

Mr. Hill:

The attached letter was delivered to the office by the writer Mr. W. R. Heffelfinger with the view to talking to you about its contents.

Mr. Heffelfinger and associates are going to publish a magazine to be called The Pioneer which will be devoted to the publishing of commercial history of prominent industrial pioneers in the Northwest. They plan to devote space in the first number to your father from the time he first came to Saint Paul and to the present organization, etc. of the Great Northern. They do not solicit advertising but ask that the Great Northern subscribe to 4,000 copies of their publication per month to be mailed by them to a list to be furnished them by the Great Northern, prospective travelers to the Northwest, shippers, etc., at 15¢ per copy per month. The material regarding your father, yourself and the history of the Great Northern they suggest to be prepared by the Great Northern or possibly Grace Flandreau.

I told them you have not been an active officer of the Great Northern since 1929 and therefore could not consider the matter and that they should either take it up with Mr. Kenney or the Advertising Department; also that I did not believe you would be in favor of the historical material which they propose to publish in their magazine regarding your father. However, they asked if I would deliver the letter to you and let them know what comment you had to make, if any.

I A C - 2-28-34

Cedar 0520

15-2
[2-28-34]
Phoned
Mr. Heffelfinger
Mr. Hill not interested
3-1-34
JAC

(with 2-28-1937)

W. R. HEFFELFINGER
SAINT PAUL

Mr. Louis W. Hill,
The Great Northern Railway Co.,
St. Paul, Minnesota.

Dear Mr. Hill:

A decidedly different magazine will be published in St. Paul for the Northwest. THE PIONEER will start as a 32-page publication printed in the modern manner and based on the theme implied by its name.

This magazine has chosen the glorious, historic past of the Northwest as background upon which to spread the colorful industrial picture of the present. A creative staff of clever writers, artists of ability and stylists in print will combine their efforts to give the commercial history of the Great Northern and other prominent industrial pioneers its deserved prominence in literature.

Our editorial content will consist of rare old stories of unusual interest that we will dig up from museum files, old collections, the reminiscences of old timers--dashingy dressed with pen-and-ink sketches and old prints--and varying in style and reader-interest from racy, spicy yarns of the old hell-raisers to cultural tones in the new turns given Indian episodes and historical events.

We have an editorial formula for THE PIONEER that is absolutely original in its human-interest attention-getting values. Each issue will carry several authentic stories that pack a wallop. And, while we'll have plenty of punch--it will be literature. For our artistic background we have already received permission and will draw upon the sketches, etchings and prints of those true masters of the pioneer school--Remington, Russell and contemporaries.

We invite The Great Northern Railway Company to participate; our columns are open only to industrial pioneers. And to the present heads of these early commercial successes we outline the following plan:

THE PIONEER does not solicit advertising. In our invitation to join with other industrial leaders we ask

Mr. Louis W. Hill2

that you subscribe for 4,000 copies of this publication per month--these 4,000 copies of THE PIONEER to be mailed by us to a list of YOUR own choosing--business associates, a special group of summer tourists that may be possible prospects for your service, secretaries of clubs or organizations--to a list that fits in with your promotion plans for and during the coming travel season.

One full-page in each issue, for a 6-month period, belongs to you. Then, have your public relations counsel or an associated writer such as Grace Flandreau (if she's available) familiarize themselves the history of the Hill family from James J. to the present head, Louis W. Hill, as it is interwoven with the inception and westward progress of the Great Northern. Have the writer pick out the six highlights of that industrial history and--DRAMATIZE THEM. Your radio dramas of anecdotes connected with "THE EMPIRE BUILDER" were highly successful and remembered. We will do the same thing in a modern literary manner and in a way that will preserve them for posterity. Ably-written and slanted correctly you will find that YOUR history presented in the form of six institutional good-will messages will receive more favorable comment and attention than any previous promotional effort you have engaged upon.

Your story can start either with the State of Minnesota charter "to construct a railroad in the direction of the Pacific" in 1857 or the taking over of the St. Paul & Pacific by James J. Hill and associates and its subsequent re-organization in 1879. Or the story may well start with James J. Hill's earlier activities--this is a matter of personal policy to be decided by you. Your present head, the leader or leaders who preceded him, have made industrial history--all that remains is for you to give the facts to a writer, let him dramatize the story and allow THE PIONEER to present it.

THE PIONEER will get under way with a circulation of 64,000; your rate of fifteen (15¢) cents per copy applies only to the 4,000 copies that we mail to your subscription list. These 4,000 copies--more if you desire them and we believe you will after analyzing the first issue and the interest created--carry the following imprint:

"tendered you with the greeting of one of
the pioneer industries of the Northwest."
THE GREAT NORTHERN RAILWAY COMPANY.

Mr. Louis W. Hill3

this message is printed in a dignified manner, minus any advertising touch, upon the lower right hand of the cover--the cover of each issue, will be in four colors, the work of an artist, arranged in such manner that it will be suitable for framing.

REMEMBER THIS: Your story appears with the same prominence, excepting the cover imprint on the remainder of THE PIONEER'S circulation--60,000 copies--gratis! And the 60,000 who receive the magazine will be folks who travel for their names are received from other industrial pioneers participating in this plan who will arrange their individual lists--of folks who buy, people who spend--just as carefully as you will yours,

Only 20 per cent of the display advertisements in newspapers and magazines are read yet 80 per cent of the men, women and children who pick up editorial matter--read it. That is the reason for our literary make-up--we guarantee that YOUR message--the dramatic story of HILL--the drama of the progressive westward movement of the Great Northern--will be read. And this is the reason why we wish your story to be well-written for we, too, wish prestige in our field and that can only be secured by the assurance that we fulfill our obligation to you.

In our research for a formula for this magazine we were told by Mr. Willoughby M. Babcock, Curator of the Minnesota Historical Society, that THE PIONEER will fill a long-felt need for nowhere in the Northwest is there reference files where students, writers and various craftsmen can secure knowledge on the industrial history and development of the Northwest. There are a few pamphlets put out in the 80's but that is all. With this in mind we will distribute 2,000 free copies monthly to an equal number of university, collegiate and civic libraries in the Northwest. It may be that the major high schools will interest themselves for it is a certainty that under our formula and with your co-operation THE PIONEER will become a literary success as well as proving a useful modern institutional promotion vehicle for you.

It may be that you do not have a staff member who can write--write well--if so, don't let him tackle your story. We'll do it without further cost to you--we have staff writers who have won their literary laurels in the class fields of this country, men who

Mr. Louis W. Hill4

can take your historic facts and weave them into literature. And please remember that all this-- your story ably written, attractively illustrated, "punch" from beginning to end--64,000 circulation-- is all yours at a total cost of approximately ONE CENT per copy of THE PIONEER.

Mr. Hill, we do not believe that the Great Northern has ever spent a promotional dollar to such advantage nor has it ever secured such widespread interest in your family, your organization and your service as it will under this simple, but extremely modern plan of THE PIONEER.

And that is our story, very briefly told.

Respectfully submitted,

W. R. Keffefer

WRH:S
221 Hamm Building,
February 28, 1934.



THE MAGAZINE OF WALL STREET

90 BROAD STREET NEW YORK, N. Y.

March 20, 1934.

An Alert Investor in GREAT NORTHERN RAILWAY CO. recently wrote us as follows:--

"I have been advised to buy some Great Northern Railway—but first I will appreciate your advice. Do you believe this stock still offers interesting profit possibilities although it is now considerably above its depression lows? Please give me your opinion of its 1934 prospects."
V. K., Chicago, Ill.

You, Too, Can Profit By the Timeliness of Our Answer--

The analysis we prepared in answer to these questions has met with such wide interest -- is of such immediate importance -- that I am sure you will want a copy of The Magazine of Wall Street in which it appeared.

What is the immediate outlook for Great Northern? What are its prospects for the balance of 1934? Will it be affected by unfavorable legislation -- helped by the 59¢ dollar? Is this the time to buy, hold or sell its stock?

These are the questions The Magazine of Wall Street has answered for you -- accurately and impartially -- for with its large staff of analysts constantly searching all fields of industry, economics, national and international finance -- The Magazine of Wall Street is in a position to give you accurate facts -- impartially because it has no interest in the purchase or sale of any securities.

And -- this is but one phase of the guidance we are prepared to give you -- guidance which has proven so profitable to our readers in the difficult markets of the past few years -- to bankers, brokers, careful investors - everywhere - who wouldn't be renewing year after year if this guidance wasn't the best they could secure even at many times its low cost.

I could take pages to cite instances of our accuracy over the past four years -- and the profits we have made possible for subscribers since November 26th, 1932, when we began advising the accumulation of stocks on recessions. Here are a few: --

Norfolk & Western.....	61 points	du Pont	56 $\frac{1}{4}$ points	Air Reduction	47 points
National Lead	83 "	R. H. Macy.....	62 "	Bohn Aluminum ..	33 "
Continental Can	30 $\frac{1}{2}$ "	Union Pac.	58 "	Corn Products	41 "

Recommendations like these appear in every issue of The Magazine of Wall Street as they develop. In the issue just going to press, for instance, we will offer --

- 5 Outstanding Opportunities in Low-Priced Rails
- Preferred Stocks Which Should Double in Value
- The New Outlook in the Railroad Equipment Industry.

SPECIAL OFFER: Return \$1 with the enclosed order. We will enter you for a trial subscription beginning with our important March 3rd issue -- with its timely analysis of Great Northern Railway -- by return mail -- without extra cost -- and the next three 35¢ issues immediately on publication.

Begin now to profit by The Magazine of Wall Street guidance. Mail your order in the enclosed reply envelope today.

Cordially yours,

113-2-625-F

Publisher.

Mail this coupon today—

Be sure to receive our important recommendations of—

5 Outstanding Opportunities in Low-Priced Rails

Selected by The Staff of The Magazine of Wall Street

The Magazine of Wall Street has made an outstanding record in the difficult markets of the past four years—in judging the trend of the market—and in selected sound securities in which the largest profits were made with the minimum of risk.

Its experts have now combed the entire field of low-priced opportunities—and in our March 17th issue will present five low-priced railroad stocks whose 1934 prospects are extremely bright.

We consider these recommendations as important as any we can make in our counsel to investors this year.

Also—Preferred Stocks Which Should Double in Value

No. 532

*Use this Coupon
for your first inquiry
with any offer*

THE MAGAZINE OF WALL STREET,
90 Broad Street, New York, N. Y.

Gentlemen:

I understand that as a yearly subscriber I
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of your Free Personal Service Department,
(Trial subscribers entitled to one inquiry
only) and shall be glad to have you give me
an expert opinion on.....

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☐ as a speculation.

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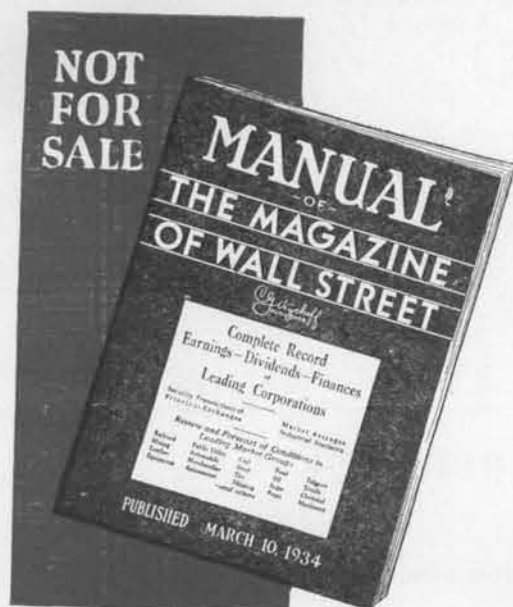
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Full Consultation Privileges of Personal
Service Department included with above
offers throughout my subscription.
(For Canadian Postage Add 50¢—Foreign
\$1 a year additional.)

Start with March 17th issue and send me March 3rd issue
with reply of Great Northern Railway—without extra charge.

113-2-625-F

THIS OFFER GOOD FOR TEN DAYS ONLY



Facts, Graphs and Statistics that will help you make your 1934 Business and Investment Plans.

Free with Yearly Magazine Subscriptions

... To Invest Successfully in 1934
You Must Act on Facts ...

To give you immediately the current status and possibilities in the various industries—the situation in individual companies—the current economic and business trend ...

THE MAGAZINE OF WALL STREET

Offers Its Twelfth Annual

MANUAL

A Year Book of Financial, Industrial, Security and Economic Facts

A most complete and helpful Manual prepared in a unique style, that saves your time and yet gives you complete information on every important industry and security

Yearly Magazine Subscribers Can Get This Volume FREE

Factual

and

Interpretive

Complete Statistical Records—plus one hundred tables and charts illustrating basic conditions in important industries and fully detailed tables giving leading companies' earnings over a period of years.

The financial position of all leading companies showing the ratio of assets to liabilities, the net working capital, etc., will be included. This is a very valuable feature in view of prevailing conditions.

Interpretation and Forecast—Practically every company of importance whether listed or unlisted is included. While the data gives the investor a complete record of their growth or decline, our interpretation and forecast will give him the benefit of our expert judgment in analyzing these corporations and their trends during 1934. Among other important features:—

COMPLETE STATISTICAL RECORDS..

Analysis of the Stock Market for 1933 with 1934 Outlook. By the Industrial and Security Experts of The Magazine of Wall Street.

- Earnings base for 1934 of all leading companies.
- Dividends changes and prospects.
- Stock market prices 1932-1933.
- Over-the-Counter prices.
- Curb market prices.

BONDS..

- Review and forecast of bond market for 1933-1934.
- Bond market prices for 1933.
- Foreign bonds.
- Listed and Unlisted bonds.
- Curb bonds.

The clarity and simplicity with which we present all data and interpretive comment will give you a clear and accurate picture,—not only of the position of the individual corporation, but of the industry of which it is a component part. This material will enable you to map out your investment course during 1934. It will tell you which securities to discard and which to hold,—and enable you to build a sound investment foundation.

This valuable volume will be sent **FREE**, providing you send in your subscription to The Magazine of Wall Street for one year using Special Coupon enclosed.

DOMESTIC TRADE AND BUSINESS..

Analysis of the Business Situation from the standpoint of recent events and prospective trend.

- Prospective trend of money and credit.
- Review and forecast of commodity prices.
- Analysis of surpluses and production trend for 1934.
- Industrial developments and changes.
- Trend of foreign trade for 1934.

SECURITIES..

3 Years' Earning record—present Financial Position. Illustrated with Charts and Tables.

- | | | |
|-------------------|------------|----------------|
| —Railroads | —Chemicals | —Oil |
| —Public Utilities | —Leather | —Tires |
| —Food and Packing | —Machinery | —Paper |
| —Chain Stores | —Textiles | —Sugar |
| —Mail Order | —Mining | —Shipping |
| —Automobiles | —Steel | —Tobacco |
| —Accessories | —Coal | —Radio and |
| | | —Communication |

To Be Sure of Getting Your Copy ... Mail the Coupon Today, as Our Edition is Limited to Actual Requirements ... Send Your Order at Once

Outlook For Business Profits

How Much Will The Administration Permit Industry to Earn?

By Laurence Stern

This article carefully weighs the various favorable and unfavorable factors which will be operative in business in the next several months. It will tell you to what extent business profits are likely to be curtailed in various industries by the Administration's program, making allowance for increased business activity against labor difficulties involving shorter hours and higher pay. This comprehensive article carries a message of vital interest to every businessman and investor,—and is the type of article for which The Magazine of Wall Street has become famous.

—Is the Security Market Now Discounting Prospective Corporate Earnings?

- What will first-quarter earnings indicate?
- To what extent will government orders sustain or stimulate business during the dull summer months?
- To what extent is the stock market affected technically by the government's program?

By A. T. Miller

Increasing selectivity should mark the current markets because the main trend will be affected in various ways by labor adjustments and other governmental policies to be announced during ensuing months. While the progress in many corporations will be retarded, others will benefit greatly. This article analyzes the market both from its fundamental and technical aspects and suggests the type of stocks to buy—to sell—and to hold.

Special Security Suggestions

—5 Outstanding Opportunities In Low-Priced Rails

By The Staff of the Magazine of
Wall Street

Selected from well-situated rails, showing steady improvement with excellent prospects ahead.

—Preferred Stocks Which Should Double in Value

By H. F. Travis

Selected from among companies which have built up large arrearages and are now definitely headed toward resumption of preferred stock dividends and higher prices. These stocks are selling at moderate prices and have the advantage of the enhancement of a common stock, plus the additional security of a senior issue.

—Special Industrial Feature—

—The New Outlook in Railroad Equipment Industry

By J. C. Clifford

New orders in this industry have been almost at a standstill for several years. Few industries have fallen further in depression. Yet railroad needs are increasing. What are the prospects of revival of their purchases? Large profits can be made when the turn comes,—and this article will enable you to participate in it.

—Exclusive—

★★The Guaranteed Mortgage Situation From The Inside

—What chance has the owner of guaranteed
mortgages today?

What are the prospects of salvaging the sums of investors currently tied up in guaranteed mortgages? Legal difficulties and company mismanagement have produced a complex situation. This article clarifies the problem for the individual and suggests what can be done to conserve income and principal.

★★★Industries Benefited—Industries Injured By The New Tariff Policy

By Theodore M. Knappen

As Part 1 of this series of articles on "Nationalism or Foreign Trade" points out, new markets will be thrown open to some industries and will benefit them greatly,—whereas, others will be forced to compete with foreign goods which will be admitted. This article devotes itself to a consideration of how the industries in which there is investment interest will fare under the new policy. It tells you how your investment holdings or your business may be favorably or adversely affected.

A few of the vitally
important features
in the

Mar. 31

issue of

**The MAGAZINE
OF WALL STREET**

THE MAGAZINE OF WALL STREET
90 Broad Street, New York, N. Y.

Date.....

Gentlemen: Enclosed find \$7.50. Send me THE MAGAZINE OF WALL STREET for one year (26 issues), beginning with the issue of April 14th, 1934. It is understood I am also to receive the issue of March 31, 1934, and that I am entitled to receive at any time your advice regarding listed issues (as many as 3 in each inquiry) particularly:

.....

Name Street Address

Occupation City and State

Canadian postage 50¢—Foreign \$1 a year additional

Investment Experts Answer Your Inquiries by Personal Letter Without Charge

[3-27-34]
15-2

Mr. Hill:

Mr. Kenney subscribes, personally, for the Magazine of Wall Street. Herewith is copy of the Great Northern Railway Company article which appeared in the March 3rd issue of the magazine mentioned in the circular letter also attached.

I A C - 3-27-34

*Robert
Thanks to Mr. Kenney
returned to
Office 3-31-34*

GREAT NORTHERN RAILWAY CO.

I have been advised to buy some Great Northern Railway - but first I will appreciate your advice. Do you believe this stock still offers interesting profit possibilities although it is now considerably above its depression lows? Please give me your opinion of its 1934 prospects. - V.K. Chicago, Ill.

Formerly dependent for revenues largely upon the movement over its lines of agricultural products, the "Great Northern" now derives a substantial portion of its traffic from products of mines. Because of the decided improvement which was enjoyed by the steel industry and which resulted in substantially increased loadings of ore, the road earned 84% of its fixed charges last year, which compares with a coverage of only 32% for 1932. In view of the Administration's determination to raise the purchasing power of the farmer, the extensive agricultural section traversed by the lines of this road, should yield increasing quantities of miscellaneous freight. Moreover, the anticipated revival of rail and equipment purchases by the railroads, should act as a further impetus to the steel industry which augurs well for future ore shipments. "Great Northern's" investment in the "Burlington" resulted in an increase of approximately \$2,488,000 in "other income" because of a dividend declared on the latter road's stock last December. Financial condition of the subject road as of December 31, 1933, was strong, with total current assets of \$32,066,952, including cash and equivalent of \$19,297,476 comparing with current liabilities of \$20,146,723. Although the maturity in 1936 of a substantial issue of bonds may preclude dividend distributions on the stock over the medium term, its long range potentialities are believed sufficiently promising to justify limited speculative purchases around prevailing quotations.

From The Magazine of Wall Street - March 3, 1934.

L. W. H.:

[May 9] [1934]

15-2 ✓

Coming from Duluth on the train I happened to be reading the Sunday edition of the New York Daily News and in the rotogravure section was interested to see the attached page of publicity and photographs relative to the President's trip through the West. As the Great Northern is mentioned and photographed in several places I thought you might like to look this over.

P.L.R.



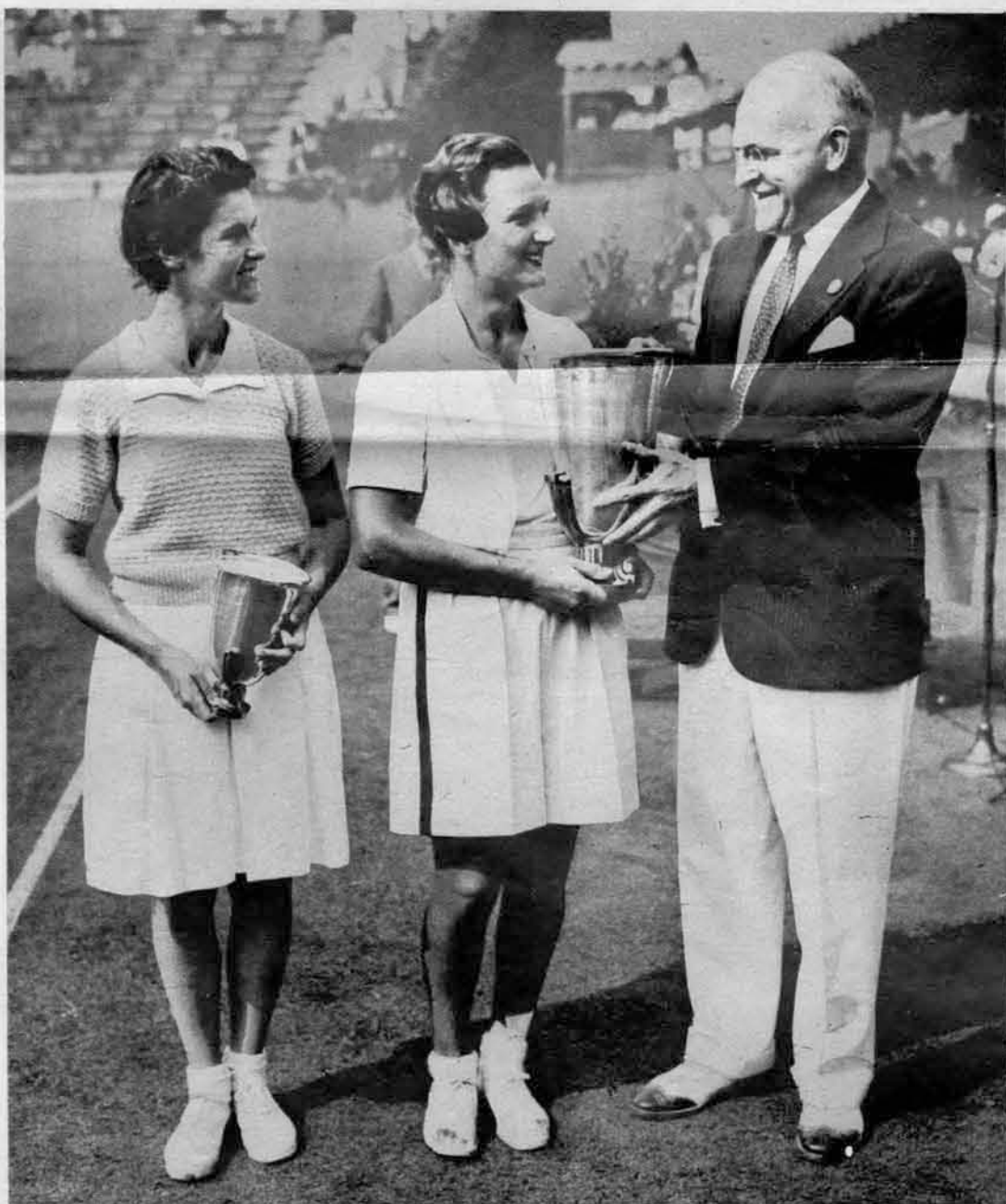
Up from the depths. They can't be seen, but it's safe to assume Dr. William Beebe and Otis Barton, his assistant, were anxious to get out of their bathysphere when this picture was made. They had just been hoisted aboard their boat after taking a look at ocean life 3,028 feet below the surface off Nonesuch Island, near Bermuda. Descent established a new record for deep-sea exploration. John Teevan is unscrewing the porthole cover of the metal ball. Beebe and Barton reported seeing fishes hitherto unknown.

(By Acme)



She's in politics. While her arch-rival, Helen Jacobs, was annexing the women's national tennis title, Mrs. Helen Wills Moody was taking part in California politics. Here is the former queen of the courts introducing former Governor C. C. Young to a group of women at a meeting in San Francisco. Young is again a candidate for Governor.

(By Wide World)



Queen Helen II continues to rule. W. Merrill Hall presents the Championship Challenge Cup to Helen Jacobs of California a few moments after she had trounced Sarah Palfrey (left) of Brooklyn, Mass., in finals of the Women's National Singles tourney at Forest Hills. It was the third time the pretty "Jake" had copped the title. This time she keeps cup.

(By Associated Press)



Portrait of an exile. It isn't often Dizzy (Jerome) Dean, pitcher for the St. Louis Cardinals, sees a ball game from the stands. But here he is watching his mates play the Cubs at Wrigley Field, Chicago. Mrs. Dean is with him. Dizzy and his brother, Paul, were suspended when they failed to show up for exhibition game in Detroit. Paul made peace with Manager Frank Frisch, but Dizzy refused. He was fined \$100 and suspended indefinitely.

(NEWS photo)



In conference. No Presidential Special would be complete without its quota of officials. With the Special speeding across Montana, U. S. Senator Burton K. Wheeler (left) exchanges confidences with Federal Marshal Willis of his home State.



First aid to the inner man. In this kitchen of the Great Northern diner all the food eaten by the President and passengers on the Special from Portland, Ore., to St. Paul, Minn., was prepared. Expert chefs, cooks and waiters man the diners of the various lines, with the passengers the winners as the employees try to outdo one another.



"First call for luncheon." One of the busiest places on the Special is the diner. In fact, business is always brisk, because of the large number of officials, employees and newspaper men who travel on the train and who must—and do—eat. Each road over which the Special operates attaches its own diner, this being the only change in the train's makeup.

Making assurance doubly sure. Careful inspection of every mile of track over which the President's Special is to pass is not enough. In addition, a pilot train precedes the Special. If any switches have been spiked or rails tampered with, the pilot train encounters them first. Here's the pilot train, with the Special behind it, on arrival in the cold gray dawn at Belton, Mont.



The iron horse gets plenty of grooming. Picked men—engineers, firemen, brakemen and porters—man and operate the Special. At each stop of the train, additional hand-picked experts go over the whole train, checking all mechanical parts. Here's the huge oil burning engine of the Great Northern which drew the President's Special from the west coast, getting attention from experts at one of the stops.



Aids to their majesties, the general public. To the end that the people be kept informed of all developments, press conferences on the Special are held in the club car. Here Lawrence Westbrook (third from left), Federal Emergency Relief Administrator, is detailing for the Washington correspondents the latest developments on the drought situation and the Government plan to buy cattle.

WHITE HOUSE On Wheels

It is much more compact, but no less efficient than the Executive Mansion in Washington, D. C. It is a train made up of standard passenger rolling stock: baggage, sleeping, dining and observation cars. It is used when the Chief Executive does any extended traveling by land and becomes, while he is aboard, the center of government of the United States. Herewith are presented exclusive pictures of the White House on Wheels which brought President Roosevelt back from the Pacific Coast.

(All NEWS photos by Costa)



"According to a White House statement—" And those statements keep coming, even on the Presidential Special. Henry Kanneo, White House confidential stenographer, gets out mimeographed copies of one of the President's speeches for distribution to the newspapers. All statements issued from the Special first are mimeographed, then passed out.



Ironing out the schedule kinks. On the shoulders of "Doc" Smithers (right), veteran White House employe, rests the responsibility of arranging the Special's schedule of arrivals and departures. Here he is going over the time tables with Daniel Morrison, Baltimore & Ohio passenger agent, aboard the train.



Business as usual. Putting the White House on wheels means no rest for the office personnel. Letters must be answered and correspondence turned out. So Stephen T. Early, one of the President's secretaries, dictates to Miss Dorothy Jones of the White House stenographic staff, as the Special speeds eastward.



Absolute privacy insured. With the comfort and safety of the President always the first consideration, constant and unrelenting vigil is the watchword. This picture illustrates that vigil perfectly. The Special has just arrived at Belton, Mont., at 5 A. M. The train is left standing some distance from the station. Soldiers are posted around the President's private car to insure his uninterrupted sleep. That's a Secret Service man standing in the shadow on the car's rear platform.

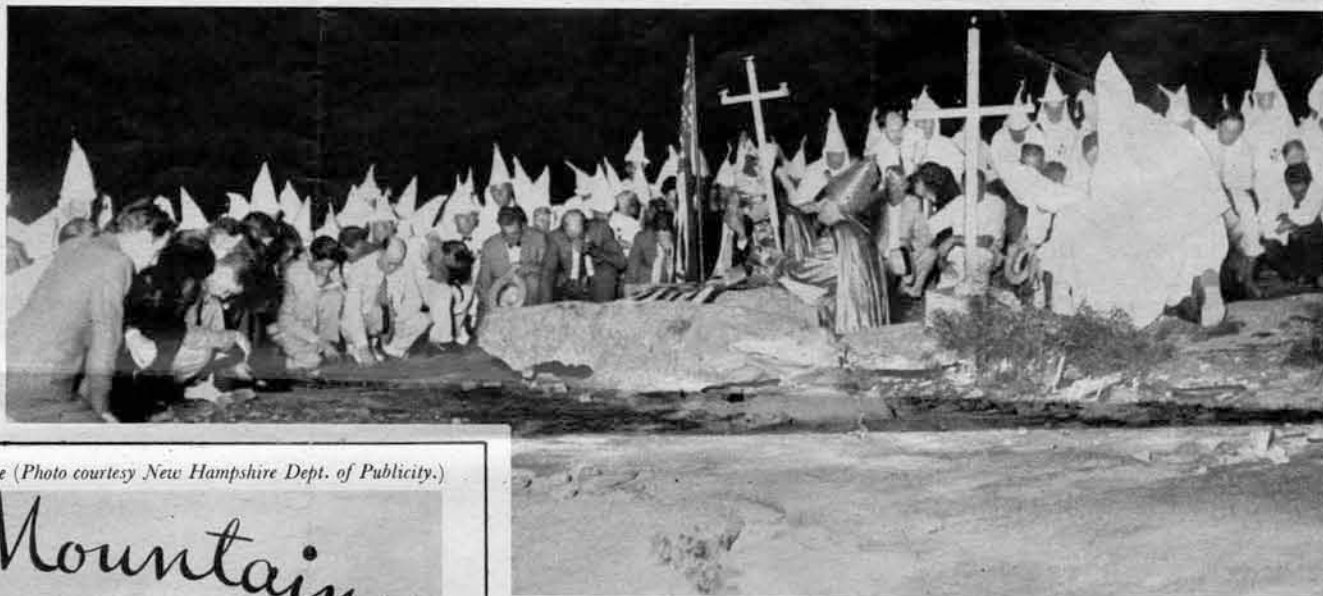


The ever-present welcoming crowd. No matter what the hour of the day or night, the arrival of the President's Special at a station attracts throngs of people. From the cab of the locomotive this picture of the waiting hundreds at Belton, Mont., was snapped, with the majestic peaks of the Rockies in Glacier National Park in the background.



Athletic Russia on parade. Massed in formation in Red Square, Moscow, 130,000 athletes stage a gigantic sports parade before high officials of the Soviet government and the Communist Party, stationed in front of the tomb of Nikolai Lenin.

(By Acme)



The klan gathers anew. On Stone Mountain, near Atlanta, Ga., birthplace of the Ku Klux Klan, 50 new members are initiated. The ceremony followed announcement by Imperial Wizard Hiram W. Evans, at the national klanvocation, of a membership drive. The klan, he said, will battle "the menace of Communism."

(By Associated Press)

• Echo Lake, New Hampshire (Photo courtesy New Hampshire Dept. of Publicity.)



NEW HAMPSHIRE

WHITE or Green, New Hampshire or Vermont! Both states are ideal vacation lands. Smooth-rolling, hump-backed mountains to gaze at and roam through, swift-flowing streams and plenty of placid lakes loaded with fish—trout, pickerel, salmon, bass; mountain trails; camping sites; fine hotel resorts; golf courses; and a wondrous scenic beauty. New Hampshire features Lake Winnepesaukee with its 300 islands, the Great Stone Face immortalized by Hawthorne, the Famous Flume walk trod by countless tourists for

PICK YOUR COLOR!

generations. Mount Washington, highest peak in New England, and its inundated shore line for surf bathing. While Vermont has its historic Lake Champlain reminiscent of Ethan Allen and his Green Mountain Boys, that famous maple sugar which tourists sap up in their "sugaring-off" parties, 700 miles of lovely bridle paths, and about 75,000 acres of State and National forest parks. Well, what's your

color—white or green?

Maybe The News Travel Bureau can help you decide with helpful advice on both resorts—roads to travel, points of interest, train routes, rates and schedules, hotels to stop at. Or if you have any other trip in mind—stop in. All sorts of travel literature and information, boat sailings and deck plans—FREE OF CHARGE. For a complete itinerary for any vacation, come in person, phone, or write—THE NEWS TRAVEL BUREAU, 220 East 42nd St., N.Y.C. MUrray Hill 2-1234, Ext. 389.

VERMONT



• Lake Dunmore, in the Green Mts., Vermont (Photo courtesy New York Central R.R.)



Heave ho, my hearty. And Pamela Bourne, as a member of the crew of the Finnish grain ship Herzogin Cecilie, does just that on the craft's arrival at Belfast. She signed on as one of the crew of the four-masted grain ship for the voyage from Wallaroo, Australia. She's a daughter of the late Sir Ronald Bourne, a former secretary for defense in the Union of South Africa.

(By Wide World)

May 17, 1934

Mr. Geo. W. Gauthier,
756 Oakdale Avenue,
Saint Paul, Minnesota.

Dear Sir:-

Replying to your letter of May 15, I am not an officer or director, nor have I any responsibility, in connection with the Glacier Park Hotel Company and have, therefore, referred your letter to the officers of that Company.

You will no doubt hear from them direct if they are interested or not in talking with you.

Yours very truly,

(SIGNED) LOUIS W. HILL

Copy for Mr. W. P. Kenney:-

Mr. Gauthier's letter to me is hereto attached.

Louis W. Hill

MINNESOTA TERRITORIAL PIONEERS

St. Paul, Minnesota, May 15, 1934

Mr. Louis Hill;

Dear Sir:

In writing this letter thinking you might be interested in something which tourists at your Glacier Park in Montana as they do in winter resorts. If I could have an opportunity of showing you what I have I think you would be somewhat interested. I make from pine knots every kind of novelties such as birds, animals, idols of China, Japan, India. The odd shapes of those knots suggest to me many things which I cut out with a knife. I would like to go to the Park for a while this summer. I know my work would interest your guests. If you will allow me to show you what I have I will be glad to do so. I was born in St. Paul 1853, so you see I am 80 years old. I knew your father and mother before they were married. I am a retired letter carrier and do this with my pension to get along. Thanking you in advance I remain

Respectfully,

Geo. W. Gauthier
756 Oakdale Ave.

15-1V
Red Eagle Railway Station
(Nyack. Post Office) Mont.,
August 8, 1934.

L.W.Hill,
Chairman, Board of Directors,
Great Northern Railway Co.,
St Paul, Minnesota.

Dear Sir:

I was a neighbor of W.J.Hilligoss at Foley, Minn. and we both Railroaded I working in the General Telegraph Office, and Mr.Hilligoss cruising for the Land Dept. We met again when you sent Mr.W.J.Hilligoss to Midvale, Mont. (Glacier Park) I, being the first Station Agent at that point. In fact, we had much of your presence during initial development work.

I am still employed by the Great Northern Ry. but I have not seen Mr.Hilligoss for at least two years.

Almost every tourist season, I invite my friends to tour the Park and I pay their expenses at Hotels including the Prince of Wales.

I am not referring this matter to you because I care for the dollar involved and it is not my intention to proceed further but I do not like the way this matter was handled. I would not address you but, if that kind of work is going on in the Park, I feel that you should have the information.

Very truly yours,

Thos. C. Mullen
Thos. C. Mullen

Opr. Interlocker signalman.

[with 8-8-1934]

COPY

Nyack, Montana,
July 24, 1934.

Supt. Scoyen,
Glacier Nat'l Park,
Belton, Montana.

My Dear Sir:

Please peruse following submitted for the
benefit of Park Service.

On July 5th, 1934, between 12:20 P.M.
and 12:40 P.M. Mr. Norman K. Johnson, wife, and son who were
my guests from Wallace, Idaho (auto license 4R 281 Ford)
and myself, residing at Nyack, Mont. entered Glacier Nat'l
Park (West entrance) with Registration No 86366 making
the circle and returning to Nyack.

The Johnsons being my guests I of course
wished to pay the registration fee which was \$1:00 and
which I did with convincing explanation that I was pay-
ing this fee.

Mrs. Johnson and I were occupying the rumble
seat, she on the left and I on the right side and Mr.
Johnson driving. However Mr. Johnson was requested to pay
\$1:00 acknowledged by him and the payment being observed
by his wife from left side of rumble seat but not observed
by me from right side.

In the circumstances one dollar should be re-
mitted to Mr. Norman K. Johnson, Wallace, Idaho.

RED EAGLE

-Railway Sta.
Aug. 8, 1934.

Note-NO reply made by
Mr. E. T. Scoyen to date
August 8th, 1934

J. L. Muller
Opf-Interlockerman

Yours very truly,

Mrs. Margaret L. Muller



PERSONAL

Louis W.Hill, Chairman Board Directors,
Great Northern Ry Company,
Saint Paul,
Minnesota.

DAY LETTER



BE BRIEF

BELTON MONT JULY 31 1934

T C M

SORRY FOR THE DELAY TOM BUT JUST GOT THESE PAPERS BACK FROM
PARK OFFICE. THEY CLAIM THEY HAVE MADE INVESTIGATION AND ARE UN-
ABLE TO FIND WHERE A DOUBLE CHARGE HAS BEEN MADE.

BOYS AT CHECKING STATION SAY THEY NO NOTHING OF IT AND #
I AM SURE I DO NOT KNOW JUST HOW YOU COULD GO ABOUT IT TO PROVE
THAT THEY GOT IT,

ORR

Red eagle, Aug 8, 1934.
The above is a reply
from Mr. Rue who took
the matter up timely for
me.

Jos. C. Mullen
Opr-Interlocker signalman



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