapolis. Through these great portals notable limited all-steel trains provide the most satisfying service through the fourteen states served by the Rock Island Lines on to the Pacific Coast without change of cars.

Pre-eminent in the through transcontinental service is the "Golden State Limited," via El Paso and Tucson, and the "Rocky Mountain Limited" to Colorado.

No finer trains or better service are provided anywhere than on the Rock Island Lines, and, all in all, Rock Island service is so comprehensive, important centers from which limited trains are in operation so numerous, and territory served so vast, that a trip to the Pacific Coast is incomplete if it does not include a Rock Island Scenic Circle Tour.

Automatic block signals and finest modern all-steel equipment insure absolute safety.

Superb dining car service, courteous employes, and well-directed attention to details produce an atmosphere conducive to keen enjoyment and travel comfort.

Hotels

Hotels in California are world-famous, accommodations practically unlimited, and are assured at regular rates regardless of the Exposition period. Prices range from the ordinary boarding-house room, at a few dollars per week, to the most pretentious suite at the modern hostelrys.

In short, every facility is being afforded the traveler to suit his time and purse.

Union Depot Connections

Easy interchange, without transfer, can be made to Rock Island trains at Englewood Union Station and La Salle Station, Chicago, Union Station at St. Louis, and the new Grand Central Station at Memphis. From Canada and the North, Minneapolis and St. Paul provide an outlet in connection with the Rock Island Short Line, and from the South, through Fort Worth and Dallas. From intermediate gateways, such as Kansas City, St. Joseph, Peoria, Des Moines, Council Bluffs,



Dome and Part of Colonnade, Fine Arts Palace—San Francisco Exposition



From a Loggia Overlooking El Prado—San Diego Exposition

Copyright, 1914, by Panama-California Exposition

Omaha, Cedar Rapids, Little Rock and Oklahoma City, Rock Island Lines operate frequent fast trains on convenient schedules.

THE GOLDEN STATE ROUTE

Starting from any of the gateways mentioned in the foregoing, the direct route of lowest altitudes is that by way of Kansas City, El Paso and Tucson. Agriculturally and productively speaking, the fourteen Rock Island States of America are the greatest commonwealths we have. From the car window evidence of this is seen on every hand. From Chicago the route is through the lovely Illinois River Valley, beside Starved Rock, through historic centers founded by the early French, across the Mississippi at Rock Island, location of the Government Arsenal, following and crossing many picturesque streams, through southeastern Iowa and

northwestern Missouri, each section contributing something to that interesting historical atmosphere that envelopes the entire way.

At Davenport, Iowa, is seen the great double-track steel structure bridging the Mississippi, the site being the same as that occupied by the first bridge ever to span the great river at any point, built by Rock Island Lines in 1856. At Allerton, Iowa, junction is made with the Rock Island Short Line, the shortest route by many miles between Minneapolis - St. Paul and Kansas City, via Des Moines. At Kansas City connection is made with trains from St. Louis.

A Picturesque Route

From St. Louis the way lies through the wooded foothills of the Ozarks, through the beautiful Gasconade and Osage River valleys, beside towering bluffs and that



Arch of the Rising Sun and Nations of the East—San Francisco Exposition

picturesque country side of central Missouri, now settled by a happy, contented, prosperous people. This route is through Kansas City, where a magnificent new Union Station and terminal has just been completed at a cost of almost \$50,000,000. From here the route has a south-westerly trend, passing through Topeka, McFarland, location of the Grier-Rock Island Hotel and Eating House, the "Modoc," through Herington, junction point with the Texas and Oklahoma north and south main line, through McPherson, Hutchinson, Bucklin and other cities. Still fresh in the minds of many people are the memories of early pioneer days, when these enterprising centers were mere outposts on a frontier, fighting its way westward.

Across the great plains and the panhandles of Oklahoma and Texas, and across stretches of country once great cattle ranches, whose boundaries reached from horizon to horizon—their owners "cattle barons" and supreme rulers over small principalities—but now being broken up to meet the crying need of "more farms." Where once was only short buffalo grass, now we see the land blossoming with alfalfa, grains of all kinds and the different farm products that help to feed a hungry world.

The Enchanting Southwest

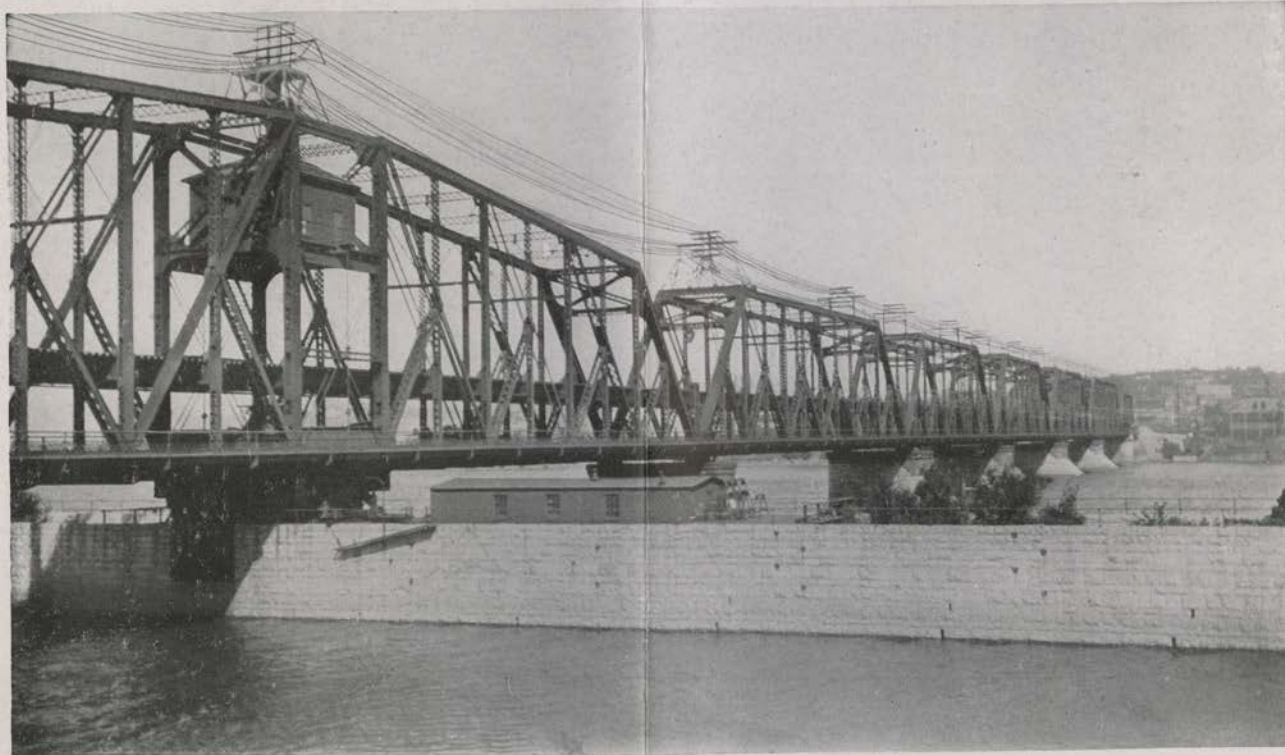
At Tucumcari and Santa Rosa, one begins to enter the enchanting Southwest, and at Corona, the highest elevation of the entire route is reached—only 6,666 feet above sea level.

All along the route through New Mexico into El Paso, evidence is seen of the great possibilities of irrigation, and where it is done on a small scale at present, a few years will see practically all of the country under cultivation, there being sufficient flow at certain times of the year to amply supply all the water needed.

At Alamogordo, N. M., a free ten-day side trip is available to Cloudcroft, N. M., and return on all round-trip Panama-Pacific tickets during period June 1 to September 30, 1915. Cloudcroft is a delightful mountain resort—the "Lodge," as the principal hotel is called, being the equal of any found on the continent.

El Paso, Texas

El Paso, Texas, formerly El Paso del Norte, or the Pass of the North going to Old Mexico, is a progressive, wide-awake city, an important gateway to Mexico, with the Mexican town of Juarez across the Rio Grande, reached in a few minutes by street car. All special train



Rock Island Government Bridge Across the Mississippi



Street Scene in El Paso, Texas—Golden State Route



parties en route to or from the Panama-Pacific Expositions during 1915, reaching El Paso after 7.00 a.m., and before 4.00 p.m., with a scheduled stop of two hours or more at El Paso, will be given a free side trip in and about the interesting environs of El Paso, including Mt. Franklin and over the international bridge, spanning the Rio Grande, in and about Juarez, Mexico. Stop-over of ten days at El Paso is allowed on all through tickets. The old mission at Juarez, built over three hundred years ago, is an object of historic interest well worth a visit.

From El Paso the route lies westward along the southern boundaries of New Mexico and Arizona. From Bowie, Ariz., a trip can be made through the Gila Valley to the San Carlos Indian Reservation. In the foothills of the near-by mountains is the site of historic Fort Bowie.

Here, too, are found prehistoric ruins, including Cliff Dwellings, with Pyramid Mountains, Cochise's Head, Dos Cabasos, the Catalinas and others.

Roosevelt Dam Trip

A wonderful trip is that to the Roosevelt Dam, on an auto trip of 120 miles, from Bowie by rail to Globe, automobile stage of eight hours through Fish Creek Cañon to Phoenix, thence rail to Maricopa, on the main line.

At Douglas and Bisbee are found the great copper smelters. At Douglas, Ariz., the center of copper mining and smelting in the Southwest, special train parties will be given an opportunity to stop over and visit the modern plant and grounds of the Copper Queen Smelter, one of the largest and most interesting smelters in the world.



Along Rock Island Lines in Central Missouri

Special trains will be handled right to the smelter, allowing passengers to make the inspection trip without extra expense and without inconvenience. The process of smelting copper is especially interesting.

Tucson and San Xavier Mission

Tucson and the Mission, nine miles distant, have a recorded history reaching to the year 1700. The places they occupy, however, were visited by Coronado and



Pool in Botanical Gardens—San Diego Exposition

Copyright, 1914, by Panama-California Exposition

Niza 160 years before that, 1539-1540. Religious service has never ceased at San Xavier del Bac, continuing to this day. All parties of fifty or more, stopping over in Tucson, Ariz., two or more hours, between the hours of 10.00 a.m. and 4.00 p.m., will be given a free automobile ride by the Tucson Chamber of Commerce, in and about the interesting parts of Tucson, including the beautiful University of Arizona grounds, Fort Lowell, San Xavier Mission, etc.

Phoenix, the capital of Arizona, is in the heart of the fertile Salt River Valley and reached by side trip from Maricopa. Northerly from Maricopa are the Santa Estrella Mountains and the Chumiyó; northwest, the White Mountains, and south, an extension of the Maricopa Divide.

At Yuma is the Laguna Dam, the great siphon of which, inverted, carries the water of the main canal under the Colorado River, and in time this region will be another oasis of palms and fountains, dates, figs, oranges and lemons, grapes and pomegranates.

Imperial Valley and Salton Sea

For many miles the route passes through the fertile Imperial Valley, a desert reclaimed in a few years. We ride along the shores of the Salton Sea, a great inland sea, in ancient time evidently an arm of the ocean. A few miles from Palm Springs is a small romantic valley, enfolded in the granite walls of Mt. San Jacinto. Shut in from contact with the desert is a valley of ancient



Copyright, 1914, by Panama-Pacific International Exposition Co.

Festival Hall from the Press Building—San Francisco Exposition

palms. Tall date palms, eight or nine hundred years old, are watered by the springs which abound, and stand in an air almost vaporless, the humidity registering as low as nine per cent. No fogs ever penetrate here, and the air is purity itself.

At Banning we have climbed out of the desert and are in the San Gorgonio Pass. In the south is Mount San Jacinto; on the north, the lofty San Bernardino Range, with snow always on the summit of "Grayback," or Mount San Gorgonio. San Gorgonio Pass, crowned by the prosperous town of Beaumont, connects the luxuriant region lying westward with the ancient sea bed, which we know as the Colorado desert. From here on is a constant succession of sights and scenes. First along the San Timateo Cañon, thence through the beautiful orange groves of southern California.

Sunny Southern California

Redlands, with beautiful Smiley Heights; Riverside and beautiful Magnolia Avenue; San Bernardino, with near-by mountain resorts; San Gabriel Mission, seen from the train a short distance west of San Gabriel Station. Here is given annually the mission play by three hundred players, a realistic story of the rise and decline of Franciscan missions in California. The play will be given daily, commencing January 31, 1915.

Los Angeles

Then Los Angeles, an exposition in itself. The arrival at Los Angeles centers the visitor in southern California. The advancement of Los Angeles from a sleeping pueblo to a great and modern city, the rapid rise to power and greatness within the last thirty years, with steady



Roosevelt Dam, Arizona, from Downstream Side, on Globe-Phoenix Auto Road—Golden State Route

advancement still going on is one of those remarkable commercial histories seldom equaled.

Connected with Los Angeles by a trolley system is Pasadena, a winter resort famed over the whole of America. South Pasadena is famous for its ostrich farms. From Pasadena runs the electric railway and cable incline to Echo Mountain. The Swift Observatory, Alpine Tower and Mount Lowe are features.

Three and one-half hours from Los Angeles is San Diego, site of the Panama-California Exposition. A wayside attraction is the pathetic ruin of Mission San Juan Capistrano. At San Diego is the Mission San Diego de Alcalá and near by Coronado Beach.

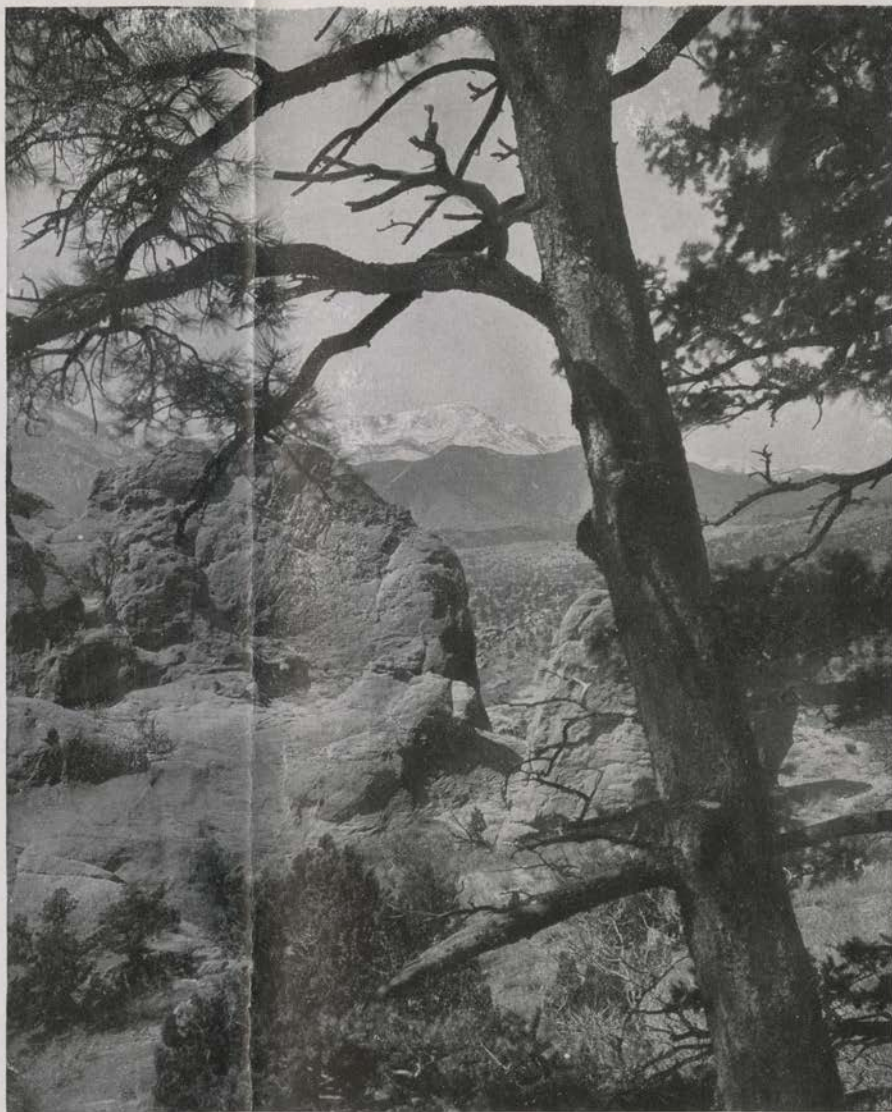
PANAMA - CALIFORNIA EXPOSITION— SAN DIEGO

OPEN JANUARY 1, 1915

An Exposition—in outward aspect that of Old Spain, buildings reflecting architecturally the old missions of centuries past. An Exposition, not of products, but of processes—an Exposition of man's achievements and possibilities.

Set on a verdant plateau, on the high mesa of the 1,400-acre Balboa Park, on the shores of San Diego Bay, in easy walking distance of the city, yet looking far into the valleys and out to sea, past Coronado Beach, past Fort Rosecrans, past Point Loma, past the great wireless station and the Government aviation field, and on to the blue Pacific, the boulevards indicated by the rows of eucalyptus, acacia and palm, a stone's throw from the throb of industry and commerce, but here a new world—a world far removed from commercialism—a world unique with its grandeur, gaiety, flowers, brilliant colors, dancing girls, cool fountains in shaded patios—a festival day in Spain in the days of lance and helmet, velvet and lace.

The Exposition at San Diego—open all the year of 1915—is unique. In no other section is there found such



Pike's Peak from the Garden of the Gods—Colorado Scenic Route

a climate—free from frost in winter and excessive heat in summer. The climate is delightful the year 'round and any of the twelve months is a pleasant month in which to visit the Exposition.

No other Exposition has ever attempted to show only the methods of making. You will see a thriving tea plantation transplanted from India in charge of Singalese, who will strip and cure the leaves, show all the single steps down to the time when the tea comes steaming into the cup, served visitors in the beautiful Lipton Building, erected in the center of the plantation.



Bird's-Eye View of San Francisco Exposition and a Portion of San Francisco Bay

A large area will be sown to several varieties of crops, and each day the vast variety of farming implements, manufactured by the International Harvester Company, will demonstrate the methods of every phase of agriculture.

Reclamation methods will be shown, particularly irrigation, which has made possible the wonderful production of the semi-arid lands of the West.

The Exposition will be a vivid portrayal of methods whereby we get our food and clothing. The exhibit buildings will shelter displays from every section of the country, from old Mexico, from Europe and Asia.

Crossing the Puente del Cabrillo, nearly a quarter of a mile long, its arches rising from a placid pool 135 feet

beneath, you enter the Exposition grounds through a gigantic gateway, connecting the beautiful building of the State of California with the Ethnology Building. The tower of the California Building rises 500 feet above sea level. In the Ethnology Building is sheltered the Smithsonian Institute exhibit, collected in long years of research in the Southwest and the lands where dwelt the Incas and Aztecs. Here will be illustrated the progress of man, showing the gradual evolution from prehistoric times down to the present.

The Prado, or Main Street, is a continuation of Puente Cabrillo, and to right and left lie the main Exposition

buildings, all of the Spanish Colonial type, with rounded arches in white walls and connecting colonnades.

At the Plaza de Panama, looking toward the blue waters of the bay, you see the Plaza Internacional, lined with edifices of the states and valleys, all of the same architecture, varying from the palace to the adobe walled mission. Above rises a square white tower, about which flutter thousands of pigeons. Further down the Prado is a court of sparkling water, beyond, the great Horticultural Building, and a little farther, the reserve of the southern counties, filled with orchards, bright with oranges, lemons, grapefruit and other citrus fruits, as well

as representatives of the entire family of fruit-bearing trees and vines.

In each of the State buildings is one great wall given over to a topographical map of the State, showing streams and mountains and valleys. A guide will point out the sections adapted to certain crops, nearest railroad stations, highways to the stations, distance to churches, location of the grammar schools and the high schools, so the visitor may know what educational advantages are awaiting the children.

The amusement concession street is called the "Isthmus." From the Calle Ancon to the Calle Colon lie the amuse-



San Francisco from California Building



Westward from the Tower of the California Building—San Diego Exposition



Central Park, Looking North, Los Angeles



Mission San Xavier—Nine Miles from Tucson—Golden State Route

ments, the mine, the ostrich farm, the longest roller coaster in the world, the scenes from China, from Anfalulu Land, from people scarcely heard from, the animal show, the plant where motion pictures are made—a long street of clean, instructive amusements.

This in brief is what the Exposition offers and what it will mean to the tourist, the manufacturer and the farmer.

In California

From Los Angeles to San Francisco one has a choice of two routes, either via the Coast Line or the Inland route through San Joaquin Valley. The Coast Line offers much of interest. For one hundred miles it runs along the Pacific Ocean from Ventura to Surf. There is San Buena Ventura Mission at Ventura; Santa Barbara, with its old mission, mountains and seashore; Paso Robles Hot Springs, with its wonderful sulphur and mud baths, with San Miguel Mission close by; Del Monte and historic Monterey, only fifteen miles from Del Monte junction, on branch line, with free side trip. Through Santa Cruz, "The Atlantic City of the West," the Big Trees and

California Redwood Park, through beautiful Santa Clara Valley, with Lick Observatory on Mount Hamilton, near San Jose, the garden city, Stanford University at Palo Alto, and Peninsula suburban home section.

Along the Valley Line is scenic Tehachapi Pass and Loop, the Kern and Midway oil fields, King and Kern rivers region, Groves of Big Trees and cañons of the rivers of the High Sierras; through Merced, where side trip is made to the famous Yosemite National Park, via Yosemite Valley Railroad, to El Portal, and auto stage, thence to Maricopa Grove of Big Trees through the rich and extensive San Joaquin Valley, passing Byron Hot Springs, with its new hotel and wonderful curative waters, via Port Costa, and along San Pablo and San Francisco bays into Oakland and San Francisco.

San Francisco

San Francisco is also an exposition in itself. Its wonderful hotels, restaurants, Chinatown, Golden Gate, street life, Cliff House, Mount Tamalpais and other attractions too numerous to mention are world famous.

THE PANAMA - PACIFIC INTERNATIONAL EXPOSITION — SAN FRANCISCO

OPENS FEBRUARY 20, 1915

The Panama - Pacific International Exposition is the official national celebration of the Panama Canal, and is recognized by the United States Government as such. Forty-two foreign nations and forty-three states of the Union will participate officially. The Exposition will be one-hundred per cent complete on the opening date, February 20. There has been no withdrawal, and Japan, the Netherlands and Argentina have asked for additional space. Russia, Great Britain and Germany never have been counted in the list of forty-two official participants, although Great Britain and Germany will have extensive exhibits.

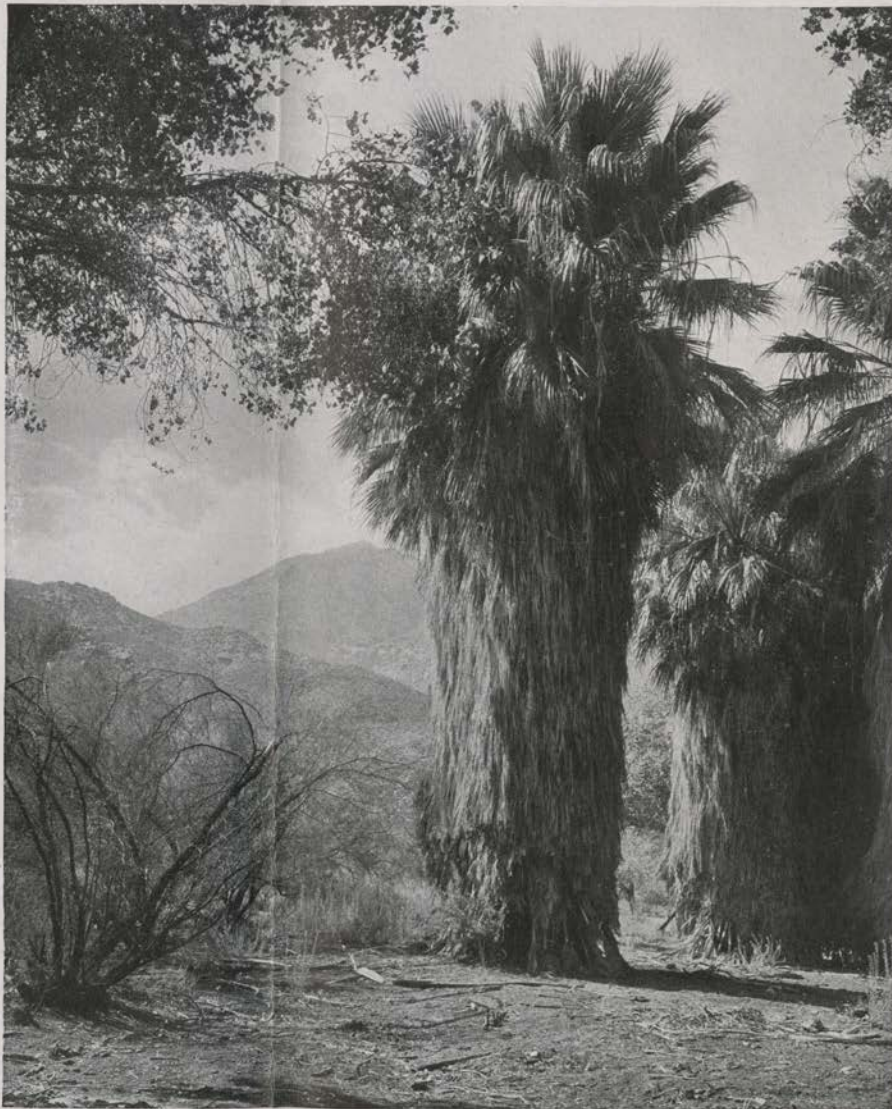
The architectural plan of the Exposition is the work of a Commission composed of the greatest architects of America, assisted by the leading sculptors, color experts and mural decorators of the world.

The site of the Panama - Pacific International Exposition at Harbor View lies within the city limits of San Francisco as a crescent upon the shores of San Francisco Bay, just inside the Golden Gate. On the south, east and west, the grounds are encircled by towering hills of varying contours rising successively from 250 to 900 feet above sea level, as the enfolding walls of a vast amphitheatre. Upon the north the site opens out upon the superb harbor of San Francisco.

The Exposition buildings are set in three groups. In the center of the site is the group of twelve main exhibit palaces, five of which face north upon the harbor for almost one mile. On the east the concessions or amusement district occupy sixty-five acres; and on the west, and nearest the Golden Gate, are the great pavilions of foreign nations, the buildings of the states, parade grounds, live stock pavilions, life-saving station, race track, etc.

In the Exposition, taken as a whole, there is a touch of the mysticism of the Orient; the realism characteristic of the Hellenic period; the beauty of the old Spanish architecture; the luxuriousness and abandon of the Italian, and the massive solidity of the Gothic.

The main exhibit palaces are set back at a distance of some 350 feet from the water's edge, giving space for a marine promenade or esplanade, which will be the chief point of vantage for those viewing a series of maritime spectacles which will be held during the Exposition. Myrtle, cypress, eucalyptus and great beds of hardy flowers contrast with the imposing facades and lofty



Near Palm Springs—Golden State Route



Fountain in the South Gardens and Dome of Palace of Horticulture—San Francisco Exposition

colonnades of the great palaces. Eight of the palaces of the center group are set in a rectangle, four facing the harbor on the north, and four facing the hills of the city. From afar this group presents the effect of almost a single palace, a giant Oriental city, with its flashing domes and glimpses of brilliant, riotous colors, but nearer, it is found to be divided from north to south by three great courts and their approaches—the Court of the Universe, in its center; the east court, the Court of Abundance, dividing the group upon the east, and the great west court, the Court of Four Seasons, dividing it upon the west. Flanking the walled city on the east is the Palace of Machinery, 367 by 967 feet, and the largest single structure at the Exposition. The Palace of Fine Arts, classical in the simplicity of its architecture, that of the Italian Renaissance, flanks the walled city upon the west and nearest the Golden Gate.

The Court of the Universe is capable of seating seven thousand persons in its central sunken gardens. Its principal features are the two great arches—the Arch

of the Rising Sun and the Arch of the Setting Sun. The former is surmounted by an Oriental group symbolical of the Far East, while the latter bears an immense group entitled "The Nations of the West." On the south the court is dominated by a great tower gateway, the lofty Tower of Jewels, 435 feet in height, surmounted by an enormous globe typifying the world.

The Court of Abundance, or great east court, is rich with Oriental suggestion. Spectacular to the extreme, the details and general ensemble of the court will hold the visitor spellbound with admiration at the daring of the conception and the masterly manner of execution.

The earth, from the creation to the ultimate, is the theme which the architect ambitiously selected for the court and which he has worked out in detail.

The Court of the Four Seasons parallels the Court of the Universe upon the west. The theme of this court is the wealth which Nature has lavished upon the pioneer, who has ever pushed forward to the West. The statuary

in the court is particularly notable and it is believed that Hadrian's Villa was the source of its inspiration.

The composition of the Palace of Horticulture is Saracenic and is similar, in relation to the arrangement of its domes and minarets, to the famous Mosque of Sultan Ahmed I, at Constantinople. The immense dome, 152 feet in diameter, is composed almost entirely of glass and the walls and roof are constructed primarily of glass.

The beautiful Palace of Fine Arts, built of steel and concrete, is curved in plan, with its east and west elevations forming parallel arcs, and it is 1,100 feet long.

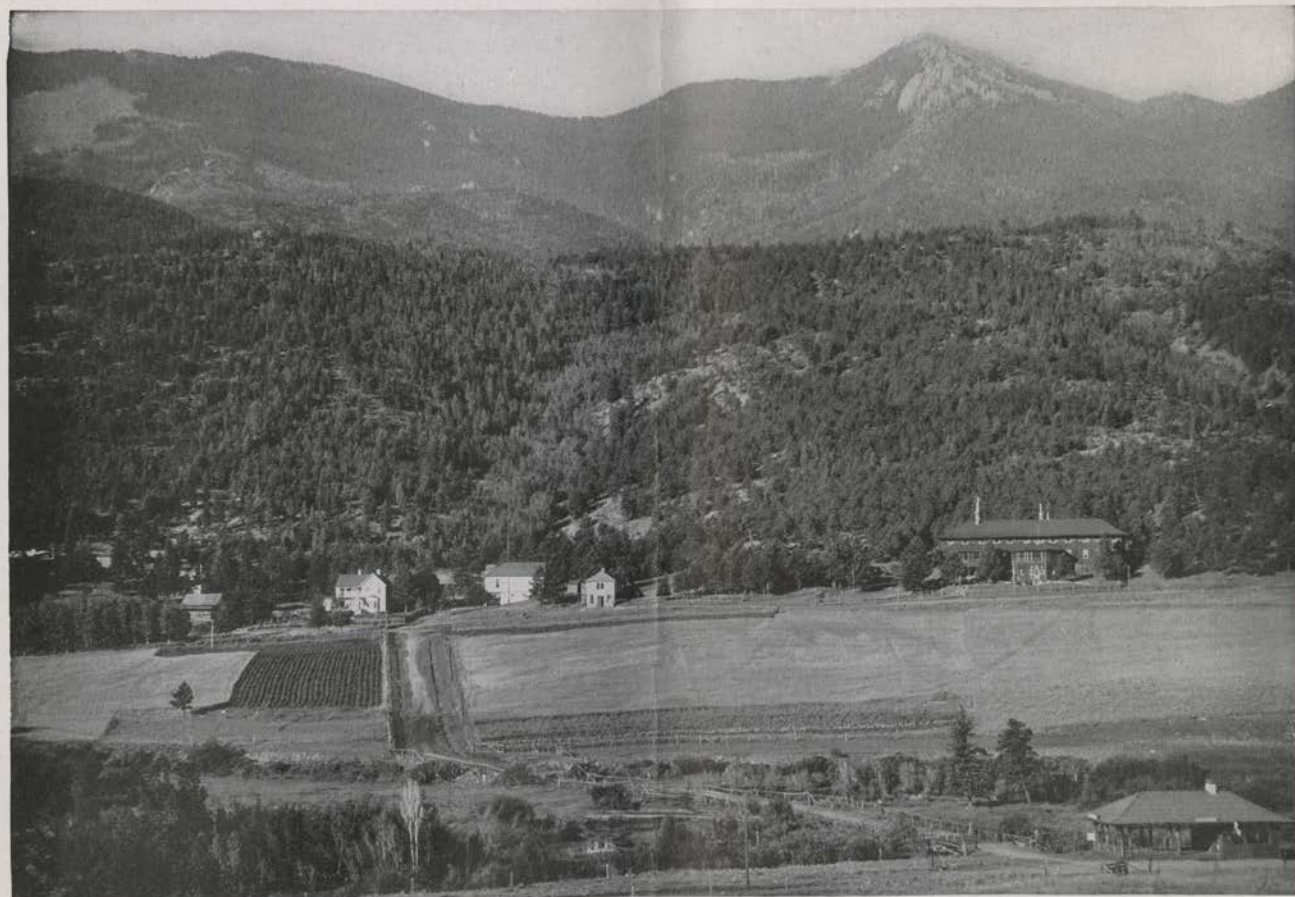
The Festival Hall, in which many of the principal theatrical features will be staged, has the usual theater arrangement of foyer in front and the stage behind a circular auditorium.

The plan of the sculpture for the Exposition is designed to form a sequence, from the first piece that greets the visitor on his entrance from the city, on the south, throughout the courts and the circuit of the enclosing walls.

As seen from the hills of San Francisco the Exposition presents a great parti-colored area perhaps best described as resembling a giant Persian rug of soft, melting tones. The roofs of the palaces are a reddish pink, the color of Spanish tile; the domes are green, and gold and blue are set within the recesses of the towers. The general color plan is a faint ivory, the color of travertine stone.

It was a new field, this painting an entire city with the colors of the rainbow. Expositions of the past had been "White Cities," with the exception of slight uses of color in the last two, but the directors of the Panama-Pacific International Exposition wanted a "Rainbow City" whose colors would provide a splendid feature.

The concessions area is a long narrow strip of sixty-five acres, opening out upon Van Ness Avenue, one of the principal boulevards of San Francisco, and leading thence westward to the main group of exhibit palaces. Through its center runs the street of concessions; in the center of the district will be a great "Plaza of Wonders,"



In the Heart of the Rockies—Colorado Scenic Route



A Quiet Patio—San Diego Exposition

Copyright, 1914, by Panama-California Exposition

in which will rise the highest flag pole in the world, a giant fir, 246 feet in height and over five feet in diameter, at the base; this enormous pole was donated by the citizens of Astoria, Oregon.

"Toyland Grown Up" cost something like a million dollars to construct, and its appeal will be well-nigh universal. It was its originator's idea to give to the people of all the world that for which they have been seeking eagerly for as far back as history takes us—a chance to renew their youth. Toy giants in our nursery days were six inches high. When exhibited in "Toyland Grown Up" they will measure two hundred feet.

The theory that the best and most popular entertainment to be found in any great exposition or county fair consists in those features which make the spectator a part of the show has prevailed at San Francisco. There have been secured the most unique and original forms of amusement which have been offered modern man. There will be more places to ride, more places to frivol, more bumps to bump, and more scenic treats underground and through mid-air, than have before been offered a show-going public.

A narrow-gauge railway, operated from a point near the Palace of Machinery, via the north side of the grounds to the race track, polo and athletic fields, along the water front, will be known as the Panacific Railway. The road will be double-tracked. This intramural accommodation will be appreciated by visitors with but limited time for sight-seeing, linking, as it does, the Zone at the eastern end of the Exposition area with the area where so many special events are to be staged.

World series baseball is to be one of the features of the greatest athletic and sporting program ever given by an organization. Polo will be played in the first world polo tournament; motor boats will have a \$10,000 race; two harness horse racing meets will carry away \$227,000 in purses; amateur and professional

boxing champions will be big cards in the squared arena; the Vanderbilt Cup Automobile Race is assured; track and field meets will rival the Olympic Games; and the aquatic events will be equal to the best that have ever been offered, and will be presented more attractively than at any time in the history of such events.

To the millions who will be enlightened and entertained, the Exposition will prove an irresistible attraction.

The Route Home—Through Colorado

The route home from San Francisco and the route of greatest scenic attractions is that through the Colorado

Rockies. Between San Francisco and Salt Lake City one has the choice of two routes.

One is via the Southern Pacific from San Francisco and Oakland, along San Francisco and San Pablo bays through Port Costa, via Benicia, crossing Carquinez Straits on the largest ferry boat in the world. You pass through Sacramento, the state capital, through the orchards and vineyards of the foothills surrounding, past Gold Run, with views of old hydraulic gold mines, Dutch Flat, Colfax, and through historic Blue Cañon. The route is through the high Sierras, with the great American River Cañon on the north, and Cape Horn a half mile below.

Lake Tahoe

At Truckee side trip may be made to Lake Tahoe, fifteen miles by rail south—elevation, 6,000 feet, twenty-three miles long, thirteen miles wide. All tickets, including Pullman, permit stop-over at Truckee. On the north, three miles west from Truckee, is historic Donner Lake.

From Truckee to Reno the route is along the Truckee River, celebrated for its trout fishing, beside the Carson-Truckee Government Irrigation Project and the great dam and concrete canal, to the south from Hazen, and across the great Salt Lake Cut-Off, going to sea by rail, thence through Ogden to Salt Lake City.



In the Countryside near Salt Lake City—Colorado Scenic Route



Old Faithful Geyser, Yellowstone Park—Colorado Scenic Route

Feather River Cañon

The other route east from San Francisco to Salt Lake City is via the Western Pacific, through the Feather River Cañon—that mighty rift of the dreamy Sierra Nevada which runs for ninety spectacular miles. It follows the famous old trail of the overland emigrants along the Humboldt River, in Nevada's mining and ranching country, and exhibits desert phenomena heretofore witnessed only from the stage coach or saddle.

Ferries ply across from San Francisco to Oakland, thence the road swinging around the Contra Costa

Hills comes to Stockton. The route from Stockton to Marysville, through Sacramento, gives glimpses of the extensive bay and river traffic of the San Joaquin, the Sacramento and the lower Feather rivers. The route from the Pacific slope of California is by way of the historic Beckwith Pass, over the Sierra Nevada, through which entered the forty-niners.

From the Sierra Divide of California, across Nevada clear to the summit of Toano Range, the route is a constant succession of superb views. The road crosses an arm of the Great Salt Lake by a new route across the southern end of that silent sea. Just before reaching the lake the road enters upon the great salt beds. Here for thirty miles the roadbed is laid upon white solid salt from one to fifteen feet thick.

Salt Lake City

At Salt Lake City an opportunity is afforded to visit the Mormon Tabernacle, where organ recitals are held every week day on the great pipe organ, to Salt Air Beach for a refreshing dip in the briny waters of Great Salt Lake, Cottonwood Cañon, Emigration Cañon, through which Brigham Young and his band of Mormon settlers pierced the mountains. At Ogden there is beautiful Ogden Cañon and many other delightful scenic spots to visit.

Yellowstone National Park

A one night's ride northward is Yellowstone National Park, and, if possible, a side trip should be arranged to include this colossal garden of weird and wonderful formations. The trip can be made in less than a week through either the western or northern gateways.

Through the Colorado Rockies

Leaving Salt Lake City the route is through Castle Gate; Grand Junction and the great fruit country of central Colorado; Glenwood Springs, with its natural

warm swimming pools, vapor baths and fairy caves; the Cañon of the Grand River; Eagle River Cañon; Leadville; Collegiate Range; Tennessee Pass; Hell Gate; Royal Gorge and Cañon of the Arkansas; Cañon City, with its wonderful apple orchards; Sky Line Drive; Pueblo, a great industrial center, fittingly called the "Pittsburgh of the West."

The route then turns north and you come to Colorado Springs, an empire of "climate and scenery." Here is the Pike's Peak Region, its scenery, in grandeur and variety, being unrivaled, and weeks could be spent visiting the different attractions without exhausting all there is to see.

The Pike's Peak Region

A few of the many are: Manitou—the Saratoga of the West—Ute Pass, Ruxton and Williams Cañons, Pike's Peak and the Cog Road to the summit, Cripple Creek short line to the great gold mining camp of Cripple Creek, Garden of the Gods, Crystal Park Auto Tour, leading from Colorado Springs and Manitou to Crystal Park, a beautiful natural park high up in the mountains, North and South Cheyenne cañons, Seven Falls, the High Drive and Bear Creek Cañon drive, Palmer Park, Cave of the Winds, Glen Eyrie, Mount Manitou Park, reached by an incline railway,



A Beautiful Scene in Southern California



Copyright, 1914, by Panama-California Exposition

East from Plaza de Panama—San Diego Exposition

Bruin Inn and numerous other beauty spots, all serve to make Colorado what it has frequently been called—"the playground of a Republic."

Denver and Vicinity

Seventy-five miles north of Colorado Springs is Denver. It is the capital of Colorado and quite a resort in itself. Although a city of 250,000 population, countless scenic attractions are found within a short distance of Denver, all of great interest and well worth seeing. The "Moffat Trip" to Corona, Arrow and Steamboat Springs, "Georgetown Loop" trip to the mining town of Silver Plume, "Switzerland Trail" trip to Eldora and Ward, Platte Cañon resorts, Eldorado Springs, Mount Morrison, Boulder, Longmont, Loveland, Fort

Collins, Greeley and Estes Park, are but a few of the scenic beauties to be enjoyed.

Shortly after leaving Denver you reach Limon, in eastern Colorado, a junction point with Rock Island Lines from Colorado Springs, both Colorado Springs and Denver being reached direct. It is not necessary to go through one to reach the other if the Rock Island Lines are used, but one may do so at no greater cost. Passengers from west of Colorado Springs can save several hours by returning direct without going through Denver. On a trip such as this, however, one should by all means visit Denver.

The Route East

East of Limon the route passes through Lincoln, the capital of Nebraska; Omaha; Council Bluffs; Des Moines,

the capital of Iowa; Iowa City, where the University of Iowa is located; Davenport; Rock Island; Moline, location of great harvester interests; following and crossing many picturesque streams—South Platte, Missouri, Cedar and the Mississippi Rivers.

At Belleville, Kansas, is the junction of the main line to Kansas City and St. Louis, passing through Manhattan, location of the State Agricultural College; through Topeka, the capital of Kansas, thence to Kansas City and St. Louis and home.

Visit California

You should see California and the Pacific Coast; you should see the wonder expositions; you should see the Golden West. Europe has nothing to offer that will equal what you will see in your own country by availing yourself of a Rock Island Scenic Circle Tour. Europe has no train service equal to that provided by Rock Island Lines, and Europe being closed, why not take advantage of this most unusual opportunity and "See America—Now?"



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Inside the Court of Four Seasons—San Francisco Exposition

EXPOSITION FARES

For ready reference we give below fares for round trip, via direct routes, from a number of the more important cities. Fares from all other points proportionately as low.

Buffalo, N. Y.	{ A \$83.50	Indianapolis, Ind.	\$67.10
	{ B 81.10	Nashville, Tenn.	63.50
Cincinnati, Ohio.	70.25	New York, N. Y.	{ A 98.80
			{ B 94.30
Cleveland, Ohio.	{ A 76.20	Philadelphia, Pa.	{ A 95.20
	{ B 74.50		{ B 92.95
Detroit, Mich.	73.50	Pittsburgh, Pa.	{ A 81.25
			{ B 79.30
Albert Lea, Minn. ...	\$59.76	McAlester, Okla.	\$55.00
Burlington, Iowa.	59.25	Mason City, Iowa.	58.20
Cedar Rapids, Iowa.	59.20	Memphis, Tenn.	57.50
Chicago, Ill.	62.50	Minneapolis, Minn.	63.85
Council Bluffs, Iowa.	50.00	Moline, Ill.	59.25
Davenport, Iowa.	59.25	Oklahoma City, Okla.	51.60
Denver, Colo.	45.00	Omaha, Neb.	50.00
Des Moines, Iowa.	55.68	Oskaloosa, Iowa.	57.76
El Reno, Okla.	50.00	Ottumwa, Iowa.	57.84
Enid, Okla.	50.00	Peoria, Ill.	59.25
Fairbury, Neb.	50.00	Rock Island, Ill.	59.25
Hot Springs, Ark.	59.20	St. Joseph, Mo.	50.00
Hutchinson, Kan.	50.00	St. Louis, Mo.	57.50
Iowa Falls, Iowa.	57.44	St. Paul, Minn.	63.85
Joliet, Ill.	62.50	Salina, Kan.	50.00
Kansas City, Mo.	50.00	Sioux Falls, S. D.	58.72
Keokuk, Iowa.	59.25	Topeka, Kan.	50.00
Leavenworth, Kan.	50.00	Waterloo, Iowa.	59.20
Lincoln, Neb.	50.00	Watertown, S. D.	63.90
Little Rock, Ark.	57.50	Wichita, Kan.	50.00

Both Expositions included in one ticket at no extra cost and tickets may also be issued via the North Pacific Coast in one direction at slightly higher fares.

Tickets on sale daily, March 1 to November 30, 1915, with final return limit three months from date of sale, but not later than December 31, 1915. Liberal stop-overs on both going and return trips. 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.

A—Applies via so-called "Standard Lines."

B—Applies via so-called "Differential Lines."

ROCK ISLAND TRAVEL BUREAUS

Rock Island Lines maintain Travel Bureaus in all important cities, as shown in list opposite. Our representatives are travel experts, who will prepare itineraries, make reservations and help you plan your trip.

They are in a position to outline complete all-expense tours, make hotel reservations, arrange side trips, etc., for individuals and for parties of any number.

We will appreciate an opportunity to help you plan your trip to the Pacific Coast and the Expositions.

LIST OF TRAVEL BUREAU OFFICES ROCK ISLAND LINES

ATLANTA, GA.	H. H. HUNT, Dist. Pass'r Agt., 411 Peters Bldg.
BOSTON, MASS.	S. L. PARROTT, G. N. E. A., 288 Washington St.
BUFFALO, N. Y.	R. S. GRAHAM, Dist. Pass'r Agt., 297 Main St.
BURLINGTON, IOWA.	N. L. COOK, C. P. and F. A.
CEDAR RAPIDS, IOWA.	JOHN G. FARMER, Gen'l Agt., Pass'r Dept.
	4th St. and 1st Ave.
CHATTANOOGA, TENN.	O. COLLINS, T. P. A., Patten Hotel Bldg.
CHICAGO, ILL.	L. H. McCORMICK, G.A.P.D., Adams and Dearborn Sts.
	PHIL. A. AUER, A. G. P. A., La Salle Station
CINCINNATI, O.	H. I. MCGUIRE, Dist. Pass'r Agt., 38 East 4th St.
CLEVELAND, O.	F. A. HAAS, Dist. Pass'r Agt., 515 Hippodrome Bldg.
COLORADO SPRINGS, R. S. TORRINGTON, C. P. A., 2 Pike's Peak Ave.	
DALLAS, TEXAS.	C. R. I. & P. Ry., A. E. DOVE, City Pass'r Agent
	Cor. Commerce and Field Sts.
DAVENPORT, IOWA.	S. F. BOYD, Gen'l Agent Pass'r Dept.
DENVER, COLO.	G. W. MARTIN, Gen'l Agt., 16th and California Sts.
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	423 Walnut St., GEO. R. KLINE, City Pass'r Agent
DETROIT, MICH.	C. C. GARDNER, Dist. Pass'r Agt., Majestic Bldg.
EL PASO, TEXAS.	E. P. & S. W. SYS., RICHARD WARREN, Gen'l Agt.
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	FRED L. JONES, T. P. A., 300 August Bldg.
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	615 Merchants' Bank Bldg.
KANSAS CITY, MO.	C. W. JONES, G. A. P. D., 9th and Main Sts.
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LINCOLN, NEB.	F. H. BARNES, City Pass'r Agt., 1141 O. St.
LITTLE ROCK, ARK.	C. B. SLOAT, A. G. P. A., 2d and McLean Sts.
	P. C. RICHARDSON, C. P. A., 111 W. Second St.
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	29-31 Cockspur St., S. W.
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MASON CITY, IOWA.	H. MACMILLAN, Gen'l Agent
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MINNEAPOLIS, MINN.	GAYLORD WARNER, Ass't Gen'l Pass'r Agt.
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NEW YORK, N. Y.	K. E. PALMER, Gen'l Eastern Pass'r Agent
	1238 Broadway, cor. 31st St.
OAKLAND, CAL.	P. A. ZIEGENFUSS, Pass'r Agt., 1226 Broadway
OKLAHOMA CITY, OKLA.	FAY THOMPSON, Division Pass'r Agt.
	1009 Colcord Bldg.
OMAHA, NEB.	J. S. McNALLY, D. P. A., 1323 Farnam St.
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	WARREN COWLES, Division Pass'r Agent, Jefferson Hotel
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	201 California Fruit Exchange Bldg.
SALT LAKE CITY, UTAH.	R. D. STALEY, Trav. Pass'r Agent
	404-5 New Walker Bank Bldg.
SAN FRANCISCO, CAL.	F. W. THOMPSON, Gen'l Western Agent
	691 Market St., Hearst Bldg.
	C. A. RUTHERFORD, Dist. Pass'r Agent
SEATTLE, WASH.	GEO. P. CAVE, Gen'l Agt., 712 Second Ave.
SIoux FALLS, S. D.	A. F. PILCHER, General Agent
SPOKANE, WASH.	WALTER S. WILLIAMS, G. A., 412 Columbia Bldg.
TOPEKA, KAN.	C. E. BASCOM, City Pass'r Agent
WICHITA, KAN.	Z. E. BROOKS, City Pass'r Agent

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J. A. STEWART, General Passenger Agent. Topeka, Kan.

L. M. ALLEN, Passenger Traffic Manager, Chicago, Ill.

G. S. PENTECOST, Gen'l Pass'r Agt., C. R. I. & G. Ry., Fort Worth, Tex.



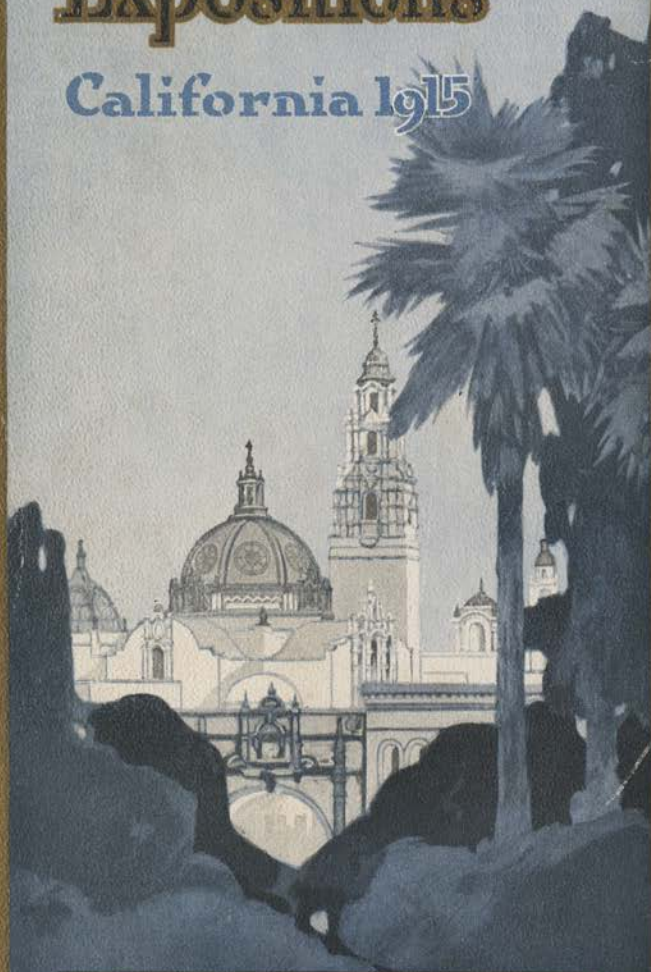
MAP OF
ROCK ISLAND LINES
 AND CONNECTIONS

Rock Island Lines

Scenic
Circle Tours to

Panama Expositions

California 1915



Both expositions included in one ticket
at no extra cost

San Diego - 1915 - San Francisco