LOCATION

WASHINGTON (Continued)

Enochalms
South Aberdeen
South Bend
Spokane

Snohomish
Skagit
Suquamish
Sumner
Deming
Tacoma
Thorp
Two Rivers
Union Gap
Vancouver
Walla Walla
Walla Walla

OREGON

Albina
Cable
Pendleton
Portland

Northwestern

MIZKAY

BANK OF OTHER CARRIERS

Chicago, Milwaukee & St. Paul Railway
Chicago, Milwaukee & St. Paul Railway
Ocean Transportation
Chicago, Milwaukee & St. Paul Railway
Great Northern Railway
Spokane & Inland Empire R.R.
Spokane International Railway
Spokane, Portland & Seattle Ry.
Wallingford & Northem Railway
British Columbia Electric Ry.
Canadian Pacific Railway
Great Northern Railway
Chicago, Milwaukee & St. Paul Ry.
Chicago, Milwaukee & St. Paul Ry.
Tumac, Eastern Railroad
Puget Sound Electric Ry.
Ocean Transportation
Chicago, Milwaukee & St. Paul Railway
Spokane, Portland & Seattle Ry.
Centralia, Eastern Railway
Walla Walla Valley Railway
Chicago, Milwaukee & St. Paul Ry.
Spokane, Portland & Seattle Ry.
Spokane, Portland & Seattle Ry.
Oregon & California Railroad
Oregon Electric Railway
Oregon-Washington R.R. & Navigation Company
Oregon Water Power & Railway Company
United Railways Company
River and Ocean Transportation
Northern Pacific Terminal Company

JOINT FACILITIES

Between WillBridge, Oregon, and Vancouver, Washington, the carrier owns jointly with the Spokane, Portland and Seattle Railway some 8705 miles of track, and several bridges across the Columbia and Willamette Rivers. The bridges across the Columbia in a double track structure 4495 feet long.

At Seattle the carrier owns jointly with the Great Northern Railway a double track main line and yard tracks aggregating 14295 miles. On this double track is a concrete lined tunnel 5130 feet long.

The carrier also owns jointly with the Great Northern the extensive passenger terminals and several large overgrade crossings at this point.

Joint property of sufficient significance to require special treatment is shown separately in this report.

In addition to the separately reported joint property there are in this report instances where the proportionate interest of this carrier in joint property is carried into the totals as though owned by the carrier. There are in the summaries attached to this report sixty-two instances of this character as listed below:
VI. CHARACTERISTICS OF COUNTRY

The Northern Pacific traverses territory having the greatest variety of soil and climate extending from the rolling agricultural and timber lands of Minnesota across the undulating prairies of North Dakota to the high plateaus and rugged slopes of the Rockies and the Cascades in Montana, Idaho and Washington. The products of these sections are as diversified as their topography.

Minnesota in addition to being a rich agricultural and dairying state, produces much lumber and other timber products. The iron mines of the Mesabi Range are among the richest in the world. In North Dakota large crops of wheat, oats and flax are produced and stock raising and dairying are among its important industries.

Montana has been called the "Treasure State" and is famous for its gold, silver and copper mines. It still ranks first among the States in the total production of copper, and the carrier derives a large revenue from the transportation of ore and metals. Stock raising is an extensive industry and sheep and cattle are shipped in large numbers. Considerable fencing is carried on in the valleys and uplands and large crops of wheat, oats, flax and alfalfa are harvested each year. A large deposit of Vermillion Lead is tapped southeast of Billings which furnishes fuel for mining and other purposes in Central Montana. In the Td limestone Valley a large tonnage of sugar beets is raised and shipped to refineries at Billings and elsewhere. At Three Forks is located a large cement plant and in Western Montana and Idaho are many large lumber mills, from whose operations the carrier derives a considerable revenue.