

15-2
[1935]

To Our Best Friends~*The Ticket Agents*



The Great Northern Goat

Now emerging rather timidly from a long hibernation

FALL 1935

VOL. 8 NO. 7



Like most folks, the deer quit work to see the trains go by. These white tails were "shot" from the EMPIRE BUILDER, whizzing along the Flathead River, in Montana.

Empire Builder cuts time westbound by 30 minutes

A half-hour cut in the running time of the Great Northern's EMPIRE BUILDER from Chicago to the Pacific Coast was made Sunday, September 29.

This famous train now leaves Chicago at 11:15 p.m., instead of 10:45 p.m., and makes up the 30 minutes between Chicago and St. Paul. There has been no change in its schedule west of St. Paul, nor in the eastbound schedule.

During the past seven years, beginning with the completion in 1929 of the Great Northern's 8-mile tunnel under the Cascade mountains, about ten hours have been slashed from the running time between Chicago and the Pacific coast cities.

Under the new schedule the running time from Chicago to Portland will be 58 hours and 20 minutes; to Seattle, 58 hours and 45 minutes. Before 1929 the running time was 68 hours.

golf there most anytime, and see pansies growin' in people's yards on Christmas day.

I'll bet my old Stetson—and I think a lot of that old hat too—that anybody you steer around to the EMPIRE BUILDER on their way to Mae West's home town, or comin' back from there, will be mighty tickled you suggested it.

Well, boys, I got to be amblin' on, but I'll see you again soon . . . Com'on, January.

JACK FROST and OLD MAN WINTER Glorify Northern Route to California

By the OLD TIMER

I got to thinkin' the other day about those folks who saved enough out of what we affectionately call our late lamented depression to still afford to bask in California's winter sunshine.

You know, a lot of folks make a bee-line for warmer climes the minute the snow begins to fly. You'd think that just one more little snowflake was goin' to be their undoing. They get in such a panic that they whizz right around a lot of good sight-seein' on the way.

Why, dog my cats, they're just lettin' some-thin' big slip by them when they don't take a look at Montana's Rockies and the Cascade Range in Washington after Jack Frost and Ol' Man Winter get busy on 'em. There's scenery what is seein'! Mighty pretty in the summer, of course, but in the Fall and Winter just a never-ending panorama of spectacles as glorious as can be imagined. Sort of a regular fairyland—changin' from green, to gold, to white.

An' the weather ain't no excuse any more for not comin' this way because it's just the same summer and winter in the air-conditioned EMPIRE BUILDER. Let it snow and blow, and let the old thermometer take a nose dive—you'll never know it on this train until you look out of the windows. An' that's where the big thrill comes in—whirlin' along in luxurious comfort, while outside winter is whizzin' by in all its glory.

The EMPIRE BUILDER just blazes away through it all, clickin' off the miles just like it does in the summer. It wheels along right on the heels of Old 27, the FAST MAIL that carries your letters to Spokane, Seattle and Tacoma. An', of course, everyone knows that "the mail must go through." So, you see, the Great Northern just sort of naturally knows all the wrinkles about puttin' its trains through on time regardless of weather.

The scenery does tricks on you too after the EMPIRE BUILDER shoots out of that 8-mile tunnel and begins to glide down the west slope of the Cascades. All of a sudden you drop out of that fairyland with thousands of sparklin' Christmas trees growin' everywhere and find yourself in the green, summerlike Puget Sound country. Then the train scuttles right along the shore of the ocean, to Seattle.

The traveler who has a hankerin' for winter sports will find Mount Rainier to his likin'. It's only a short distance from Seattle and Tacoma and its fast growin' famous as a winter resort. The City of Portland, too, is an attraction right through the winter. You can play



Scenes like this are the reward of the winter traveler on the EMPIRE BUILDER.

» » and Sudden Death

ASTOUNDING ARTICLE ON HIGHWAY ACCIDENTS Suggests Stronger Safety Appeal to Travelers

You probably have read J. C. Furnas' article, "... And Sudden Death," which appeared in a recent issue of Reader's Digest. If you haven't you'll want to. We will gladly send a reprint to any Ticket Agent; just address the Passenger Department of the Great Northern Railway, St. Paul, Minn.

"... And Sudden Death" unquestionably has been more widely reproduced and has occasioned more comment than any magazine article in recent years.

Like the gruesome spectacle of a bad automobile accident itself, the realistic details of the article will nauseate some readers. And that is exactly what the author seeks. He has set out deliberately to make the highway traveler "death conscious."

Starting out mildly enough, Mr. Furnas says:

"Publicizing the total of motoring injuries—almost a million last year, with 36,000 deaths—never gets to first base in jarring the motorist into a realization of the appalling risks of motoring. He does not translate dry statistics into a reality of blood and agony.

"Figures exclude the pain and horror of savage mutilation—which means they leave out the point. They need to be brought closer home."

So Mr. Furnas proceeds to blaze a new trail to make the highway traveler conscious that death rides with him. And this prompts the thought that perhaps a brand new trail would be helpful toward making more travelers conscious of the safety of railway travel.

The railroads talk about safety only in an abstract way. And they cite statistics. But perhaps, as Mr. Furnas might say, publicizing the small number of railroad passenger accidents, with only 27 deaths last year—never gets to first base in jarring the traveler into a realization of the safety of railway travel. The traveler does not translate dry statistics into a reality of long life and sound body. Figures exclude the pain, the horror of savage mutilation—which means they leave out the point. They need to be brought closer home.

If what Mr. Furnas says applies with equal force to the safety of railway travel, wouldn't

He Drove His Own Car!



Maybe it WAS the other fellow's fault... So what?

it be well to go behind dry statistics and deal with facts that stir the imagination? Here are a few that should make any traveler who has an aversion to morgues and hospitals sit up and think.

The heavy steel cars used by all railroads today do not crumple, crush and fold up, flattening out human bodies and severing heads and limbs.

The passenger in a train is riding on a private right-of-way. His safety doesn't depend upon the very questionable skill and judgment of thousands of Toms-Dicks-and-Harrys behind steering wheels. It doesn't help the cautious driver much to pass out with the thought that it was the other fellow's fault.

The railroad passenger's safety isn't imperiled by the mechanical imperfections of a large portion of the motor vehicles on the highway today, whose owners have only to plunk down the required license fee to enjoy the privilege of running amuck at any moment.

The train passenger rides on a private right-of-way that is safeguarded at every turn. He is protected by a time-tested system of train orders and automatic block signals. There is no tense dodging in and out of traffic or split-second escapes at tops of hills and at blind curves. The automatic signals are the engineer's eyes protruded two and three miles ahead.

Railroads' Method Would Slash Highway Accidents

Editorial From The Minneapolis Tribune

If the problem of accident prevention, in its entirety, could be turned over to the railroads of the United States for solution, there is every reason to believe that spectacular results would follow. The railroads are not content with preaching safety; they achieve safety.

In the whole history of accident prevention, there is no more brilliant chapter than that written by American railroads.

The industry decided many years ago that a reputation for safety, steadfastly maintained, was of first importance to it. To acquire that reputation the railroads have left no stone unturned. They have labored unceasingly to minimize the human element in accidents; they have spared no expense in the development and installation of safety devices; they have placed great emphasis upon a trained, efficient and responsible personnel.

The result of all this striving is plainly visible today... Yet that record was made in a nation which last year saw 36,000 persons killed in automobile accidents, and a million injured.

We have much to learn about safety, apparently, from the railroads of America. What a pity that the methods they employ, the foresight they exercise, the bulldog determination they have shown cannot be brought to bear upon the nation's traffic problems.

The tracks and the trains themselves are maintained in perfect condition. Every device known to science has been put to work protecting the passengers.

Train crews are men of long experience, carefully trained, and rigidly supervised. They are held strictly accountable for the slightest infraction of safety requirements. Carelessness on the highways is seldom punished until there is at least one body in the morgue or a terribly mutilated victim in the hospital, and then a sentimental jury usually finds that the accident was "unavoidable."

The railroads place a high value on human life. And, incidentally, so do juries when the railroads are involved! But the railroads own and control their own rights-of-way and they leave nothing to chance that affects human life.

Nor is safety something that affects the traveler alone. There are widows, orphans, other relatives, and friends. Death leaves bitter anguish in its wake, and oftentimes destitution.

And if you go behind the statistics on deaths to the occupants of trains, automobiles and airplanes that are published by the National Safety Council, you will discover that it is only one-seventeenth as hazardous to travel by train as by highway and only one-thirtieth as hazardous as by airplane.

You who are selling railroad transportation are selling one of the finest products in the world—even if a lot of people don't appreciate it. And the fact that they don't always appreciate it is something all of us can do something about. We can all take a tip from Mr. Furnas' timely article.

This Way of Traveling Tops All for Safety



The EMPIRE BUILDER Crossing Stone Arch Bridge Across Historic St. Anthony Falls, Minneapolis

LOW FARES ANNOUNCED For HOLIDAY TRAVELERS

Holiday fares in Great Northern territory east of Idaho, as well as to cities on other lines in the Middle West and South, were announced in early October, as follows:

First Class—One and one-third the regular one-way fare.

Coach Fares—One and one-half the regular one-way fare. (Minimum fare, 50 cents.)

These fares apply to the territory bounded on the east by Chicago, St. Louis, Memphis and New Orleans; and on the west, by Ogden, Salt Lake City, Albuquerque and El Paso.

The fares become effective December 12, continuing on sale to January 1, with January 31 as the final return limit.

Fares in Great Northern territory west of Montana, and to the East, will be announced later.

Day Time Ride Thru Cascade Range Affords Scenic Trip

The Great Northern's 8-mile tunnel through the Cascade Range, in western Washington, continues to be the object of unusual interest. Many inquiries are received from travelers as to how they can arrange their trips so as to ride through America's longest railroad tunnel and see the Cascade Mountains in the daytime.

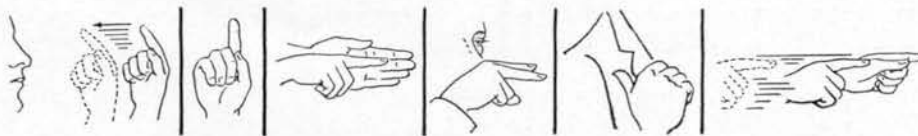


West Portal of 8-Mile Tunnel.

This can be done by using the CASCADIAN between Seattle and Spokane. These trains operate on a 10-hour schedule, leaving Seattle and Spokane at 8:30 a.m., and arriving at both destinations at 6:30 p.m. Air-conditioned coaches, with cafe service, assure the passenger a comfortable trip.

Travelers on these trains see the Columbia River, the Rock Island power project, the famous Wenatchee apple district in Central Washington, ride behind powerful electric engines through the mountains, and travel on the huge seawall along Puget Sound.

Eastbound passengers can spend the night at Spokane and catch the EMPIRE BUILDER at 7:45 the next morning. Westbound passengers leave the EMPIRE BUILDER at Spokane, spend the night there, and take the CASCADIAN to Seattle the next morning.



William Tomkins of San Diego, in a mighty interesting book on the Indian Sign Language, says that a good sign talker can carry on a conversation about three times as fast as he could speak. This is because each unit of the sign language deals with ideas instead of words.

As lesson No. 1 for The Goat's Sign Talkers' class we present Mae West's famous words, "Come up and see me sometime." But come to think of it, we've seen Mae (in the movies) put across the same idea with lots less effort.



Now that footballs are filling the air again, take a look at "Pop" Warner in the center of this Blackfeet huddle.

THE BLACKFEET INDIANS *a New Book and the first of its kind ever printed*

A unique volume entitled BLACKFEET INDIANS has been created in response to calls from persons who through their visits to Glacier National Park became interested in the Blackfeet and were anxious to learn something of their life before the reservation hemmed them in and made them farmer-ranchers; and also from persons who having seen isolated examples of Winold Reiss's portraits of the Blackfeet, wanted an authentic collection of his work.

Large full-color reproductions of forty-nine paintings by this foremost painter of American Indians are included between the covers of this book.

The story, OUT OF THE NORTH, by Frank Bird Linderman, author of the INDIAN WHY STORIES and other books about the plains Indians, is the first authentic historical account of the Blackfeet Indians. Fifty years ago, as a young man, the author went to live among the Blackfeet. His story is one of beauty that is sadness; of courage that inspires; of duplicity that makes a white man's conscience squirm.

The volume is one that will suggest some strange thoughts to us who talk about our modern standards of living . . . who turn on heat and light and music . . . who project our voices through the air and over slender wires . . . who cheat the heat of summer and the cold of winter . . . who travel in luxury across the plains where not so long ago the Blackfeet roamed on foot or horseback—the primitive Blackfeet, happy with few possessions and fewer comforts, yet doomed to disillusion from the day the civilized white man first appeared on their horizon.

Making Friends for the Railroads

WHITEFISH, Mont.—She was an old, old lady, 94 years, in fact, and was a passenger on the EMPIRE BUILDER enroute from Chicago to Tacoma. She was taken ill during the stop at Whitefish and the train was held until a local physician could be found. It was good to see the extreme kindness of the Pullman crew and her traveling companions.—Great Falls (Mont.) Tribune.

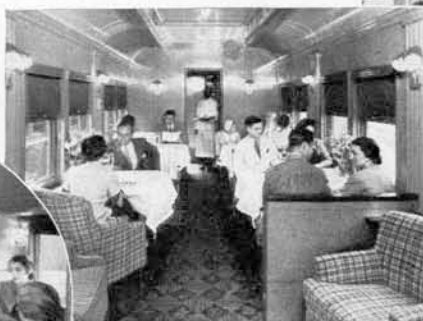
BLACKFEET INDIANS is on sale at most book stores. The price is \$3.50.



Winold Reiss visiting a Blackfeet camp near Swiftcurrent Lake, in Glacier National Park.

The WINNIPEG LIMITED

*More
Speed!*



*More
Luxury!*

**20-Room Home
Packed in One
Pullman Car**

Almost every day the travel-by-rail industry comes along with something new to woo back fickle passengers who deserted our ribbons of steel for rubber tires.

One of the later wrinkles is the "hotel" car, although "home" car seems to come a bit closer to describing it adequately. For it compacts a complete and luxurious 20-room home into an 81-foot steel Pullman and adds some luxuries that still are not found in most of the finest homes today.

The Great Northern has placed these cars on its WINNIPEG LIMITED, overnight trains between St. Paul-Minneapolis and Winnipeg.

Built into the one car are eight sleeping sections, with upper and lower berths; dressing rooms; kitchen; pantry; and, at the rear, dining facilities and the observation-lounge room.

The "household staff" includes a porter, cook, cook's helper, and two waiter-attendants.

Furnishings, decorations and lighting are of the most advanced designs, and the air-conditioning, in addition to maintaining a cool, uniform temperature, seals the cars against dust and noise, and thereby is one big step ahead of modern houses.

Additional sleeping space on the WINNIPEG LIMITED is afforded by an air-conditioned sleeping car with eight sections, two compartments and drawing room.

**At Rugby, North Dakota, You're
On the Center of North America**

When the west-bound EMPIRE BUILDER stops at Rugby, N. D., at 9:13 every evening, its passengers are almost exactly on the geographical center of North America, writes George W. Wilson of that enterprising city.

And, unlike the center of population which at present is said to be somewhere in Indiana but keeps moving westward, Rugby stands to retain its unique distinction.

The city has the exact spot pinned down with a substantial monument.



STILL FASTER SCHEDULE

NORTHBOUND

Leave St. Paul	- - - - -	7:35 p.m.
Leave Minneapolis	- - - - -	8:10 p.m.
Arrive Winnipeg	- - - - -	8:50 a.m.

SOUTHBOUND

(No Change)

Leave Winnipeg	- - - - -	6:00 p.m.
Arrive Minneapolis	- - - - -	7:30 a.m.
Arrive St. Paul	- - - - -	8:00 a.m.

Another 30 minutes was cut from the northbound schedule of the WINNIPEG LIMITED on October 13.

This latest time slash makes a total of two hours cut from the running time of this train within the last five months.

Under the new arrangement passengers can leave Chicago as late as 1 o'clock in the afternoon and be in Winnipeg at 8:50 o'clock the next morning.



Nell Brinkley, creator of the curly-haired-girl drawings which appear in many newspapers and magazines, gets some new headdress ideas from the Blackfeet at Glacier Park. The nationally famous artist and her son, Master Bruce McRae, made some of the trail trips late last summer.

Low Winter Excursion Fares to Attract Travelers

Winter excursion fares to and from the Pacific Coast have been authorized for the 1935-36 season. Destinations are to be the same as for the summer excursion fares for last season. The same optional routes will be offered, including the Great Northern's EMPIRE BUILDER in one direction to or from California territory. Stopovers will be allowed at all points enroute within the time limit.

The tourist car tickets, with 6-month limits, will be 72 per cent of the present all-year fares; the day coach tickets, 56 per cent.

From Chicago to California, the intermediate class fare will be \$79.95; coach class fare, \$62.20.

Glacier Park Observes Its Silver Anniversary

As a fitting observance of its 25th anniversary, Glacier National Park smashed all attendance records again this season. A total of 140,256 persons came to see the Blackfeet's "Land of the Shining Mountains." This was an increase of 22 per cent over last year.

Just to show how rapidly this youngest of the large national playgrounds is increasing in popularity, the total registrations for the last four years are given below:

1932,	53,202
1933,	73,962
1934,	114,577
1935,	140,256

For three consecutive years, and in the face of none too favorable economic conditions, Glacier Park has hung up new, all-time attendance records.

In 1913, three years after the park was created by Congress, the attendance was 11,000.

Another event of Glacier Park's silver jubilee was the arrival of its millionth visitor. This honor fell to Dr. C. Simpkins, anatomist at the University of Tennessee, who arrived with his wife on September 4.

The largest number of visitors in the park on a single day also occurred this year, on July 4, when 4,745 persons passed through the various entrances.

This portion of the continental divide, with its high peaks, glaciers, lakes and dense forests was the last frontier of the explorers. It was little known to the white man a hundred years ago.

Meriwether Lewis beheld its sawtoothed outlines from afar in 1806. In 1846 Hugh Monroe, a white fur trader who married into the Blackfeet tribe and became a chieftain, reached the shores of St. Mary's lake. In 1853 A. W. Tinkham, an engineer, explored Cut Bank Pass.

John F. Stevens, who later became chief engineer of the Panama Canal, located the elusive Marias Pass for the Great Northern Railway in 1889. And, incidentally, a signal honor is to be paid to Mr. Stevens this month by the government, which is using his portrait on a new 5-cent stamp. Mr. Stevens is now 82 and is still active in engineering.

In 1891 George Bird Grinnel, an eastern publisher, advanced the suggestion that this portion of the Rocky Mountains be created into a new national park, and on May 11, 1910, this was done by act of Congress.

And next summer Glacier Park will be shooting at the 200,000 mark, with good prospects of attaining that goal.

From Chicago to Seattle, Tacoma, Portland, Vancouver and Victoria, the intermediate class fare will be \$77.25; coach class fare, \$60.10.

Tickets will be on sale November 11 to May 14, 1936.

First class winter excursion fares have been authorized to the Pacific Coast only. They will be the same as the first class summer excursion fares for last season, except that a 21-day time limit will apply. Tickets will be on sale December 1 to February 15, 1936, inclusive.

From Chicago to Seattle, Tacoma, Portland, Vancouver, Victoria; also to California via Great Northern's EMPIRE BUILDER in one direction, \$86.00.

15-2

[3-25-35]

HARTFORD PUBLIC SCHOOLS
WALTER G. CAMP SCHOOL
354 Bellevue Street Hartford, Connecticut

Mr. Louis Hill,
c/o Great Northern R.R.,
St. Paul, Minn.

Dear Sir:-

We are working on a Unit of Work on Indians.
One of our supervisors have told us that you might have some
Indian posters and calendar (Winold Reiss) that you would like
to send to us.

If so, we will be very happy to receive them.

Yours very truly,

(signed) Mrs. Mary C. Flanagan

Teacher of Junior Girls
Room 209
Walter G. Camp School

We also have units on Holland Japan and would be greatful for
any material.

Original letter delivered to Mr. McGillis, Advertising Agent

I A C - 3-25-35

[6/5-35] ☆

M CAPTURES ENG

BELIEVE IT OR NOT

—By Ripley

Send your "Believe It or Not" suggestions to Ripley, care of The Dispatch.
(Copyright Registered U. S. Patent Office)



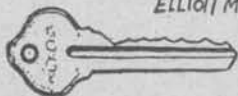
**Elliott
MAJOR
SCOTT**

of Washburn, Missouri

WAS NAMED BY AN ACT OF THE STATE LEGISLATURE

He was NAMED after
ELLIOTT MAJOR, Governor.

1913

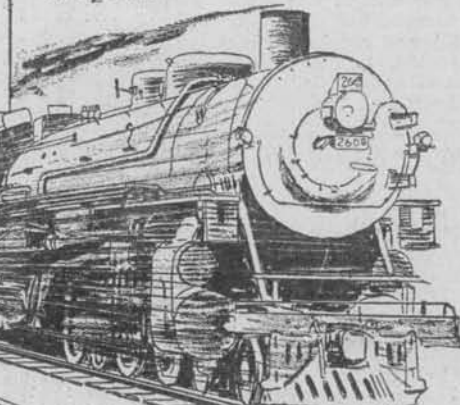


AN IRON KEY CAN BE MADE
FROM THE IRON CONTENTS OF THE BLOOD
OF 4 PERSONS



**Jerry
WESSLING**

Professional Parachute Jumper
CAN LAND INSIDE A 100-FT. CIRCLE
4 OUT OF 5 TIMES—
FROM AN ALTITUDE
OF 1/2 MILE



**THE
GREAT NORTHERN
AND THE
NORTHERN PACIFIC
TRAINS**

TRAVEL IN EXACTLY OPPOSITE DIRECTIONS
BETWEEN ST. PAUL AND MINNEAPOLIS—YET BOTH TRAINS GO
TO HINCKLEY, MINNESOTA

15

GLACIER'S APPEAL

Rugged Mountain Park Grows in Popularity With Tourists.

Glacier National park, in Montana, grows steadily in the estimation of tourists. Last year the total of visitors was 105,000. It is expected that an even larger number will visit the park this year.

Youngest of the large national playgrounds and scenic areas, Glacier was twenty-five years old May 11. This rugged portion of the continental divide, with its high peaks, glaciers, lakes and dense forests, was the last frontier of the explorers. White men pushing westward in the early days avoided its bleak aspect and impassable mountains. Meriwether Lewis beheld its saw-toothed outlines from afar in 1806. In 1846 Hugh Monroe, a white fur trader who married into the Black-foot Indian tribe and became a chieftain, reached the shores of St. Mary's lake. In 1853 A. W. Tinkham, an engineer, explored Cut Bank pass. John R. Stevens, who later became chief engineer of the Panama canal, located elusive Marias pass for the Great Northern Railway in 1889.

Explored By Grinnel.

It remained for George Bird Grinnel, an Eastern publisher who loved the outdoors, to organize a party and explore this fascinating portion of the Rockies. In 1891 Mr. Grinnel advanced the suggestion that it be made a national park. Six years later a portion of this mountainland was made a forest reserve. Its Alpine scenery was brought to national notice in 1901 through Mr. Grinnel's article, "The Crown of the Continent," published in the Century magazine.

Became Park In 1910.

The United States Senate twice passed bills creating Glacier National park, but these failed because they did not come to a vote in the House. The park was finally created by act of Congress May 11, 1910. The success of this movement was due largely to the efforts of Congressmen Charles N. Pray of Montana and Louis W. Hill, son of James J. Hill, long the head of the Great Northern and widely known as the "Empire Builder."

Louis Hill plunged enthusiastically into the task of making all the beauties of the park accessible by trail and highway. From these early efforts has sprung the present system of improved highways which connect the main hotels and the thousand miles of trail which lead to rustic chalets, secluded lakes, camp grounds and high mountain passes. One of the park's new motor roads, the Going-to-the-Sun highway, completed two years ago, is famed as the most spectacular highway in the world.

Roosevelt There In 1934.

By act of the United States Congress and the Canadian Parliament in 1932, Glacier National park and the contiguous region north of the Canadian boundary, known as Waterton Lakes National park, were designated the Waterton-Glacier International Peace park to commemorate the long standing peace and good will between the two countries.

President Roosevelt visited Glacier park last summer, motoring over the Going-to-the-Sun highway. In one of his famous fireside radio talks from his chalet at Two Medicine lake he told his listeners about the vistas of mountain grandeur that awaited them in Glacier park.

Indianapolis Sunday Star May 19-35

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**MILLIONTH VISITOR
ENTERS GLACIER PARK**

Glacier Park, Mont., Sept. 3.—(AP)—The millionth visitor entered Glacier National park today. He was Dr. C. Simpkins, professor of anatomy at the University of Tennessee medical school.

Dr. Simpkins and his wife registered for their first tour of the northwestern Montana park.

Their arrival brought the season's total to 132,060, a record with the twelve days left in the season. The gain over last year's figures to date is 24 per cent.

*What was the
fig. of N. P.
to Sept 1st
by the season?*

Saint Paul, Minnesota, September 5, 1935

Mr. W. P. Kenney:-

I would like to see any waivers and proxies for the annual meeting of the Glacier Park Hotel Company held June 3, 1930, signed by me and will be glad if you will have them sent to me, to note and return.

Louis W. Hill

St. Paul, Minnesota, September 7, 1935.

Mr. L. W. Hill:

Referring to yours of September 5:

The waiver for the annual meeting of the Glacier Park Hotel Company held June 3, 1930, is on file, and you may see it if you drop in to Mr. Paetzold's office, where it is permanently placed in the book of minutes. It is impossible to send the waiver up to you to note.

W. P. Kenney.

[Sept 26, 1935]

C O P Y

80 Pleasant St.
Arlington, Mass.

Mr. L. W. Hill, Sr.
St. Paul,
Minnesota

My dear Mr. Hill:

Would it be possible for me to obtain
a copy of "Blackfeet Indians" by Frank B. Linderman
which is copyrighted by the Great Northern Railway?

This book brings back many happy memories of the summer of 1911 - - I was a little girl then -
Some day I shall be seeing that beautiful Park as it is today.

I have always been interested in the
Blackfeet Indians and this new book is beautiful.

I am a Children's Librarian in Arlington,
Massachusetts, a suburb of Boston and of course interested
in fine books.

Very truly yours,

Signed (Miss) Thelma Brietson

September 26, 1935

copied 10/4/35 - cm

Original letter delivered to Mr. Kenney's office 10-4-35

15-2

MINNESOTA ARCHAEOLOGICAL SOCIETY

October Third, 1935

Mr. Louis W. Hill,
Great Northern Building
St. Paul, Minn.

Dear Mr. Hill:

The Minnesota Archaeological Society is a newly formed organization, organized in the interest of education. Great progress has been made, considering that this Society is operated without funds of any kind.

We are establishing a library in our museum and realizing your interest in the 'Indian' would you be interested in presenting to our Society, the new publication of the Great Northern Railway, "Blackfeet Indians".

This would be greatly appreciated and valued highly in our new library.

Yours very truly,
MINNESOTA ARCHAEOLOGICAL SOCIETY

By - Richard R. Sackett (Signed)
Curator

copied 10/4/35 - cm

Original letter delivered to Mr. Kenney's office 10-4-35

Saint Paul, Minnesota, October 30, 1935

Mr. W. P. Kenney:-

I note a total of 140,256 persons visited Glacier National Park during the 1935 season. I would be interested to know how many persons of this total traveled by railroad both to Glacier Park Station and Belton.

Louis W. Hill

15-1^c

St. Paul, Minnesota, October 30, 1935.

Mr. L. W. Hill:

Referring to yours of today, asking
how many people arrived at Glacier Park Station and
Belton by train during the past season:

These figures are as follows:

Glacier Park.....	4,940
Belton.....	<u>2,877</u>
Total.....	7,817

This is an increase of 21% over the
previous season.

W. P. Kenney.

140-256

1-b

I received from the
Great Northern R.R. Company
I greatly appreciate this
kindness, I assure you.
I am delighted to have
this fine book which is
a treasure I shall
cherish always.

Yours respectfully,
(Miss) Helma Bristow

R

15-2
Arlington, Mass.
80 Pleasant St.,
Nov. 5, 1935

Mr. L.W. Hill, Sr.,
St. Paul,
Minnesota.

My dear Sir -

I wish to
express my sincere
thanks for the Compli-
mentary copy of the book
"Blackfoot Indians", which



MINNESOTA HISTORICAL SOCIETY

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