

STAGE AND BOAT CONNECTIONS

To points in Oregon and Washington reached from stations on the Spokane, Portland and Seattle Ry. east of Portland and on Oregon Trunk Ry.

Table with columns: Destination, From, Conveyance, Days, Time, Fare, Free Baggage Lbs. Lists routes to Oregon, Washington, and other regional points.

Note 1—12:35, hourly 7:40 A. M. to 4:40 P. M. incl. 6:40, 9:35 P. M. * Suspends only in case of heavy ice in river. † 7:30 a. m. to 7:15 p. m. ‡ 7:30 a. m. and 4:30 p. m. Ex. Sun.—Except Sundays. x Stage driver may be called by passengers from Trains Nos. 1 and 2. Fare \$1.00. The information shown above is prepared from the best data obtainable, but it is subject to change without notice and neither service nor rates are guaranteed.

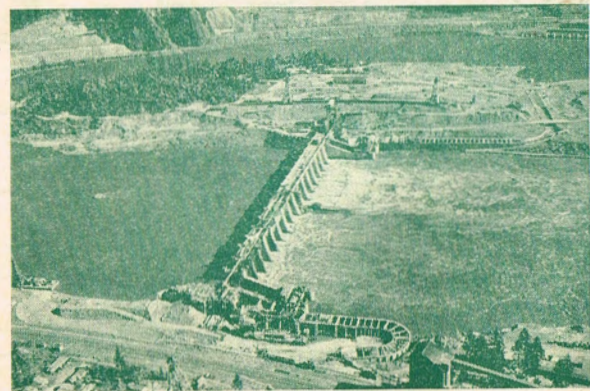
SHIP AND TRAVEL BY TRAIN

Printed in the United States of America



Spokane, Portland and Seattle Ry. Oregon Trunk Ry. Oregon Electric Ry. United Railways Co.

TIME TABLES



Bonneville Dam, Columbia River from Train Windows, S. P. & S. Ry.

SUBJECT TO CHANGE WITHOUT NOTICE

SPOKANE, PORTLAND AND SEATTLE RAILWAY SYSTEM

TRANSCONTINENTAL TRAIN SERVICE—BETWEEN PORTLAND, SPOKANE AND THE EAST



VIA GREAT NORTHERN RY.

Table showing train schedules via Great Northern Ry. Columns include Daily No. 4, Daily No. 2, Daily No. 1, and destinations like Lv. Portland, Union Station Ar., Ar. Wisbram, etc.

xStops June 15 to Sept. 15 †Except Sunday. h Stops to discharge passengers from west of Spokane.

EASTBOUND EQUIPMENT

No. 2. Empire Builder.—AIR CONDITIONED. Observation club car service with barber, valet, bath, library, fountain, radio, etc., standard 8 section, 2 compartment, 1 drawing room, sleeping car, and latest type tourist sleeping car Portland to Chicago.

No. 2-28. Observation Club Car, with barber, valet, bath, library, fountain, radio, etc. Standard and latest type tourist sleeping car and coaches (all air conditioned) Portland to Spokane, and coaches only Spokane to Havre.

WESTBOUND

No. 1. Empire Builder.—AIR CONDITIONED. Observation club car service with barber, valet, bath, library, fountain, radio, etc., standard 8 section, 2 compartment, 1 drawing room, sleeping car and latest type tourist sleeping car Chicago to Portland.

No. 27-1. Coaches only, Havre to Spokane, and air conditioned observation club car with barber, valet, bath, library, fountain, radio, etc. Standard 12 section, 1 drawing room, sleeping car, latest type tourist sleeping car, and de luxe coaches, with free pillows, Spokane to Portland.

NORTH COAST LIMITED AND EMPIRE BUILDER ARE COMPLETELY AIR CONDITIONED

Light face figures denote A. M. time. Dark face figures denote P. M. time.

VIA NORTHERN PACIFIC RY.

Table showing train schedules via Northern Pacific Ry. Columns include Daily No. 4, Daily No. 2, Daily No. 1, and destinations like Lv. Portland, Union Station Ar., Ar. Wisbram, etc.

xStops June 15 to Sept. 15 †Except Sunday. h Stops to discharge passengers from west of Spokane.

EASTBOUND EQUIPMENT

No. 2. North Coast Limited.—AIR CONDITIONED. Observation club car service with barber, valet, bath, fountain, library, radio, etc., standard 10 section, 1 compartment, 1 drawing room sleeping car, latest type tourist sleeping car and de luxe coach (free pillows Portland to Spokane), Portland to Chicago via Pasco.

No. 4-4. Columbia River Express.—Alaskan.—Observation, cafe, reserved seat coach (individual chairs, 50c) and coaches Portland to Spokane. Standard sleeping cars, cafe car dining service and coaches, Spokane to St. Paul. No. 48. Observation-lounge car, standard sleeping cars, chair and dining car.

WESTBOUND

No. 1. North Coast Limited.—AIR CONDITIONED. Observation club car service with barber, valet, bath, fountain, library, radio, etc., standard 10 section, 1 compartment, 1 drawing room sleeping car, latest type tourist sleeping car and de luxe coach (free pillows Spokane to Portland), Chicago to Portland via Pasco.

No. 3-1. Alaskan.—Standard sleeping cars, cafe car and coaches St. Paul to Spokane. Connects with No. 1 at Spokane for Portland. See above. No. 23. Observation parlor car, dining car, chair cars.

Ar. Arrive. Lv. Leave.



SPOKANE, PORTLAND AND SEATTLE RAILWAY SYSTEM

OREGON TRUNK RY.

PORTLAND - WISHRAM - PASCO - SPOKANE TRAINS

Eastbound, Read Down

Westbound, Read Up

Table with columns for No. 4 Daily, No. 2 Daily, No. 1 Daily, Elevation, Miles, and station names like PORTLAND, WISHRAM, PASCO, SPOKANE.

PORTLAND - REDMOND - BEND TRAINS

Read Down

Read Up

Table with columns for No. 2 Daily, Miles, S. P. & S. Ry., Elevation, and No. 1 Daily.

EQUIPMENT BETWEEN PORTLAND and BEND

Trains Nos. 2-102 and 1-103. Standard 16 section sleeping cars leave Portland Sun., Tues. and Thurs. for Bend; leave Bend Mon., Wed. and Fri. for Portland.

CONNECTION AT BEND FOR KLAMATH FALLS

See schedule of Great Northern Ry. on page 6.

LYLE - KLICKITAT - GOLDALE TRAINS

Table with columns for No. 220 Daily ex. Sat., Miles, S. P. & S. Ry., Elevation, and No. 221 Daily Ex. Sat.

Ex. Sat. denotes daily except Saturdays. Ex. Sun. denotes daily except Sunday. Equipment, coaches.

For Special Stops on Nos. 1 and 2. See left column, page 3, and under "References" below.

- References: a Will stop on signal to discharge revenue passengers from Spokane. b Will stop on signal to receive revenue passengers for Bingen-White Salmon, Vancouver and Portland.

EQUIPMENT-BETWEEN PORTLAND AND SPOKANE

Over-Night Limited. Trains Nos. 1 and 2. Every regularly assigned car air-conditioned. Observation-club cars with barber, bath, valet, periodicals, fountain, radio, etc.

Columbia River Express. Day Trains Nos. 3 and 4. Observation reserved seat coaches, with wide windows, individual chairs (50c) and cafe meal service at economy prices, and coaches.

Light face figures denote A. M. time. Dark face figures denote P. M. time. Ar. Arrive. Lv. Leave

SPOKANE, PORTLAND AND SEATTLE RAILWAY SYSTEM



PORTLAND - ST. HELENS

RAINIER- ASTORIA - CLATSOP BEACH TRAINS

Westbound, Read Down

Eastbound, Read Up

Table with columns for No. 23 Daily, No. 31 Sat, No. 21 Daily, Miles, S. P. & S. Ry., Elevation, and No. 22 Daily.

REFERENCES

- a-Stops on signal to receive passengers for Astoria and scheduled stations west thereof. m-No. 31 stops to discharge and No. 30 to pick up North Beach revenue passengers at ferry dock, 14th Street, Astoria.

TRAIN EQUIPMENT

Nos. 21, 24, 30 and 31 carry observation-parlor-cafe cars, coaches and smoking cars between Portland, Astoria and Seaside. Nos. 23 and 22 carry coaches and smoking cars daily, and observation-parlor cafe cars on Nos. 23 Fridays, Saturdays and Sundays, and No. 22 Saturdays, Sundays and Mondays.

LOWER COLUMBIA RIVER MOTOR STAGES

Superior motor stage service is maintained along the wonderful, scenic Lower Columbia River Highway by the S. P. & S. Transportation Co. between Portland St. Helens, Rainier, Astoria, Gearhart and Seaside. See page 7 for schedules.

Light face figures denote A. M. time. Dark face figures denote P. M. time. Ar. Arrive. Lv. Leave

OREGON ELECTRIC RY.

PORTLAND-SALEM-ALBANY-EUGENE

Table with columns for Miles, Oregon Electric Sta., and Freight Service Only.

GREAT NORTHERN RY.

Table with columns for Daily Mix'd, M., Gt. Northern Ry., and Daily Mix'd.

Low Round Trip Fares East All Summer

Table with columns for Return Limits, Standard, Tourist, Coach, and various cities like Portland, Chicago, Milwaukee, St. Paul, New York, Atlanta, Boston, Cincinnati, New Orleans, Philadelphia, St. Louis, Washington.

"Standard" good in all classes of equipment. "Tourist" good in tourist sleeping cars and coaches. "Tourist-Standard" good in tourist sleeping cars to Chicago, standard sleeping cars beyond.



All tickets honored on the famous, fast, air-conditioned trains North Coast Limited and Empire Builder, between Portland, Spokane, Minneapolis, St. Paul and Chicago. Schedules and equipment are shown on pages 1 and 2.

Light face figures denote A. M. time. Dark face figures denote P. M. time. Ar. Arrive. Lv. Leave. / Stop on signal. t Telegraph office.



SPOKANE, PORTLAND AND SEATTLE RAILWAY SYSTEM

CONNECTIONS AT PORTLAND

SPOKANE, PORTLAND and SEATTLE TRANSPORTATION COMPANY

Table with columns: Read Down, MOTOR STAGES, Read Up. Lists train times and stages between Spokane, Portland, and Seattle.

Additional stages leave Portland at 10:15 A.M., 1:45 P.M. (to Rainier), 6:15 P.M., 11:00 P.M. daily, arriving St. Helens 11:20 A.M., 2:55 P.M., (Rainier 3:40 P.M.), 7:20 P.M. and 12:05 A.M. Also leave St. Helens 7:30 A.M., (Rainier 8:00 A.M.), 9:00 A.M., 2:00 P.M. and 6:35 P.M. daily, arriving Portland 8:35 A.M., 10:05 A.M., 3:05 P.M., 7:40 P.M.

PORTLAND - PUGET SOUND - BRITISH COLUMBIA

Table with columns: Northernbound-Read Down, Southernbound-Read Up. Lists train times for routes to Puget Sound and British Columbia.

Ultra Comfort at Night Between Portland and Spokane

The overnight limited trains of the S. P. & S. Ry. between Portland and Spokane give passengers the utmost transportation comfort. And every regularly assigned car is air-conditioned, insuring pure, clean, filtered and circulated air at proper temperature.

SOUTHERN PACIFIC COMPANY

Table with columns: southbound, Read Down, All trains daily. TO CALIFORNIA. Lists train times to California via various routes.

EQUIPMENT OF TRAINS

Train 7. Shasta.—(All Air Conditioned). Cafe lounge car, standard 10 section, 1 drawing room, 2 compartment sleeping car, tourist sleeping car and coaches Portland to San Francisco.

Table with columns: SAN FRANCISCO-LOS ANGELES-COAST LINE. Lists train times for the coast route.

Table with columns: SAN FRANCISCO-LOS ANGELES-VALLEY LINE. Lists train times for the valley route.

Table with columns: Read Down, UNION PACIFIC RAILROAD, Read Up. Lists train times for the Union Pacific Railroad.

SPOKANE, PORTLAND AND SEATTLE RAILWAY

A Vacation Land Railway



The Pacific Northwest A Great Vacation Land

UNDER the pressure of modern life, with business, industrial, household and school demands, a summer vacation is no longer a luxury, but is becoming more and more a necessity to all.

In the great Pacific Northwest are many rare and varied resorts and retreats—seashore, mountains, rivers, lakes and forests—unexcelled in all the land, offering selection to suit any wish.

In no section of our country has Nature been more generous with her invitation to the enjoyment of the great out-of-doors or more prodigal in the provision of rich and delightful spots for the pleasure and profit of her children.

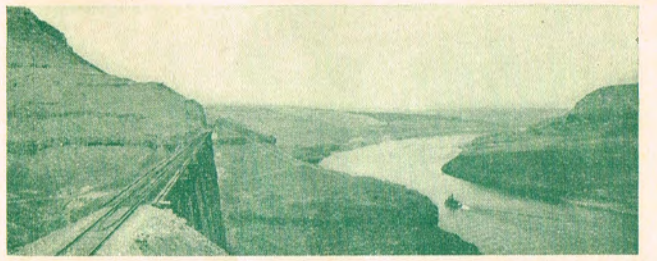
These places may be reached by short train trips, which indeed are important and interesting parts of the vacation plans.

The purpose of these pages is briefly to describe, principally by pictures, some of these districts, the routes thither and points of attraction enroute.

Spokane to Portland Columbia River—Cascade Range

Some of the choicest scenery in the Northwest is enjoyed on the trip from Spokane to Portland on limited trains of the Spokane Portland & Seattle Railway.

Leaving Spokane the line passes on to a great plateau, skirts grain districts, small lakes, through rock cuts and tunnels to the rim of the walls of the Snake River Canyon, which it descends by easy grade to the great Columbia River at Pasco, there crossing it.



Snake River and Canyon

The height, depth and expanse of this canyon scenery would make it far-famed in any country less endowed with nature's wonders.

The dominating browns and yellows in volcanic rock bespeak the geological origin of this region.

From Kennewick to Vancouver, Wash., the north bank of the Columbia River is followed through the very heart of the Cascade Range.

For many miles from Goodnoe to Hood the chaste contours of snow-capped Mt. Hood (altitude 11,225 feet) are seen.

The current of the Columbia River grows swifter as the shores narrow or the channel is cut by islands of rock; at Wishram, near the site of the ancient Indian village of that name, are Celilo Falls, crossed by the bridge of the Oregon Trunk Railway, which leads to Central Oregon. The foot of the mountains reaches the track along the river shore, and forests of pine and fir clothe their lower reaches. Bingen-White Salmon, Carson and Stevenson are good stopover places for visits into the fishing and mountain resort districts. At these and other stations are splendid vantage points for viewing the wonderful mountain and river scenery. At the head of the White Salmon Valley stands Mt. Adams (altitude 12,307 feet), a favorite Alpine climb. The railroad from Lyle, or a splendid motor road from Maryhill, leads over the heights to Goldendale, from which also Mt. Adams may be reached.



Spokane

The country around North Bonneville was the scene of Indian troubles in 1856, with Lieutenant Philip Sheridan in command of the army troops. Today, at a cost of some \$50,000,000, the army engineers are here finishing one of the country's greatest power-navigation dams across America's most wonderful west coast river. This vast construction work may be seen from S. P. & S. Ry. trains passing North Bonneville, as tracks are along the river's shore.

Over the mountain cliffs on the Oregon shore drop numerous crystal cataracts, and for miles may be seen the threading line of the Columbia River Highway.

The railway pierces the western rampart of the Cascade Range with a tunnel almost one-half mile in length at Cape Horn.



Devil's Canyon between Kahlotus and Farrington



Mt. Hood and Columbia River from Bingen-White Salmon



SPOKANE, PORTLAND AND SEATTLE RAILWAY

Trains Follow the Columbia River Over 300 Miles



Cascade Range, Columbia River

Vancouver, Hudson's Bay headquarters from 1825 to 1846, and U. S. army post from that early day until the present, is a city of interest and enterprise, with extensive manufacturing, grain handling, rail and deep water shipping facilities.

At historic Vancouver the railroad again crosses the Columbia River then the Willamette, and follows the line of the lower harbor, past lumber mills and many other extensive industrial concerns on its double-tracked entrance to Portland.

Portland, The "Rose City"

Portland, Oregon is the heart of this wonderful Pacific Northwest out-of-doors land, with a delightful climate.

A city of 352,000 population, Portland is unusual in the beauty of situation, lying on both sides of the Willamette River, watched over by mountain ranges in three directions, while to the fourth lies the beautiful and fertile valley of the Willamette—all encompassed by the richness of evergreen forests.

Portland has splendid hotels, homes, parks, public buildings, libraries, theatres, stores, bazaars and amusement places. A fine system of boulevards covering the city, surrounding districts of scenic advantage and the distant countryside affords visitors delightful automobile trips. The well-famed Columbia River Highway, leading eastward along the sheer cliffs of the Columbia River, through the heart of the Cascade Mountains, reveals an amazing and changing panorama of snow-peaked mountains, Hood and Adams, the expanding waters of the Columbia, glacial-fed cataracts, and forests of fir, pine, larch and cedar. Here rose culture has reached such perfection that Portland has well been named the Rose City.

The historic old battleship *Oregon* rests in her permanent berth in the Willamette River, near the business district of Portland, open to visitors.



Bonneville Dam from S. P. & S. Ry. Trains

Along the Lower Columbia River Portland to Astoria and the Sea

In all this land of history, romance and scenic interest, no short trip gives the visitor so rich and changing a view of sweeping river, forest, mountain and ocean as this.

This train or motor stage ride along the shores of the Willamette and Columbia Rivers between Portland, Astoria and the Pacific Ocean, gives the eye nature's true tints of a beautiful picture rare in its composition, variety and extent.

In the run of about four hours are scenes novel to the tourist—lumber mills and logging operations, river and ocean craft, fishing villages, fleets of fishermen's boats and forested coast ranges. For miles, soon after leaving Portland, Mt. St. Helens dominates the skyline.

Opposite Rainier are seen the great docks and sawmills of Longview. The track follows the shore of the ever-widening Columbia River, with changing vistas, to Astoria.

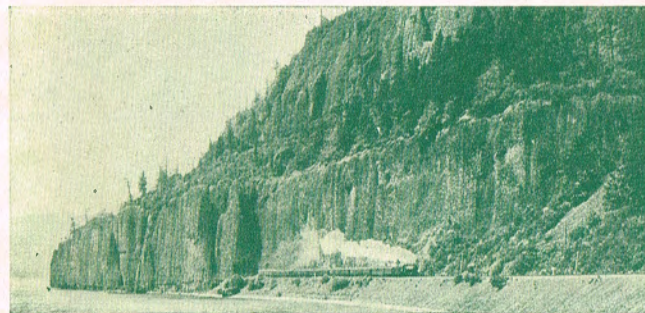
Astoria

The first American settlement on the Pacific Coast was at Astoria in 1811, although that spot previously had been visited by Captain Robert Gray in 1792 and the Lewis and Clark expedition in 1805-6. On a hilltop an imposing column 126 feet high commemorates the establishment of the city, as well as the discovery of the Columbia River by Captain Gray, the explorations of Captains Lewis and Clark, the enterprise of John Jacob Astor, and the coming of the pioneers.

Rising on the slopes of the Columbia River, the homes and public buildings overlook a vast panorama of mountain, forest, river and ocean.

Astoria's modern maritime importance is evidenced by the miles of busy waterfront, the shipping, docks, lumber and flouring mills, salmon canneries and other enterprises.

The city is the center of the salmon fishing and canning industries.



Cape Horn, Columbia River



Portland, Mt. Hood

SPOKANE, PORTLAND AND SEATTLE RAILWAY

Mountains, Rivers, Forests and Ocean



Following the extensive waterfront of the city, the line crosses a long bridge over Young's Bay, and runs through meadows, fields of wild flowers, golden banks of Scotch broom and evergreen woods to the end of the famous Lewis and Clark Trail at Clatsop Beach on the Pacific Ocean.

Clatsop Beach, Pacific Ocean

Southward for twenty-five miles from the mouth of the Columbia River, reach the smooth, surf-washed sands of Clatsop Beach, ending at the dominating heights of densely forested Tillamook Head.

Upon this vast natural veranda of the Pacific Ocean, hotels, cottages, homes and camps abound. There are accommodations for all desires, from the first class hotels and roomy cottages to modest boarding places, comfortably furnished tent houses and campsites.

Clatsop Beach is devoid of the barrenness sometimes associated with the seacoast. Here are rolling, grassy meadows and groves of evergreen spruce, with a background of virgin forest reaching to the nearby mountain tops.

It is an all-year resort, for freezing weather is seldom known, and the ever-refreshing and recreating influence of the soft salt air and music of the sea waves in surroundings of unusual richness and beauty, entice lovers of nature and the weary to this spot at all seasons. Spring and autumn are delightful. But the glory of the year is summer, when conditions here reach perfection, with azure sky, argent cloud, ocean's deep blue, salt breeze, soft days and cool nights inviting open fires, blankets and slumber. Clatsop Beach is supplied with pure spring water from the mountains. The climate is extremely healthful, and there are no mosquitoes or similar pests.



Lower Columbia River



Clatsop Crest, Lower Columbia River Highway



Tongue Point, near Astoria

The surf bathing at Clatsop Beach is invigorating and delightful. The water is free from rocks, sea growths or drift matter, and the descent is gradual.

Aside from the pleasures of bathing in the surf, lolling in the sands or tramping for miles the wave beaten shore, visitors find that nature has been generous in furnishing many attractions for out-of-door life. Tillamook Head provides a good climb through forest of giant spruce, rewarded by grand views of ocean, mountain and timberland; mountain streams give fine fishing in season; tide-washed rivers invite canoeing or boating; trails to distant points through meadows and woods allure the pedestrians; and man has constructed splendid highways and bridle paths.

Hotels and restaurants make a specialty of crabs, clams and other sea-foods, with dairy products, poultry and eggs from nearby ranches.

Clatsop Beach has enjoyed a fine growth in population from large numbers of people who appreciate the delightful advantage of homes at the seashore, and have builded hundreds of cottages facing the sea, in the meadows or near the friendly spruce groves.

No other Pacific Ocean resort in the Northwest offers lovers of the sea so great a variety of attractions, amusements and accommodations as Clatsop Beach, centered at Seaside and Gearhart.

Gearhart

At Gearhart an eighteen-hole golf course is laid upon rolling sweeps between ocean front and evergreen forest. Its natural situation is a real joy to lovers of the game. Visitors have the use of the links by payment of a modest greens fee.

Hotel Gearhart and Ocean House occupy splendid locations, with commanding views of the ocean, forest and golf links, and dining rooms and sun porches facing the ocean. Accommodations are provided for large numbers of first-class patrons. Numerous cottages are available for the season or shorter periods. Beside golf there are riding horses, tennis, etc.



Astoria, Columbia River



SPOKANE, PORTLAND AND SEATTLE RAILWAY

To Clatsop Beach, Seaside, Gearhart, Pacific Ocean



Hotel Gearhart, Clatsop Beach

Seaside

Seaside is a city of several thousand during the summer season, and hotels, restaurants, boarding places, and stores are open all the year. It is well equipped with modern improvements—paved streets, light, water and a long ocean front promenade.

Seaside's public golf course is largely patronized the year around. It is splendidly located on both sides of the beautiful Necanicum River, and reaches toward the ocean front. A small greens fee is charged visitors.

Seaside has numerous hotels, restaurants, apartments, boarding houses, cottages and tents for rent, salt water natatorium, churches, stores, markets, theatres, dance pavilions, day nursery for children, riding horses, etc. Seaside is the end of the historic Lewis and Clark Trail. Here, appropriately marked, is the site of the salt camp of Lewis and Clark in 1805-6.

The Seaside Hotel occupies a commanding site on the promenade and ocean front, provides accommodation for a large number of guests, and meets the requirements of the best resort patronage, with lounge and dining room facing the ocean.

It and numerous other hotels, cottages, boarding and rooming houses and camp facilities, provide a range in accommodation and price to meet varying wishes or needs.

Cannon Beach

Ten miles south of Seaside by a good motor road leading through splendid forest and over Tillamook Head is the twelve mile stretch of wide, hard sands of Cannon Beach with a most beautiful combination of fantastic rocks, forests and ocean fronts. This wonderful beach derives its name from an ancient bronze cannon found in the surf-washed wreckage of some old wooden frigate. Regular motor stage service is provided from Seaside.

Hotels, cottages and camps front on this beautiful beach.



Seaside, Clatsop Beach

North Beach

On the Washington side of the Columbia River, extending northward, is North Beach, reached by ferry-motor stage service from Astoria. Its chief attraction is the beach itself, facing the Pacific for twenty-five miles, and at low tide affording a boulevard of compact sand the entire distance.

Summer hamlets sheltered in groves of spruce are strewn along the shore in goodly number, each provided with comfortable hotel, cottage and camp accommodations. The principal points are Seaview, Long Beach and Ocean Park.

It is a great place for the pedestrian, who may take short or long walks to points of changing interest, and surf bathing is ideal.

Round Trip Fares Summer 1937

FROM PORTLAND

\$3.50—Astoria, Seaside, Gearhart; Friday, Saturday and Sunday. Return limit Monday.

\$4.00—Astoria

\$4.65—Gearhart } Every day. Return limit 30 days

\$4.75—Seaside

\$5.00—Astoria, Gearhart, Seaside Every day.

Return limit October 31.

\$17.50 Ten ride family ticket, Astoria, Gearhart, Seaside. Every day, limit three months.

Tickets at these fares are honored on trains or stages in either direction at option of passenger.

FROM SPOKANE

\$20 daily, return limit October 31.

Similar fares from other points in Pacific Northwest.

Round-trip tickets are on sale at other seasons, on different basis of fares.



Seaside Hotel, Clatsop Beach



Cannon Beach

SPOKANE, PORTLAND AND SEATTLE RAILWAY SYSTEM



CONNECTIONS AT SPOKANE AND PASCO

4-313 Daily		2-311 Daily		NORTHERN PAC.		312-1 Daily		314-1 Daily		256 Daily ExSu.		GREAT NORTHERN RY.		255 Daily ExSu.		64 Daily		GREAT NORTHERN RY.		67 Daily		4-2 Daily		SPOKANE INT'L—CAN. PACIFIC		1-1 Daily																																																							
8.30	9.30	Lv.	Portland	Ar	7.35	7.35	8.25	Lv.	Spokane	Ar	4.50	8.15	Lv.	Spokane	Ar	6.30	8.30	Lv.	Portland	Ar	7.35	8.30	Lv.	Portland	Ar	7.35	8.30	Lv.	Spokane (S.I. Ry.)	Ar	11.50	11.45	Lv.	Spokane (S.I. Ry.)	Ar	11.55	4.40	Ar.	MacLeod (C. P. R.)	Lv	10.55	5.50	Ar.	Lethbridge	Lv	9.35	10.50	Ar.	Calgary	Lv	6.55	10.35	Ar.	Edmonton	Lv	12.10	6.25	Ar.	Medicine Hat	Lv	5.45	9.50	Ar.	Moose Jaw	Lv	8.55	6.45	Ar.	Regina	Lv	7.25	8.10	Ar.	Winnipeg	Lv	9.30	6.00	Ar.	Winnipeg	Lv	9.30

To California THIS SUMMER

The new, wonderful bridges across San Francisco Bay, and share in the myriad works of nature and man in the Golden State.

Excursion fares are in effect by the S. P. & S. Ry. every day to San Francisco, Los Angeles, San Diego, Santa Barbara, Del Monte, etc., with stopovers and liberal limits. Enjoy the delights of visits to Oregon and California.

S. P. & S. trains leave Spokane 8:30 A.M. and 9:45 P.M., and arrive Portland, Union Station, 6:30 P.M. and 7:35 A.M., connecting with Southern Pacific trains for California; schedules on page 8.

ROUND TRIP FARES FROM SPOKANE

	Coach-Tourist	Standard
San Francisco	\$33.50	\$42.10
Los Angeles	43.50	57.40
Santa Barbara	42.20	56.65
San Diego	48.00	63.50

②1 Day Limit; ③0 Day Limit.

Tickets are good for stop-overs within limit: Coach-tourist tickets are honored in tourist sleeping cars or coaches; standard tickets in standard or tourist sleeping cars or coaches; sleeping car accommodations are at additional charges.

Fares for tickets with longer limits will be furnished by agents on request.

Round Trip Fares From Other Stations at Proportionate Figures

Light face figures denote A. M. time. Dark face figures denote P. M. time. Ar. Arrive. Lv. Leave. / Stop on Signal.

DELIGHTFUL TRAIN TRIPS between **PORTLAND** and **SPOKANE**

Along the Columbia and Snake Rivers and Through the Heart of the Cascade Range

The day express trains give passengers the pleasure of a rare panorama of plateau, river, mountain and forest scenery and Bonneville Dam, from coaches or reserved seat coaches with individual chairs, wide windows and observation platforms which add greatly to the pleasure of the trip; seat fare fifty cents. Cafe service for the three meals at economy prices.

The night limited trains furnish every feature for comfort and pleasure in modern travel—Completely air-conditioned—observation club cars, with radio, barber, fountain, magazines, lounge chairs, etc., standard and latest type tourist sleeping cars and newest style coaches, with lounges for men and women, porter and free pillows.

Very low train fares are now in effect between Portland and Spokane—in reserved seat coaches, regular coaches and tourist sleeping cars, one way \$7.50, round trip \$13.50, with return limit 30 days; in standard sleeping cars and other equipment, one way \$11.24, round trip \$15.00 with return limit 30 days, and \$18.75 with return limit 6 months.

Berth and reserved seat charges are additional: see page 11.



SPOKANE, PORTLAND AND SEATTLE RAILWAY SYSTEM

Sleeping, Parlor Car and Reserved Seat Fares

For information only. Subject to change without notice.

Table with columns for origin/destination (AND), fare type (Seat, Standard, Tourist), and class (Portland, Spokane). Rows include Astoria, Buffalo, Chicago, Denver, Eugene, Fargo, Havre, Helena, Kansas City, Klamath Falls, Livingston, Los Angeles, Louisville, Medford, Minneapolis, Missoula, New Orleans, New York, Northdale, Oakland, Omaha, Pasco, Philadelphia, Pittsburgh, Portland, Roseburg, St. Louis, St. Paul, Sacramento, San Antonio, San Francisco, Seaside, Seattle, Spokane, Stevenson, Tacoma, Vancouver, Washington, and Wishram.

Through cars not operated in all trains; fare applies for continuous trip via direct connections. The fare for a section is the combined fare of an upper and a lower berth. The fare for an upper berth is 80% of the lower berth fare. Single occupancy of one section is lower berth rate plus 40%. A compartment is a private room with lower and upper berths and toilet; a drawing room has a divan berth in addition. Occupancy of a drawing room requires 1 1/2 adult rail tickets, or their equivalent; requirement for compartment one such ticket between S. P. & S.-G. W.-N. P. and connections, 1 1/2 between certain other lines; requirement for section one such ticket.

* Reserved Seat Coach fares on day trains.

BAGGAGE IN SLEEPING CARS.—Hand baggage in sleeping cars in restricted to what may conveniently be placed in berth or seat occupied by passengers. All baggage should be marked with name and permanent address of owner.

GENERAL OFFICES
EXECUTIVE DEPARTMENT
1110 American Bank Building
FREIGHT AND PASSENGER TRAFFIC DEPARTMENTS
1101 American Bank Building
S. W. Morrison Street, between Broadway and S. W. Sixth Avenue
OPERATING DEPARTMENT
N. W. Eleventh Avenue and N. W. Hoyt Street
PORTLAND, OREGON

OFFICERS
CHARLES DONNELLY, President..... St. Paul, Minn.
W. P. KENNEY, Vice-President..... St. Paul, Minn.
W. E. COMAN, Assistant to President..... Portland, Oregon

OPERATING DEPARTMENT
W. C. SLOAN, General Manager..... Portland, Oregon
M. C. LABERTEW, Superintendent..... Portland, Oregon
A. J. WITCHEL, Assistant Superintendent..... Portland, Oregon

PASSENGER AND FREIGHT TRAFFIC DEPARTMENTS
R. H. CROZIER, General Passenger Agent..... Portland, Oregon
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S. L. WILLIAMS..... City Passenger Agent
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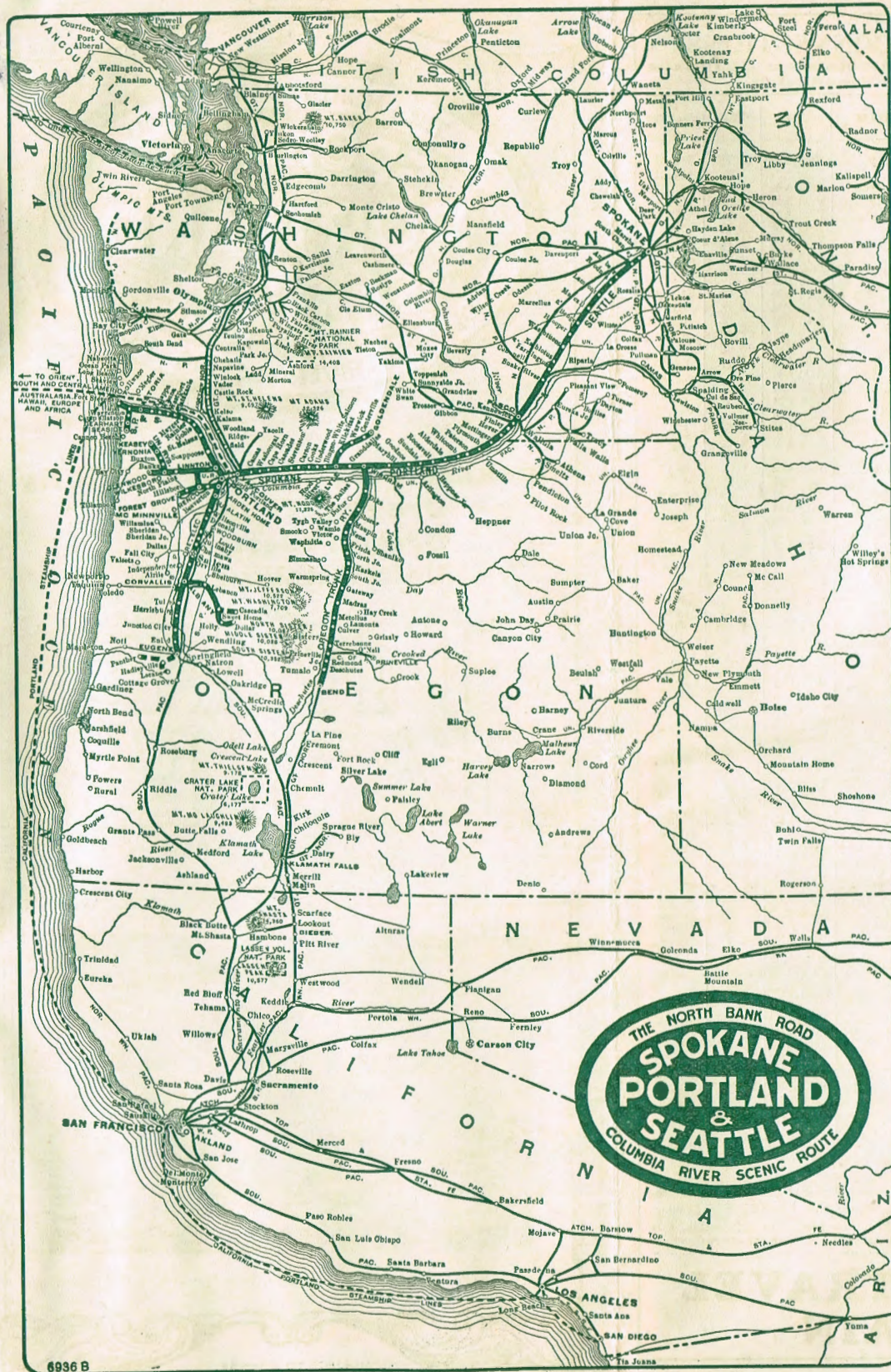
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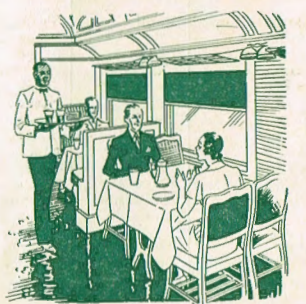
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