



SPOKANE, PORTLAND AND SEATTLE RAILWAY SYSTEM OREGON TRUNK RY.

PORTLAND - WISHRAM - PASCO - SPOKANE

Table with columns for train numbers, directions (Eastbound, Westbound), and stations including Portland, Wishram, Pasco, and Spokane.

For equipment, Trains 1, 2, 3 and 4 see pages 1 and 2.

PORTLAND - REDMOND - BEND

Table with columns for train numbers, directions (Read Down, Read Up), and stations including Portland, Redmond, and Bend.

CONNECTIONS AT BEND FOR KLAMATH FALLS G. N. Mixed Train Service operated on irregular schedules between Bend, La Pine and Klamath Falls.

LYLE - KLICKITAT - GOLDENDALE

Table with columns for train numbers, directions, and stations including Lyle, Klickitat, and Goldendale.

for revenue passengers from Portland and Vancouver. Stops to receive revenue passengers for Portland and Vancouver.

EQUIPMENT—Nos. 2-102 and 103-1, Standard sleeping cars leave Portland Mon. Wed. and Fri. for Bend, and leave Bend Tues. Thur. and Sat. for Portland.

BAGGAGE IN SLEEPING CARS.—Hand baggage in sleeping cars is restricted to what may conveniently be placed in berth or seat occupied by passengers.

Prineville is reached by the City of Prineville Ry. Trains connect at Prineville Jet. with Oregon Trunk trains Nos. 102 and 103.

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

Table with columns for train numbers, directions (Westbound, Eastbound), and stations including Portland, St. Helens, Rainier, Astoria, and Clatsop Beach.

Stops on signal. Ar. Arrive. Lv. Leave. t Telegraph office. a Stops on signal to receive passengers for Astoria and scheduled points west thereof.

TRAIN EQUIPMENT

Nos. 21 and 24 carry observation-parlor-cafe cars, coaches and smoking cars between Portland, Astoria and Seaside.

Nos. 30 and 31 carry observation, parlor cars and coaches. Nos. 23 and 22 carry coaches and smoking cars daily, and observation-parlor-cafe cars on No. 23 Fridays, Saturdays and Sundays, and No. 22 Saturdays, Thursdays and Mondays.

Cafe dining service in observation cars on Nos. 21, 22, 23, 24 shown above. Parlor car seat fare, 50c between Portland and Astoria, Gearhart and Seaside.

LOWER COLUMBIA RIVER 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 train numbers, directions, and stations including Portland, Salem, Albany, and Eugene.

GREAT NORTHERN RY. BEND, KLAMATH FALLS, BIEBER

Table with columns for train numbers, directions, and stations including Bend, Klamath Falls, and Bieber.

Low Round Trip Fares TO THE EAST—ALL SUMMER

From Portland, Astoria, Bend, Vancouver, etc., and proportional fares from other points.

Table showing fares for various destinations including Chicago, New York, Atlanta, Boston, Detroit, Kansas City, New Orleans, Philadelphia, St. Louis, St Paul, Toronto, and Washington.



Return limit October 31. *Return limit 45 days with longer limit at slightly higher fares; none beyond October 31. Standard tickets honored in all classes of equipment.

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



SPOKANE, PORTLAND AND SEATTLE RAILWAY SYSTEM

CONNECTIONS AT PORTLAND

SPOKANE, PORTLAND and SEATTLE TRANSPORTATION COMPANY

Read Down			MOTOR STAGES			Read Up		
4.15	12.15	8.45	Lv. Portland (S. W. Park and Yamhill)	Ar.	1.05	6.10	10.55	
5.01	1.01	9.31	Scappoose		12.20	5.25	10.10	
5.09	1.09	9.39	Warren		12.11	5.16	10.03	
5.15	1.15	9.45	Houlton		12.05	5.10	9.59	
5.20	1.20	9.50	St. Helens	Noon	5.05	9.55		
5.34	1.34	10.04	Columbia City		11.47	4.52	9.43	
5.41	1.41	10.11	Deer Island		11.41	4.46	9.37	
5.53	1.53	10.23	Goble		11.29	4.34	9.26	
5.57	1.57	10.27	Prescott		11.24	4.29	9.21	
6.06	2.06	10.36	Rainier		11.15	4.20	9.13	
6.56	2.56	11.26	Clatskanie		10.33	3.39	8.34	
7.06	3.06	11.36	Marshland		10.18	3.24	8.19	
7.13	3.13	11.42	Kerry		10.11	3.17	8.12	
7.17	3.17	11.46	Westport		10.07	3.13	8.09	
7.22	3.22	11.50	Wauna Road		10.02	3.08	8.03	
7.57	3.57	12.23	Svenson		9.27	2.32	7.26	
8.24	4.24	12.49	Astoria		9.00	2.05	7.00	
8.50	5.28	1.23	Warrenton		8.32	1.34	6.37	
9.00	5.35	1.30	Camp Clatsop		8.25	1.27	6.30	
9.06	5.41	1.36	Carnahan		8.19	1.19	6.24	
9.11	5.46	1.41	West		8.14	1.14	6.19	
9.17	5.52	1.47	Gearhart		8.08	1.08	6.13	
9.25	6.00	1.55	Seaside	Lv.	8.00	1.00	6.05	

Additional stages leave Portland at 10:15 A.M., 1:45 P.M., 6:15 P.M., 11:00 P.M. daily, arriving St. Helens 11:20 A.M., 2:50 P.M., 7:20 P.M. and 12:05 A.M. Also leave St. Helens 7:30 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.

Stage terminal S. W. Park Ave. and Yamhill St. Phone ATwater 5171.

REGULAR TICKETS BETWEEN COMMON POINTS ARE HONORED ON STAGES OR TRAIN

PORTLAND - PUGET SOUND - BRITISH COLUMBIA

GREAT NORTHERN RY. - NORTHERN PACIFIC RY. - UNION PACIFIC SYSTEM

Northbound—Read Down			Southbound—Read Up		
Daily	Daily	Daily	All Trains Daily	Daily	Daily
11.30	4.20	8.35	Lv. Portland, Un.S.	Ar.	2.20
11.59	4.45	9.00	Vancouver, Wn.	Lv.	1.50
1.04	5.22	9.48	Kalama		12.56
	By Bus	*	Longview		By Bus
1.26	5.35	10.07	Kelso		12.35
1.47	5.56	10.26	Castle Rock		12.15
	2.08	Ar.	South Bend	Lv.	3.50
3.00	6.33	11.22	Chehalis		11.22
3.10	6.45	11.31	Centralia		11.11
	1.25	Ar.	Aberdeen		4.21
	1.40	*	Hoquiam		4.10
5.05	8.05	1.04	Tacoma	Ar.	9.40
5.45	8.20	1.20	Seattle	Lv.	8.20
8.05	5.00	Lv.	Seattle	Ar.	1.45
9.15	5.57	Ar.	Everett	Lv.	12.43
11.35	8.00	Ar.	Bellingham	Lv.	10.35
2.00	10.15	Ar.	Vancouver, B.C.	Lv.	8.30

PACIFIC STEAMSHIP LINES

The S. S. "Dorothy Alexander" leaves Portland each Tuesday at 2 P. M., due to arrive at San Francisco each Thursday at 11 A. M., and leaves San Francisco each Saturday at 5 P. M., due to arrive at Portland each Monday at 1 P. M.

Close connections are made at San Francisco with steamships to and from Los Angeles and San Diego.

Round Trip Fares including berth and meals from Portland:

San Francisco	\$32.25 to \$54.25
Los Angeles	49.25 to 79.25
San Diego	53.75 to 87.75

City Ticket Office, 634 S. W. Broadway
Water Terminal, Foot of N. W. 14th Ave.
Portland, Ore.

SOUTHERN PACIFIC COMPANY

Southbound, Read Down				All trains daily				Northbound, Read Up			
15	17	329	5-7	330-16	18	18-8	6				
10.05	9.50	7.15	8.15	Lv. Portland	Ar.	7.55	3.45	7.35	8.15		
11.47	11.29	9.40	10.03	Ar. Salem	Lv.	5.50	2.04	5.30	6.12		
12.28	12.10	10.35	10.48	Ar. Albany	Lv.	5.00	1.23	4.45	5.29		
		10.55	11.15	Ar. Corvallis (Stage Albany)	Lv.		12.50		5.00		
1.30	1.10	11.55	11.50	Ar. Eugene	Lv.	3.40	12.20	3.40	4.25		
		6.40		Ar. Marshfield	Lv.		7.00				
		1.06	12.45	Ar. Cottage Grove	Lv.	1.50		2.50			
		3.25	2.35	Ar. Roseburg	Lv.	11.45		1.08			
		7.14	5.57	Ar. Grants Pass	Lv.	8.00		9.51			
		8.15	6.48	Ar. Medford	Lv.	6.58		8.56			
		9.15	7.25	Ar. Ashland	Lv.	6.20		8.30			
7.20	6.45		7.25	Ar. Klamath Falls	Lv.	9.30	6.30		10.30		
6.20	6.00		7.52	Ar. Sacramento	Lv.	10.10	7.05	7.05	11.10		
9.05	6.20		9.40	Ar. Oakland (Pier)	Lv.	8.04	6.56	6.56	9.30		
9.32	6.52		10.12	Ar. San Francisco	Lv.	7.40	6.20	6.20	9.00		
8.45	9.00		10.25	Ar. Los Angeles	Lv.	6.00			7.50		

EQUIPMENT ON TRAINS

Trains 5 and 6 (Klamath)—10 section observation sleeping car, 10 section, 1 drawing room, 2 compartment sleeping car, tourist sleeping car, dining car and coach between Portland and San Francisco.

Trains 7 and 1 (Shasta)—Cafe lounge car (Portland and Dunsmuir), 10 section, 1 drawing room, 2 compartment sleeping car, tourist sleeping car from Ashland and coaches between Portland and San Francisco.

Trains 15 and 16 (West Coast)—(All sleeping cars air conditioned). 10 section observation sleeping car between Portland and Fresno, Fresno and Los Angeles; 10 section, 1 drawing room, 2 compartment sleeping car, tourist sleeping car, reclining chair car, dining car and coach Portland and Los Angeles.

Trains 17 and 18 (Cascade)—(All air conditioned). Lounge observation car 6 compartment, 3 drawing room, sleeping car, 14 section, sleeping car, 10 section, 1 drawing room, 2 compartment sleeping car, tourist sleeping car, dining car and reclining chair car between Portland and San Francisco. Also in No. 17 10 section, 1 drawing room, 2 compartment standard sleeper Portland to Los Angeles via Coast Line.

Trains 329 and 330 (Oregonian)—12 section, 1 drawing room sleeping car and coaches between Portland and Ashland; also tourist sleeping car between Portland and Marshfield.

SAN FRANCISCO—LOS ANGELES—COAST LINE

Daily Trains				Daily Trains			
7.45	8.30	6.45	8.00	Lv. San Francisco	Ar.	8.45	8.10
8.45	9.35	7.55	9.00	Ar. San Jose	Lv.	7.43	6.52
9.00		9.00	124	Ar. Del Monte	Lv.	5.20	7.16
1.43		11.55	1.07	Ar. Paso Robles	Lv.	3.38	2.39
3.20	2.42	1.15	2.21	Ar. San Luis Obispo	Lv.	2.21	1.15
7.30	5.55	5.00	6.40	Ar. Santa Barbara	Lv.	11.10	9.55
10.50	9.00	8.15	8.45	Ar. Los Angeles	Lv.	8.00	6.45

SAN FRANCISCO—LOS ANGELES—VALLEY LINE

Daily Trains				Daily Trains			
11.40	6.00		8.00	Lv. San Francisco	Ar.	8.52	1.52
12.10	6.28		8.25	Lv. Oakland Pier	Ar.	8.20	1.25
			6.50	Lv. Sacramento	Ar.		8.55
7.00	11.35	11.50	1.45	Ar. Fresno	Lv.	3.00	7.35
	2.35	2.35	4.25	Ar. Bakersfield	Lv.	12.11	3.40
	8.45	8.45	10.25	Ar. Los Angeles	Lv.	6.00	8.35

UNION PACIFIC SYSTEM

Read Down			Read Up		
No. 18	No. 14		No. 21	No. 17	
Daily	Daily		Daily	Daily	
9.35	8.40	Lv. Portland	Ar.	9.00	7.35
11.15	10.45	Ar. Hood River	Lv.	7.12	5.40
11.50	11.20	Ar. The Dalles	Lv.	6.40	5.05
3.05	3.20	Ar. Pendleton	Lv.	3.35	11.55
7.22	7.35	Ar. Baker	Lv.	11.43	7.35
11.02	11.00	Ar. Payette	Lv.	10.05	5.58
11.15	11.10	Ar. Ontario	Lv.	9.57	5.48
12.10	12.05	Ar. Nampa	Lv.	8.55	4.40
12.40	12.35	Ar. Boise	Lv.	8.20	4.10
6.15	6.05	Ar. Pocatello	Lv.	2.25	10.20
10.20	11.15	Ar. Ogden	Lv.	9.40	12.40
11.30	12.20	Ar. Salt Lake	Lv.	8.30	11.20
8.25	8.50	Ar. Cheyenne	Lv.	11.50	8.20
11.30	11.35	Ar. Denver	Lv.	8.00	5.45
7.30	4.55	Ar. Kansas City	Lv.	5.30	10.00
8.15	9.00	Ar. Omaha	Lv.	11.40	10.20

Light face figures denote A. M. time. Dark face figures denote P. M. time. Ar. Arrive. Lv. Leave. / Stop on signal. s King St. Station. # Union Station.

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 Mountains

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 Mountains.

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.

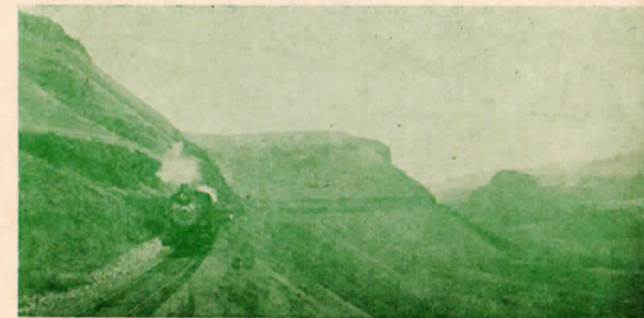
The country around North Bonneville was the scene of Indian troubles in 1856, with Lieutenant Philip Sheridan in command of the army troops. To day at a cost of \$32,000,000 the army engineers are here constructing one of the country's greatest river power-navigation dams across America's greatest west coast river. Progress of this vast construction work may be seen from 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.



Spokane



Devil's Canyon



Mt. Hood and Columbia River, Bingen-White Salmon



SPOKANE, PORTLAND AND SEATTLE RAILWAY

Follows 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.



Beacon Rock, Columbia River

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 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 three 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 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.

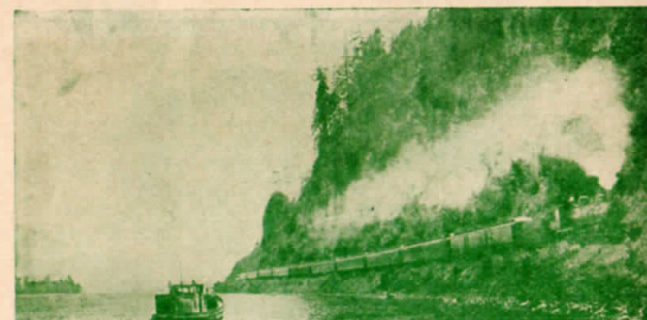
Clatsop Beach, Pacific Ocean

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



Tongue Point, 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 bridge paths.

Hotels and restaurants make a specialty of crabs, clams and other seafoods, 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 built 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, with 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, 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's 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 the "singing sands" of 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 1935

FROM PORTLAND
\$3.50—Astoria, Seaside, Gearhart
 Fri., Sat., Sun. Return limit Mon.

\$4.00—Astoria
\$4.65—Gearhart
\$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 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

NORTHERN PAC.				GREAT NORTHERN RY.				GREAT NORTHERN RY.				SPOKANE INT'L—CAN. PACIFIC								
4-313 Daily	2-311 Daily	Lv	Ar	312-1 Daily	314-1 Daily	Lv	Ar	256 Daily ExSu.	255 Daily ExSu.	64 Daily	67 Daily	4-2 Daily	1-1 Daily	Lv	Ar	Lv	Ar			
8.25	9.30	Lv	Portland	7.35	7.35	8.25	Lv	Spokane	4.50	8.15	Lv	Spokane	6.30	8.25	Lv	Portland	11.45	Lv	Spokane (S.I. Ry.)	11.50
9.40	8.40	Lv	Spokane	1.10	8.05	9.28	Lv	Deer Park	3.45	9.35	Lv	Spring Valley	5.00	4.40	Ar	Macleod (C. P. R.)	4.40	Ar	Macleod (C. P. R.)	10.40
9.57	8.57	Lv	Marshall	12.53	7.47	10.53	Lv	Chewelah	2.21	9.58	Lv	Oakesdale	4.41	5.50	Ar	Lethbridge	5.50	Ar	Lethbridge	9.30
10.52	9.47	Lv	Rosalia	11.59	6.58	11.44	Lv	Colville	1.36	10.20	Lv	Garfield	4.19	10.30	Ar	Calgary	7.30	Ar	Calgary	6.40
11.15	10.08	Lv	Oakesdale	11.38	6.37	12.20	Ar	Marcus	1.00	10.45	Ar	Palouse	4.00	7.30	Ar	Edmonton	9.50	Ar	Edmonton	8.00
11.40	10.33	Lv	Garfield	11.14	6.14	1.60	Ar	Northport	1.50	11.20	Ar	Moscow	3.30	9.50	Ar	Medicine Hat	5.40	Ar	Medicine Hat	5.30
12.03	10.53	Lv	Palouse	10.53	5.55	4.45	Ar	So. Nelson, B.C.	8.00	5.40	Ar	Coeur d'Alene	9.05	5.40	Ar	Moose Jaw	7.25	Ar	Moose Jaw	8.55
12.40	11.30	Ar	Pullman	10.20	5.20	3.38	Ar	Grand Forks	10.00	6.15	Ar	Spokane	10.15	6.05	Ar	Regina	7.25	Ar	Regina	7.20
1.03	12.01	Lv	Moscow	9.48	4.55	1.10	Lv	Spokane	7.35	2.20	Lv	Spokane	10.15	6.05	Ar	Winnipeg	6.15	Ar	Winnipeg	9.30
2.00	1.00	Lv	Kendrick	8.42	3.52	2.20	Lv	Coeur d'Alene	8.50	2.20	Lv	Coeur d'Alene	9.05	3.55	Ar					
2.10	1.10	Lv	Juliaetta	8.32	3.42	2.20	Lv	Coeur d'Alene	8.50	2.20	Lv	Coeur d'Alene	9.05	3.55	Ar					
3.00	2.00	Ar	Lewiston	7.40	2.50	2.20	Lv	Coeur d'Alene	8.50	2.20	Lv	Coeur d'Alene	9.05	3.55	Ar					

California

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 stop-overs and liberal limits. Enjoy the delights of visits to Oregon and California.

S. P. & S. trains leave Spokane 8:00 A.M. and 9:45 P.M., and arrive Portland, Union Station, 7:00 P.M. and 7:35 A.M., connecting with Southern Pacific trains for California.

	Coach-Tourist	Standard
San Francisco	\$34.00	\$42.10
Los Angeles	44.00	57.40
Santa Barbara	42.70	56.65
San Diego	48.50	63.50

Tickets are good for stop-overs, with return limit of 21 days from date of purchase.
 Fares for tickets with longer limits will be furnished by agents, on request.

Round Trip Fares From Other Stations at Proportionate Figures

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, 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.

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.

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 10 days and \$14.00 with return limit 25 days; in standard sleeping cars and other equipment, one way \$11.24, round trip \$15.00 with return limit 10 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 and Parlor Car Fares

For information only. Subject to change without notice.

BETWEEN	AND	PORTLAND				SPOKANE			
		Seat	Lower Berth	Com-partment	Drawing Room	Lower Berth	Com-partment	Drawing Room	
Astoria	Ore.	\$ 50							
Bend	Ore.	2.50	1.25	7.00	9.00	2.50	1.25	13.00	16.00
Billings	Mont.	7.25	4.00	20.50	26.00	2.50	1.25	7.00	9.00
Bingen-Wb. Salm.	Wash.								
Bozeman	Mont.	6.50	3.50	18.50	23.00	3.75	2.00	10.50	14.00
Butte	Mont.	5.75	3.00	16.50	21.00	3.00	1.50	8.50	11.00
Camas	Wash.								
Chicago	Ill.	15.75	8.25	44.50	56.00	13.25	7.00	37.50	47.00
Denver	Colo.	10.50		29.50	37.00	9.75		27.50	35.00
Duluth	Minn.	13.25	7.25	37.50	47.00	11.00	5.75	31.00	39.00
Eugene	Ore.	65	2.00	1.25	6.00	7.00	5.00	2.75	14.50
Fargo	N. D.	11.75	6.00	33.00	42.00	9.00	4.50	25.50	32.00
Gardiner	Mont.	7.00							
Gearhart	Ore.	50							
Glacier Park	Mont.	5.50	3.00	15.50	20.00	2.75	1.50	8.00	10.00
Grants Pass	Ore.	1.50	2.50	1.25	7.00	9.00	5.50	2.75	15.50
Great Falls	Mont.	7.00							
Havre	Mont.	7.00	3.75	20.00	25.00	4.25	2.25	12.00	15.00
Helena	Mont.	5.75	3.00	16.50	21.00	3.00	1.50	8.50	11.00
Kansas City	Mo.	13.25							
Klamath Falls	Ore.	1.60	2.50	1.50	7.00	9.00	5.50	3.00	15.50
Livingston	Mont.	6.75	3.75	19.00	24.00	4.00	2.25	11.50	14.00
Los Angeles	Calif.	8.25	4.25	23.50	29.00	11.25	5.75	32.00	40.00
Lyle	Wash.								
Medford	Ore.	1.65	2.50	1.50	7.00	9.00	5.50	3.00	15.50
Minneapolis	Minn.	13.25	7.25	37.50	47.00	11.00	5.75	31.00	39.00
Missoula	Mont.	5.00	2.75	14.00	18.00	2.50	1.25	7.00	9.00
New Orleans	La.	19.00	10.00	53.50	67.00	17.50		49.00	62.00
Northdalle	Wash.								
Oakland	Calif.	5.50	3.00	15.50	20.00	8.50	4.50	24.00	31.00
Omaha	Neb.	13.25							
Pasco	Wash.	2.50	1.25	7.00	9.00	2.00	1.25	6.00	7.00
Portland	Ore.								
Roseburg	Ore.	1.00	2.25	1.25	6.50	8.00	5.25	2.75	15.00
St. Louis	Mo.	15.00							
St. Paul	Minn.	13.25	7.25	37.50	47.00	11.00	5.75	31.00	39.00
Sacramento	Calif.	5.25	2.75	15.00	19.00	8.25	4.25	23.50	30.00
San Antonio	Tex.	17.50	9.00	49.00	62.00				
San Francisco	Calif.	5.50	3.00	15.50	20.00	8.50	4.50	24.00	31.00
Seaside	Ore.	50							
Seattle	Wash.	1.00	2.50	1.25	7.00	9.00			
Spokane	Wash.								
Stevenson	Wash.								
Tacoma	Wash.	.75	2.50	1.25	7.00	9.00	2.50	1.25	7.00
Vancouver	Wash.								
Wishram	Wash.								

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 two adult rail tickets, or their equivalent; requirement for compartment one such ticket between certain points, 1 1/2 between others; requirement for section one such ticket.

AIR CONDITIONED!

The famous trains, North Coast Limited and Empire Builder, between Portland, Spokane, Minneapolis, St. Paul and Chicago, are now air-conditioned—cool, fresh, clean, quiet and restful. This includes all their equipment, observation-club, new de Luxe standard and tourist sleeping cars, dining cars and new de Luxe coaches, adding to the comfort and delight of travel on these premier trains.

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FREIGHT AND PASSENGER TRAFFIC DEPARTMENTS
 1101 AMERICAN BANK BUILDING
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OPERATING DEPARTMENT
 N. W. Eleventh Avenue and N. W. Hoyt Street
PORTLAND, OREGON

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W. P. KENNEY, Vice-President, St. Paul, Minn.
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 Telephone 113, S. P. & S. Ry. Station, 20th and Commercial Sts.

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JUNCTION CITY, ORE. L. W. MALLORY (Phone M. 382), Agt., O. E. Ry. Sta.
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J. C. SPRACKLIN, General Agent
J. E. BEATTY, City Freight & Pass. Agent
D. F. WALKER, Traveling Passenger Agent

Great Northern Railway, 605 Central Bldg. Phone Vandike 1201.
W. E. McCORMICK, General Agent
S. L. WILLIAMS, City Passenger Agent
H. D. DAY, Trav. Freight & Pass. Agent

PORTLAND, ORE. F. J. McSHATKO, City Passenger & Ticket Agent
 Consolidated Ticket Office, S. W. Broadway and Morrison St. Telephone BRy. 5631.
J. L. MILLER, Ticket Agent, Union Station, Foot of N. W. 6th Avenue. Telephone Broadway 3421.

1101 American Bank Building
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C. J. LIVINGSTON, Passenger Agent, Phone Atwater 9111.
G. F. EHLEN, Traveling Freight and Passenger Agent, Phone Atwater 9111.
H. SHEEDY, Local Freight Agent, N. W. 11th and Hoyt, Phone Atwater 9111.

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ST. HELENS, ORE. E. G. VOSS (Phone 58), Agent, S. P. & S. Station
SALEM, ORE. J. W. RITCHIE (Phone 4763), O. E. Ry. Freight Depot

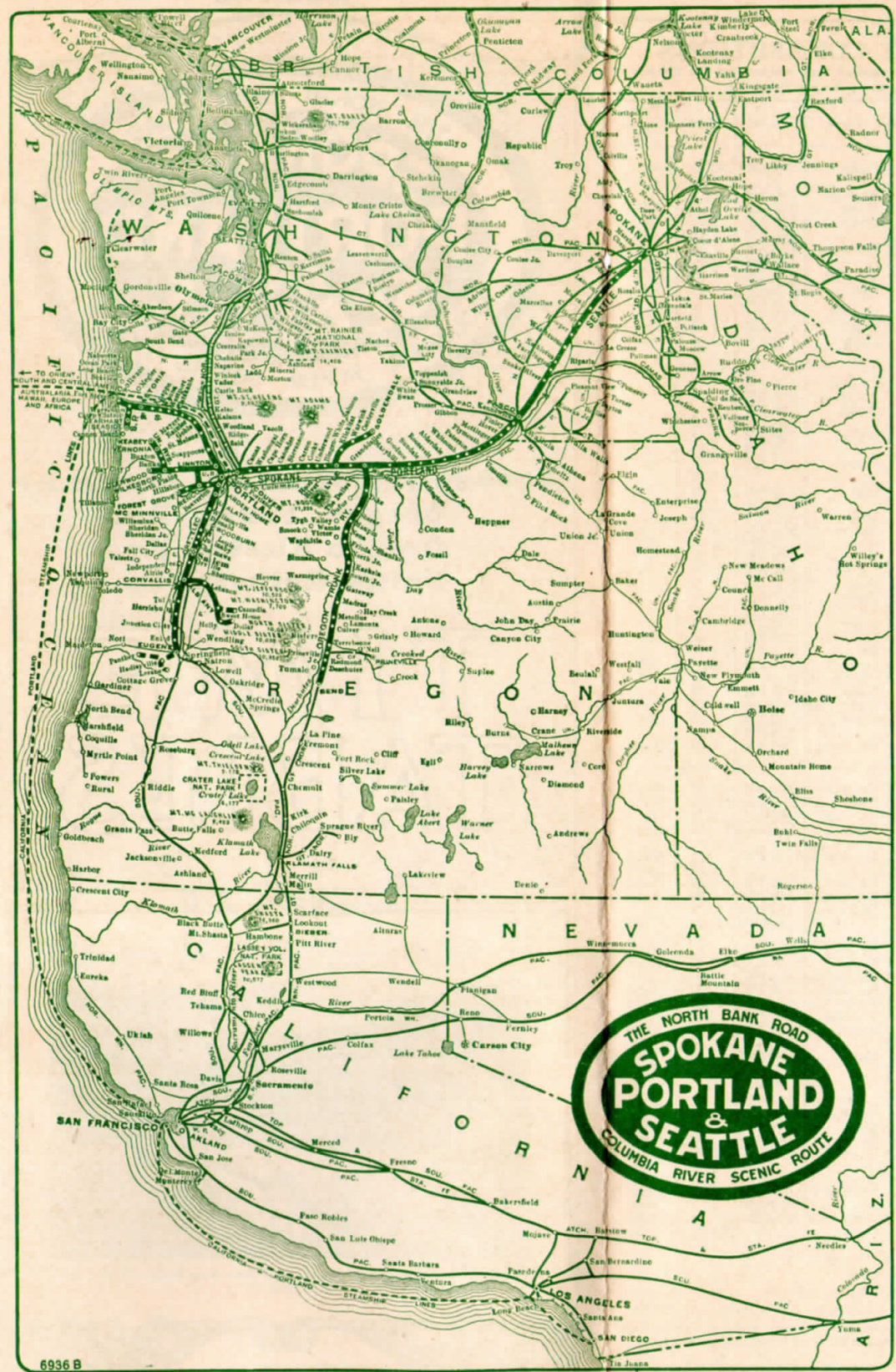
SAN FRANCISCO CAL.
Great Northern Railway, 679 Market Street, Phone Sutter 6051.
A. L. SCOTT, General Agent, Passenger Dept.
F. E. HOWELL, Traveling Passenger Agent
RAY G. DeGUIRE, City Passenger Agent

Northern Pacific Railway, 657 Market St. (Palace Hotel), Phone Sutter 1078.
R. J. TOZER, General Agent
H. E. PETERSEN, City Passenger Agent
W. T. CONKLING, Traveling Passenger Agent
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N. D. KELLER, City Passenger and Ticket Agent, Davenport Hotel. Phone Main 5141.
E. F. BAIRD, City Passenger and Ticket Agent, Sprague Ave. and Wall St. Phone Main 5321.

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H. W. GREEN, Ticket Agent, Gt. Nor. Ry. Station
J. H. CORBETT, Agent (Phone 571), S. P. & S. Ry. Depot.
W. R. EMERSON, (Phone 735), S. P. & S. Ry. Station.

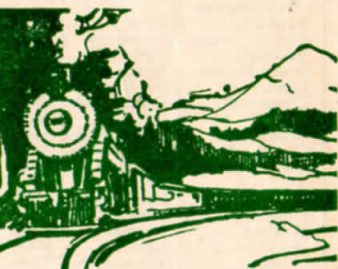
PASSENGER STATIONS
S. P. & S. Ry., Union Station, Foot of Sixth Avenue
SPOKANE, WASH. Great Northern Station. Trains No. 1 and 2.
 Northern Pacific Station. Trains No. 3 and 4.



SCENIC ROUTE between Portland and Spokane

No trip in western America presents passengers a more fascinating panorama of mountain, river, forest and canyon scenery than on the Spokane, Portland and Seattle Railway between Portland and Spokane.

The mighty Columbia River is followed for 220 miles between Vancouver and Pasco, through the heart of the Cascade Range clothed with forests of evergreen. Beautiful snow-capped Mt. Hood is seen to advantage from many points. East of Pasco the Snake River is followed for many miles, with its colorful canyon walls, which the rails climb by easy grades. Splendidly equipped trains pass over this route. For service and schedules see pages 1, 2, 3, 4.



A Great System of Western Railways

The Spokane, Portland and Seattle, Oregon Trunk and Oregon Electric Rys. are affiliated with the Great Northern, Northern Pacific and Chicago, Burlington & Quincy Rys. Representatives and agents of these lines, and others throughout the East and West, will supply full information regarding these lines, quote passenger fares and freight rates, arrange trips, etc., or communications may be addressed to

R. H. CROZIER, General Passenger Agent
R. W. PICKARD, General Freight Agent
 S. P. & S. Ry. Co.
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