SOUTHERN PACIFIC.

SAN FRANCISCO AND OGDEN—OGDEN ROUTE.

18	14	6	4	2	20	Mls	October 23, 1904.	3	1	5	13	17	19
P M	P M	P M	A M	A M	A M	.....	LEAVE] [ARRIVE	Noon	P M	P M	A M	A M	P M
*3 30	*7 00	*6 00	*9 00	*1000	*7 00	0	+. **San Francisco** . ♁	12 50	6 20	5 20	7 50	10 50	7 20
4 00	7 30	6 34	9 30	10 30	7 28	5	.....Oakland Pier .. ♁	12 20	5 37	4 42	7 10	10 10	6 45
4 28	– –	– –	– –	– –	7 58	18	.....San Pablo..... ♁	– –	– –	– –	– –	– –	*a* –
4 41	– –	– –	– –	– –	8 12	24	..... Pinole ..... ♁	– –	– –	– –	– –	– –	6 05
4 52	– –	*t*7 21	– –	– –	8 23	29	....Vallejo Junction.. ♁	– –	– –	– –	– –	– –	– –
5 02	8 20	7 30	10 20	– –	8 33	32	..... Port Costa .... ♁	11 32	– –	3 50	6 10	9 15	5 48
5 25	8 45	Via Stockton.	10 45	– –	8 55	33	.....Benicia ..... ♁		– –	3 25	5 50	8 55	5 25
6 02	9 18		11 17	– –	9 27	50	.....**Suisun**..... ♁	Via Stockton.	– –	– –	5 17	8 20	4 47
6 25	9 37		11 37	– –	9 48	60	.....**Elmira**..... ♁		– –	– –	4 55	7 57	4 26
6 43	9 51		– –	– –	10 04	69	.....Dixon..... ♁		– –	– –	– –	7 41	4 10
7 10	10 05		12 10	– –	10 23	77	..... **Davis** ..... ♁		– –	– –	4 25	7 25	3 55
7 35	10 30	11 15	12 35	1 00	10 50	90	+.. **Sacramento** .. ♁	*7 55	*3 00	*2 10	*4 00	*7 00	*3 30
P M	P M	P M	Noon	P M	A M	.....	ARRIVE] [LEAVE	A M	P M	P M	A M	A M	P M
.....	P M	P M	P M	P M	P M	.....	LEAVE] [ARRIVE	A M	P M	P M	A M	.....	A M
.....	*1040	*1135	*1 10	*1 05	*5 05	151	+. **Sacramento** . ♁	7 40	2 55	2 00	3 45	.....	9 40
.....	10 57	– –	1 28	– –	5 22	159	.....Arcade.....	– –	– –	– –	– –	.....	*c*9 20
.....	11 11	– –	1 47	– –	5 38	166	.....Antelope.....	– –	– –	– –	3 13	.....	*c*9 10
.....	11 20	12 15	1 57	– –	5 46	170	.....**Roseville**... ♁	7 00	– –	1 18	3 03	.....	9 00
.....	11 33	12 30	2 13	– –	5 56	174	..... Rocklin..... ♁	6 53	– –	1 10	2 55	.....	8 53
.....	11 50	12 50	2 31	– –	6 15	179	.....Penryn..... ♁	6 38	– –	12 53	2 38	.....	8 37
.....	12 01	1 02	2 42	– –	6 28	183	..... Newcastle ... ♁	6 30	– –	12 45	2 30	.....	8 29
.....	12 21	1 22	3 05	– –	6 45	188	.....Auburn..... ♁	6 17	– –	12 32	2 17	.....	8 15
.....	12 42	– –	3 26	– –	7 05	194	.... Clipper Gap .. ♁	– –	– –	– –	2 03	.....	7 58
.....	1 30	2 35	4 10	– –	7 35	206	..... **Colfax**..... ♁	5 35	– –	11 50	1 30	.....	*7 25
.....	2 10	3 30	4 46	– –	P M	216	.....Gold Run.... ♁	5 05	– –	11 15	12 58	.....	A M
.....	2 17	3 39	4 53	– –	.....	218	.....Dutch Flat... ♁	5 00	– –	11 10	12 53	.....	.....
.....	2 30	3 53	5 05	– –	.....	221	.....Towle..... ♁	4 52	– –	11 02	12 45	.....	.....
.....	3 20	4 55	5 45	– –	.....	230	.....Blue Canon... ♁	4 25	– –	10 35	12 15	.....	.....
.....	3 42	5 30	6 05	– –	.....	235	... Emigrant Gap . ♁	4 05	– –	10 18	11 55	.....	.....
.....	4 30	6 18	6 40	– –	.....	243	.....Cisco..... ♁	3 40	– –	9 52	11 30	.....	.....
.....	5 15	7 05	7 25	– –	.....	257	.....Summit..... ♁	3 00	– –	9 10	10 50	.....	.....
.....	6 00	7 50	8 00	7 00	.....	271	..... **Truckee**.... ♁	2 10	9 35	8 20	9 55	.....	.....
.....	.....	.....	.....	.....	.....	286	arr. **Lake Tahoe**. lve.	.....	.....	.....	.....	.....	.....
.....	6 45	8 28	8 34	– –	Via Ogden †6 00 a.m., arrives Ogden 5 00 p.m.	279	.....Boca..... ♁	1 37	– –	7 44	9 24	.....	.....
.....	7 25	9 10	9 10	– –		295	.....Verdi..... ♁	12 50	– –	7 04	8 35	.....	.....
.....	8 30	9 45	9 30	8 05		306	+..... **Reno** ..... ♁	12 25	8 00	6 35	8 05	.....	.....
.....	8 40	9 55	9 42	8 13		309	arr... **Sparks** ♁ ..lve.	12 05	7 49	6 25	*7 20	.....	.....
.....	A M	.....	.....	.....		.....	(*Pacific time.*)	.....	.....	.....	P M	.....	.....
.....	.....	.....	.....	.....		.....	(*Mountain time.*)	.....	.....	.....	.....	.....	.....
.....	.....	11 10	10 50	9 20		309	lve... **Sparks**.... arr.	12 55	8 40	7 15	.....	.....	.....
.....	.....	– –	– –	– –		352	..... Massie..... ♁	– –	– –	– –	.....	.....	.....
.....	.....	1 20	– –	– –		366	.....Parran..... ♁	9 55	– –	– –	.....	.....	.....
.....	.....	1 53	– –	– –		378	..... Brown..... ♁	9 25	– –	– –	.....	.....	.....
.....	.....	2 24	1 59	– –		394	..... Lovelock.... ♁	8 55	– –	3 41	.....	.....	.....
.....	.....	3 06	– –	– –		416	.....Rye Patch... ♁	8 16	– –	– –	.....	.....	.....
.....	.....	3 28	3 05	– –		428	.....**Humboldt**... ♁	7 55	– –	– –	.....	.....	.....
.....	.....	– –	– –	– –		439	.....Mill City.... ♁	7 35	– –	– –	.....	.....	.....
.....	.....	4 55	4 25	2 03		468	+...Winnemucca.. ♁	6 40	3 43	1 35	.....	.....	.....
.....	.....	5 25	4 55	– –		484	.....Golconda.... ♁	6 02	– –	1 03	.....	.....	.....
.....	.....	– –	– –	– –		508	.... Stone House.. ♁	– –	– –	– –	.....	.....	.....
.....	.....	6 44	6 10	– –		528	+.**Battle Mountain**. ♁	4 40	– –	11 52	.....	.....	.....
.....	.....	7 04	– –	– –		549	..... Argenta	4 15	– –	– –	.....	.....	.....
.....	.....	7 40	7 05	– –		561	.....Beowawe ... ♁	3 35	– –	10 52	.....	.....	.....
.....	.....	– –	– –	– –		566	.....Cluro.....	– –	– –	– –	.....	.....	.....
.....	.....	8 26	7 45	– –		579	+... **Palisade** ... ♁	2 50	– –	10 17	.....	.....	.....
.....	.....	9 00	8 15	5 26		588	..... Carlin ..... ♁	2 30	12 28	10 00	.....	.....	.....
.....	.....	– –	8 38	– –		600	.....Moleen.....	2 00	– –	– –	.....	.....	.....
.....	.....	9 55	9 06	– –		611	+.....Elko..... ♁	1 36	– –	9 03	.....	.....	.....
.....	.....	10 45	9 55	– –		635	.....Halleck..... ♁	12 55	– –	8 21	.....	.....	.....
.....	.....	12 12	11 12	– –		668	.....Wells..... ♁	11 48	– –	7 13	.....	.....	.....
.....	.....	– –	12 10	– –		688	.....Fenelon..... ♁	11 01	– –	– –	.....	.....	.....
.....	.....	1 45	12 45	– –		704	.....Toano..... ♁	10 22	– –	5 59	.....	.....	.....
.....	.....	– –	12 59	– –		711	..... Loray	10 00	– –	– –	.....	.....	.....
.....	.....	2 30	1 30	9 40		720	.....**Montello**... ♁	9 25	8 23	5 10	.....	.....	.....
.....	.....	2 45	1 45	– –		727	.....Tecoma .... ♁	9 01	– –	– –	.....	.....	.....
.....	.....	– –	– –	– –		737	.**Umbria Junction**.	– –	– –	– –	.....	.....	.....
.....	.....	– –	2 07	– –		738	.....Lucin..... ♁	8 33	– –	– –	.....	.....	.....
.....	.....	– –	2 35	– –		752	..... Jackson..... ♁	8 00	– –	– –	.....	.....	.....
.....	.....	– –	3 01	– –		765	...Newfoundland.. ♁	7 36	– –	– –	.....	.....	.....
.....	.....	4 55	3 54	– –		793	.....Lakeside.... ♁	6 45	– –	2 30	.....	.....	.....
.....	.....	– –	4 24	– –		803	..... Midlake .... ♁	6 07	– –	– –	.....	.....	.....
.....	.....	6 14	5 05	– –		817	.Promontory Point. ♁	5 26	– –	1 23	.....	.....	.....
.....	.....	– –	5 40	– –		827	...Little Mountain. ♁	5 00	– –	– –	.....	.....	.....
.....	.....	7 10	6 10	2 00		841	.....**Ogden**..... ♁	*4 30	*3 40	*1215	.....	.....	.....
.....	.....	A M	P M	P M		.....	ARRIVE] [LEAVE	A M	P M	Noon	.....	.....	.....

Salt Lake Div.—Old Line—Via Promontory—Mixed Train leaves Ogden †6 00 a.m., arrives Montello 4 35 p.m. Leaves Montello †6 00 a.m., arrives Ogden 5 00 p.m.

Sacramento Division.

Salt Lake Division.

Lebanon Branch (*Oregon*).—Leave **Albany** †8 10 a.m., †3 25 p.m. for Froman, Tallman and Irvinville, arriving Lebanon (13 miles) 9 00 a.m., 4 15 p.m. Leave Lebanon †9 35 a.m., †5 05 p.m., arriving Albany 10 25 a.m., 5 55 p.m.

* Daily; † daily, except Sunday; ♁ Sunday only; *a* stops to leave passengers; *c* stops to leave passengers from east of Roseville; *e* Tuesday, Thursday and Saturday; *g* Monday, Wednesday and Friday; *t* does not stop Sunday. ‖ Meals.

SAN FRANCISCO AND PORTLAND—SHASTA ROUTE.

32	12	16	Mls.	October 23, 1904.	15	11	31
A M	A M	P M	.....	LEAVE] [ARRIVE	A M	P M	P M
*8 30	*8 00	*8 05	0	..**San Francisco**..	8 50	7 50	4 20
9 00	8 30	8 38	4	... Oakland Pier ...	8 12	7 15	3 45
Via Niles.	9 20	10 00	32	.....Port Costa.....	7 20	6 20	Via Niles.
	11 09	11 25	77	..... **Davis**..... ♁	5 35	4 30	
2 50	Via Willows.	11 50	90	arr. **Sacra-** lve.	5 10	Via Willows.	10 10
3 30		12 05	90	lve. **mento** arr.	5 00		9 50
4 12		12 47	108	.... **Roseville** .. ♁	4 22		9 12
4 50		1 27	130	.....Wheatland... ♁	3 35		8 30
5 15		1 50	142	.... **Marysville**.. ♁	3 05		8 00
10 25	.....	.....	168	arr.. **Oroville**..lve.	.....	.....	*4 10
5 55	.....	2 33	160	..... Gridley.... ♁	2 33	.....	7 23
6 50	.....	3 30	186	.....Chico..... ♁	1 30	.....	6 27
7 31	.....	4 07	205	.....Vina..... ♁	12 57	.....	5 52
7 50	3 37	4 27	213	.....**Tehama** ... ♁	12 37	12 19	5 33
8 15	4 10	5 00	225	.....**Red Bluff**... ♁	12 15	11 55	*5 10
P M	4 50	5 42	242	.... Cottonwood.. ♁	11 28	11 08	A M
	5 04	5 56	249	.....Anderson.... ♁	11 15	10 55	
.....	‖5 45	6 20	260	.....**Redding**... ♁	10 50	10 30	.....
.....	5 52	– –	263	...Middle Creek. ♁	– –	10 22	.....
.....	6 32	7 07	277	..... Kennet .... ♁	10 03	9 48	.....
.....	7 28	7 57	298	..... Delta ..... ♁	9 03	8 50	.....
.....	9 35	9 40	324	.....Dunsmuir... ♁	7 45	‖7 30	.....
.....	10 32	10 44	338	.....Sisson..... ♁	6 25	6 03	.....
.....	10 40	10 52	341	..... **Upton** .... ♁	6 17	5 55	.....
.....	11 21	11 33	355	.... Edgewood .. ♁	5 25	5 08	.....
.....	12 10	12 20	377	.....Montague... ♁	4 26	4 20	.....
.....	1 10	1 23	395	.....Hornbrook... ♁	3 30	3 30	.....
.....	3 00	3 19	421	..... Steinman ... ♁	1 18	1 25	.....
.....	3 30	3 55	431	arr.. **Ashland** ♁ lve.	12 35	12 55	.....
.....	3 50	4 15	431	lve.. **Ashland**..arr.	12 15	12 35	.....
.....	4 16	4 44	443	.....Medford.....	11 25	11 52	.....
.....	5 25	6 05	475	....Grant's Pass.. ♁	10 03	10 40	.....
.....	10 38	11 25	574	..... Roseburg ... ♁	4 55	‖5 45	.....
.....	12 53	1 52	628	...Cottage Grove...	2 13	3 00	.....
.....	1 45	2 41	648	.....Eugene.....	1 20	2 10	.....
14	2 15	3 10	662	...Junction City. ♁	12 50	1 41	13
A M	2 27	3 23	667	.... Harrisburg... ♁	12 33	1 25	P M
*7 00	‖3 40	4 25	691	..... **Albany**.... ♁	11 35	‖1230	7 10
7 54	4 42	5 20	720	..... Salem..... ♁	10 35	11 02	6 17
8 34	5 30	5 57	737	.... **Woodburn** .. ♁	9 57	10 14	5 30
9 22	6 20	6 40	757	.... Oregon City .. ♁	9 14	9 22	4 46
10 10	7 10	7 25	772	..... **Portland**... ♁	*8 30	*8 30	*4 00
A M	P M	A M	.....	ARRIVE] [LEAVE	P M	A M	P M
.....	11 45	*8 30	772	lve. **Portland** ♁ arr.	7 00	7 00	.....
.....	5 20	3 20	917	arr... **Tacoma** ♁ lve.	1 20	11 45	.....
.....	7 15	5 00	958	arr... **Seattle** ♁ lve.	*1115	*9 40	.....
.....	A M	P M	.....	.....	A M	P M	.....

LINES IN OREGON—West Side Division.

P M	No. 2	Ms.	June 5, 1904.	No. 1	A M
†450	*7 30 A M	0	lve....**Portland** ♁ .arr.	5 50 P M	8 25
5 20	8 00 "	7	.....Bertha.....	5 20 "	8 00
6 06	8 44 "	21	.....Hillsboro..... ♁	4 29 "	7 14
6 36	9 16 "	32	..... Gaston..... ♁	3 55 "	6 45
6 54	9 33 "	39	.... North Yamhill....	3 35 "	6 26
7 21	10 00 "	50	.... **McMinnville** .. ♁	3 06 "	5 58
7 30	10 10 "	54	..... **Whiteson**.... ♁	2 56 "	†550
P M	11 00 "	76	.....Independence... ♁	2 05 "	A M
....	11 45 A M	97	arr...**Corvallis** ♁ ..lve.	*1 20 P M	....

SPRINGFIELD BRANCH.

48	46	Mls	June 5, 1904.	45	47	....
P M	A M	....	LEAVE] [ARRIVE	P M	A M	....
†5 50	†1050	0	.....**Woodburn**..... ♁	2 20	8 25	....
6 09	11 30	6	.....Mount Angel..... ♁	1 55	8 06	....
6 20	12 30	10	.....Silverton..... ♁	1 25	†7 55	....
P M	2 00	29	.....West Stayton.....	11 20	A M	....
	2 15	33	.....**Shelburn**.....	10 58		....
.....	2 35	35	.....West Scio ..... ♁	10 50	.....	....
50	4 00	47	.....**Tallman**..... ♁	10 00	49	....
A M	5 05	60	.....Brownsville..... ♁	9 00	P M	....
†1000	6 15	79	.....Coburg..... ♁	7 50	3 50	....
10 30	6 40	88	.....**Springfield**..... ♁	7 20	3 30	....
10 35	6 45	90	...**Mohawk Junction**...	7 12	2 10	....
11 40	.....	105	arr....**Wendling** ♁ ..lve.	.....	†1 00	....
A M	7 00	93	..... **Natron** ..... ♁	†700	P M	....
.....	P M	....	ARRIVE] [LEAVE	A M	.....	....

YAMHILL DIVISION.

....	6	54	Mls	June 5, 1904.	5	53	....
....	P M	A M	....	LEAVE] [ARRIVE	A M	P M	....
....	†4 00	*g*7 40	0	.....**Portland**.... ♁	10 20	3 32	....
....	4 30	8 31	8	.....Oswego..... ♁	9 50	2 50	....
....	4 56	10 05	17	.....Sherwood .... ♁	9 16	1 10	....
....	5 35	11 30	26	..... Newberg .... ♁	8 40	12 01	....
....	5 42	11 47	29	.**Dundee Junction**.	8 33	11 40	....
....	5 53	12 15	33	.....Lafayette .... ♁	8 16	11 04	....
....	6 25	1 05	43	.....Whiteson .... ♁	7 55	10 10	....
....	8 20	2 00	57	.....**Sheridan**.... ♁	†5 05	.....	....
....	6 50	3 00	52	.....Perrydale.....	7 30	9 07	....
....	7 20	3 50	63	.....Dallas..... ♁	†7 00	8 20	....
....	P M	4 20	70	.....Monmouth ... ♁	A M	7 40	....
....	.....	5 00	79	.....**Airlie**.....	.....	*e*7 00	....
....	.....	P M	....	ARRIVE] [LEAVE	.....	A M	....

LAKE TAHOE.

Fifteen miles from Truckee on the Ogden line of the Southern Pacific, lies Lake Tahoe, hidden amid the Sierra Nevada Mountains. About 23 miles long by 13 miles wide, situated at an altitude of 6,220 feet, it is one of the largest fresh water mountain lakes in the world. Its greatest known depth is 2,000 feet, although there are some portions of the lake where the plummet has failed to find any rest and the depth is unknown. Mountains ranging from 2,000 to 4,000 feet rise from the water's edge and surround the lake on all sides, their white crests and green forests making a wonderful contrast with the blue water. One peculiar attraction is the marvelous clearness and beauty of the waters which reflect the outline of peaks and crest of forest and permit the bed of lake to be seen distinctly several hundred yards from the shore. The lake is filled with fish of all kinds, which can be seen 40 feet below and afford excellent sport.

The Lake Tahoe Railway and Transportation Line extends from Truckee to Tahoe City, and for 15 miles follows the winding of the Truckee River through a narrow and picturesque valley.

Many excellent hotels are beautifully located at different points. Round-trip fare from Truckee, including 70 mile steamer trip, $5.00. Parties of fifteen $3.00 each.

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