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# GLACIER PARK TRANSPORT COMPANY

GLACIER PARK, MONTANA

Mr. L. W. Hill:  
Mr. Ralph Budd:  
Mr. Wm. P. Kenney:

July 6, 1929

Ever since the question of secondary transportation was mentioned several weeks ago, I have had in mind the preparation of a memorandum in exposition of the rate structure of the Glacier Park Transport Co. together with some comparisons with and comments on similar transportation fares and operating conditions in other National Parks, both American and Canadian. Perhaps this should have been prepared long ago. Frankly, it did not occur to me that any of you officers regarded the Glacier Transport fares as too high. I most certainly want to carry you three gentlemen along with me in any and all of the vital matters which concern my company, and surely none is so vital as the matter of rates. From you, who are frequently on the defensive in the matter of freight rates and passenger fares, I count on a sympathetic understanding of the seriousness with which I am compelled to regard any question which strikes at our rate structure. Just as the power to fix rates carries with it the power to destroy, to a scarcely less degree, in a National Park, the disposition to attack rates carries with it a menace of disturbing possibilities.

Frequently, since coming among you, I have found Mr. Kenney fighting my battles. A conspicuous case was the rate hearing at Belton on our application to give service over the Belton-Glacier Park highway. Both Mr. Hill and Mr. Budd have, to my notion, gone out of their way to demonstrate toward me a friendly and cooperative spirit. Your kindnesses are deeply appreciated by one who finds himself after twenty years of companionship in another park and with other railways, starting life anew, so to speak, in a strange park and rail environment. Accordingly, it occurred to me that I owed you a duty to explain, somewhat in detail, the Glacier Park Transport Company rate problem in the expectation that your friendly offices would stand me in good stead if, and when any outsiders might criticise the present or future rates of this company.

First, may I set down the comparative rates, for principal tours, in five of the most important American and Canadian National Parks.

ZION, BRYCE CANYON AND GRAND CANYON NATIONAL PARKSUtah Parks Company

Tour #1 Cedar City to Zion National Park & return - 116 miles  
 Transportation rate.....\$15.00  
 5 meals and 1 lodging..... 7.75  
 \$22.75

Tour #3 Cedar City to Bryce Canyon National Park & return 162 mi.  
 Transportation rate.....\$20.00  
 5 meals and 1 lodging..... 7.75  
 \$27.75

Tour #5 Standard Tour of Zion National Park,  
 Bryce Canyon National Park and Grand  
 Canyon National Park - 458 miles  
 Transportation rate.....\$65.00  
 14 meals 4 lodgings.....24.50  
 \$89.50

CANADIAN ROCKIESBrewster Transport Company - Canadian Pacific Ry. Concessionaire.

Motor Detour Between Banff and Golden via Lake  
 Louise and Emerald Lake - 142 miles  
 Transportation.....\$18.50  
 Meals & lodging costs not given  
 (I paid \$12.00 per day in 1928)

Banff General Drive - 22 miles  
 Transportation..... 3.00

Banff & Lake Louise - 42 miles  
 Transportation..... 5.00

YELLOWSTONE NATIONAL PARKYellowstone Park Transportation Company

Standard  $4\frac{1}{2}$  days tour from all gateways.  
 Mileage varies greatly viz:  
 In Gardiner, out Gardiner 151 miles  
 " West Yellowstone out West Yellowstone 170 "  
 " Cody out Cody 304 "  
 " Gallatin Gateway, out Gallatin Gateway 332 "  
 (also numerous combinations in one gateway,  
 out another)  
 Transportation.....\$25.00

Note: Burlington Railway and Milwaukee Ry.  
 pay the Yellowstone Park Transportation  
 Co. a subsidy for extra transportation  
 service performed on above tours account  
 extra mileage, outside park limits. It  
 is understood the subsidy is as follows:

Between Cody and East Park boundary one way 2.25  
 " Gallatin Gateway & W. Park bndy " " 4.00

All expense tours  $4\frac{1}{2}$  days (14 meals & 4 lodgings)  
 Via hotels - Hotel rate \$29 - \$25 transportation... \$54.00  
 Via permanent camps - Hotel rate \$20 - \$25 " 45.00

### ROCKY MOUNTAIN NATIONAL PARK

#### Rocky Mountain Parks Transportation Company

Fall River Road & high drive loop trip - 40 miles  
 Transportation.....\$ 6.00  
 Standard Tour Denver to Estes Park, Grand Lake  
 Lodge, Idaho Springs & return to Denver - 240 "  
 Transportation..... 25.00

#### Grand Lake Lodge

Meals & lodging 2 in a room without  
 bath..... 6.00  
 Meals & lodgings 1 in a room without  
 bath..... 7.00  
 2 days all expense tour.....33.00  
 3 " " " " .....39.00  
 4 " " " " .....45.00

### GLACIER NATIONAL PARK

#### Glacier Park Transport Company

Glacier Park to Two Medicine & return 24 miles  
 Transportation..... 3.50  
 Glacier Park to Many Glacier & return 110 "  
 Transportation..... 15.00  
 Glacier Park to Many Glacier, Prince of  
 Wales & return 240 "  
 Transportation..... 28.00

#### All expense tours

Tour #2 - Two days  
 Rate including launch & auto transportation  
 meals & lodgings .....33.75  
 Tour #4 - Four days - two parks  
 Rate including launch & auto transportation  
 meals & lodgings.....63.25

(Note rate for above tour includes room  
 with bath at Prince of Wales)

Tour #4B - Four days Glacier Park  
 Rate including launch & auto transportation,  
 meals & lodgings.....45.25

165<sup>00</sup> a day  
 13<sup>00</sup> a day



DISCUSSION OF COMPARATIVE RATES  
AND OPERATING CONDITIONS IN THE SEVERAL PARKS

A - SOUTHERN UTAH PARKS & GLACIER PARK

The Utah Parks Company features the Tour #5 from Cedar City back to Cedar City via Zion, Grand Canyon and Bryce Canyon National Parks - a 5 day (14 meals & 4 lodgings) 458 mile tour at an all-expense rate (without bath) of \$89.50. The Company carried about 4,500 persons on this tour last year. This may be said to represent the bulk of the Union Pacific rail travel to and through the Utah Parks as Tours #1 and #3 (shown above) are not featured and attract comparatively few travelers.

Tour #1 - 116 miles, rate \$15.00 compares with Glacier Park tour from Glacier Park to Many Glacier 110 miles, rate \$15.00

Tour #5 - 458 miles, rate \$65.00 compares with Glacier Park tour from Glacier Park to Many Glacier, Prince of Wales & return 240 miles - rate \$28.00.

Utah Parks Company (Union Pacific Ry. subsidiary) rates at lodges in the three Utah Parks follow:

Cottages without bath per day American plan	\$6.00
(Breakfast \$1.25, lunch \$1.25, dinner \$1.50 lodging \$2.00)	
De Luxe cottages with bath one person in room	12.00
" " " " two persons " "	9.00
" " " " three " " "	8.25

(This company gives holders of "all expense tickets including automobile transportation and lodge accommodations" a rate basis of \$5.00 per day (Breakfast \$1.00, lunch \$1.25 dinner \$1.25, lodging \$1.50) as against the open rate of \$6.00 above. Presumably, this preferential rate, which, in effect, is confined to rail passengers, is predicated on the "all-expense" feature of the ticket which enables the Hotel Company to make definite reservations in advance thereby justifying a lower rate. You will find this interesting rate element shown on Page 20, Government Information Circular on "Zion, Bryce Canyon National Parks" 1929. I suggest that this rate policy be discussed informally and orally with the Director of the National Park Service as it presents a plan which might be adaptable to Glacier when the private auto travel becomes heavier)

B - CANADIAN ROCKIES AND GLACIER PARK

The automobile operator in this territory is the Brewster Transport Company. All tariff sheets for 1929 show a line at the bottom: "Canadian Pacific Railway Concessionaire". The Brewster Company has featured for two years what it calls the "Motor Detour through the Canadian Rockies". This trip runs every day from June 1st to September 15th, in each direction between Banff and Golden over a route of 142 miles and includes stops at Banff, Lake Louise, Yoho Valley and Emerald Lake. The

scheduled overnight stop is at Lake Louise. Stop-overs are permitted at all points.

This tour is designed to attract transcontinental travel and will compare with the Glacier Park Station via "Going-to-Sun Chateau" (new hotel) to Belton via Logan Pass when the transmountain road is completed.

This popular Brewster tour carries probably 40,000 persons annually at \$18.50 per person for the 142 mile trip. This compares with the \$15.00 charge in Glacier for the 110 mile round trip between Glacier Park Station and Many Glacier. Also compare the Banff General Drive of 22 miles at \$3.00 per passenger with the Glacier Park - Two Medicine drive, 24 miles at \$3.50 per passenger, and the Banff-Lake Louise run, 42 miles at \$5.00 per passenger, with the one way trip between Glacier Park and Many Glacier, 55 miles at \$7.50 per passenger.

These comparisons do not begin to tell the story. The Brewster Company is carrying somewhere between four and eight times as much business as the Glacier Park Transport Co. with a more simplified system of tours, and with little extra overhead for general expense. On the General Drive in the vicinity of Banff, at \$3.00, Brewster probably carries ten times as many fares as we carry on the Two Medicine run at \$3.50. Mr. Brewster told me that the run between Banff and Lake Louise - 42 miles, rate \$5.00, was a gold mine and played a big part in sustaining other less remunerative services. In addition to the above \$5.00 rate, they also charge 25¢ for each piece of hand baggage and transport same by separate truck. This little element shows a profit of \$100 per day!

I asked Mr. Brewster in Banff last August how many persons he carried annually in all of his operations in the vicinity of Banff. He said he did not know as many persons took several trips, but that he had sold a total of about 200,000 tickets in 1927. We, of course, have to a much smaller degree the same duplication here when passengers buy - (a) tickets from Glacier Park to Two Medicine and return; (b) tickets from Glacier Park to Many Glacier and return and then; (c) go over to Belton and take a trip.

I believe it will be apparent to any student of the Canadian Pacific situation that their success in attracting travel is not based on cut rates either for transportation or hotels. Considering the volume of business, Brewster's rates are far higher than ours, and the Canadian Pacific Hotel rates average twice the Glacier Park Hotel rates. (My lodging rate at Banff in 1928 was \$32.00 per day for Mrs Hays, myself and two small boys. This lodging rate was only average).

(Please note that the Brewster Transport Company pays a commission of 10% to all tourist agencies).

There are some lower fares in the Brewster tariff, but they are in the class of tours which show little volume and consequently affect their gross revenue very little. I refer you, for example, to the rates from Waterton Lakes to Banff: \$14.00



one way and \$23.50 round trip. The largest part of this tour (Banff-Calgary-MacLeod) is on the route of their year-around-inter-city bus service, and the rates and schedules apply to all smaller towns enroute. This is an unremunerative run at above rates and is either (1) operated at a loss which is recouped from revenue derived from remunerative rates shown above or (2) the Banff-Waterton route is subsidized by the Canadian Pacific Railway. In effect, the round-trip from Banff to Waterton Lakes (or visa versa) is a cut-rate side trip not entirely unlike the free side-trip from Denver to Colorado Springs and return offered to passengers on the Union Pacific Railway. It is an interesting speculation whether this low rate between Banff and Waterton redounds to the advantage or disadvantage of the Great Northern.

I shall not attempt here to go into an analysis of the Hotel situation in the Canadian Pacific Railway territory. I have somewhere in my files a statement showing the hotel capacity at Banff. In addition to the big Canadian Pacific Hotel there are four cheaper hotels of considerable size and numerous cottages and dwellings which offer lodgings at from \$1.00 to \$2.00 per night. In other words, Banff is a resort town something like the village of Estes Park. This has the effect of giving the Canadian Rockies territory a dual system of hotels and lodge rates, such as prevails in Yellowstone and also conspicuously in Yosemite and at the Santa Fe side of the Grand Canyon.

At Lake Louise the only important element in the hotels and lodge situation is the Chateau Lake Louise. There is another small place in the vicinity but its size makes it insignificant. Rates at Lake Louise are very high. This has the effect of restricting overnight travel to those who are willing from habit or a spirit of adventure to pay high rates. This situation has the effect of causing the cheaper class of people to remain at Banff for one or more days lodgings, and take the side trip from Banff to Lake Louise for a look at the lake and the big hotel.

The Canadian Pacific has worked out a considerable system of cottage camps, but I shall not go into that matter further in this survey.

In concluding this comment in the nature of a comparison between the Canadian Pacific and Glacier Park operations I believe I am safe in saying that all in all the cheaper class of trade is better served in Canada than in Glacier.

C- YELLOWSTONE PARK AND GLACIER PARK

All elements considered, the Glacier transportation rates are, from an operator's standpoint, less remunerative than the Yellowstone transportation rates. First, compare the annual gross revenues - Glacier Park Transport Company's gross for passenger fares in 1928 was approximately \$180,000. The Yellowstone Park Transportation Company carried over 40,000 circle

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tour passengers at \$25.00 each or \$1,000,000. To this must be added revenues from private car parties, sale of gasoline, parts, garage service and subsidies from the Milwaukee and Burlington Railroads. I estimate the total gross revenues of the Yellowstone Company in 1928 at not less than \$1,200,000, or over six times the 1928 gross revenue of the Glacier Park Transport Co.

It is volume that cuts down passenger mile cost of general operating overhead and fixed charges.

Moreover, the Yellowstone Park Transportation Company enjoys a longer peak and it is the peak that counts. By this I mean the train travel to Yellowstone is relatively heavier in June than the Glacier June travel. Our June this year has been very disturbing. Our June gross revenue is 39% less than 1928. On the Belton side where we maintain \$40,000. worth of bus and boat equipment, our total revenues for June 1929 were \$287. Our boat on Lake McDonald took in a total of \$4.75!

In addition to the advantage of volume, the Yellowstone Park Transportation Company as compared with our company, enjoys a further advantage due to operating a single circle tour. Such a tour, cutting down the number of "split-loads" makes a bigger profit than is possible in operating diverse tours such as we are compelled to do here.

The Utah Parks Company and the Rocky Mountain Parks Company have developed "circle tours" in imitation of the Yellowstone system.

So-called "local fares" in Yellowstone are high, for example:

West Yellowstone to Old Faithful 30 miles	\$6.00
" " Mammoth Hot Springs 50 mi.	9.50
Lake Hotel to Canyon Hotel 15 miles	3.00

These rates are designed to dry up miscellaneous local travel and force the traffic into one lane, viz; the standard 4½ days ticket with stop-over privileges

#### D - ROCKY MOUNTAIN NATIONAL PARK AND GLACIER PARK

The Rocky Mountain Motors Company offers a standard circle tour of 240 miles for \$25.50. The company handles from 6,000 to 7,000 passengers on this tour annually. The company has paid only a moderate profit. Mr. Emery has told me that his holding company makes a larger profit out of one of its inter-city bus lines operating 12 months per year at 3.6¢ per passenger mile than he does out of his National Park line at 11¢ per mile.

The operation of the Glacier Park Transport Company cannot be compared with the operation of an inter-city bus line any more than the operation of the Prince of Wales Hotel can be compared with the operation of the St. Paul Hotel.



In addition to the brief revenue season, without escape from year-around overheads, is the fact that a park operator cannot wear out his equipment. Inter-city buses run from 60,000 to 120,000 miles per year.

Glacier Park Transport buses average	3500	miles	per	year
Yellowstone Park Transportation buses				
average.....	6500	"	"	"
Rocky Mountain Park Co. buses average	6000	"	"	"
Utah Park Company buses average	7000	"	"	"

We have a 17 passenger bus on the west side of Glacier Park, which runs between Belton and Lewis Hotel. The bus cost \$10,000. in 1927. Last year this bus ran 4130 miles. The interest (at 6%) on our investment in this bus creates a fixed interest charge of 14 $\frac{1}{2}$ ¢ per car mile based on 1928 mileage. If this bus were engaged in inter-city work twelve months in the year on a daily run of 200 miles for 300 days, or 60,000 miles per year, the fixed interest charge on this same bus would be only 1¢ per car mile.

Moreover, it should be noted again that the Glacier buses travel annually little more than half as far as Yellowstone or Rocky Mountain buses, which in comparison adds to Glacier fixed charges and reduces net profits. While I have no figures to support my view, I feel very sure that the Brewster Company makes annual mileage per car at least equal to the Yellowstone cars.

In studying the annual reports of this company, I have not been deeply impressed by data on mileage costs etc. insofar as such data might furnish a foundation for particular charges. The whole picture must be constantly in mind. As I see it, this company is entitled to a fair return on its invested capital of approximately \$400,000. If the company does not earn a fair profit, one of two things is wrong, - either the rates are too low or the operation is wasteful. I feel sure we can satisfy anyone that our operation is not wasteful. Therefore, if at any time our existing rates do not produce enough income to pay our bills and leave a fair net profit we shall ask the Government for an increase in rates.

The question of a fair rate of return for a utility is susceptible of a wide variation of opinion. A great deal depends on whose utility one is thinking about. It causes less nerve strain and mental anguish to contemplate the reduction of the other fellow's rates than to contemplate the reduction of one's own.

The hazards of the peculiar business are to be kept in mind. Several easily imagined factors such as one serious bus accident injuring or killing ten passengers, a rail strike, the outbreak of a contagious disease in Glacier Park (we had two narrow escapes from pestilence in Yellowstone), a disastrous forest fire, a total loss of equipment from garage fires - any one of these contingencies might happen to put the Glacier Park Transport Company out of business. Ours is a concentrated risk.



The Woolworth Company has 3,000 stores in 3,000 communities, and even dares to carry its own fire insurance, but all our eggs are in one basket.

Mr. Walter White, President of the White Motor Co., one of my early backers in Yellowstone, believed and so represented to the Interior Department that a business of the nature of the Yellowstone Park Camps Co. was entitled to an annual return of at least 20% on invested capital. Insofar as the Glacier Park Transport Company is concerned such a return is hypothetical. This company has been able to earn only between 10% and 12%, and this return is so delicately poised that it easily might drop on the deficit side of the fence by the occurrence of any untoward incident. Moreover, as far as I can judge, something like a law of diminishing returns seems to have set in. If the expenses keep mounting, either the rates must increase or the volume of travel must be increased, if the quality of service is to be maintained. If something can be worked out to secure more June travel, it will help keep the bus company and the Hotel Company out of the red ink.

Since I took over this property the ratio of net profit to gross income has shrunk to a marked degree. I shall list some of the apparent causes:

- (a) 5¢ per gallon gas tax in 1929 as compared with 3¢ in 1927.
- (b) We now carry higher limits on our liability insurance than in former years. This means higher premiums.
- (c) The Canadian operation to date is not remunerative. It has resulted in a multiplicity of fees to the Dominion and Alberta Governments, the retention of an attorney in Lethbridge, and other added costs. Moreover, the addition of the Canadian tour has caused many tourists to cut out Two Medicine, which is one of our most profitable trips. In 1928 our Two Medicine travel was 2918 round trips; in 1927 it had been 4,293 round trips.
- (d) A de luxe touring car investment which does not pay adequate returns on the investment. The average mileage for touring cars last year was 2,858 miles per car - a large part of it made up of deadhead trips of our own officers and visiting railroad executives. This department must be carried by more remunerative departments.
- (e) Less revenue annually on the West side operation. Lewis Hotel is attracting less and less rail travel and the Lake McDonald boat traffic has almost vanished. (This ought to be kept in mind when planning to book large train parties for a few hours stop at Belton. If we have to ship cars and drivers, it kills all the profit and often takes needed cars away from the East side.)

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- (f) Increase in payroll over 1927.
- (g) We now repaint each bus annually. Prior to 1927, half the fleet was painted each winter.
- (h) Expensive change to balloon tires increased our invested capital.
- (i) The present multiplicity of schedules has resulted in more daily "split-loads". For example, we frequently send an over-flow bus with (say) two passengers North from Many Glacier to Prince of Wales which crosses a Southbound bus with a "split-load" of two or three passengers. On the same day split-loads will probably occur on other schedules. Every-time a schedule is added it adds to the frequency of a light-load.
- (j) In 1928 this company lowered its rates for hauling the freight of the hotel company, which has resulted in decreased revenues and earnings by our freight department.

It might be urged that the nonremunerative departments or routes should not be a tax on the more remunerative. This may be good logic but it would create trouble in Glacier. It seems best to regard the whole operation as an entity and let one hand wash the other. To me our situation seems similar to a railway system where the freight revenues support the dining car department.

I am enthusiastic about the future of Glacier National Park and the opportunities for the Hotel Company and the bus company to make money as park operators. The completion of the trans-mountain road must find the hotel company and bus company ready to serve many more thousands of people. The hotel company must install a secondary system and as I see it, construct a first class hotel in the St. Marys scenic area. The Lake McDonald situation is to be cleaned up because a scenic area must be established there, not only for the future "standard tour" but also because early and late tours can be offered. As I dictate a message comes from Mr. Dickinson asking if we can haul 50 people out to Two Medicine in October. If you own a hotel on Lake McDonald, you can give special sightseeing trips as late as Christmas and as early as May 1st. By the completion of the trans-mountain road the Transport Company must finance the purchase of many new buses. If operating costs mount, they may be overcome in part by purchasing larger buses for the new equipment.



As to a "drive yourself" arrangement I confess I can't see any definite helpful results and I see one positive harmful result, i.e., such an innovation would wreck my rate basis and topple over the whole structure. The harm could be precipitated by one "drive-your-own" bus as easily as by a hundred. Moreover, it would seem illogical for a railroad to advertise such an arrangement. In this day of what has been called the "vanishing rail passenger travel", would it be safe for a railroad to advertise a plan for people to do their own driving through Glacier Park. To me it seems as if doing one's own driving is largely the cause of the direful straits in which rail passenger traffic finds itself. If it is logical for the Great Northern to advertise for passengers to ride its rails to Glacier Park and then drive themselves through Glacier Park, it is logical for the Burlington to advertise for passengers to ride its rails to the Black Hills and thence drive themselves through the Black Hills and thence to Glacier Park; and it is logical for the Pennsylvania RR. to advertise for passengers to ride its rails to Chicago and thence drive themselves to the Black Hills and Glacier.

I doubt the wisdom of the Drive Yourself people. We were told by representatives of the General Motors when they were trying to break into Yellowstone with "Drive yourself" in 1926, that John Hertz was a miracle man and could work magic in Yellowstone. Since that date, Mr. Hertz seems to have been punctured and is now decidedly flattened out. Mr. L.S. Mariger, President of the Salt Lake Transportation Company (Salt Lake City, Utah) told me last month to tell the world that his "Hertz Drive Yourself" contract and equipment is for sale at 50¢ on the dollar. He regards the Hertz invention as an exploded innovation, except in such populous year-around areas as California and certain parts of the East.

In Glacier 80% of our visitors are women. I cannot believe that "Drive Yourself" would make any great appeal to the type of women who ride the Great Northern and detrain at Glacier Park station. If you were to cut your rail rate from St. Paul to Glacier Park to \$5.00 and arrange a park trip at a total cost of \$10.00, such a plan would undoubtedly create a lot of business because "if wishes were horses, beggars might ride".

A recent issue of the New York Times quotes a review of travel in Europe by Americans now issued by the Department of Commerce. Questionnaires were sent out to persons who had applied for passports. The answers show a striking increase in average expenditures in all three of the classes: First class averaged \$1,984.97 per person; cabin and one-class \$1,711.11 per person; second class averaged \$982.40 per person; tourist third, \$705.63 and third class averaged \$516.92 per person. These figures cover all expenses abroad but no expenses on American soil.




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I deduce from this that, the people who have money enough to ride on the railroad have a fair sized travel budget for the summer vacation, and that such people are not going to be attracted in large numbers by the prospect of saving a few dollars by driving themselves through Glacier Park.

If you ask why I have favored your plans for a secondary camp system while not favoring a secondary auto system, I answer that you have got to install the secondary camp system anyway to take care of your private auto travelers, and by merely hooking it up with your standard tours, you add a new string to your bow at no extra expense and at no risk of putting yourself or anybody else out of business in the park.

I trust this survey is not too long or too vehement. It is meant to be explanatory and helpful. From the day I got off the train here, I have visioned the Greater Glacier and have tried to demonstrate a cooperative spirit in our common striving for its attainment.

Yours truly,



Howard H. Hays

HHH/MAJ

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July 16, 1929.

Mr. L. W. Hill:

As has been our custom each summer we now are giving considerable attention to the fishing feature of Glacier National Park. Please note attached illustrated feature story as carried in the Sportsman's Digest of Cincinnati.

This story also appears in the August Field & Stream, leading outdoor publication of the United States; besides being used widely throughout the country in newspaper syndicates.

We shall send along to you a copy of the August Field & Stream within a day or so.

Yours faithfully,

Hoke Smith.



## The Solid-Red Color Bass Plug

IT is the purpose of this department to air helpful and reliable news of fishing in all its sporting phases; therefore, I feel that the subject of certain colors of artificial lures should be reckoned with at times. It so happens that an incident occurred on the Kokoshon River (The Owl), of Knox county, Ohio, the latter part of April, that caught the fancy of the Fishing Editor:

Three of us had gone to the beautiful bass stream for a day's bait casting with wooden plugs. This is one of the most picturesque and interesting bass rivers that I ever fished in Ohio. It comes rushing down through high cliffs of sandstone, hung with hemlock and cedar and shaggy maple, for a number of miles below the little city of Millwood. One swift riffle and rapids occurs after another, and among the tumbled boulders of the shore and the shelving, flat rocks of the river's bed lurk the finest red-eyed small-mouth I have ever found in the state. This is essentially a bass fishing river. Many fine small-mouth are taken every season from its eddy pools with fly and fly rod and with the light bait casting rod and reel and wooden bass lures. So it was our intention to do a little experimenting on the stream this day in April. The bass season was in and quite a number of good fish had been taken from various lakes and rivers, but I had heard of none coming from this particular river.

I was using two types of wooden bait that day, the white-bodied Bass-Oreno with a red head and a small Perch-Finish, Pal o' Mine wooden minnow of 3¾-inch length. This gave me a good range of color, I believed. The weather was chilly, with gusts of fine rain starting to slant down through the timber and across the pools. The sky was overcast all morning and the water was high, cold and just a trifle off clear color.

My friends were using other types and colorings of bait. Lester was using a Shannon Spinner with white and red bucktail covering a single hook and a white and red head wooden plug of another make which I cannot now recall. John, the third one of the party, decided to use a solid-red colored Bass-Oreno plug, regular size. He had never taken bass with this lure before. So we started working the river.

At noon we had the following results:

Lester had not even raised a fish. I had not seen a bass.

And John had hooked and landed *two fine golden-sided small-mouth* and raised *one or two* more that he had missed. He had done it all on a solid-red colored wooden bait (the Bass-Oreno) and had taken the bass off shallow riffle water and from deep pools where there were big rocks lying on the bottom with crevices between them.

Then the rain came in earnest and it stormed hard all the balance of that day. The following morning, John and I tried it. The sky had cleared and bright sunshine flooded the pools with amber shafts of light, revealing them down almost to their bottom. John continued to use the solid red plug he had caught his bass with the day before, while I decided on the white body and red head, as before. I worked a large number of riffle pools and swift water eddies along rocks, and did not have a rise. So I at last changed to a perch-finish Pal o' Mine of small size, with a swift wiggling movement to it, and cast over deep, rocky-bottomed pools altogether. I had a two-pound bronze-back small-mouth bass in no time, and another slightly smaller one hooked that broke away on a short rise close to the rod tip. I had one more rise beside this that failed to get the plug in time to hook. John caught a larger bronze-back than I had with the old red-colored wooden plug, in the same pool where I hooked my two-pounder with the green and yellow perch finish lure. That made *three* hooked and landed bass for my friend on the solid-red plug to *one* on all the other colorings we had used in two mornings' work in bad bass weather. The water the second morning was slightly more discolored than the first morning, but the light was strong and bright and the stream, queer as it might seem, was a little lower in stage, owing to it having run down some during the night. So, summing it all up, I find that the solid-red color in the wooden plug is a killing one for bass. I have known solid black to be a good bass lure in wooden baits for the hot weather when the fish are laying very low off the rocky bars and under logs and rocky crevices, but I believe the solid-red colored plug is every bit as effective, and I cannot see where the change of light and water color has so much to do with things.

## Rocky Mountain Trout Real Arctic Spawners, United States Ranger's Discovery Reveals

GLACIER PARK, MONT.—Park rangers in Glacier National Park are chuckling because one of their number "put it over" on the Bureau of Fisheries. The Fisheries people would be right in 999 times out of 1,000, but this happened to be the thousandth time.



GLACIER NATIONAL PARK RANGER G. N. PAGE WITH STRING OF TROUT HE CAUGHT THROUGH THE ICE IN LOGGING LAKE.

Ranger G. N. Page, of the Logging Lake District, the last three years had reported that trout in Logging Lake were spawning in February. Supt. Eakin, of Glacier National Park, promptly forwarded this information to the Bureau of Fisheries, which organization courteously replied that trout in the Northern Rockies spawned much later. Perhaps, to themselves, they said, "Applesauce!"

When the usual report came in this year, Supt. Thompson, of the Bozeman hatcheries, decided to investigate "this wild statement." To his surprise, his operative confirmed that trout in this lake spawned in February in water 36½ degrees Fahrenheit. It had hitherto been thought that



July 1929

# Latest News from Bass Waters...

—ready for the greatest fishing trip of your life! Write or wire at once for the latest tips from our Canadian fishing scouts. They cover every section of Canada. Nowhere else on this continent are fighting game fish more plentiful. Tell us the kind of fishing you like best—trout, bass, muskies, "wall eyes" or Great Northern pike.

Comfortable cabins or tents, cool nights, vigorous days, invigorating climate, dense, dark forests and abundant wild life are the extra attractions that make Canada a favorite haunt of real fishermen and nature lovers.



For full information and latest fishing reports, address

A. O. SEYMOUR, General Tourist Agent  
Canadian Pacific Railway, 3877 Windsor Station  
Montreal, Quebec, Canada

## Canadian Pacific World's Greatest Travel System

### The Floating Injured Minnow



#### There's No Better Bass Getter!

By retrieving in slow, short jerks, this Bass getting wonder represents an injured minnow—lying on its side—about all in—but able to make a little fuss on the surface! What's more fun than to see and hear your teasing, short jerks—make 'em strike. And it's by far the most effective lure for night fishing! Also made in Silver Flash Finish, No. 1518.

Our new beautifully colored catalogue—sent FREE upon request!

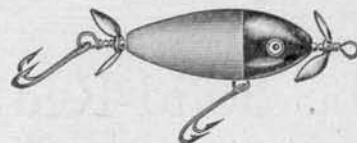
If you get some good fish pictures, send 'em in! We'll make it worth your while if we can use them!

**CREEK CHUB BAIT COMPANY**  
197 S. RANDOLPH ST. GARRETT, IND.

black spotted trout would not spawn in water colder than 40 degrees Fahrenheit. No explanation has yet been found for this unusual condition.

Arrangements are being made to take spawn next February and revelations are expected of this early spawning of trout. Rearing ponds will be built and trout over three inches in length will be liberated in the fall before the freeze-up. More than 50% of them will mature instead of the very small percentage of trout that mature if planted as small fry.

### The Fly-Rod Surf-Oreno



Last summer I used a small fly-rod bass bait that gave very good results on the clear, eddying pools of the Tuscarawas River. It is a small pattern of the famous Surf-Oreno, which all anglers who have cast for the fighting muskellunge are so familiar with, and the pattern I used was the white body with red and green decorations, known as Style No. 961W, a very attractive color I have found for small-mouth and green bass when they are lurking over rocky bottoms at the edge of the river weeds in the morning and evening hours. This little plug is light enough to be very easily cast with a No. 20 South Bend fly rod, which weighs 5¼ ounces in the 9-foot length. This rod is intended for the heavier type of fly-rod lures, therefore I would warn the fly-fisherman for bass who attempts using this little lure to not attempt it with the exceedingly light fly rod for best results. There is a spinner on both the front and rear of the Fly-Rod Surf-Oreno and it is nicely armed with two sets of double hooks of light size. It is a very fine little bait for bass and rock-bass along weedy fringes, over shallow rocky pools and at the foot of riffles where there are eddies of three and four-foot depths, also at the edge of lily pads and stumps or drifts. The South Bend Bait Company manufactures this lure.

### A Good Cast

depends a great deal on a smooth running reel. Oil regularly with

### 3-in-One

The Sportsman's Oil for 35 years. Keeps all fishing and hunting equipment in A-1 condition. Sold everywhere.

**FREE:** Sample and illustrated circular.

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If your hobby is fishing, you'll do well to send for this new book "Fishing—What Tackle and When."

Contains 120 pages of hints and suggestions. Instructs in bait-casting, fly rod and other fishing methods. Improve your knowledge of tackle—what kind and when to use. Send for the book today—Free!

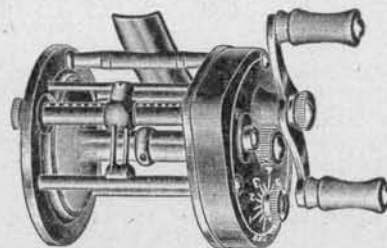
**SOUTH BEND BAIT COMPANY**  
Mfrs. of the Most Complete Line of Tackle  
1185 High St. South Bend, Ind.

**SOUTH BEND**  
Fishing Tackle of all kinds... Rods Reels Lines Baits



### The Pflueger "Supreme" Reel

For many years I had heard of this famed fishing reel, then I had an opportunity of using one of them as my own in the summer of 1927. This reel is extremely light for its carrying capacity of line and one of the finest and most reliable bait casting reels I have ever attached to a rod. It is a light-running reel, with level-



wind and anti-backlash features so delightfully combined in its clever workmanship that no angler can very well afford to be

15-2  
Saint Paul, Minnesota, August 9, 1929

Mr. O. J. McGillis:-

I am returning herewith letters from Joe Scheuerle which accompanied your memorandum to me of May 8. The Chairman also suggested that I send you Joe Scheuerle's letter of July 24 to him which he wishes you to acknowledge.

The Chairman is leaving shortly for an extended trip West and said that upon his return he will be glad to talk with you about the map situation and also the subject matter of Mr. Scheuerle's letter to him under date of July 24.

H. W. Kask

August 9, 1929

Tip-Top Manufacturing Co.,  
625 Youngerman Building,  
Des Moines, Iowa.

Dear Sirs:-

Please send me complete information and  
prices on your New Vagabond Cabins.

Yours very truly,

(SIGNED) LOUIS W. HILL

The above material when received should be sent to  
Mr. Hill at whatever place he may happen to be at  
the time.

H W K



(with 8-9-1929)

LWH Glacier Park GC

## VAGABOND CABINS



# New!

**L**ISTEN, you vagabonds of the woods and lakes. Here's real comfort and shelter at minimum cost, and the privacy and protection no tent has ever provided you! Vagabond portable cabins come in 11 sections which you quickly bolt together into a sturdy, attractive cottage. Built of finest materials, waterproof, and windproof, they always remain dry. Smartly set off by sliding screened windows, and a combination glass and screen paneled door. Size 10 x 12. Height to eaves 6 ft. 4 in. Complete as to hardware. And several smart color combinations, sizes, and designs from which to choose. Send immediately for complete details, illustrated folder, and reasonable prices.

*Dealers write for proposition*

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Please send me complete information and prices on your New Vagabond Cabins.

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