

THE MISSOURI CANYONS.

Twelve miles east of Helena the river enters a series of grand canyons that challenge the admiration of all. The point of entrance in going north-erly down the stream is known as the "Gateway of the Mountains," and from there the rocky walls rise for six miles to heights varying from 1,500 to 2,000 feet. Lewis and Clarke thus describe them: "They form a most sublime and extraordinary spectacle. Nothing can be imagined more tremendous than the frowning darkness of these rocks which project over the river and menace us with destruction. The river of three hundred and fifty yards in width seems to have forced its channel down the solid mass, but so reluctantly has it given way, that during the whole distance the water is very deep, even at the edges, and for the first three miles [They were ascending] there is not a spot, except one of a few yards, in which a man could stand between the water and the towering perpendicular of the mountain." After leaving the last canyon, the river flows for forty miles through a high, rolling prairie country, until it breaks for ten miles into a series of rapids and falls, the greatest of which are

RAINBOW FALLS.

At this point the stream is 1,000 yards in width and pours in a solid mass over a concave brink, falling forty-eight feet in one unbroken sheet of white. Though not nearly so high, it resembles Niagara more than any other in the world, both in noise and the beauty of its rainbow and spray effects. Six miles below are the

GREAT FALLS OF THE MISSOURI,

near the mouth of Sun river and thirty miles above Fort Benton. Here the channel is contracted to a width of 280 yards, and the whole volume of water makes a perpendicular plunge of ninety feet, the spray leaping high into the air, and the roar resounding through the hills for miles.

Sun river valley is dotted with farms unexcelled in productiveness, and is a favorite range for stock. In fact the whole of Northern Montana, along the Judith, Marias, Sun, Teton, and the hundred other great and small tributaries of the Missouri, is one vast stock range, a large portion of it as yet unoccupied. There is still room for thousands of cattle. This region is chiefly tributary to

FORT BENTON,

the great trade center, and head of navigation on the Missouri. As a commercial, manufacturing and distributing point this city is of great importance, and heavy investments are being made here by capitalists. Connection with the Northern Pacific is now had by stage to Helena and by steamer down the river to Bismarck, Dakota. A branch road from Billings across the Musselshell country to Benton has been promised by the company and will no doubt soon be constructed; also one up the Missouri to Helena.

WHITE SULPHUR SPRINGS.

A few miles above the great falls is the mouth of Smith river, on whose headwaters, seventy-five miles east of Helena, are the celebrated white sulphur springs. A town has been laid out there and the springs have recently been purchased by the Sulphur Springs Association which has begun many improvements. This has already become a successful sanitarium, and it is the intention to make it the great health resort of the northwest. The springs are fifteen in number, with a temperature varying from cold to 160°. They are

classed as "saline sulphur waters," and their margins and basins are coated flakes of sulphur which burn freely when dry. A large hotel, bathing houses and other conveniences are at hand for the accommodation of visitors.

Returning to the three forks we resume our journey up the Madison and Gallatin valleys, passing to the northeast of

VIRGINIA CITY,

the first great mining camp of Montana, whose celebrated Alder gulch yielded \$30,000,000 in gold the first three years after its discovery, and which is still a thriving city with large mining interests, we come to

BOZEMAN,

a city of enterprise and brilliant prospects. It has now a population of nearly 3,000 and is growing rapidly. The agricultural resources of the adjacent country are great, and an excellent quality of bituminous coal is mined within a few miles. The prosperity of Bozeman, as well as other cities along the line of the road, is wonderful, and is largely due to the enterprise of its citizens and a favorable location. The "boom" here has something solid to rest upon.

The road rises rapidly from the city into the Belt mountains, the dividing ridge between the headwaters of the Missouri and Yellowstone and the last great mountain barrier between Portland and St. Paul. We soon reach the

BOZEMAN TUNNEL.

3,600 feet in length and 5,566 above the level of the sea. This is seventeen feet above the Mullan tunnel and is the highest point on the line. The greatest altitude on the Union Pacific is at Sherman, 8,242 feet, and on the Central Pacific, Summit, 7,017 feet. Only twice on the whole route do we attain a high altitude—at Mullan and Bozeman passes—and in neither instance do we have to climb to the great elevations of the other roads. A temporary track on a grade of 209 feet was laid over the summit, 150 feet above, to open the line before the tunnel was completed. Passenger trains will be taken over this grade in summer, that travelers may not be deprived of the magnificent view to be obtained from above. This is but one of the many instances where the Northern Pacific Railroad Co. reveals an intention to accommodate the traveling public to the utmost limit of its power.

We roll rapidly down to where the Yellowstone pours out from the mountains in its northerly course and sweeps around towards the east, and enter the town of

LIVINGSTON,

twenty-five miles from Bozeman. This is one of the wonders of town-building and the personification of enterprise. Though an infant in age it is a man in growth. A few months ago it was but a railroad camp, and now is a substantial city of 2,500 inhabitants, with houses and business blocks, completed or in process of erection, that compare favorably with any on the whole line. The company is building large round houses, and this is the initial point of the branch line leading to the National Park. Its position as a railroad junction and the trade center of a fertile agricultural and grazing region, gives it a future bright with promise. A superior quality of coal has been found eight miles from the city, and great coal mining interests will no doubt spring up. The railroad company is prospecting a vein and

preparing to work it for its own use. Iron, limestone and building stone also abound in the vicinity, and the Clarke's fork silver mines lie to the southeast, on the edge of the park, and can be supplied from this point with ease.

THE PARK BRANCH ROAD.

We now leave the main line and proceed up the banks of the Yellowstone on the branch road to the park. As we ascend the river we catch in the increasing beauty of the surrounding scenery promises of the grandeur soon to be revealed, and only repress our admiration because we feel that it must be reserved for the great wonders of the park. Debarking at Gardiner, the terminus, fifty-six miles from Livingston, we prepare for a few days of exploration. The tourist will have his choice of patronizing the hotels now being erected by the Yellowstone National Park Improvement Co., or taking a camping outfit and relying upon himself. The former will be the plan usually adopted, as it relieves one of much trouble, furnishes him with comforts he otherwise would have to forego, is but little more expensive, and enables him to "do" the park in the shortest possible time. We soon traverse the short space between it and Gardiner, and cross the boundary line of the

NATIONAL PARK OF THE YELLOWSTONE.

This is a rectangular body of land sixty-five by fifty-five miles, and containing an area of 3,575 square miles, which Congress by the act approved March 1, 1872, "withdrew from sale and occupancy, and set apart as a national park, or perpetual public pleasure ground, for the use and enjoyment of the people." It lies chiefly in Wyoming, though including a small portion of Montana and Idaho. Within its limits are a greater number of the eccentric manifestations of natural forces and more scenes of enchanting beauty and imposing grandeur than in any similar region in the world. Nature seems to have chosen these mountain summits as a fitting spot wherein to place the master-pieces of her handiwork. Here, within the radius of a few miles, three mighty rivers have their fountain-heads, and their waters flow on for thousands of miles to mingle with the oceans that bound our continent on either side. In the south-west corner rises Snake river, or Lewis' fork of the Columbia, which flows southerly and westerly across the whole of Idaho, forms part of the dividing line between that territory and Oregon, sweeps to the north around the Blue Mountains, unites with the other great branch of the Columbia in Washington Territory, and flowing westward as the line of division between Oregon and Washington, cuts a passage-way through the Cascade range, and pours into the Pacific the united waters of Idaho, Oregon, Washington, and portions of Nevada, Montana and British Columbia. Madison river rises in the north-west corner, and flows northward until it joins with the Gallatin and Jefferson to form the mighty Missouri, whose waters roll onward to the Gulf of Mexico. But the great stream of the park is the famous Yellowstone. The source of this mighty tributary of the Missouri is in Yellowstone lake, though into the southern end of that high mountain sea runs a stream that heads south of the park and is called the Upper Yellowstone. The stream flows northward over a succession of water-falls, and through a series of gorges and canyons, until it breaks from the mountains, turns sharply to the