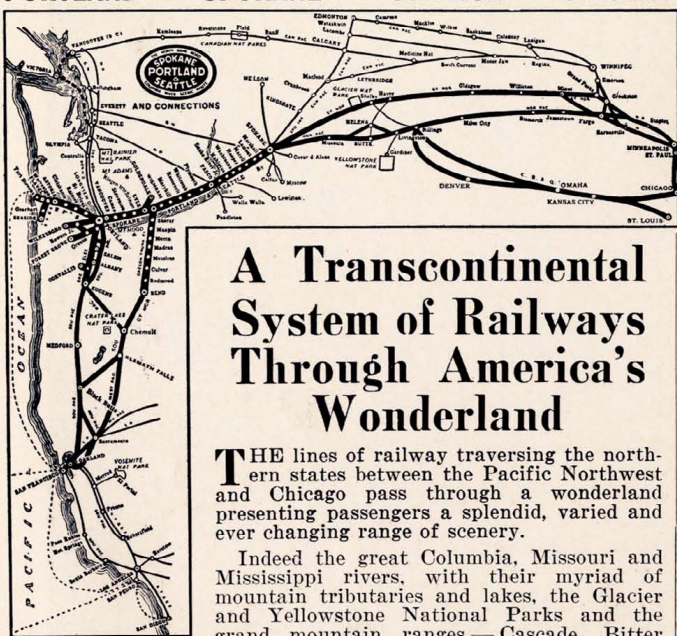


PORTLAND - SPOKANE - ST. PAUL - CHICAGO



## A Transcontinental System of Railways Through America's Wonderland

THE lines of railway traversing the northern states between the Pacific Northwest and Chicago pass through a wonderland presenting passengers a splendid, varied and ever changing range of scenery.

Indeed the great Columbia, Missouri and Mississippi rivers, with their myriad of mountain tributaries and lakes, the Glacier and Yellowstone National Parks and the grand mountain ranges—Cascade, Bitter Root, Kootenai and Rocky—and their rich history of discovery and exploration, fascinate the traveler with a wealth of sustained interest.

Between Portland, Spokane, Minneapolis, St. Paul, Chicago, Denver, Omaha, Kansas City, and St. Louis, this system is composed of the Spokane, Portland and Seattle, Northern Pacific and Great Northern Railways and Chicago, Burlington & Quincy Railroad.

Over these lines between Portland, Spokane, Minneapolis, St. Paul and Chicago are run two of America's fast and finest air conditioned trains, the Empire Builder and North Coast Limited, providing passengers every feature of modern railway travel for their comfort, pleasure and economy. Day trains via S. P. & S. Ry., Pasco, and Northern Pacific Ry., with finest equipment between Portland and Spokane give passengers rare views of the scenery.

Agents of these and other railways throughout the United States and Canada sell tickets, arrange sleeping car accommodations and supply information covering these routes.

Additional copies of this publication or other details will be furnished on receipt of request.

C. J. LIVINGSTON, City Passenger Agent, 1101 American Bank Building, Portland, Oregon.

F. J. MUSHATKO, City Ticket Agent, S. W. Broadway and Morrison Street, Portland, Oregon.

H. W. SHIELDS, General Agent, Old National Bank Building, Spokane, Washington.

R. C. MURPHY, City Passenger and Ticket Agent, Davenport Hotel, Spokane, Washington.

E. F. BAIRD, City Passenger and Ticket Agent, Sprague Avenue and Wall Street, Spokane, Washington.

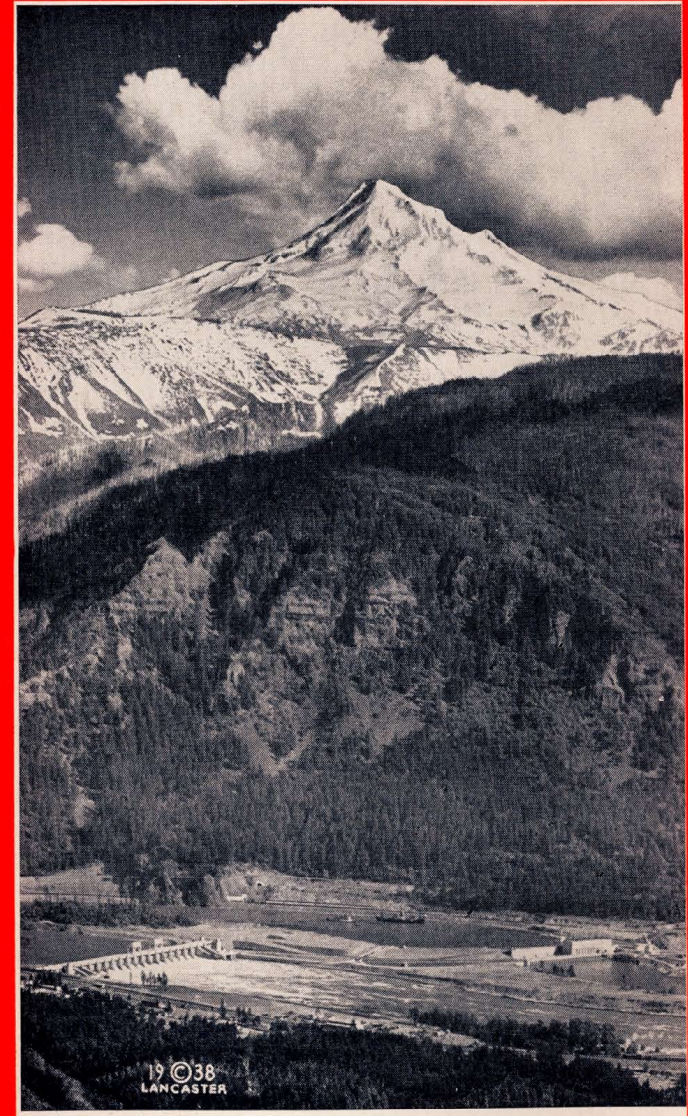
J. C. WRIGHT, General Agent, Astoria, Oregon.

R. W. PICKARD, GENERAL FREIGHT AND PASSENGER AGENT  
G. L. WILLIAMS, ASSISTANT GENERAL PASSENGER AGENT  
1101 American Bank Building,  
PORTLAND, OREGON



Towering Beacon Rock, Near Skamania, Columbia River

# AIRPLANE MAP COLUMBIA RIVER CASCADE MOUNTAINS PACIFIC OCEAN



Mount Hood  
Columbia River



Bonneville  
Dam

## SPLENDID RAILWAY TRIPS

### The Columbia River Cascade Range and Pacific Ocean

Nature has lavished many of her endowments of beauty and grandeur in scenery upon the wonderful country of the Pacific Northwest.

They are centered in the mountains, along the rivers and at the seashore of this great district, and the relief map on the reverse side suggests many of their choicest combinations, seen to splendid advantage through windows or from observation lounges of the trains of the Spokane, Portland and Seattle Railway.

East of Portland this line is part of a great transcontinental system with trains to Spokane and the large cities of the Mid-West, and west of Portland it reaches historic Astoria and the all-year resorts of Clatsop Beach on the Pacific Ocean.

These trips through the heart of this wonderland of the Pacific Northwest give the traveler rare views, ever changing in color and composition, for hundreds of miles.

The relief map tells the story of mountain, river, ocean, forest and waterfall, while the text adds some items of distance, elevation, history, points of interest and other data along the route.

#### Between Portland and Spokane

The eastward trip is described below, but the west-bound trip may be followed by reading from the end of the text.

#### Through the Cascade Range Along the Snake and Columbia Rivers

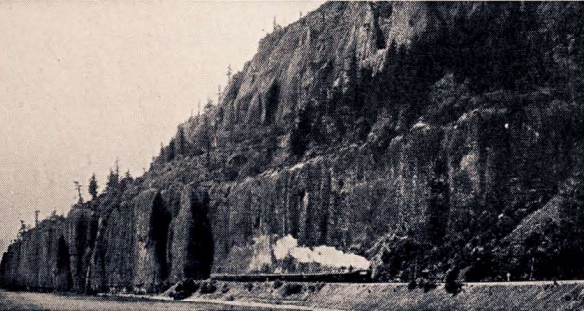
**PORTLAND**, Union Station. Elevation, 32 Feet

Trains follow the shore of the Willamette River, with its ocean borne commerce, through an industrial section of the city, past mills, docks, steel works, and manufacturing plants, cross the Willamette River on a double tracked bridge, 1,769 feet, the draw span of which is the longest in the world, 521 feet, pass through an extensive cut in the peninsula between the Willamette and Columbia Rivers, and across North Portland Harbor, 1,526 feet, and the Columbia River, 2,806 feet, to the Washington shore, Mt. St. Helens, 9,697 feet, may be seen to the north, and Mt. Hood, 11,225 feet, directly east, up the Columbia River.

**VANCOUVER**, Washington. Elevation, 46 Feet

Junction with the Northern Pacific and Great Northern lines leading to Tacoma, Seattle and British Columbia.

Nearby the Hudson's Bay Company founded in 1825 the post and headquarters of its extensive trading operations throughout Western Canada and the present states of



Cape Horn and S. P. & S. Railway Train, Columbia River

## COLUMBIA RIVER SCENERY

Oregon, Washington, Idaho and part of Montana. For many years its Chief Factor, Dr. John McLoughlin, exercised political as well as commercial dominion in this vast empire.

From the days of the Hudson's Bay Company to the present Vancouver has been an United States army post of importance. The barracks, parade and flying field may be seen just east of the city. Here ended the intrepid Russian aviators' trans-polar flight in 1937.

Vancouver has important manufacturing enterprises, deep water harbor, large fruit canneries, prune packing plants and grain elevator. Clark County, of which Vancouver is the county seat, is a great producer of Italian prunes of superior quality, as well as other fruits, and berries. For several miles east of this city extensive prune orchards and their dryers may be seen on each side of the track.

Between Vancouver and Pasco, 220 miles, the railway follows the north shore of the Columbia River, hence its popular name "The North Bank Road."

**CAMAS**. Elevation, 48 Feet

Here is one of the largest paper and pulp mills of the country, which uses the spruce and other woods from this great river's bordering forests.

**WASHOUGAL**. Elevation, 48 Feet

The seat of a large woolen mill, where the fleeces of Washington and Oregon are turned into the finest goods for shipment throughout the nation. More prune and garden districts.

Moving eastward the great foothills of the Cascade Range are skirted, and the river's course through this massive barrier is followed for about 100 miles.

**CAPE HORN**. Elevation, 48 Feet

Just west of its station is Cape Horn, the western rampart of the mountains, a promontory, sheer to the water, through which passes the railway tunnel 2,369 feet in length. On the Oregon heights west of Cape Horn is Crown Point, height 730 feet, a viewpoint of splendid vantage on the wonderful paved and scenically meritorious Columbia River Highway, which extends from Portland eastward, and forms part of a system of highways which "loops" Mt. Hood and returns to Portland.

Opposite is Latourell Falls, one of the beautiful cataracts which gather their waters in the forest uplands and drop them over the rock cliffs into the Columbia River.

**PRINDLE, SKAMANIA**. Elevation, 51 Feet

Opposite these points is a series of these splendid waterfalls, Wahkeena, Multnomah (620 feet in height; Niagara is 164, and Horsetail.

A short distance east of Skamania the railway skirts the base of Beacon Rock, named by Lewis and Clark, a basaltic monolith 700 feet in height, covering about 17 acres, said to be second in size to Gibraltar.

The influence of the tide of the Pacific Ocean, about 150 miles distant, reaches a point some three miles east of Skamania. To the north is Mt. Hamilton, a fine climb as an introduction to more ambitious scaling of snow peaks.

**NORTH BONNEVILLE**. Elevation, 74 Feet

Close to the railway station is the north end of the Bonneville dam, one of the Government's greatest power-navigation projects, costing in excess of \$50,000,000, which is seen to splendid advantage from passing trains.

The immediate mountains of this district are from 2,000 to 5,000 altitude, which impound the water of the river in a narrow, deep passage.

**FORT RAINS**. Elevation, 74 Feet

Here stands a replica of one of the frontier blockhouses, the scene of Indian troubles in 1856 in which General Phillip Sheridan, then a lieutenant, figured.



Bonneville Dam, Columbia River, from S. P. & S. Railway Trains

## PATH OF EMPIRE HISTORY

**STEVENSON**. Elevation, 98 Feet

County seat of Skamania County. Table Mountain stands to the north. Much of this district is in National Forests, on both sides of the river. Backwater from the Bonneville forms Lake Bonneville.

**CARSON**. Elevation, 98 Feet

Station for St. Martin's and Government Mineral Springs, mountain health resorts on Wind River, which is crossed east of the station. Eastward the railway follows around the base of Wind Mountain, a symmetrical cone 2,500 feet in height.

Across the river between Carson and Cooks is Shellrock Mountain, a mammoth pile of loose rock.

**COOKS**. Elevation, 99 Feet

Opposite will be seen Mitchell Point which the Columbia River Highway pierces with an unique tunnel having five windows.

**UNDERWOOD, BINGEN-WHITE SALMON**. Elevation, 101 Feet

South 35 miles is seen Mt. Hood, 11,225 feet, one of the most beautiful of the many peaks of perpetual glaciers and snow fields which mark the wonderful Cascade Range across Washington and Oregon. From Hood River, opposite these points, highways lead through its valley of apples well up the slope of Mount Hood, where there are hotels from which the north of the mountain may be made, and around its south and west bases, thence to Portland.

On the south slope of Mt. Hood at an elevation of 6,000 feet is the notable new \$1,000,000 Timberline Lodge, rare in situation, which commands a great panorama of mountains, forest and river scenery, with unique architecture, furnishings and accommodations for long or short visits. It is reached from Portland by a motor trip of 61 miles, through garden lands and forests, along crystal mountain streams. It is in the heart of a great ski land.

Already this Lodge has taken high rank among mountain resorts, and as a prime rendezvous for ski enthusiasts.

This splendid mountain may be seen at many other points eastward to Cliffs, particularly near Lyle, Northdallies and Wishram.

Some forty miles northward stands Mount Adams, 12,325 feet in height, another of these grand snow peaks, hidden by intercepting lesser mountains, but reached by good highways from Underwood and Bingen-White Salmon, along the beautiful White Salmon River, crossed at Underwood, and through the fertile apple and berry districts of the White Salmon Valley. Mt. Adams is one of the favorite climbs for lovers of the great Alpine sport. Hotels are located in Bingen-White Salmon and near the mountain.

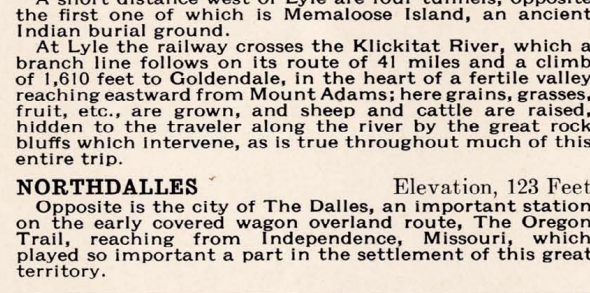
**LYLE**. Elevation, 101 Feet

A short distance west of Lyle are four tunnels, opposite the first one of which is Memaloose Island, an ancient Indian burial ground.

At Lyle the railway crosses the Klickitat River, which a branch line follows on its route of 41 miles and a climb of 1,610 feet to Goldendale, in the heart of a fertile valley reaching eastward from Mount Adams; here grains, grasses, fruit, etc., are grown, and sheep and cattle are raised, hidden to the traveler along the river by the great rock bluffs which intervene, as is true throughout much of this entire trip.

**NORTHDALLES**. Elevation, 123 Feet

Opposite is the city of The Dalles, an important station on the early covered wagon overland route. The Oregon Trail, reaching from Independence, Missouri, which played so important a part in the settlement of this great territory.



Columbia River and Mt. Hood from Bingen-White Salmon

## GREAT MOUNTAINS AND FORESTS

Reaching eastward some ten miles are the Dalles of the Columbia where the river is cut into deep, narrow channels, in one place 280 to 400 feet in depth and only 165 feet in width. Just before reaching Wishram are Celilo Falls and the bridge of the Oregon Trunk Railway, 4,137 feet in length, the piers of which rest on islets of rock. Here the river has an annual variation of 50 feet and a record of 75 feet.

**WISHRAM**. Elevation, 166 Feet

Named for the ancient Indian village. This is a division point, and junction with the Oregon Trunk Railway, a subsidiary line which leads southward through the depths of the interesting Deschutes River Canyon to the great stock, farming and lumbering sections of Central Oregon. It affords a splendid trip to a region of a dozen snow peaks, a myriad of mountain lakes and rivers, and great belts of pine forest—a very paradise for the vacationist, fisherman, or hunter. An elevation of 3,600 feet is attained in 150 miles.

The impossibility of navigating the hard miles between Northdallies and Wishram forced portages by Lewis and Clark in October, 1805, and Astor's men in February, 1812.

The traveler is now east of the Cascade Range, and will note that the trees have been left behind, for the annual rainfall here is not enough to produce the luxuriant growths found west of the range.

**MARYHILL**. Elevation, 175 Feet

A splendid motor road climbs the high bluffs on its way to Goldendale and Yakima.

Eastward the valley widens and the adjacent hills are lower, yet at Cliffs, Goodnoe, Fountain, Sundale and other points their perpendicular walls of columnar basalt support great slopes and rounded tops, beyond which lie grain and grazing lands.

While the scope of the relief map does not carry the story of the great river further east, its interest continues throughout, in a different country of spreading landscape, distant hills of dominating brown, with here and there districts of grains and grasses.

**ROOSEVELT**. Elevation, 230 Feet

A road leads northward across the wide "Horse Heaven" Country devoted to grazing and grain and over a high divide to the Yakima Valley. Across the river is Arlington.

**PLYMOUTH**. Elevation, 284 Feet

Opposite is Umatilla, Oregon, where the Oregon Trail reached the Columbia River after passage of the Blue Mountains seen far to the southeast—over which the pioneers trudged with oxen and covered wagons in the '40's to gain homes for themselves and the "Oregon Country" for the United States.

**YELLEPIT**. Elevation, 323 Feet

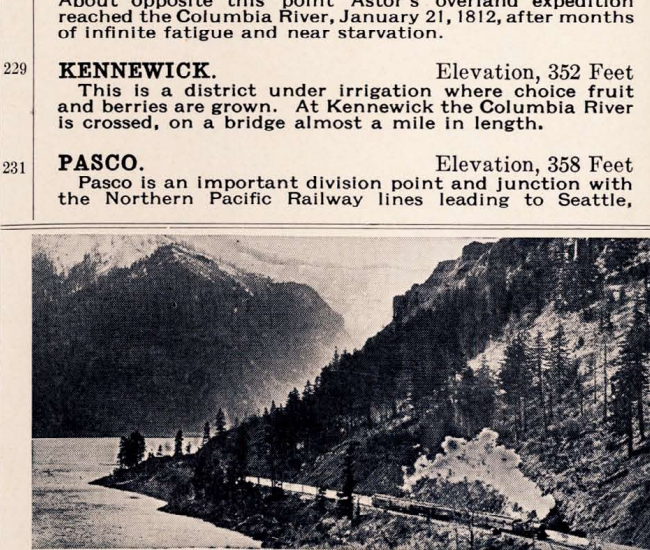
This station was named for an Indian chief with whom Lewis and Clark exchanged amenities, October 19, 1805. About opposite this point Astor's overland expedition reached the Columbia River, January 21, 1812, after months of infinite fatigue and near starvation.

**KENNEWICK**. Elevation, 352 Feet

This is a district under irrigation where choice fruit and berries are grown. At Kennewick the Columbia River is crossed, on a bridge almost a mile in length.

**PASCO**. Elevation, 358 Feet

Pasco is an important division point and junction with the Northern Pacific Railway lines leading to Seattle,



Columbia River and Cascade Range, Near Cooks

## THE TOURISTS' PARADISE

Tacoma, Walla Walla, and the East. Here the Snake River empties into the Columbia River, and at this point Lewis and Clark reached the great river of their quest and camped October 16-18, 1805.

Between Vancouver and Pasco the grade of the track has followed the level of the river, a maximum of 2 of 1%—scarcely perceptible—as the elevations indicate; and the maximum curvature is 3 degrees. Eastward from Pasco the maximum grade is only 1 of 1%, on the climb of the great plateau of Eastern Washington. The excellence of this engineering through a mountainous country makes for the pleasure and comfort of passengers by the ease in train movement.

Leaving Pasco the railway follows the Snake River for 40 miles gradually climbing higher along the walls of its canyon, across lateral ravines on high steel bridges, giving wonderful views of the brown, yellow and gray landscape of great distances.

**FARRINGTON**. Elevation, 719 Feet

Just east of this point the Snake River is left, the train passes through a tunnel 2494 feet in length, traverses the interesting Devils' Canyon for five miles and leaves it by another tunnel 2220 feet in length.

**KAHLOTUS, WASHTUCNA**. Elevations, 888, 1067 Feet

Between these points the shore of a lake is traversed. The surrounding country is devoted to grazing and growing of grain.

**LAMONT**. Elevation, 1047 Feet

This place is on the western edge of the great Palouse grain belt, which extends far to the east and south. Through this section of the expanding plateau numerous cuts in rock have been necessary to preserve the excellent grade of track, which reaches its greatest elevation, almost 2,300 feet, near South Cheney. At Amber and elsewhere are lakes, and scattering pine trees enrich the landscape.

**MARSHALL**. Elevation, 2145 Feet

Between this point and Spokane daylight trains use the line of the Northern Pacific giving good views of the business district of Spokane, while night trains use the line of Great Northern Railway between Ft. Wright Jct. and Spokane, passing the Falls of the Spokane River.

**SPOKANE**. Nor. Pac. Station. Elevation, 1920 Feet

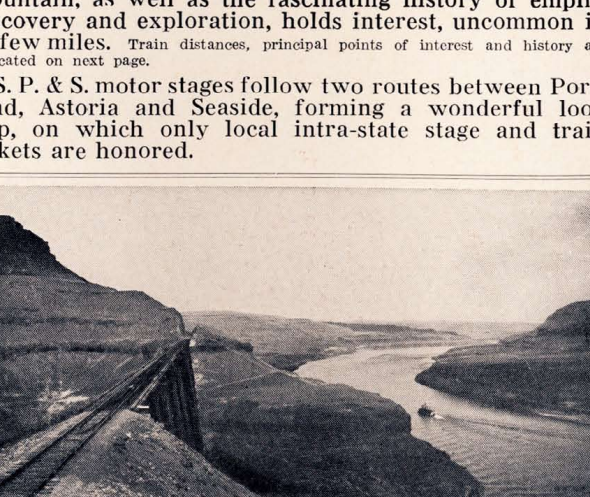
**SPOKANE**. Gt. Nor. Station. Elevation, 1871 Feet

East of Spokane through trains of the Spokane, Portland and Seattle Railway run via both the Northern Pacific and Great Northern Railways.

#### Portland to the Pacific Ocean

While the surf-washed beach, the expanding waters and sniff of salt air doubtless hold the prime charm of this trip, the journey along two great commerce bearing rivers, with evergreen landscape of water, forest and mountain, as well as the fascinating history of empire discovery and exploration, holds interest, uncommon in so few miles. Train distances, principal points of interest and history are indicated on next page.

S. P. & S. motor stages follow two routes between Portland, Astoria and Seaside, forming a wonderful loop trip, on which only local intra-state stage and train tickets are honored.



Snake River Canyon, West of Spokane

## PACIFIC OCEAN RESORTS

**PORTLAND**. Union Station. Trains follow the Willamette River for several miles along the lower harbor of Portland, with its manufacturing plants and great docks.

**LINNTON**. One of the many extensive lumber milling points along this line, and Municipal Pier opposite. On Sauvies Island, just north, is the site of Nathaniel J. Wyeth's trading post, Fort William, 1834. For several miles the line traverses a rich dairy and garden district.

**SCAPPOOSE**. Center of an extremely rich 6,000 acre delta land district raising small fruits, vegetables, cucumbers and seed crops; large centralized community poultry project; pickle, relish and sauerkraut factories, dairying. Opposite is Sauvies Island, old Wapato Island of Indian days.

**ST. HELENS**. Columbia County. Just beyond this station, through the woods is the first view of the Columbia River, across which for some miles may be seen snow-capped Mt. St. Helens, altitude 9,697 feet. Large paper, pulp and lumber mills.

**GOBLE**. From this point to Astoria the shore of the Columbia River generally is followed. On it passed the exploring expedition of Lewis and Clark in 1805-6 and the pioneer overland party of John Jacob Astor in 1812.

**RAINIER**. The first salmon cannery is seen. Fine truck gardening district. Opposite is the city of Longview, with its mammoth lumber mills, on the site of Monticello of early days. A highway bridge, the tallest in the world, over any navigable river, spans the Columbia connecting Rainier and Longview. Soon Pyramid Rock is reached, followed by miles of splendid scenery of hills, forest and river.

**CLATSkanie**. "Little Holland of America" with 13,000 acres of reclaimed river bottom land devoted to dairying and truck gardening, with co-operative dairy association headquarters.

**WESTPORT, WAUNA**. Logging roads from the forests, lumber mills, and sloughs with rafted logs.

**KNAPPA, SVENSEN**. Salmon fishing points, poultry center.

**JOHN DAY RIVER**. Named for one of Astor's men. The Columbia River is about 14 miles wide here.

**TONGUE POINT**. A peninsula seen for miles, through the neck of which the track enters the great water front of Astoria. Here the Government is building a naval aviation base.

**ASTORIA**. The oldest American city on the Pacific Coast, founded by John Jacob Astor in 1811. On an eminence stands Astoria Column, 125 feet high, commemorating the discovery of the Columbia by Captain Robert Gray, of Boston, and explorations by Lewis and Clark and Astor's men. Its trade lines beginning in that early day have been extended to the present; now it enjoys extensive ocean terminal and rail advantages. It is the capital of the great salmon industry. Dairy association headquarters for entire Lower Columbia River. The homes of the city cover the circling hills and enjoy a rare view of ocean, river, mountain and forest, while business houses, mills, fishing concerns, salmon canneries and shipping mark its long harbor line. Many points of historical interest at, west and south of Astoria, are shown on the relief map. Young's Bay is crossed, with clear views of the mouth of the Columbia River.

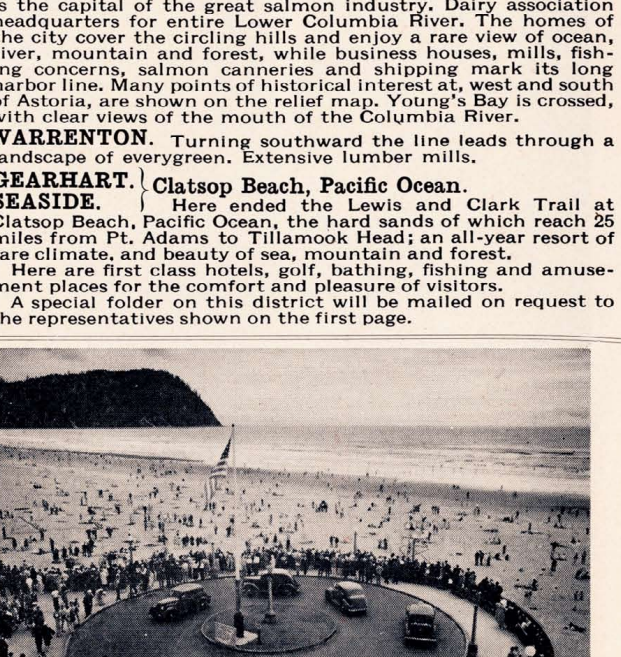
**WARENTON**. Turning southward the line leads through a landscape of evergreen. Extensive lumber mills.

**GEARHART**. Clatsop Beach, Pacific Ocean.

**SEASIDE**. Here ended the Lewis and Clark Trail at Clatsop Beach, Pacific Ocean, the hard sands of which reach 25 miles from Ft. Adams to Tillamook Head, an all-year resort of rare climate, and beauty of sea, mountain and forest.

Here are first class hotels, golf, bathing, fishing and amusement places for the comfort and pleasure of visitors.

A special folder on this district will be mailed on request to the representatives shown on the first page.



Clatsop Beach, Tillamook Head and Pacific Ocean



**Spokane, Portland and Seattle Railway Company**

**AIR VIEW OF THE**  
RUTLEDGE  
**Columbia River Scenic Route**

**AIR VIEW OF THE  
RUTLEDGE  
Columbia River Scenic Route**



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F.W. BALTES AND COMPANY  
PORTLAND OREGON

Drawn by  
Fred Pontledge

**LEGEND:**  
 — S. P. & S. Trains  
 — S. P. & S. Stages  
 H. B. Co.—Hudson's Bay  
 J. J. A.—John Jacob Astor  
 L. & C.—Lewis and Clark  
 R. G.—Captain Robert Gray  
 W. R. B.—Lieutenant B.

Captain Robert Gray in the ship "Columbia", of Boston, discovered and entered the Columbia River May 11, 1792, and named it for his ship; departed May 20, 1792.  
 Lieutenant W. R. Broughton in British ship "Chatham", Captain George Vancouver's flotilla, entered Oct. 19, departed Nov. 10, 1792.  
 John Jacob Astor's ship "Tonquin", Captain Benjamin Thomas, entered ~~March 22~~, departed June 1811.

A hand-drawn map of the Chicago area, oriented with North at the top. The map features several labels and handwritten notes:

- CHICAGO**: Located at the top center, with a red star to its right.
- CHINOOK**: Located to the left of Chicago, with a red star to its right.
- WILLOW**: Located below Chicago, with a red star to its right.
- SEAVIEW**: Located at the bottom left, with a red star to its right.
- NORTH BRACK**: Located at the bottom right, with a red star to its right.
- ILWAGO**: Located in the center, with a red star to its right.
- Ft CANBY**: Located to the right of Ilwago, with a red star to its right.
- Ft COLUMBIA**: Located to the right of Ft Canby, with a red star to its right.
- HEAD LIGHT**: Located to the right of Ft Columbia, with a red star to its right.
- CAMP**: Located to the right of Head Light, with a red star to its right.
- DISPERIMENT**: Located to the right of Camp, with a red star to its right.
- WIND 1**: Located to the right of Disperiment, with a red star to its right.
- C. Nov. 18, 1883**: A handwritten note in the center, with a red star to its right.
- Mar. 24, 1811**: A handwritten note to the right of Chinook, with a red star to its right.
- Chinook P**: A handwritten note to the left of Chinook.
- W. 1883**: A handwritten note to the left of Willow.