



CASCADE DIVISION.

TIME TABLE No. 32

**EFFECTIVE 12:01 A. M.
PACIFIC TIME**

SUNDAY, DECEMBER 1, 1929.

Superseding Time Table No. 31.

FOR EMPLOYES ONLY.

C. McDONOUGH, Superintendent.

**W. R. SMITH, Assistant General Manager.
J. B. SMITH, Superintendent Transportation.**

J. H. O'NEILL, General Manager.

WESTWARD.

SECOND SUBDIVISION—EVERETT JUNCTION TO SEATTLE.

EASTWARD. 3

SECOND CLASS								FIRST CLASS								SECOND CLASS										
711	355	37	359	1	3	357	27	Capacity Other Trucks	Station Numbers	Distance from Everett Junction	Time Table No. 32 Effective December 1, 1928.	Distance from Seattle	SIGNS	Telegraph Cuts	FIRST CLASS							712				
Local Fri.	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail	Capacity Other Trucks	Station Numbers	Distance from Everett Junction					Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail	Passenger	Local Fri.				
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily																Daily	Daily	Daily	Daily
L 10.00 ^{am}	L 9.00 ^{pm}	L 8.55 ^{pm}	L 12.45 ^{pm}	L 9.00 ^{am}	L 6.20 ^{am}	L 5.50 ^{am}	L 4.55 ^{am}	40	1780						32.03	R DN XP	JN	A 9.05 ^{am}	A 9.55 ^{am}	A 6.00 ^{pm}	A 6.55 ^{pm}	A 10.25 ^{am}	A 10.40 ^{am}	A 1.10 ^{pm}	A 7.30 ^{am}	Ex. Saturday
*10.35	9.10	f 6.02	12.51	9.06	6.32	f 5.58	5.02	93	1784	3.76					28.27	D	P	MU	* 8.59	9.49	f 5.53	6.49	10.19	10.34	f 1.02	* 7.20
*10.50	9.16	6.08	12.56	9.11	6.39	f 6.04	5.08		1790	7.89	24.14		P		8.49	9.43	5.46	6.43	10.13	10.28	f 12.52	f 7.10				
*11.05	9.21	6.13	1.01	9.16	6.44	f 6.09	5.13		1793	10.89	21.14		P	AD	f 8.44	9.38	5.41	6.38	10.08	10.23	f 12.47	f 7.00				
*11.30	f 9.28	6.20	1.07	9.22	6.50	* 6.18	5.20	71	1795	14.61	17.42	D W P	DR	* 8.39	9.33	* 5.35	6.33	10.03	10.18	*12.41	* 6.45					
*11.50	9.34	6.25	1.12	9.27	6.56	f 6.25	5.25	77	1796	17.70	14.33	D	P	R	* 8.31	9.28	f 5.29	6.28	9.58	10.13	f 12.32	* 6.26				
*12.15 ^{pm}	9.50	6.40	1.26	9.41	7.11	f 6.40	5.40	200	1807	25.57	6.46	D	X	BD	* 8.17	9.17	5.17	6.17	9.47	10.02	f 12.18	f 6.05				
A 12.30 ^{pm}	f 9.54	6.44	1.29	9.44	7.14	* 6.44	5.44	1167	1808	27.32	4.71	RK DNWC	EXP	RR	* 8.13	9.14	5.14	6.14	9.44	9.59	*12.15	L 6.00 ^{am}				
	A 10.10 ^{pm}	A 7.00 ^{pm}	A 1.45 ^{pm}	A 10.00 ^{am}	A 7.30 ^{am}	A 7.00 ^{am}	A 6.00 ^{am}	695	1813	32.03	0	RK DN	XP	UD	L 8.00 ^{am}	L 9.00 ^{am}	L 5.00 ^{pm}	L 6.00 ^{pm}	L 9.30 ^{pm}	L 9.45 ^{pm}	L 11.59 ^{pm}					
											Time Over Subdivision Average Speed Per Hour															
8.30 10.03	1.10 28.02	1.05 29.56	1.00 32.03	1.00 32.03	1.10 28.02	1.10 28.02	1.05 29.56								1.05 29.56	.55 34.94	1.00 32.03	.55 34.94	.55 34.94	.55 34.94	.55 34.94	1.11 28.00	1.30 18.21			

Special Rules Second Subdivision.

Westward trains are superior to eastward trains of the same class.

No. 27 is superior to all trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at time No. 27 is due to leave next station in rear where time is shown but not less than five (5) minutes.

Extra trains may use double track in the direction of Current of Traffic without running orders provided they secure proper clearance card Form A from Superintendent.

First class trains will register by card at Interbay and Everett Jct.

No. 355 will stop at stations Interbay to Mukilteo to discharge passengers from Seattle or points west.

No. 355 and No. 359 will stop at stations Mukilteo to Interbay to discharge passengers from Everett and points east and north.

Whistle signals for tracks with switches controlled from interlocking towers:

Everett Jct. Interlocking—Main track eastward one long. Coast Line eastward one long and one short.

SPEED RESTRICTIONS.

- Thru Edmonds town limits..... 8 M. P. H.
- Over draw span Bridge & Ballard..... 10 M. P. H.
- Over N. P. crossing, Interbay..... 16 M. P. H.
- Thru Seattle tunnel..... 10 M. P. H.
- Maximum speeds, page 7.

SOUTHWARD.

THIRD SUBDIVISION—VANCOUVER TO BELLINGHAM.

NORTHWARD. 5

SECOND CLASS			FIRST CLASS				Car Capacity	Siding	Club	Station	Numbers	Distance from Vancouver	Time Table No. 32		Signs	FIRST CLASS				SECOND CLASS						
711	105	103	357	101	355	359							Effective	Distance from Distribution		356	102	360	358	104	712					
Local Freight	C. N. Ry. 405 Freight	C. N. Ry. 404 Freight	Passenger	C. N. Ry. 2 Passenger	Passenger	Passenger	December 1, 1923	Telegraph Calls	Passenger	C. N. Ry. 1 Passenger	Passenger	Passenger	C. N. Ry. 403 Freight	Local Freight												
Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily												
Ex. Saturday														Ex. Saturday												
4:50Pm			L 11:59Am		L 4:30Pm	L 8:30Am	Yard	422	CL125	0.0	.....VANCOUVER.....	VN	58.03	RKDN WCYXOP	A	7:30Am		A	2:30Pm	A 10:45Pm		A	9:45Pm		
4:55	L 1:50Pm	L 12:25Am	12:03Am	L 9:55Pm	4:33	8:33				1.25	.....C. N. JUNCTION.....		56.78			7:22	A	7:40Am	2:22	10:37		A	9:15Pm	9:35	
f 5:00	1:58	12:33	f 12:09	10:00	4:36	8:36			CL122	2.73	.....STILL CREEK.....		55.30	P	f	7:17	7:36	f	2:18	10:33			9:06	f 9:30	
5:05	2:04	12:39	f 12:13	10:04	4:39	8:39			CL120	4.58	.....ARDLEY.....		53.45	P	f	7:13	7:32	f	2:14	10:30			8:58	f 9:23	
f 5:10	2:13	12:47	f 12:19	10:09	4:43	8:43		0	CL117	7.20	.....BURNABY.....		50.83	P	f	7:08	7:27	f	2:09	10:26			8:48	f 9:16	
f 5:15	2:21	12:53	12:25	10:13	4:47	8:47		18	CL115	9.99	.....ENDOT.....		48.24	P		7:03	7:23		2:04	10:22			8:38	f 9:08	
* 5:30	2:29	1:00	12:28	10:18	4:51	8:51		22	CL112	11.70	.....NORTH WESTMINSTER.....		46.33	W Y P	f	6:58	7:18	f	2:00	10:18			8:28	* 9:00	
* 5:35	A 2:35Pm	A 1:05Am	* 12:37	A 10:23Pm	* 4:57	* 8:56		25	CL107	13.00	.....NEW WESTMINSTER.....		44.97	R DN X P	* 6:55	L	7:15Am	* 1:57	* 10:15			L	8:23Pm	* 8:52	
f 5:41			12:43		5:01	9:01		13	CL101	18.69	.....FRASER RIVER JCT.....		44.46			6:39		1:46	10:09					f 8:45	
f 5:55			f 12:52		5:09	9:09		34	CL101	18.69TOWNSEND.....		39.24	P	f	6:30		f	1:38	9:54					f 8:32	
* 5:25			f 1:02		f 5:16	f 9:16		51	CL96	24.04COLEBROOK.....		33.99	D Y P	f	6:20		* 1:30	f 9:46						* 8:20	
f 6:35			f 1:10		f 5:21	f 9:21		3	CL92	27.72CRESCENT.....		30.31		f	6:10		f	1:20	f 9:38					f 8:00	
* 7:30			* 1:35		* 5:35	* 9:35		63	CL87	32.75WHITE ROCK.....		25.25	DN P	* 5:55		* 1:00	* 9:20							* 7:30	
355 7:45			* 1:55		* 6:00	* 9:55		55	CL84	35.89INTERNATIONAL BOUNDARY.....		22.60													
9:25			f 2:10		7:12	* 10:08		66	CL77	43.46BLAINE.....		22.14	DN W X P	* 5:15		* 12:40		7:11 * 9:05							* 7:00
* 10:00			* 2:23		* 6:23	* 10:18		68	CL71	49.05CUSTER.....		14.87	P	* 4:44		* 12:27	f	8:50							* 6:12
A 11:15Pm			A 2:40Am		A 6:40Pm	A 10:35Am		88	CL62	58.03PERDALE.....		9.99	D P	* 4:30		* 12:18	* 8:42								* 5:50
5:35 9:05	.45 16.81	.40 19.55	2:41 21.80	.25 25.34	2:10 26.87	2:05 28.70				WELLINGHAM.....		0.0	RKDN WC X P	L	4:10Am		L	12:01Pm	L	8:25Pm				L	5:00Pm
											Time Over Subdivision					3.20		2.29	2.20	4.46				52	4.46	
											Average Speed Per Hour					17.43		28.32	23.35	24.91				13.62	12.22	

Third Subdivision Special Rules

Southward trains are superior to northward trains of the same class.

All trains arriving and leaving Vancouver and C. N. Junction will register in train register located in G. N. train order office, Vancouver.

Normal position of switch at Still Creek is for southward trains and at Endot for northward trains.

Retaining wall, New Westminster, between Front St., crossing and old interlocking tower, does not give full side clearance. Train and engineers must not be on side of cars or engines passing same.

No train will pass International Boundary at Blaine and White Rock without permission of Customs officials.

Water front tracks at New Westminster not to be used for meeting or passing trains.

Ocean Park, 1 mile south of Crescent, will be flag stop for all first class trains.

Custer is flag stop for No. 355 to pick up passengers for Seattle and points east and south.

SPEED RESTRICTIONS

Thru Blaine town limits	8 M. P. H.
Over Brunette St., Sapperton	10 M. P. H.
Over draw span Bridge 69	10 M. P. H.
Over Fraser River Bridge, New Westminster	6 M. P. H.
Between Mile Posts 123 and 127 between White Rock and Crescent, Oct. 1st to May 1st	15 M. P. H.
Maximum speeds, page 7.	

INTERLOCKER.

No train, engine, or cars shall be moved into or through the interlocking zone protecting the Fraser River bridge immediately south of New Westminster, B. C., through the use of flag, hand signal, lantern or word of mouth when the interlocking plant is out of order. The Government has provided regular clearance card to be used in cases of this kind and nothing else should be accepted.

Track is electrically bonded between northward home signal Fraser River junction and southward home signal at water front track New Westminster and trains when given clear signal at either one of these signals may proceed through block, being governed by the rules pertaining to indications shown by the various signals between the two points mentioned.

6 WESTWARD. FOURTH SUBDIVISION--ANACORTES TO ROCKPORT. EASTWARD.

THIRD CLASS		FIRST CLASS		Car Capacity		Stations	Distance from Rockport	Time Table No. 32 Effective December 1, 1929	Telegraph Calls	Distance from Anacortes	SIGNS	FIRST CLASS		THIRD CLASS	
725	713	279	277	Siding	Other Tracks							278	280	714	726
Local Freight Daily Ex. Sunday	Local Freight Daily Ex. Monday	Passenger Daily	Passenger Daily					Effective December 1, 1929				Passenger Daily	Passenger Daily	Local Freight Daily Ex. Sunday	Local Freight Daily Ex. Sunday
L 5:30am	L 5:15am	L 8:50am		75	CN53	.....ROCKPORT.....	RC 53.41	R DNX WY	A 12:50pm	A 9:30am	A 4:45pm				
f 5:45	f 5:30	f 9:05		18	CN48	6:00.....NESTOS.....	47.41		f 12:35	f 9:10	f 4:05				
* 7:00	* 5:45	* 9:20		111	CN44	3:13.....CONCRETE.....	BA 44.28	R D X	* 12:25	* 9:00	* 3:50				
* 7:25	f 5:48	f 9:23	34	63	CN43	1:26.....GRASSMERE.....	43.02	X W	f 12:20	f 8:55	f 3:10				
f 7:50	* 6:00	* 9:35		36	CN38	5:08.....BIRDSVIEW.....	37.97		* 12:07pm	* 8:42	f 2:45				
* 8:25	* 6:13	* 9:48		39	CN33	3:29.....HAMILTON.....	K 32.74	W	* 11:55	* 8:30	* 2:10				
* 8:50	* 6:22	* 9:52		36	CN29	5:23.....LYMAN.....	MY 29.51	D	* 11:45	* 8:20	* 1:40				
f 9:05	f 6:35	f 10:10		8		5:45.....COKE DALE.....	24.06		f 11:30	f 8:05	f 1:10				
* 9:25	* 6:45	* 10:20	36	55	CN20	3:12.....BEDRO-WOOLLEY.....	SW 20.94	D X	* 11:20	* 7:55	* 12:55				
L 12:30pm	A 9:45am	A 7:00m	A 10:35am	87	281	4:78.....BURLINGTON.....	BU 18.19	R DN CO W X Y	L 11:05am	L 7:40am	L 12:30pm	A 6:00am			
* 12:40				18	CN13	2:58.....AYON.....	13.51					* 5:50			
f 12:50				6	CN10	2:78.....FREDONIA.....	10.78					f 5:40			
* 1:00				18	CN9	1:50.....WHITNEY.....	9.28					* 5:35			
1:10				5		3:57.....WHITMARSH.....	WH 5.61					5:20			
f 1:15					CN4	1:56.....PIDALGO.....	3.75					f 5:15			
A 1:30pm				Yard	317	5:75.....ANACORTES.....	AC	R D X W				L 5:00am			
1:00 10:19	4:15 8:78	1:45 21:26	1:48 31:28			Time Over Subdivision Average Speed Per Hour			1:45 21:25	1:50 20:40	4:15 8:78	1:00 10:19			

Special Rules—Fourth Subdivision.

Westward trains are superior to eastward trains of the same class.

Puget Sound and Baker River trains register at Whitmarsh.

First class trains will stop on flag at:
Superior Ave., and Baker River, Concrete,
Van Horn,
Faber,
Sauk,
Mountview Spur.

Trains 725 and 726 stop on flag at Fidalgo Mill Spur and Summitt Park.

SPEED RESTRICTIONS

All Trains

Over draw span 12 west of Whitney 10 M. P. H.
Over Bridge 52 Concrete 10 M. P. H.
Maximum speeds, page 7.

WESTWARD. FIFTH SUBDIVISION CLOVERDALE TO LADNER. EASTWARD.

SECOND CLASS.		Car Capacity		Stations	Distance from Ladner	Time Table No. 32 Effective December 1, 1929	Telegraph Calls	Distance from Ladner	SIGNS.	SECOND CLASS	
383	384	Siding	Other Tracks							Mixed	Mixed
Mixed Mon. Wed. and Friday						Effective December 1, 1929					Mixed Mon. Wed. and Friday
L 8:40am	55	36	CL03	0.0	.....CLOVERDALE.....	CL 18.98		Y	A 8:10am		
f 8:55		5	CV4	3.89	3:59.....ALLUVIA.....	13.09			* 7:55		
f 9:00		4	CV6	5.33	1:44.....SOUTHPORT.....	11.65			f 7:50		
f 9:05				6:20	0:37.....COLEBROOK JCT.....	10.75		Y	f 7:46		
* 9:45	56	54	CL06	6.27	0:07.....COLEBROOK.....	10.71	R D		* 7:45		
f 9:47				7.04	0:77.....GUICHON LINE JCT.....	9.94			f 7:00		
f 10:10		9	CV14	13.32	8:25.....INVERHOLM.....	3.66			f 6:30		
f 10:25		6	CV16	16.74	2:42.....CHALLUCTHAN.....	1.24			f 6:20		
A 10:40am		2	CV19	16.98	1:24.....LADNER.....	0.0	R	Y W	L 6:15am		
2.0 8:49					Time Over Subdivision Average Speed Per Hour				1:55 8:57		

Special Rules—Fifth Subdivision.

Eastward trains are superior to westward trains of the same class.

All trains Fifth Subdivision will protect against all Third Subdivision trains between Colebrook Jct. and Guichon Line Jct.

Maximum speeds, page 7.

**BUSINESS TRACKS NOT SHOWN AS STATIONS
ON TIME TABLE.**

NAME	LOCATION	OPENS	CAPACITY
First Sub-Division:			
Plains	4.49 Miles east of Winton	Both ends	3 Cars
Nason Creek	2.62 Miles east of Merritt	East	15 "
Great Republic Mining Co.			
Miller River	2.2 Miles west of Skykomish	West	19 "
Grotto Lumber Co.	0.1 Miles east of Grotto	East	1 "
Northwestern Portland Cement Co.'s Spur	0.2 Miles east of Grotto	South	33 "
Reiter Lbr. Co.'s Spur	3.5 Miles west of Grotto	East	6 "
Startup	3.9 Miles west of Grotto	Both ends	21 "
Tex. Galena Mill Spur	0.3 Miles east of Index	East	35 "
Western Granite Works Spur	1.0 Miles west of Index	West	29 "
Gravel Bunkers	0.5 Miles west of Reiter	Both ends	82 "
Wallace Falls Timber Co.	1.7 Miles east of Gold Bar	Both ends	88 "
Wallace Lumber Co. Spur	0.7 Miles west of Gold Bar	Both ends	14 "
Miller Logging Co.'s Siding	1.3 Miles east of Sultan	East	27 "
Woodruff	1.9 Miles west of Monroe	Both ends	64 "
Frye Spur	3.1 Miles west of Monroe	Both ends	22 "
Robinson Lettuce Spur	2.0 Miles west of Monroe	East	14 "
		East	20 "
Second Sub-Division:			
G. N. Oil Tank Spur	1.0 Miles west of Everett Jet	East	52 Cars
Washington Bolt Spur	0.6 Miles west of Edmonds	West	48 "
Standard Oil Co. Spur	0.9 Miles east of Richmond Beach	West	98 "
Third Sub-Division:			
Clark and Buzza	0.3 Miles south of Still Creek	South	2 Cars
Dominion Bridge Co.	0.3 Miles north of Ardley	South	5 "
Ardley Power Spur	0.5 Miles south of Ardley	South	9 "
Sapperton Pit	1.0 Miles north of New Westminster	Both	84 "
Campbell Lumber Co. Spur	1.0 Miles south of Whiteoak	North	56 "
Dakota Creek Spur	2.1 Miles south of Blaine	North	23 "
Milk Spur	0.7 Miles south of Ferndale	South	31 "
Portland Oil Spur	0.7 Leads off Milk Spur	South	11 "
Olympia Spur	3.6 Miles north of Bellingham	South	2 "
Olympic Portland Cement Co. Spur	2.0 Miles south of Ferndale	North	29 "
Utah Idaho Sugar Co. Spur	2.4 Miles north of Bellingham	North	176 "
Olympic Portland Cement Co. Spur	2.4 Miles north of Bellingham	North	205 "
Union Oil Spur	0.4 Miles south of So. Bellingham	South	9 "
Chuckanut Cannery Spur	0.6 Miles north of Sockeye	North	7 "
Hasal Mill Spur	0.8 Miles south of Samish	North	33 "
Blanchard	1.6 Miles south of Samish	North	8 "
Bellville Pit	1.6 Miles north of Bellville	North	111 "
Union Oil Co. Spur	1.2 Miles north of Mt. Vernon	South	7 "
Puget Sound and Cascade Ry. Conn.	0.8 Miles north of Mt. Vernon	South	
Associated Oil Co. Spur	1.2 Miles south of Mt. Vernon	North	10 Cars
Skagit Crossing Tr. Track	1.3 Miles south of Fir	South	2 "
Milltown	2.3 Miles south of Fir	South	2 "
Hawley Spur	1.9 Miles south of Fir	South	5 "
Ketchum Spur	2.5 Miles north of Stanwood	North	5 "
Norman Spur	1.0 Miles north of Silvana	South	10 "
Cox's Spur	1.5 Miles north of Marysville	South	4 "
Fourth Sub-Division:			
Briscoe Spur	1.4 Miles west of Rockport	West	13 Cars
Antiview	3.7 Miles west of Rockport	Both ends	18 "
Wick Spur	1.6 Miles west of Rockport	West	12 "
Van Horne's Spur	1.0 Miles west of Nestos	Both ends	6 "
Puget Sound Saw Mill Co.	0.8 Miles west of Nestos	Both ends	87 "
L. L. Spur	0.6 Miles west of Hamilton	West	1 "
Hawkins Spur	0.8 Miles west of Fredonia	East	6 "
Gravel Pit Spur	6.1 Miles east of Anacortes	West	4 "
Log Railway	2.3 Miles east of Anacortes	Both ends	22 "
Fifth Sub-Division:			
Gowdy Road Spur	1.4 Miles east of Challuethan	West	5 Cars
Patterson's Spur	0.9 Miles east of Inverholm	West	7 "
Smith Road Spur	2.1 Miles east of Inverholm	Both	7 "
Matthew Road Spur	3.1 Miles east of Inverholm	Both	6 "
Embree Road Spur	3.1 Miles west of Colebrook	Both	6 "
Oliver Road Spur	1.8 Miles west of Colebrook	West	5 "
Gravel Pit Spur	0.7 Miles east of Alluvia	West	7 "
Surrey Spur	1.0 Miles west of Cloverdale	West	3 "

Between	MAXIMUM SPEED.	
	Passenger	Freight
Wenatchee and Merritt	50 miles per hour.	40 miles per hour.
Merritt and Barne	35 miles per hour.	20 miles per hour.
Berne and Scenic	30 miles per hour.	20 miles per hour.
Scenic and Skykomish	35 miles per hour.	20 miles per hour.
Skykomish and Gold Bar	45 miles per hour.	30 miles per hour.
Gold Bar and Pacific Avenue	55 miles per hour.	35 miles per hour.
Everett Jet. and Seattle	50 miles per hour.	30 miles per hour.
Delta Wye and Samish	55 miles per hour.	35 miles per hour.
Samish and Bellingham	55 miles per hour.	25 miles per hour.
Bellingham and Vancouver	50 miles per hour.	35 miles per hour.
Rockport and Birdsview	30 miles per hour.	15 miles per hour.
Birdsview and Burlington	30 miles per hour.	20 miles per hour.
Burlington and Anacortes	30 miles per hour.	15 miles per hour.
Cloverdale and Ladner	20 miles per hour.	20 miles per hour.

Trains handling cars loaded with logs will not exceed speed of 20 miles per hour and such trains must not move by passenger trains moving or standing.

COMPANY SURGEONS.		
Dr. Roscoe C. Webb	Chief Surgeon	1819 Medical Arts Building, 9th Street and Nicollet Ave., Minneapolis, Minn.
Dr. H. M. N. Wynne	Assistant Chief Surgeon	Minneapolis, Minn.
Dr. J. G. Cunningham	Assistant Chief Surgeon	Spokane, Wash.
Dr. H. J. Knott	Division Surgeon, Cobb Bldg.	Seattle, Wash.
Dr. C. A. Mead	Assistant Division Surgeon	Everett, Wash.
Dr. W. T. Flynn	Assistant Division Surgeon	Everett, Wash.
Dr. A. S. Munro	Assistant Division Surgeon	Vancouver, B. C.
Dr. A. E. Gerhart	Assistant Division Surgeon	Wenatchee.
Dr. H. T. Rhoads	Ophthalmic Surgeon	Everett, Wash.
Dr. Frederick A. Kiehle	Ophthalmic Surgeon	Portland, Ore.

LOCAL SURGEONS.		
Dr. H. E. Frost		Anacortes.
Dr. W. A. Kirkpatrick		Bellingham.
Dr. M. A. Keyes		Blaine.
Dr. H. E. Cleveland		Burlington.
Dr. E. Hayden		Cashmere.
Dr. Paul W. Sweet		Centralia.
Dr. L. S. Trask		Everett.
Dr. O. H. Christopherson		Interbay.
Dr. G. W. Hoxsey		Leavenworth.
Dr. Minard Allison		Monroe.
Dr. Geo. E. Drew		New Westminster.
Dr. R. C. McDaniel		Portland.
Dr. Ralph M. Dodson		Portland, Ore.
Dr. R. W. Perry, Oculist		Selling Bldg., Seattle.
Dr. S. S. Thordarson		Skykomish.
Dr. James A. LaGasa		Tacoma.
Dr. R. D. Wiswall		Vancouver, Wash.
Dr. L. M. Mares		Wenatchee, Wash.

J. C. DEVERY, Chief Dispatcher. C. A. MANTHE, Train Master. I. E. CLARY, Train Master. T. B. DEGNAN, Superintendent Terminal.