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# The Great Northern Goat

SPECIAL EDITION

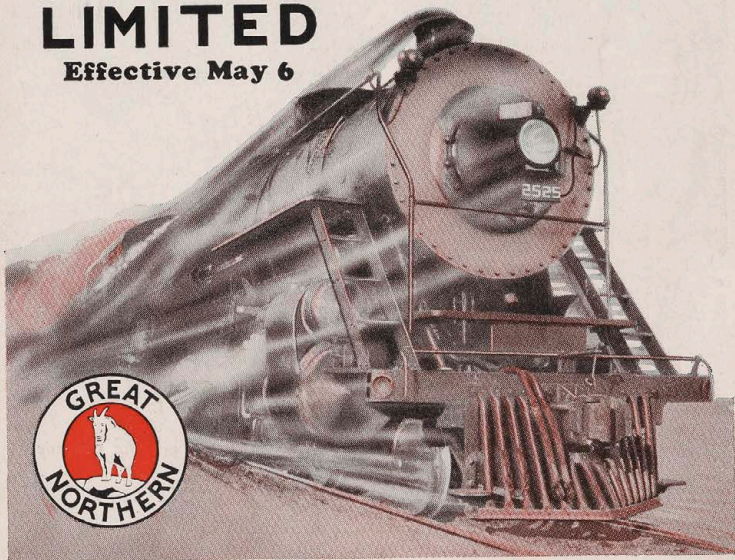
*faster time!*

NO EXTRA FARE

*On the New*

**ORIENTAL  
LIMITED**

**Effective May 6**





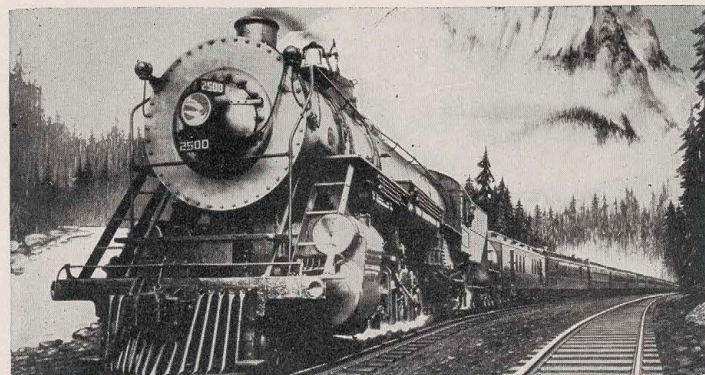
## The Great Northern Goat



Giant electric engines that haul The Oriental Limited through the Cascades.

### Faster Time—No Extra Fare on the New Oriental Limited

## The Great Northern Goat



### A Faster Schedule

By Malcolm Breese

**E**FFECTIVE Sunday, May 6th, trains Nos. 1 and 2 The Oriental Limited will be operated between Chicago, St. Paul, Minneapolis, Glacier National Park and the cities of the Pacific Northwest on a much faster schedule (See details on pages 4 and 5.) In addition trains 3 and 4, the Glacier Park Limited, will also be speeded up as follows:

No. 3.		
Lv. St. Paul	- - 11:00 P. M.	First Day
Lv. Minneapolis	- 11:45 P. M.	" "
Ar. Glacier Park	- 8:06 A. M.	2nd Day
Ar. Spokane	- 7:25 P. M.	" "
Lv. Spokane	- 7:45 P. M.	" "
Ar. Seattle	- 7:30 A. M.	3rd Day

This train will handle the St. Paul-Fargo standard sleeper which is now being handled by train No. 29. This sleeper will return from Fargo on train No. 30. The Glacier Park Limited will also handle a 10-section observation car between St. Paul and Seattle June 18th to Sept. 15th.

During the season, June 18th to Sept. 11th, inclusive, the Glacier Park Limited will carry a through twelve section one

drawing room Pullman sleeping car standard sleeper to Seattle from Chicago via the C. B. & Q. (Comet) leaving Chicago 10:55 A. M.

Train No. 4 will be operated on the following schedule eastbound:

Lv. Seattle	- - - 8:30 A. M.	First Day
Ar. Spokane	- - - 8:40 P. M.	" "
Lv. Spokane	- - - 8:55 P. M.	" "
Lv. Glacier Park	- 10:12 A. M.	" "
Ar. Minneapolis	- - 8:30 P. M.	3rd Day
Ar. St. Paul	- - - 9:00 P. M.	" "

#### Trains Nos. 7 and 8.

Will be operated via St. Cloud Division, Fargo and Halstead Line instead of via Ada Line as at present.

Lv. St. Paul	- - - 5:05 P. M.
Lv. Minneapolis	- - - 5:45 P. M.
Lv. Fargo	- - - 11:59 P. M.
Ar. Winnipeg	- - - 8:15 A. M.

#### Returning:

Lv. Winnipeg	- - - 5:10 P. M.
Ar. Fargo	- - - 1:02 A. M.
Ar. Minneapolis	- - - 7:15 A. M.
Ar. St. Paul	- - - 7:45 A. M.



## The Great Northern Goat

New Schedule of Train No. 1

### The Oriental Limited

Faster time—No extra fare

#### WESTBOUND

Lv. Chicago	11:30 P. M.
Mon., Tues., Wed., Thurs., Fri., Sat., Sun.	
Ar. St. Paul	10:55 A. M.
Tues., Wed., Thurs., Fri., Sat., Sun., Mon.	
Lv. St. Paul	11:25 A. M.
Tues., Wed., Thurs., Fri., Sat., Sun., Mon.	
Ar. Minneapolis	11:55 A. M.
Tues., Wed., Thurs., Fri., Sat., Sun., Mon.	
Lv. Minneapolis	12:01 P. M.
Tues., Wed., Thurs., Fri., Sat., Sun., Mon.	
Ar. Glacier Park	7:30 P. M.
Wed., Thurs., Fri., Sat., Sun., Mon., Tues.	
Ar. Spokane	6:45 A. M.
Thurs., Fri., Sat., Sun., Mon., Tues., Wed.	
Lv. Spokane	7:20 A. M.
Thurs., Fri., Sat., Sun., Mon., Tues., Wed.	
Ar. Portland	6:10 P. M.
Thurs., Fri., Sat., Sun., Mon., Tues., Wed.	
Lv. Spokane	7:00 A. M.
Thurs., Fri., Sat., Sun., Mon., Tues., Wed.	
Ar. Seattle	6:00 P. M.
Thurs., Fri., Sat., Sun., Mon., Tues., Wed.	
Lv. Seattle	6:10 P. M.
Thurs., Fri., Sat., Sun., Mon., Tues., Wed.	
Ar. Tacoma	7:20 P. M.
Thurs., Fri., Sat., Sun., Mon., Tues., Wed.	

## The Great Northern Goat

New Schedule of Train No. 2

### The Oriental Limited

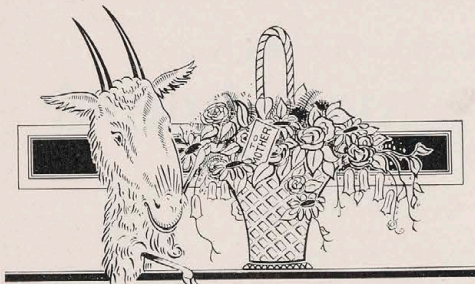
Faster time—No extra fare

#### EASTBOUND

Lv. Tacoma	7:30 P. M.
Mon., Tues., Wed., Thurs., Fri., Sat., Sun.	
Ar. Seattle	8:40 P. M.
Mon., Tues., Wed., Thurs., Fri., Sat., Sun.	
Lv. Seattle	9:00 P. M.
Mon., Tues., Wed., Thurs., Fri., Sat., Sun.	
Ar. Spokane	8:30 A. M.
Tues., Wed., Thurs., Fri., Sat., Sun., Mon.	
Lv. Portland	9:00 P. M.
Mon., Tues., Wed., Thurs., Fri., Sat., Sun.	
Ar. Spokane	7:30 A. M.
Mon., Tues., Wed., Thurs., Fri., Sat., Sun.	
Lv. Spokane	8:45 A. M.
Tues., Wed., Thurs., Fri., Sat., Sun., Mon.	
Ar. Glacier Park	9:35 P. M.
Tues., Wed., Thurs., Fri., Sat., Sun., Mon.	
Ar. Minneapolis	6:55 A. M.
Thurs., Fri., Sat., Sun., Mon., Tues., Wed.	
Lv. Minneapolis	7:05 A. M.
Thurs., Fri., Sat., Sun., Mon., Tues., Wed.	
Ar. St. Paul	7:30 A. M.
Thurs., Fri., Sat., Sun., Mon., Tues., Wed.	
Lv. St. Paul	8:00 A. M.
Thurs., Fri., Sat., Sun., Mon., Tues., Wed.	
Ar. Chicago	7:00 P. M.
Thurs., Fri., Sat., Sun., Mon., Tues., Wed.	



# The Great Northern Goat



SPECIAL EDITION, APRIL, 1928.  
Published by GREAT NORTHERN RY., SAINT PAUL, MINN.  
CHARLES HERRIN, Editor.

## Flynn's Minute Editorials Opportunity



By  
Edw. F. Flynn,  
Director Bureau  
Public Relations.

PERHAPS it isn't so important that we have opportunities, as that we have the judgment, the vision, the ability to recognize them when we catch up with them, or even when they overtake us.

We all know the story in the poem of the great battle when the King's son, made swordless, was retreating in bitter defeat. A craven, near the battle's edge, thought—"Had I a sword of keener steel, that blue blade the King's son bears;" he threw his sword away, and lowering, left the battlefield.

When the King's son, retreating, discovered the sword the craven had thrown aside, he ran and snatched it up, and with battle shout renewed his fight, turning the tide of impending defeat into a great victory on that historic day.

Often we get no further than we deserve, and probably because we do not have the perception to recognize opportunity when it is within our reach, waiting for us to grasp it.

Opportunity! It isn't so often the lack of opportunity that causes us to fail, but we, ourselves, like the craven in the poem, are generally to blame.

## The Goat's Mail Bag

Mr. J. A. Blair,  
Dear Sir:

The past week, Mrs. W. L. Rhodes of Seattle, and myself, left home for a six months trip abroad.

As a pleasant surprise to both of us we enjoyed the trip on the Oriental Limited No. 2 beyond words of appreciation, because of the excellent service rendered us both by Mr. Moore and Mr. Scott in the Seattle office and the staff on the train. Every effort was made by the Conductor, Mr. H. P. Stephenson, Porter Mr. T. E. Brown, Maid, Mrs. Grace Sears, and waiter, Mr. Ernest Evans, to make our trip pleasant, and we feel a word of thanks is due to you all. Thanking you,  
Mrs. Grant Smith,

3710 High Lane,  
Seattle, Wash.

Great Northern Railway,  
New York, New York.  
My dear Miss Beechman:

Some weeks ago my husband and I bought tickets from you to Seattle, and I want to take this chance to tell you how much we are enjoying the trip. I have traveled across the continent many times, but never so comfortably and delightfully. I have never expected to be served as good food on a train (where kitchen must be small, and cooking difficult), as in a good restaurant, but on this train we found the food delicious.

Charlotte Kristoferson  
Mann.

# The Great Northern Goat



## It's Only Papa

Often things of everyday experience—things that come closest home—once we understand their portent, are surprising. Consider the case of Mrs. Day, whose daughter, Theresa, thought to play an "April Fool" joke.

Bursting into the parlor where, on the afternoon of April 1, Mrs. Day was entertaining "society dames," Theresa exclaimed, excitedly: "Oh, mamma! There's a strange man in our kitchen! I peeped through the keyhole—an' he has Mary, our maid, on his knees, an' he's pettin' her an' kissin' her!"

Excusing herself, Mrs. Day started for the kitchen, to put an end to such carryings-on in her chaste household. Whereupon Theresa danced up and down in glee, crying:

"April fool, mamma! It's no strange man at all. It's only papa!"

## Why?

The teacher was explaining to the class that "the bride always wore white because the wedding day was the happiest of a woman's life."

"Then, why do the men all wear black?" asked a precocious little boy.

Railroad Telegrapher.

He: "I've had this car for years and never had a wreck."

She: "You mean you've had this wreck for years and never had a car!"

—Everybody's Weekly.

## Faith That Moves Mountains

Here is a story about the most optimistic man: Totally bald, he went to a drug store and asked for a bottle of hair-restorer. "Yes, sir," the clerk said, "here is a preparation that is sure to make your hair grow." "All right," replied the optimist, "I'll take a bottle. And please wrap up a comb and brush with it."

## Serious Mishap

American (at Scottish football game)—"Why don't they start? They ought to have kicked off half an hour ago."

Scotsman—"Ay, something serious has happened."

American—"Not a player taken off ill?"

Scotsman—"No, worse than that. They canna find the penny they tossed up with."

## Oil Wrong

Gladys drove up to a filling station and asked the garage man for a quart of red oil.

"Red oil," repeated the bewildered man.

"Yes, a quart, please," said Gladys, "my tail light has gone out."

## An Additional Cost

"Why so depressed Brown?"

"The horrible cost of living, old chap; constant bills for materials, paint and shingling."

"What, house?"

"No, daughters."

## Identified

Judge: "Have you appeared as a witness in a suit before?"

Witness: "Yes, of course!"

Judge: "What suit was it?"

Witness: "My blueserge."

—London Answers.

## For a Dog

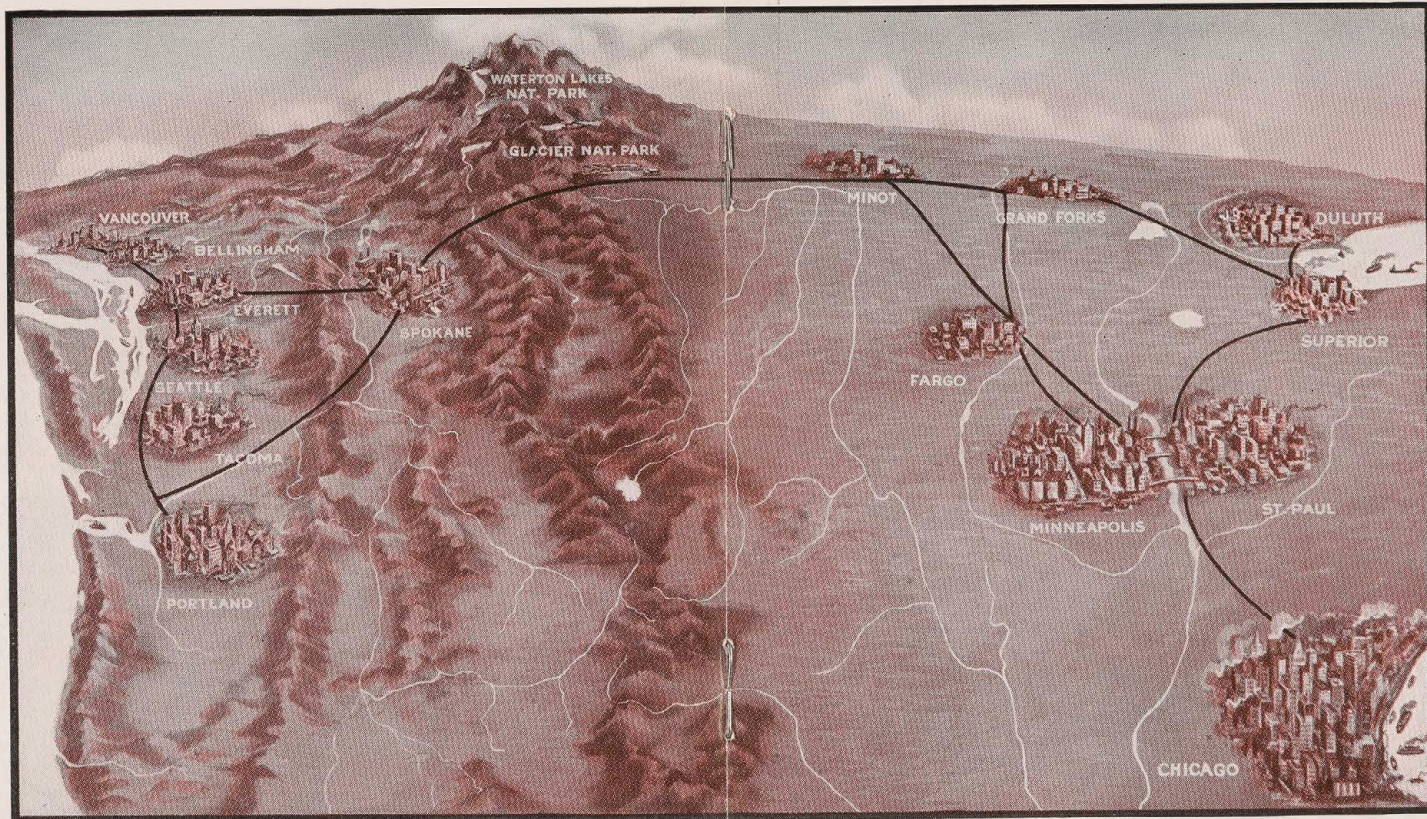
Customer: "Let me see a muzzle."

Dealer: "Here is one, sir. I just sold one like this to a woman."

Customer: "But the kind I want is for a dog."



## The Great Northern Goat



Route of the Great Northern Railway's New Oriental Limited—Faster Time—No Extra Fare



## The Great Northern Goat



*Observation lounge, New Oriental Limited.*

### **The New Oriental Limited—A Time Saver**

**By Al Farland**

**T**HIS announcement of the faster time the Oriental Limited will make, effective May sixth, between Chicago and the cities of the Pacific Northwest, brings to the attention of the traveling public in a striking way the progress made in rail passenger travel within the past 33 years.

In the year 1895 it required 68 hours for "The Limited," the Great Northern Railway's through transcontinental train at that time, to make the run between St. Paul and Seattle, over 1827 miles of main line track. On May 6th it will require approximately the same length of time for the New Oriental Limited to cover the distance between Chicago and Seattle, 2225 miles. In other words,

the Oriental Limited of today covers 398 more miles of travel in the same length of time than its predecessor of 1895.

During the intervening 33 years since 1895 the Great Northern Railway has shortened its main line by 33 miles, an average of one mile for every one of the 33 years.

This shortened main line has been produced by the expenditure of many millions of dollars in reducing grades, building steel bridges, straightening curves and constructing tunnels in the Rocky and Cascade Mountains.

The advance in speed of the Oriental Limited is the result not alone of shortened

## The Great Northern Goat

mileage but improvement in rock-ballasted roadbed, heavier rails, greater motive power, the use of automatic electric block signals and other modern devices which have made rail transportation the safest in the world. At the same time a tremendous improvement has been made in the comfort of rail travel.

The New Oriental Limited is not merely one great transcontinental train, it is a system of metropolitan hotels on wheels—ten to be exact, representing a capital investment of over five million dollars and commanding directly or indirectly the devoted service of an army of 30,000 Great Northern Employees.

From locomotive to rear platform of observation car the train has been planned as a moving hotel unit, uniformly built and finished.

#### **The Locomotive.**

The giant oil-burning locomotives that haul The New Oriental Limited are among the largest and fastest used in passenger service in the Northwest. They make very fast time without the discomforts of excessive speed because they are able to handle large trains uphill and down at a uniform rate.

#### **The De Luxe Diner.**

The wide, roomy, beautiful new restaurants-on-wheels in service on The New Oriental Limited have seating accommodations for 36 persons at one time.

The problem of ventilation and elimination of cooking odors has been solved through the use of special new devices exclusively in operation on these cars. The car, Pullman-built, is devoid of vibration, a point appreciated by those who eat as they travel by rail. The crew have specially designed quarters in the forward part of the train, equipped with shower bath, thus dedicating the dining car to the ex-

clusive service of preparing and serving meals.

#### **Pullman Sleepers**

The standard sleeping cars show the same rich harmonious type of decoration noted in the balance of the train. These cars are equipped with permanent headboards between the sections, assuring occupants semi-privacy, even temperature and freedom from drafts. The line of these headboard partitions is carried to and across the ceiling so that a passenger upon entering the car looks down a pleasing colonnade.

Individual sash ventilators permit section occupants to regulate their own air supply. Aisle lights enable those retiring at a late hour to walk about without danger of tripping, and luminous berth numbers enable passengers to quickly locate berths at night.

#### **Observation Car**

Mount the deeply recessed observation platform, with its shaded awning, and enter the commodious observation parlor, the social hall and meeting-place for standard sleeping car passengers, where sociability and comfort reign supreme. The ceiling is of greenish-grey tone. This is the color scheme throughout this large room.

Among the many interesting features of this car may be mentioned leading weekly and monthly periodicals and daily newspapers, fully equipped writing desk and mail box, telephone service at terminals, telegraphic news bulletins and stock reports shower bath for women, women's lounge, men's lounge and smoking room, 4 o'clock tea, well-stocked buffet, and services of maid manicurist and hair dresser.

Just ahead of the diner is car containing barber shop, men's shower bath and valet service.

*Eleven*



## The Great Northern Goat



# WHY GOATS LEAVE HOME

By Cliff Tremblay

We don't know why they do leave home and, in fact, don't even know that they do leave home, but there had to be some kind of a heading to this page, so that's why we put it there.

\* \* \*

We had two train loads of peanuts from the coast recently. The Ringlings are coming!

\* \* \*

There are no curves on the railroads. If you don't believe that, just look at the maps.

\* \* \*

The only watered stock we have is in our stock cars.

\* \* \*

We start our trains so easy and we stop them so easy, while the riding between the starting and the stopping is so easy, that we feel justified in claiming our line is the easy-going road.

\* \* \*

The main line isn't always the conversation a young lady hands out to you: more often, it is the route of the Oriental Limited.

Twelve

The folks in the state of Washington never complain of the cold weather because they have so many firs.

\* \* \*

The safety match isn't made on a week's acquaintance.

\* \* \*

The people in Victoria still think, during the winter months, that they are still living under the rain of Victoria.

\* \* \*

It's all right to throw out your chest provided it isn't your tool chest.

\* \* \*

When the oil well comes in the oil comes out.

\* \* \*

The last thing in Oriental Limited equipment: the tail light.

\* \* \*

His home, to a goat, isn't a bungalow: it's a bungalow.

\* \* \*

Klamath Falls for us!

## The Great Northern Goat



The Oriental Limited in the Kootenai Canyon.

## The Route of the Oriental Limited

By Wescott Noyes

THE magnificent scenery along the Great Northern Ry. with its easy grades and curves along the courses of great rivers—The Mississippi, Souris, Missouri, Flathead, Kootenai, Pend d'Oreille, Spokane, Columbia, Wenatcha and Skykomish and including Glacier National Park, The Rocky Mountains, The Kootenai and Tumwater Canyons, The Cascade Range and The Pacific Coast Beach Resorts together with Rainier National Park and Mt. Baker National Forest affords everything in snow-capped mountain ranges,

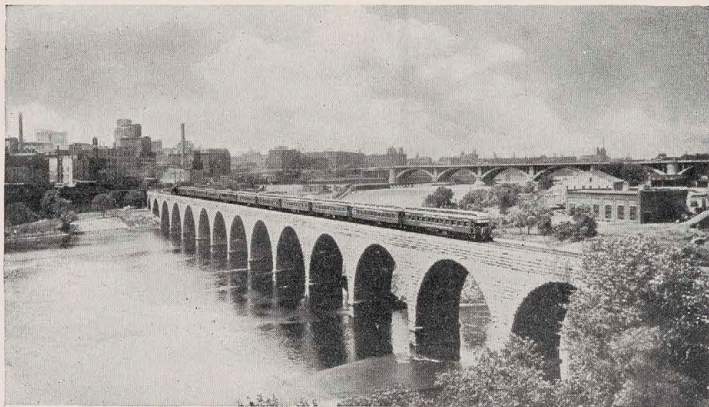
glaciers, ocean, lakes and streams that anyone can see outside of the United States. See America First.

From the Great Northern's Eastern terminus, the Twin Cities of St. Paul and Minneapolis, at the head of navigation on the Mississippi, and from the Twin Ports of Duluth and Superior, at the head of the Great Lakes, its trains speed westward over a modern highway of steel, through the lake-dotted beauty section of Minnesota, with its alluring appeal to the fisherman and vacationist, thence over the broad,

Thirteen



## The Great Northern Goat



*The New Oriental Limited crossing the stone arch bridge, Minneapolis.*

grain-carpeted prairies of North Dakota, with visible evidences of its agricultural prosperity all about, in the shape of grain elevators and big red barns, to the gently rolling benchlands of eastern Montana, until, through the far-off shimmering haze, the giants of the Rockies, peak after peak, rear their heads into the clouds, and presently the train stops at the immense timbered structure, known as the Glacier Park Hotel, which marks the Eastern Entrance to Glacier National Park.

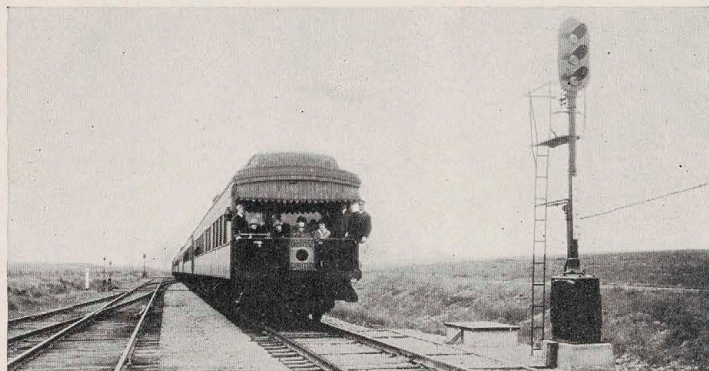
Westward from Glacier National Park the train travels gradually upward until the summit of the Continental Divide is reached at Summit Station 5,213 feet above sea level. For more than 300 miles the track winds in and out among wooded canyons of the Rocky Mountains and the Cabinet Range across Western Montana and Idaho to Spokane, the Queen City of the Inland Empire.

Beyond Spokane the route is through the golden wheat fields of the Big Bend Country

to the famous Wenatchee Valley, whose rich, volcanic soil produces the wonderful Wenatchee Valley apple known throughout the Nation. North from Wenatchee, a short distance, is Lake Chelan, christened, "The Emerald of the Cascades," a rarely beautiful mountain-framed lake.

From Wenatchee west, follows the scenic climax of the entire trip, the scaling and descent of the snow-capped Cascade Mountains of Washington, a thrillingly beautiful and never-to-be-forgotten journey upward through the shadows of the towering Tumwater Canyon, following a roaring mountain torrent, then through that engineering triumph, the Cascade Tunnel and down the western slope, by way of the Tye and Skykomish Canyons, to the waters of the blue Pacific at Everett and Seattle, a 100-mile train ride scenically unexcelled in all America. From the Coast the track branches south to Tacoma and Portland and North to the Canadian Boundary and Vancouver. B. C.

## The Great Northern Goat



*New light type automatic electric block signals.*

## **Great Northern Service Features**

**By Bailey Cross**

**C**LEANLINESS is a large part of comfort in Train Travel—Cleanliness of the right-of-way, the train itself and its appointments. In all of these things, The Great Northern Ry. excels. It is possible to settle comfortably in an Oriental Limited train in Chicago and be at your destination on the Pacific Coast after a ride of three days, rested, clean and ready for business or pleasure for The New Oriental Limited is hauled by giant oil-burning locomotives for over 1,200 miles of its journey across the continent, this eliminates smoke, soot and cinders.

There was a time not long since when, to the traveler, satisfaction was mostly at the end of a long journey. The trip itself was something to be accomplished as a way to reward at its conclusion. This is no longer true in The American Northwest. Oriental Limited de luxe passenger service has made rail travel of itself, a source of real pleasure and delightful adventure. This is due to a process of evolution in the building of rail lines, motive power and passenger equip-

ment, which offers as proof of progress, the ten superb trains of The Oriental Limited fleet—operated by an organization proud of its traditions in the Northwest. The Great Northern Ry. with over eight thousand miles of lines is still pacing progress with a transportation service unexcelled in America.

With one hundred and ten pound rails on its right-of-way, one hundred and thirty pounds on curves and in the mountains; strong steel and concrete bridges; curves and grades reduced to a minimum; the longest uninterrupted automatic electric block signal system in America and the longest cinderless mileage in the Northwest. The largest electric locomotives of their type ever constructed, and finally The Great Northern Railway is now constructing a new tunnel  $7\frac{3}{4}$  miles long through the Cascade Mountains. This will materially shorten the running time of trains.

The Great Northern is a Dependable Railway. Route your passengers Great Northern.

**A**bove the sodden meadows the  
skies are turning blue,

**P**ussy-willows rub their eyes as  
wakening time comes due.

**R**adiant tulips blossom forth in  
robes of brilliant hue,

**I**nspired by sun and balmy air,  
the crocus springs to view,

**L**illies for Easter, jonquils and  
narcissus bloom anew.



**H. E. Watkins, General Agent**  
**507 Royal Bank Bldg.**  
**Toronto, Ont.**



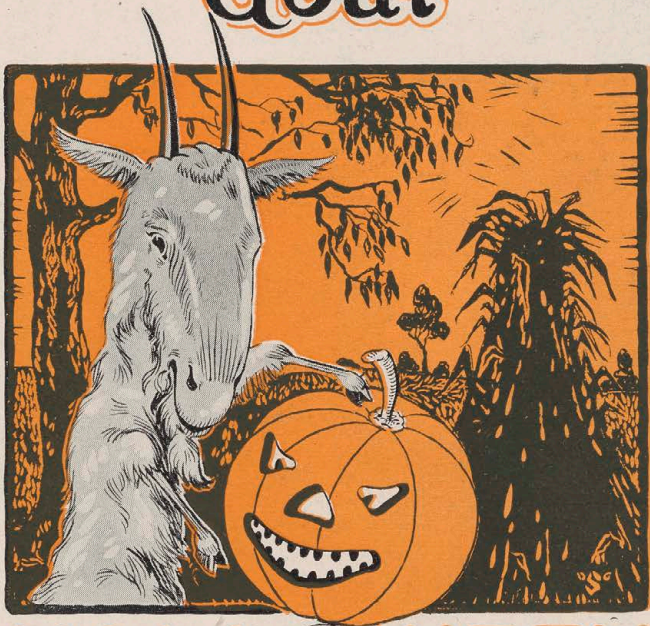
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WMS

# The Great Northern Goat

Vol. 2. No. 8

October



# HALL WEEN





## The Great Northern Goat

Billie Dove enjoys the roomy observation platform

Jack Holt trades

recipes with the chef



The Great Northern  
follows more  
Ancient Highways  
than any other Railroad  
in America  
— Jack Holt

Jack Holt and  
Billie Dove

Right, Billie  
Dove enjoys  
the dinner

Jack Holt as the engineer

With the Paramount Stars on board the Oriental Limited

Two

## The Great Northern Goat

### Great Northern Entertains Paramount Picture Stars Filming "The Ancient Highway"



Thrilling Scene from  
"The Ancient  
Highway"

mount pictures) along the Great Northern Railway in the Cascade Mountains of Washington.

One of the greatest motion picture producing organizations in the world, the Famous Players-Lasky Corporation, producers of "Paramount" pictures, have discovered the Great Northern Railway and the incomparable scenic beauty of the region it traverses in the Cascades of Washington. For the past two months, Director Irvan Willat of that company, with Jack Holt and Billie Dove, co-stars, and a company of upwards of sixty people, have been "on location" at Lake Wenatchee and in the Tumwater Canyon of the Wenatchee river, along which the "Oriental Limited" flashes on its daily run to and from the great cities of the Pacific Northwest.

All the outdoor scenes of James Oliver Curwood's "best seller," "The Ancient Highway," a colorful romance of the lumber woods, were filmed along a fifty-mile stretch of the Wenatchee river, Lake Wenatchee, and on the numerous tributary streams flowing into them.

The people of Leavenworth, Cashmere and Wenatchee were treated to a succession of real thrills during the making of the picture, which called for some daring exploits on the part of Jack Holt and Billie Dove. These two spent nine and three quarters hours in the icy water of the Wenatchee river in two days during which the "big" scenes of the picture were photographed. Considerable anxiety was felt at one time for the safety of beautiful and charming Billie Dove, who, while making a

perilous dash across a log drive, rushing down a particularly rough stretch of swift water to rescue her lover of the film story, stumbled and fell. This created a real scare not intended for publicity purposes. Six loggers of the Great Northern Lumber Company went into the river after her, but Miss Dove finally extricated herself without assistance.

A large number of local people were engaged for some of the scenes. The logging crews of the Great Northern Lumber Company and the



A picturesque "shot" from  
"The Ancient Highway"

Three



## The Great Northern Goat

Rider Lumber Company staged a realistic fight in the woods under the direction of Irvan Willat. Reports from the studio at Hollywood hint that this fight contains more than the ordinary amount of thrills for the movie fan, due in part to the fact that a few of the participants, not regular motion picture actors, found in this "movie" fight an opportunity to lawfully settle some long standing grudges.

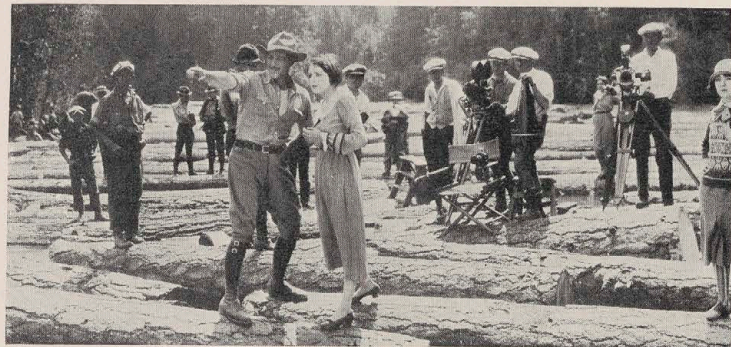
Between scenes Jack Holt and Billie Dove had several opportunities to familiarize themselves with the attractions of travel on the "Oriental Limited," as the photographs reproduced herein show. Jack Holt donned an engineer's garb and piloted the westbound "Oriental Limited" up the east slope of the Cascades. Our own

engineer, L. E. Grant, directed Jack in this brief experience as a Great Northern operating man. The entire company traveled on the "Oriental Limited" on their return to Hollywood, and were lavish in their praises of the service.

Director Irvan Willat said the climatic and light conditions along the Great Northern Railway in Washington were ideal for motion picture purposes, and the variety and beauty of scenery available between Seattle and Spokane afforded almost any type of setting any motion picture director could desire.

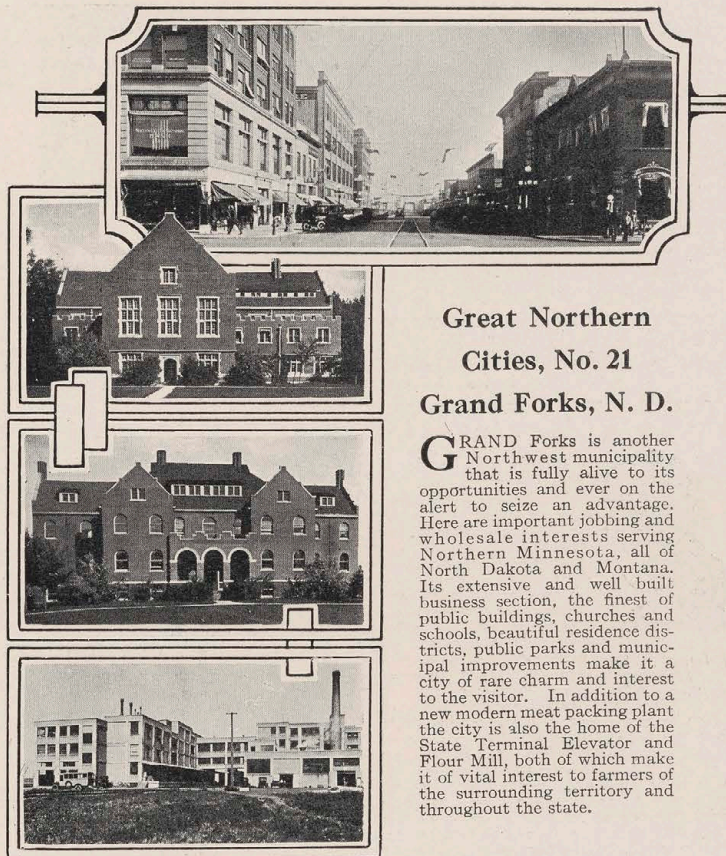
The Famous Players-Lasky Corporation are planning to film other stories along the Great Northern.

*Paramount Stars filming "The Ancient Highway"*



*"Shooting" on location in The Wenatchee Valley*

## The Great Northern Goat



### Great Northern

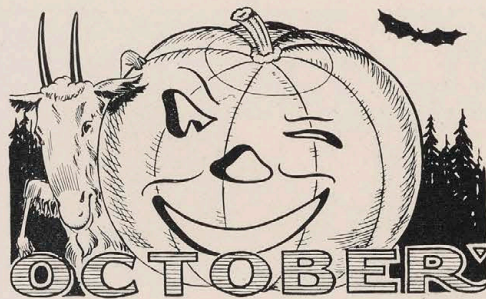
### Cities, No. 21

### Grand Forks, N. D.

**G**RAND Forks is another Northwest municipality that is fully alive to its opportunities and ever on the alert to seize an advantage. Here are important jobbing and wholesale interests serving Northern Minnesota, all of North Dakota and Montana. Its extensive and well built business section, the finest of public buildings, churches and schools, beautiful residence districts, public parks and municipal improvements make it a city of rare charm and interest to the visitor. In addition to a new modern meat packing plant the city is also the home of the State Terminal Elevator and Flour Mill, both of which make it of vital interest to farmers of the surrounding territory and throughout the state.



# The Great Northern Goat



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Published by GREAT NORTHERN RY., SAINT PAUL, MINN.  
CHARLES HERRIN, Editor.

## Flynn's Minute Editorials.

### This Month—Success.



By  
Edw. F. Flynn,  
Director  
Public Relations

JAMES J. Hill used to say, when questioned as to how he had made his life successful. "Work, intelligent work, and more work."

Judge Kenesaw Mountain Landis is too modest to admit that he has made a success of life, but in so far as it may be above the average he told me it has come about by "pegging along and sticking to it, and I should like to go through it all again, the struggles as well as the joys." Someone else has said that success required ninety per cent perspiration and ten per cent inspiration.

Not because I have made a success of life, but because I have studied the lives of others who have, I may add to what these men have said, that success also requires playing the great game of life fairly and honestly, and by the same rules we played our games when we were kiddies. Then, if one has chosen the right business or profession, which means that he loves his work, he must succeed.

If you do not love your work, no matter what your age, get a new job, business or profession.

Six



### DeLestry says:

The average pedestrian is a nightmare to the average motorist and too often fodder for the undertaker.

Funny—the fish liar and the crop liar flourish at the same season.

A man who has borrowed much money finds life full of interest.

The ignorant are generally happy because they seldom worry.

The gift of gab does not always indicate ability to reason soundly.

Many people belittle a great character simply because they are not able to reach its heights.



# The Great Northern Goat

## Around the World with the Jokesmiths

### Australia

"Now, tell us about it—why did you steal the purse?"

"Your Honor, I won't deceive you—I was ill and thought the change might do me good."

—Sydney Bulletin

### Ireland

#### Did Not Want Any Presents

Two Irishmen, one accompanied by his wife, met on the street.

Said Pat to Mike: "Let me present my wife to ye."

"No thank ye," replied Mike, "Oj got one of me own."

—Exchange

### Scotland

A Scotchman motoring through a small Scottish town was pulled up for excessive speed.

"Didn't you see that notice, 'Dead Slow?'" asked the Bobby.

"Of course I did," said the Scotchman, "but I thought it meant your town!"

### Germany

They sat at table, he and she, and gazed into each other's eyes, what time he mechanically consumed the food which was set before him.

"Ah," she said, "I am glad you like it. Mother says that there are only two things I can make properly—potato salad and marmalade tart."

"Indeed," said he, "and which is this?"

—Lustige Blaetter, Berlin

### Switzerland

Prof.: For what is Switzerland famous?

Frosh: Swiss cheese.

Prof.: Oh, something grander, more impressive.

Frosh: Limburger.

—Drexler

### Denmark

"Old friend, I pity you!"

"Why?"

"I have bought my wife a new dress and she has gone to show it to your wife!"—Klods Hans (Copenhagen)

### Norway

Jansen got into trouble with the police and went to a lawyer.

"If I win this case, I will give you a thousand kroner," he said.

"Very well," said the lawyer, "get some witnesses."

Jansen got his witnesses and won his case.

"Well," said the lawyer, "you won your case. What about my thousand kroner?"

"That's all right," said Jansen, "get some witnesses!"—Vikings (Oslo)

### France

"Is it true that brunettes have more pep than blondes and Titiens?"

"Ask Irma, my dear. She's been all three."

—Le Petit Bleu

### Spain

"I married Louis because I thought he was a dreamer."

"And now?"

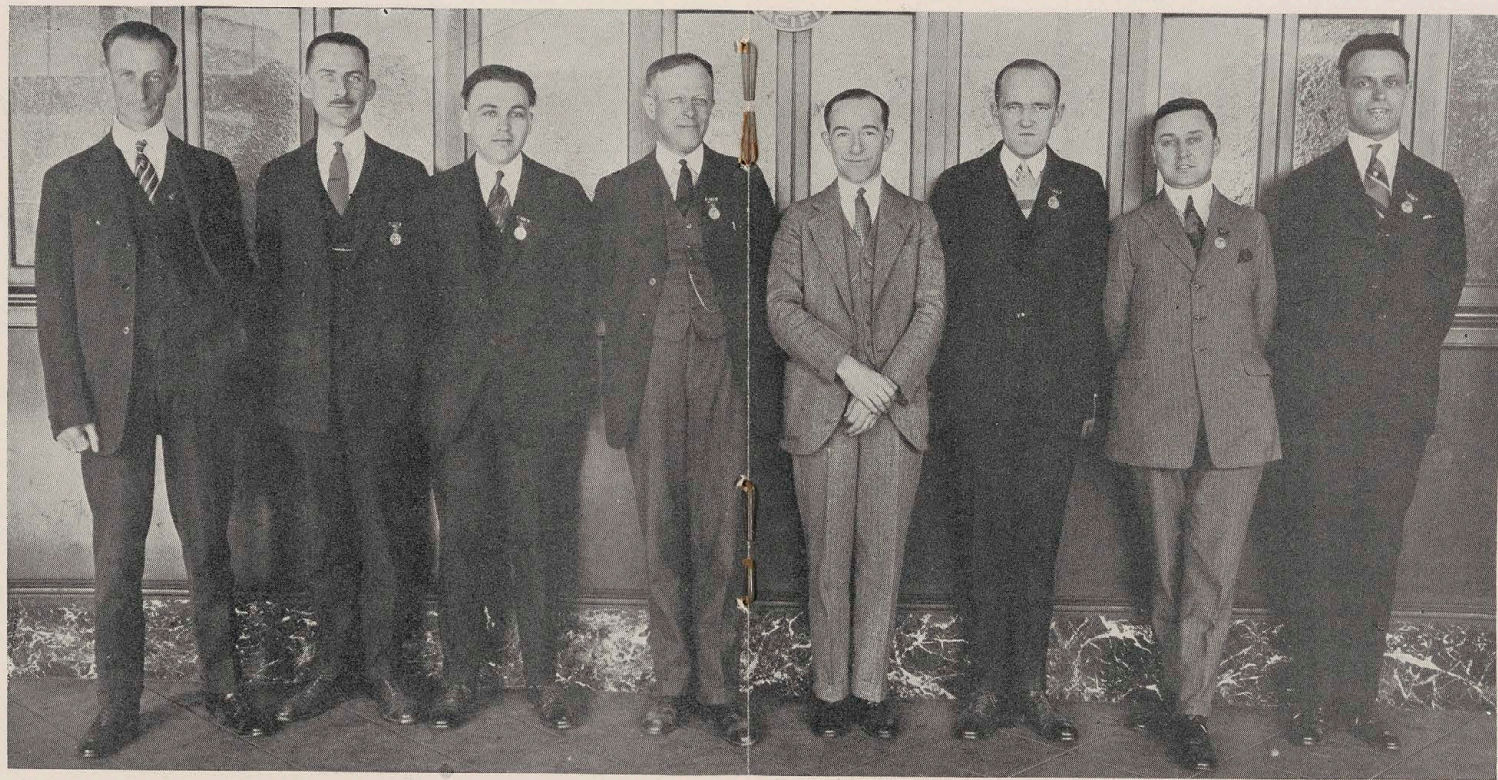
"Now I find he is simply a sleeper."—Madrid Buen Humor.

Seven



## *The Great Northern Goat*

## *The Great Northern Goat*



*Here are the Southern Pacific boys at Third and Townsend, San Francisco. J. T. Smith, Agent, C. P. Decrevel, H. G. Wyman, A. J. Elms, J. M. Simmons, R. R. Parker, C. C. Gunn, P. J. McGuffey  
A genial looking crowd, Eh, Wot! It's the climate.*



## The Great Northern Goat

### The Railway Business Women's Association Of the Twin Cities

By NELLIE M. SEVERANCE, President

Dear Goat:

It is always just as well to be careful when taking on a new correspondent—and so I looked you up in Webster's before I started to put down on paper some of the things in my heart—for instance, "I LOVE YOU" is perfectly above board written to a LADY GOAT—and Webster's defines you "a hollow-horned ruminant of the genus Capra, of several species and varieties," and Genus as a class of objects divided into several subordinate species; Capra, a she goat!

R ailway  
B oosters  
W e  
A re

Tells the story of the Railway Business Women's Association of the Twin Cities!

One of the happy results of the War is this grouping together of women employed by the railroads with interests in the Twin Cities, including now the American Railway Express and many Steamship Lines.

We work, not for ourselves alone, but for the roads we represent. First in our mind always the railway back of us! We prize the transportation facilities they represent, the weaving by rail and water of golden threads around the world. It brings into our club life visions of romance, of empires builded by railway men, of pioneer

days of bitter struggle, of achievements undreamed of; we group together and rejoice that in the business world of to-day there are railway women a vital part of the system which does more for civilization than any other medium known to mankind.

We aspire through our club to make for happier contacts, not in the sphere of the single railway circle, but in the bringing together of all railway employees, believing in

the good of united friendly efforts.

Five years is a short span of time in club life—and five years ago seven railway women dined together, dreamed of a breaking of bread with more to partake, met again with seven more, and so the circle grew in this way from seven to three hundred, from three hundred to five hundred, from five hundred to a thousand.

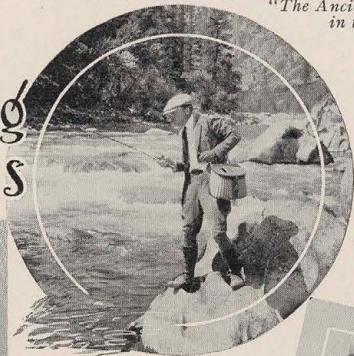
Cheerful Club rooms are ours, useful gifts, a wide range of friends, out of town contacts working toward a national organization, dreams of international alliances—not a legislative club as yet—merely a grouping together of hundreds of alert, intelligent, loyal, active, straight shooting railway girls—meet with them and you will love them, honor them and feel the urge to help them find their way to the highest possible place in the business world to-day as open to railway women.



## The Great Northern Goat

Irvin Willat, Director Paramount Pictures, who filmed  
"The Ancient Highway"  
in the Wenatchee  
Valley

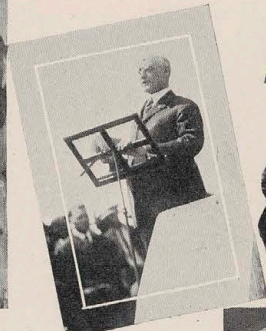
### More Interesting Personalities



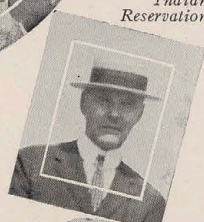
Below, Supt.  
Campbell,  
Glacier Park  
Blackfeet  
Indian  
Reservation



Mountain Chief  
of the Blackfeet Tribe  
Glacier Park Reservation



T. C. Elliott  
Portland, Ore.  
Jurist and Historian



Miss Stella Drumm, Librarian Missouri  
Historical Society and member Upper  
Missouri Historical Expedition



Eleven



## The Great Northern Goat

### Great Northern, the Favorite Route of Chinese Students

By MALCOLM BREESE

THE Admiral Oriental Line S. S. "President Jackson" arriving Seattle September 2nd brought to the United States 125 Chinese young men and women who are to enter colleges and universities in the United States.

This party of Chinese consisted of two groups—one the so-called Government Student party comprised of students from the Tsing Hua College of Peking, China. Their expenses are being paid by the United States Government out of an indemnity fund from the Government of China on account of the Boxer uprising. The entire amount of this fund is being used for the education of Chinese and none of it is retained by the United States. The other group consists of so-called private students who are the children of Chinese parents of

sufficient means to be able to send them to America to complete their education.

The party were handled by special train leaving Seattle September 5th; stops were made enroute at Wenatchee, Spokane and Glacier National Park where members of the Blackfeet Indian tribe put on an old fashioned pow-wow in honor of their visitors from the Orient.

From St. Paul the students moved by special train over the Burlington to Chicago where the party disbanded and each proceeded independently.

All of the students were loud in their praise of Glacier National Park, the Great Northern's scenery and service, and were particularly enthusiastic over the reasonable prices and excellent quality of meals served in Great Northern dining cars.



Chinese Students' Special Train, King St. Station, Seattle

## The Great Northern Goat



Introducing our "gang" on The West End attending a Get-Together Meeting at the Olympic Hotel, Seattle, in August



Here is The Great Northern Staff at Glacier Park Station, Eastern entrance to The Park



## The Great Northern Goat

### Montana State Land Board to Sell State Land

By E. C. LEEDY

275,000 acres along the new Scobey-Opheim extension of the Great Northern Railway to be sold at auction. The dates of sale are Oct. 19th and 20th at Glasgow for 35,000 acres in the vicinity of Opheim, Glentana and West Fork, all in Valley county. Oct. 22nd and continuing several days at Scobey for 240,000 acres in Daniels county between Scobey, Peerless and West Fork.

Appraised value \$10.00, \$12.50 and \$15.00 per acre. State land must be sold at auction to the highest bidder but cannot be sold for less than the appraised value.

One-tenth is payable in cash at the time of purchase. The balance in 33 annual installments, including interest at 5%. The annual payments are 6¼% of the purchase price.

The land is gently rolling prairie, well grassed chocolate brown loam soil.

It has been one of the most desirable

stock raising districts in Montana on account of the good grass and several creeks that supply range water.

Many farms have been under cultivation in this vicinity for more than 10 years, devoted principally to the growing of wheat, flax and other small grains.

Clayton Babb, a farmer about 8 miles north of Peerless, threshed 32 bushels of Marquis wheat per acre from 320 acres this season. This land was summer fallowed last year.

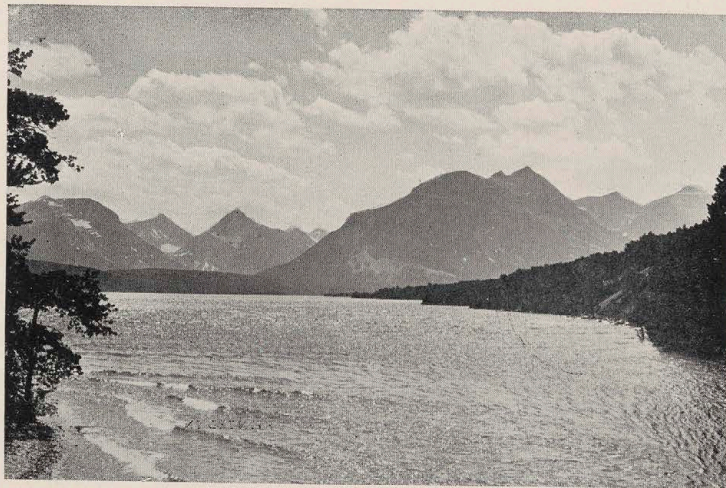
In the vicinity of Opheim and Glentana, Schuster Brothers, Jacob Stein, John Linderman and others had wheat that averaged 18 to 20 bushels to the acre.

The new railroad will serve a region of more than 1,000 square miles in which the state land is located, and makes its development much more profitable by providing convenient markets and transportation.



*A Scene of Agricultural Prosperity in Montana*

## The Great Northern Goat



*Glacier Park attractions are proving more popular every year*

### New Tourist Travel Mark Set Up in Glacier National Park

By DONALD MACRAE

THE 1925 season has been the largest and most successful in the history of Glacier National Park, not only in total number of tourists who have visited it, but also with respect to increase in popularity with its patrons.

According to a statement furnished by Chas. J. Kraebel, Superintendent of the Park, over forty thousand people viewed the scenic wonders of Uncle Sam's Rocky Mountain playground during this year's season. This total exceeds last year's attendance by nearly 8,000, or an increase of 20 per cent, which sets a new record for national park popularity according to records of the National Parks Bureau. An

exceptional increase when you consider that these figures include only those who entered the park boundaries and not those who stopped off at both Glacier Park and Belton stations without entering the park.

Especially noteworthy in the statement issued by Mr. Kraebel is the number of people that traveled to the park by rail in 1925, for while the number of autoists increased only 4½%, the number that came by rail increased nearly 60% over last year.

This season also marked the first year of the operation of the Personally Conducted Tours through the Park sponsored by the Chicago, Burlington and Quincy Ry. These proved very popular.



*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*



**Olivia Johnson, President**  
**Great Northern Ry.**  
**Women's Club**  
**St. Paul, Minn.**

PRINTED IN U. S. A.

OCTOBER: The Artist of the Ages!

**T**HERE is a period in the year, following the transition from Summer to Autumn, when great harvests of fruits, grains and vegetables are gathered; when products of the mine and the farm are sought and bargained for; when preparations are made for defence against the onslaughts of Boreas; when food and fuel are accumulated by the thrifty husbandman.

The Sumac, the Maple, the Wild Grape, the Oak stand forth in gorgeous colorings of red and yellow and purple.

Asters, Chrysanthemums and other flowers of Autumn, yield their kaleidoscopic glory and shed their radiance upon the vision of eager humanity!

It is a time of delight, of marvelous beauty—of content!

It is October! Artist of the Ages!

Princeton Hill, 1925

ONE BROWN

C. W. MELDRUM, Asst. Gen. Pass. Agt.	} Seattle, Washington.
M. J. COSTELLO, Western Traffic Mgr.	
A. J. DICKINSON	E. H. WILDE
Passenger Traffic Manager	General Passenger Agent
F. T. HOLMES	E. C. LEEDY
Assistant Gen. Pass. Agent	Gen. Agr. Dev. Agent
St. Paul, Minn.	



[Nov. 1925]

# The Great Northern Goat

Vol. 2. No. 9

November



Malcom Breese—One Brown—Alice Kellar—E. F. Flynn—E. L. DeLestry  
E. C. Leedy—Hoke Smith—F. W. Graham—Cliff. Trembly  
Sidney M. Logan—L. D. Kitchell—Mrs. John Leverett



## The Great Northern Goat



Here's a satisfied patron. Everything tastes so good on The "Oriental Limited" she wants Dolly to share her tasty breakfast.

## The Great Northern Goat



Two Guns White Calf.



Aims Back.



Little Dog.



Curley Bear.



Owen Heavy Breast.



Wades-in-the-Water  
and Squaw.

### **Northwest Indian Tribes hold Convention in Spokane, Wash.**

**By Malcolm Breese**

**H**EADED by a strong delegation of chiefs from the Blackfeet Indian reservation at Glacier Park thirty-five of the various Indian tribes located on reservations in the States of Montana, Idaho, Washington, and Oregon held the first annual convention of full-blooded American Indians ever held in the United States. The civic and national spirit of the Indian has been aroused, and the convention held at Spokane on October 30 and 31 was the result of this awakening.

Notable among the chiefs who were present and spoke at the convention were Chief Aims Back, of the Blackfeet Indians, leader in the five-year agricultural and livestock program being carried on, on Northwest Indian reservations; Chief Two Guns White Calf, Chief Curley Bear, Chief Owen Heavy Breast, Chief Wades-in-the-Water and his squaw and Chief Little Dog, all of the Blackfeet nation. In addition to the Blackfeet Indians there were distinguished delegations present from the Wenatchee tribe, of Wenatchee, Wash., the Nez Perce, Couer d'Alenes, Yakimas, Flatheads, Colvilles and others. Upwards of 3,000 Indians attended this congress, at which time the City of Spokane announced the proposed erection of an Indian memorial building, costing from \$150,000 to \$250,000, in which will be established an Indian Hall of Fame, where old-time Indian leaders, as well as youthful Indians who made the great sacrifices in the World War, will be permanently memorialized.



## The Great Northern Goat



Engine 2517, with 19 cars, crossing the Flathead River, Montana.

### **The Chronicle of a Great Feat**

By One Brown

I am the 2517. \*\*\* I am one of those ponderous, yet sylph-like, locomotives belonging to the GREAT NORTHERN. There are 28 of us in the GREAT NORTHERN family. \*\*\* Fuel oil is the food which stimulates 18 of us to do magnificent things. \*\*\* Six of us are provided with boosters. In other respects we are alike. The idea to which we owe our existence was conceived in the fertile minds of the enterprising men who manage the GREAT NORTHERN.

#### **BUT HOLD YOUR BREATH!**

On Friday, September 25, 1925, at Seattle, I was placed ahead of 19 cars—18 of which contained silk valued at nearly \$5,000,000—given a parting caress and admonished to take the train to St. Paul. \*\*\* At 4.30 p. m. I was on my way.

For 40 miles I threaded the banks of Puget Sound, turning at eventide into the foothills. \*\*\* As darkness overtook me I was ascending the heights into the solitude of the Cascade Range.

Block signals, with gay and gleaming lights, beckoned me onward with their assurance of safety.

Skirting the Pend Oreille River amid autumnal loveliness as dawn broke on Saturday

Monday I came to the valley of the Kootenai, the spray from whose sparkling waters baptized me. \*\*\* On and on I sped enveloped in the majestic beauty of Glacier Park. \*\*\* At Essex an escort—engine 2111—weighing 709,240 pounds was placed before me. (I am no toy myself, tipping the beam at 617,800.) \*\*\* Together we toiled up the winding trail of steel 18½ miles through the profoundly solemn vasts of the Rockies, the clouds hovering in billowy beauty around and below us.

Plunging, finally, into the distracting hubbub of the Twin Cities, the gleaming and glistening lights which glorify the night brightened my way. \*\*\* I arrived at St. Paul at 11.05 Sunday night with almost 1,800 miles of more-than-a-modern railway behind me. \*\*\*

I greet you and bid you sweet dreams and a merry Good Night!

After a 5-hour rest in the Jackson St. roundhouse, I left St. Paul on the fast mail, Monday, September 28, and arrived Seattle Wednesday 6:15 a. m., on time.

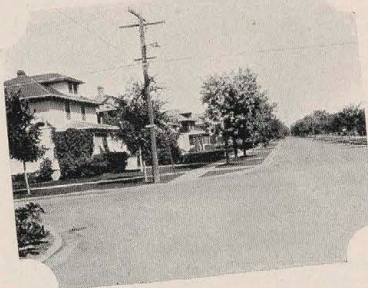
"Let the Rest of the World Go By!"

Reprinted from *The Train Dispatcher*

## The Great Northern Goat



### **Great Northern Cities, No. 22 Fargo, N. D.**



FARGO likes to be called "The Biggest Little City in the World," and well deserves the appellation. It is a city of vast potentialities, peopled by a citizenry thoroughly imbued with the spirit of Western optimism and push. Its consistent and steady growth through periods of industrial depression, as well as "good times" proves conclusively that the city will some day rank with the leading municipalities of the Northwest. Fargo enjoys an immense advantage by reason of its excellent location in the rich Red River Valley at the Gateway to North Dakota and because of its splendid position with respect to railway facilities, it being served by three large railways. It is the county seat of Cass County, one of the largest counties in North Dakota.

Fargo is one of the most important jobbing and manufacturing centers in the Northwest outside of the Twin Cities and Duluth, and one of the largest distributors of farm machinery and agricultural implements in the world.



# The Great Northern Goat

## Here She Comes!—The Railroad Woman Being a Little Talk About Women, Business and Rail- ways, and Railway Business Women

By Alice R. Kellar

YOU have all heard that old conundrum about the approaching train. Some one asks you, "When you see a train coming, what do you say? Here it comes, or here she comes?" Your answer, of course, is, "Here she comes!" And then they spring the joker—"But what if it's a male (mail) train?"

Today women by the hundreds and thousands have invaded the railroad world—not to usurp the men's places, but to put their feet on the ladder beside those of the men employes and climb as far toward success as they are able.

There are, I suppose, a thousand types of women in the business world today, but I believe they can be quite loosely divided into two general classes. One type, happily, is fast going out of existence. I refer to the gum chewing, nose powdering, nail manicuring, overdressed working "goil"—prominent in the Sunday comic section—not so much a real person, perhaps, as a popular impression. Supposed to be entirely brainless and uneducated—with no thought of advancement—just here today and gone tomorrow—familarly known as the "stenog" or the "little steno," or "girlie." She toils not—neither does she spell!

As I have said, I believe this type is going out of style—and into her place is swinging the modern business woman. Here She Comes—with a better education than of old—better dressed—with poise and tact— independent and self-confident—with good health, good sense and efficiency.



There is no distinct curtain between the act where the poor working girl held the center of the stage and that where the modern business woman became the heroine. It was not a sudden and abrupt reform, like turning a leaf in a book—if reforms were as easy as that we would all turn a few leaves. The change has come about gradually, is still going on, but no one can deny that business women have come to stay and in consequence are fitting themselves to stay.

Nearly every employer has women in his employ. You can have in your employ exactly the kind of a business woman that you demand. If you demand a business woman with education and brains, with poise and adaptability, you will get exactly that kind. If you prefer the gum chewing "stenos," that I spoke

of, they are still in existence, not difficult to find. But if you have in your employ today a woman who is capable of accepting bigger responsibilities, who is willing and eager to learn, who is a modern business woman, don't make the mistake of confining her activities to routine work just because she is a woman. Give her a chance to grow with the rest of your office force. And if you find she does respond to added work and responsibility—now you won't like this, but as the dentist says it will only hurt for a moment—if you find she does respond to added work and responsibility, pay her for it as you would pay a man in your employ.

# The Great Northern Goat

## National Apple Week Oct. 31 to Nov. 6

In observance of National Apple Week, which takes place from October 31 to November 6, the Great Northern Railway has arranged to give full co-operation, throughout its entire territory, with the International Apple Shippers' Association, and will use all facilities at its command to spread the fame of Northwest Apples.

Special arrangements are being made to have displays of luscious Northwest "Big Red Apples" in all Great Northern ticket offices where this is practicable.

During Apple Week this delicious fruit will be served in every form on diners, and Great Northern chefs will vie with each other to create new apple dishes to please the palates of dining car patrons.

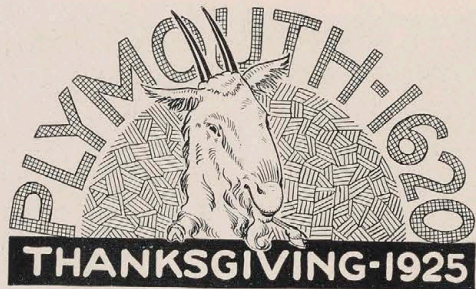
Here is the Apple Week Menu:

- APPLE BUTTER CANAPE, 25  
APPLE NATURAL, 10    APPLE COCKTAIL, 25  
BIG BAKED APPLE WITH CREAM, 25  
APPLE SAUCE, 20    STEAMED APPLES, 20  
APPLE COBLER, 35  
APPLE CROQUETTES, 35  
COMPOTE OF APPLE WITH RICE, 50  
APPLE FRITTERS, 25    APPLE OMELET, 50  
SALADS  
APPLE AND CELERY, 50    APPLE AND ORANGE, 50  
APPLE NATURAL—STUFFED WITH WALNUTS, 50  
APPLE AND PINEAPPLE, 50  
DESSERTS  
APPLE PIE, 20    APPLE PUDDING, 25  
APPLE TAPIOCA, 25    APPLE CUSTARD, 25





# The Great Northern Goat



VOL. 2 November, 1925 No. 9  
Published by GREAT NORTHERN RY., SAINT PAUL, MINN.  
CHARLES HERRIN, Editor.

## Flynn's Minute Editorials.



By  
Edw. F. Flynn,  
Director  
Public Relations

### This Month— Shareholders

WE are all shareholders in the city, in the state, in the country in which we live. Our city and our county is incorporated and its citizens are shareholders and voters. Sometimes we refer to the government of a city or country, the state or the United States, as if it were something entirely foreign to ourselves. This is an old country idea and should be foreign to us in the United States. We are the government of our city, county, state and country, and as such responsible for its acts.

We often think because a certain property or business is owned by a corporation, it at once differs from property or business owned by an unincorporated company. A hundred people owning a business incorporating the next day do not change their personality overnight. Incorporating a business owned by many persons is the only sensible way to manage and conduct such a business. That is why we are shareholders in our city and country.

As shareholders in the biggest company in the world we should not be prejudiced toward any other shareholder or his property, held for him by his corporation.

Eight



### DeLestry says:

Statisticians are men who so can juggle figures that they will tell you what you want them to.

\*\*\*  
We're wondering whether modern dress of our women is not a slow reversion to the customs of uncivilized tribes.

\*\*\*  
The Riff war is reported to have started over butter. We have been served with some restaurant butter that made us fighting mad.

### The Men Who Man The Oriental Limited



Left to right—Robert Crohn, Fireman; Chas. Busby, brakeman; Jack Farrell, brakeman; John Burk, Conductor; Pat McLoughlin, Engineer.

# The Great Northern Goat



## Gleanings from the Fall Crop of College Humor

"Why do you call your flivver Pyorrhea?"

"Because four out of every five have one."

—Cornell Widow

"Where are you going, daughter?"

"Down stairs to get some water."

"In your nightgown?"

"No, in this pitcher."

—Denver Parakeet.

"Pretty bad about the polecat, wasn't it?"

"What's that? Hadn't heard about it."

"His father disowned him. Cut him off without a scent."

—Kentucky Cardinal.

Sign in Ku Kluxer's window: Will be back at one. Out to lynch.

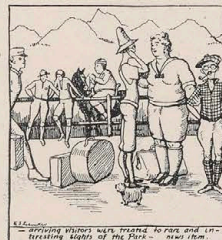
—The DePauw

"Sandy, ye sit there like an owl. Say something."

"Hool mon."

—B. H. S. Torch.

### Why Glacier Park Is Popular



—Drawn by Pullman Conductor E. S. Loemaker, Chicago Western—Courtesy Pullman News.

Mae: "Jack was held up last night by two men."

Fay: "Where?"

Mae: "All the way home."

—Penn Punch Bowl

Solicitor: "For the last time, I ask you for that \$12.50."

Deadbeat: "Thank God that's over with."

—Gargoyle.

"As Oh Pshaw says in a recent issue of Pittsburgh First, 'God gave us our faces but thank God we can pick our own teeth'."

"Waiter, this coffee's like mud!" exclaimed the customer.

"I'm not surprised, sir, it was ground this morning," was the unperturbed reply.

—B. H. S. Torch

She: "My brother doesn't smoke, swear or drink."

He: "Does he make his own dresses, too?"

—Williams' Purple Cow

### Well, Jake is Entitled to Half the Blanket!

"Jake Felkerman, who sustained badly sprained ligaments while plowing last week, is confined to his bed with a physician."—Lima, N. D., News.

### He Didn't Begin

City Lady (sniffing)—  
"What's that awful odor?"  
Farmer—"That's fertilizer."

City Lady (astonished)—  
"For the land's sake?"

Farmer—"Yes, ma'am."

—Purple Cow.

Nine



## The Great Northern Goat

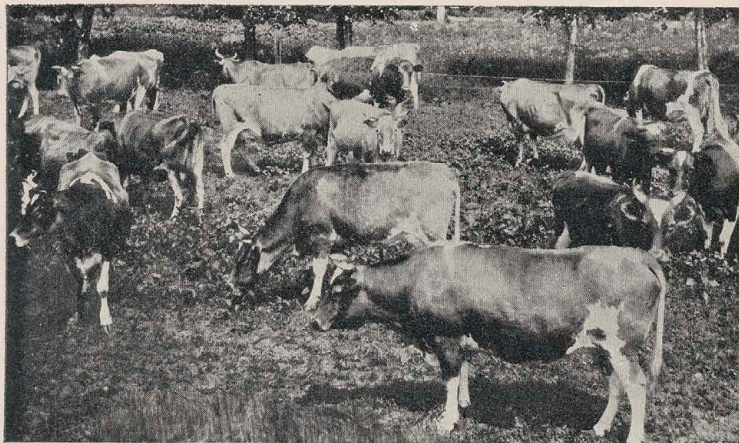
## The Great Northern Goat



No, not a jury, but twelve good men and true just the same. Southern Pacific Boys at the Ferry Ticket Office, San Francisco. This is a 24-hour office, employing 28 men, but we can only show 12. Left to right: H. P. Lowry, T. C.; C. W. Pipinow, T. C.; James O'Gara, Agent; M. M. Miller, Asst. Agt.; F. E. Mahan, T. C.; H. J. Thigpen, T. C.; J. H. Mason, T. C.; R. C. Boulton, Acct. and T. C.; R. A. Schmiedel, Cashier; W. A. Carr, Chief Acct.; N. L. Brown, T. C.; C. S. Richardson, T. C.



## The Great Northern Goat



Pure-bred Guernsey herd near Minot, N. D.

### Great Northern Cooperates in Big Cow-Selling Campaign

By E. C. Leedy



A Ward County Holstein

**D**URING the month of September the Great Northern Railway in cooperation with the Minot Association of Commerce and The Soo Line, engaged in a dairy cow-selling campaign, during which a farm to farm campaign was made in the entire county. This campaign was to enable farmers to take advantage of the loaning terms of the Agricultural Credit Corporation, Minneapolis. Applications were taken for 723 dairy cattle, of which 81 were pure-bred sires. The Agricultural Credit Corporation have approved to date applications for 600 cows and 78 pure-bred sires. The different breeds were represented

by 344 Guernseys, 325 Holsteins, 25 Short-horns, 23 Jerseys and 6 Brown Swiss. The average number applied for by individual farmers was three head, indicating that the stock will be distributed to a large number of farms. The Minot campaign was the most successful since the organization of the Agricultural Credit Corporation. The Minot Association of Commerce conducted a campaign of education among the business men of Minot and surrounding communities, and also used newspaper publicity to arouse interest. The local business men of Minot and the small towns of the county gave their time and the use of their automobiles in a farm to farm canvass. It is estimated that the annual production from these cows and their offspring at the end of ten years would amount to almost double the present dairy production of Ward County, N. D.

## The Great Northern Goat



To give the serving of delicious Reindeer meat a right start, the Great Northern dining car department celebrated arrival of the initial supply from Alaska by serving its first Reindeer steak in Seattle to a young native Alaskan girl, Marian Bell, who enjoyed it while garbed in the costume of her people of the far north. Arrangements have been made by the Great Northern to obtain a continuous supply of Reindeer meat from Alaska, which will be served daily.



## The Great Northern Goat



*Captain Carnation furnishing power for milking machines.*

### **Bull Power Runs Milking Machine That Takes Butter Fat From Bossie**

**By Hoke Smith**

**N**ORTH Dakota has become a bread and butter state through long years of the late Jas. J. Hill's preaching of diversified farming, coupled with evolution of "animal industry."

Ingenious application of bull power now has put to rout the typical lazy wheat raiser who used to yawn and say: "Milkin's too hard. What we need is more rain!"

The father of the herd today no longer is allowed to waste time proudly posing at county fairs as an exclusively procreative force upon the North Dakota farm. He must mount the treadmill and go through

his "daily dozen" to furnish the power that operates the vacuum milking machines.

In 1914 when Jim Hill told the farmers of North Dakota they should raise cows as well as wheat the dairying industry was negligible in that state. During the fiscal year the dairy products of North Dakota brought \$18,750,000.

The number of cream stations purchasing dairy products increased from 400 to 1,500 in the last decade.

This, in a nutshell, is the story of North Dakota's evolution from a wheat to a "bread and butter" region that is second to none in the United States.

## The Great Northern Goat

### *Introducing*

*Miss Emma S. Redel, only woman Ry. Executive in the U. S. elected by Board of Directors, Asst. Secy. M. & St. L. R. R.*



*Sam Sansivar, Dean of Glacier Park guides. Last trip over Swift Current Pass, season 1925.*

*Mrs. Clarence S. Paine, Secy. Mississippi Valley Historical Society, and member Upper Missouri Historical Expedition.*



*Associate Justice Pierce Butler, U. S. Supreme Court, delivering address at unveiling of statue of John F. Stevens.*



*Left, Mr. Doane Robinson, Supt. S. D. Department of History, Member Upper Missouri Historical Expedition.*





## The Great Northern Goat



*Bird's-eye view of Priest River and Priest Lake, Idaho.*

### **Priest River, Idaho**

**By F. W. Graham**

**P**RIEST River is a town of about 1,250 inhabitants in Bonner county, of which Sandpoint is the county seat. It is on the mainline of the Great Northern Railway and twenty-five miles from the foot of Priest Lake. This beautiful lake, which is a second Lake Chelan, has great resort possibilities. It is twenty-three miles long, and near the upper end there is a narrow thoroughfare for two and one-half miles, which connects little Priest Lake three and one-half miles long with the larger lake. This makes a total water length of twenty-nine miles. It is very picturesquely situated and surrounded with timbered hills. Coolin, is the postoffice for a small town that is clustered around the lower end of Priest Lake. Daily stages connect with Great Northern trains for Coolin. There is a nice beach and a water front park on the lower end of the lake and a number of summer cottages. Small gasoline boats ply the lake. Fishing is excellent in the spring, and many sportsmen visit it for trout fishing and hunting. The auto road runs through a beautiful wooded country, mostly within the forest reserve. The town of Priest River has been built up by its lumbering and logging industries, but the

Commercial Club is now desirous of giving attention to the development of its agricultural and mineral industries. There are unlimited mining possibilities in the Priest River region. Outside of the forest reserve, there are about 250,000 acres, suited to agriculture, mostly cutover land. This is seven times as much as there is now in improved farms, so there is ample room for future growth.

Priest River is in the Spokane territory. It is only six miles from the Washington state border, and fifty-two miles from Spokane. The altitude is 2,081 feet, and the average rainfall 27 inches. The climate is mild, and it has about four months' growing period between late summer and early fall frosts.

The Priest River Commercial Club will publish an attractive pamphlet, giving information regarding their farming, mineral, timber and scenic resources, in which Priest Lake will be emphasized. A program of beautifying the town and approaches to the depot will also be undertaken, in which Mr. Geo. W. Dishmaker, superintendent of station parks, Great Northern Railway, will cooperate.

## The Great Northern Goat



### **Hoof Prints of the Goat**

**By Cliff Trembly**

Don't use red ink on an earning's statement: black looks much better.

\*\*\*

The ties that bind: the railroad ties.

\*\*\*

Who says promotion is slow on a railroad? Many of our Montana trainmen are bound to reach the Summit.

\*\*\*

Eighteen cars of silk in one train. The poor worm!

\*\*\*

A tender spot: just behind the engine.

\*\*\*

The engineer is a futurist: he always looks ahead.

\*\*\*

A good general manager: your wife.

Wouldn't Eve have had a good time at Wenatchee?

\*\*\*

No, Gertrude, the Pullman porter who left the service and is now selling soap is not an exporter.

\*\*\*

The "Oriental Limited" pulling into the Montana division headquarters is like the fellow who courts a girl six nights a week: they are both bound to Havre.

\*\*\*

During its construction the Cascade Tunnel got terribly bored.



## The Great Northern Goat

### Flathead

Let us sing no more of Arcadie  
Or dreamlands over the sea.  
Let us sing of the dear old Valley  
That was made for you and me.

With its lakes of molten silver,  
Its forests of green and gold,  
Its palisaded rivers,  
And its mountains grim and old.

There may be some place, somewhere,  
Where the golden sunlight streams,  
Thru the rifted clouds of summer  
On a sweeter land of dreams.

There may be some place, somewhere,  
Where the rosy light of dawn  
Breaks upon a fairer landscape  
On a golden summer morn.

There may be many places,  
Where the rays of setting sun  
Are reflected by such beauty,  
But I know of only one;

There may be other places,  
To others, fairer seems,  
But Flathead, dear old Flathead,  
You're my golden land of dreams!

—Sidney M. Logan.

## The Great Northern Goat

### Calamity

The Pullman car was  
crowded,

On the Oriental train;  
The passengers were happy,  
In a jovial sort of strain,  
At Havre there was added

To the merry party list  
A middle aged lady,  
Who No. 4 had missed.

They saw that some mis-  
fortune

Of fate had crossed her  
way,

The merry crowd of tourists  
Were hushed at once that  
day.

Repeatedly she left the car,  
As tho by impulse led,  
Never faltering till she  
reached

The baggage car ahead.  
Tears anew would bathe her  
face,

As she sat there alone,  
Until one kindly tourist said,  
"Can sympathy atone?"  
And so she sat beside her  
friend,

And pressed her trembling  
hand.

She said: "Do let me help  
you, dear,  
Most gladly if I can."

The sad one raised her weary  
eyes,

"O thank you, no," she  
said,

I mourn because my poodle's  
in

The baggage car ahead."  
—L. D. Kitchell.



My dear Mr. Editor:

My husband and I enjoyed very much reading the little GOAT magazine which was handed us in your office.

I enclose a little contribution for its pages, which I wrote on the train coming home, going upon the time-honored principle that "a little nonsense now and then, etc." If you think it worthy a place in your columns, use it; if not, you know what to do with it.

Yours sincerely,

Mrs. John Leverett.

We've heard for years of Mary's Lamb, whose fleas, of course you know, were not the ordinary kind, but fleas "as white as snow." But that is ancient hist'ry now, for in these modern times both Mary and her Lamb are gone, and likewise all those rhymes. But in their stead a beast of note with large and wondrous horns, known as "Great Northern's Mountain Goat," the great Northwest adorns. And, like the far-famed lamb of old, which always followed Mary, the mascot of this great railroad is omnipresent, very; you see him in the stations, you see him in the Park, and as he wears a snowy coat you see him in the dark. He ornaments the folders; he decorates each car; he's known in railroad literature, in cities near and far. While Mary's lamb much learning had (he went to school with Mary), this goat is much more travel-ed, and aristocratic, very, for everywhere this Railroad goes, the goat goes skipping too. I hope no one will "get" this goat; don't think they will, do you? For what would the Great Northern do, without its Goat so frisky? I'd hesitate to speak my mind, it might be much too risky.

(Waiter, please pass the mountain spring water.)

Here's to the health of the Great Northern Goat in his mountain home so high; may his fame increase with his Railroad's growth, as the years go rolling by!

Amata.



*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*



*Harvin*  
 Editor

703 Great Northern Bldg.  
 St. Paul, Minn.

PRINTED IN U. S. A.

**N**OW comes NOVEMBER to fill our hearts with cheer.~  
 Nature has bestowed a rich fruition throughout the  
 country. Content abides within us as we give thanks  
 to God for an abundant prosperity. We rejoice in the  
 blessing of an exhilarating climate.~

Remember Glacier Park and the GREAT NORTHERN:  
 Glacier Park as a playground of everlasting beauty.  
 The GREAT NORTHERN as a superb transportation  
 instrument devoted to the development of the Great Northwest.

Princeton Hill  
 1925.

One Brown.

C. W. MELDRUM, Asst. Gen. Pass. Agt. }	Seattle, Washington.
M. J. COSTELLO, Western Traffic Mgr. }	
A. J. DICKINSON	E. H. WILDE
Passenger Traffic Manager	General Passenger Agent
F. T. HOLMES	E. C. LEEDY
Assistant Gen. Pass. Agent	Gen. Agr. Dev. Agent
St. Paul, Minn.	



# The Great Northern Goat

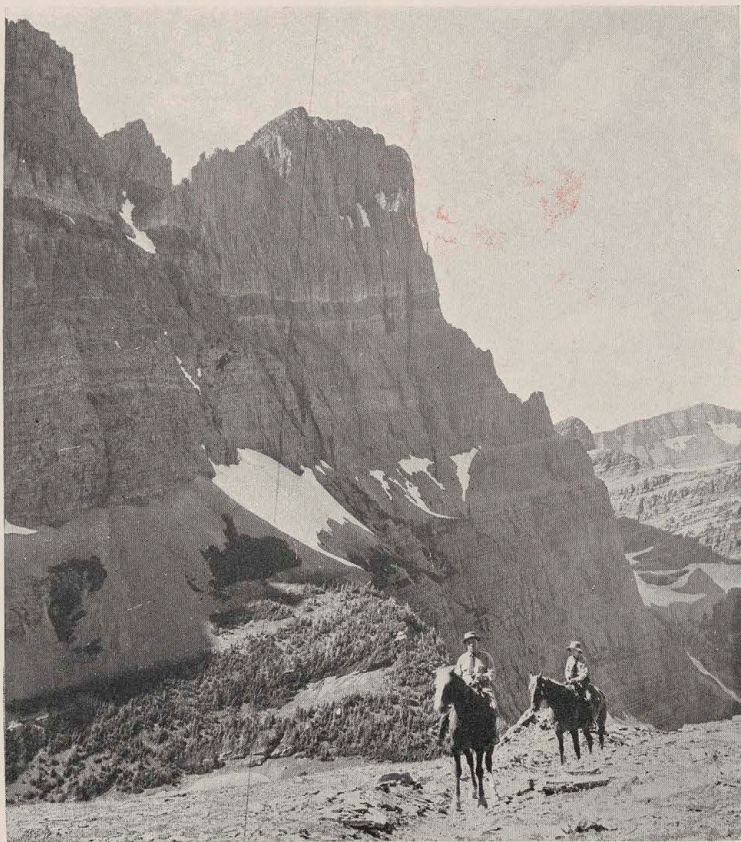
VOL. 2 No. 12

FEBRUARY





## The Great Northern Goat



On the Piegan Pass Trail, Glacier National Park.

## The Great Northern Goat

### Afoot and Asaddle in Glacier Park

By William H. Evans

Reprinted From The Pennac News

IF those who seek their vacation at the shore, bathing by day and dancing by night; who go to Maine to spend their time in deep sea fishing or sailing or who seek the wary trout or bass; who get out the old bus and set sail for Canada where Volstead is not known, or if those who go to the same old spot and do the same old thing they did ten years ago are looking for something new and novel, with a thrill in it, pack up your bag and board a train for the West.

Way back in the Northwestern part of Montana there are nearly a million acres set aside as the Glacier National Park. Personally I can look back with great pleasure to twenty-two delightful vacations on a gem of an island in Penobscot Bay, Maine, not to mention a flivver trip through the Catskills, Berkshires, Adirondaks, Green and White Mountains when all of the flivver that was left was the fenders and a State license, yet none of these compares with a twelve-day stay at Glacier.

It is a long trip there, yet you pass through one of the most scenic sections of Pennsylvania and Maryland, run along the Mississippi River for nearly a day, awake in the wheat fields of Dakota, see for a day the golden ripening grain on both sides of the track and running back for miles only to arise the next day and have the scene repeated, so that if you are not bored with life it is a most interesting trip.



William H. Evans  
of the Advertising Organization of the  
Philadelphia Electric Co., Philadelphia,  
Pa., who visited Glacier National Park  
last summer.

But what is Glacier Park? Here is an answer given by one of those bobbed-up-to-the-minute, independent girls you meet everywhere: "There are three classes at Glacier. Those who hike, ride horses, and the dumb bells. The latter come here by motor, look around at these glorious mountains in a bored sort of way and ask a bell boy when the next bus leaves."

Glacier is unique. It is not spoiled by automobile roads and the automobile spells little in Glacier Park life. One must see it afoot or ahorse to appreciate it. It is the habitat of the knickerbocker. They

are everywhere. You see women of seventy and girls of seven, all clad in knickers. Fat legs, slim legs, plump legs, thin legs, legs encased in cotton, silk or wool, shapely legs, shapeless legs. Glacier is certainly that part of the great open spaces where men are men and women are knickerbockered.

It is a friendly place. Introductions are unknown, yet everyone seems to know everyone else. Everyone is seeking action and by far most of them are horse-back riders. There are 900 saddle horses, the largest number ever assembled in this country. After breakfast the corrals back of the hotels and chalets are filled with riders departing over a dozen different trails. At night the Transportation desk is mobbed with riders seeking reservations for the numerous trips.



## The Great Northern Goat

One curious thing about the park is that the great majority have never been on a horse. Out of every hundred visitors, seventy-five are women. Gray-haired women who would hesitate about taking a ride over the Fairmount Park saddle paths think nothing of getting aboard a horse for the first time, bound whither they know not, only to find themselves climbing mountain tops and going through high trails with nothing below them but a thousand feet of thin air.

I had not been on a horse in thirty years and was not anxious to get on another. And when my friend announced that he was off on his first ride I compromised by stating that I would sit on the hotel porch and view the scenery. An hour later he said there were eleven in the party, of whom eight had never before ridden. So I capitulated. We were bound for Iceberg Lake some seven miles distant. The first hundred yards after leaving the hotel was a level stretch through the woods and the Western horses delight to canter along these stretches. Knowing nothing about horses I gritted my teeth and hung on. Five times I lost the stirrups and the jarring I got loosened all the dental fillings. I managed to bring the steed to a walk and prayed that a thunderstorm would overtake us but overhead the sun shone through a cloudless sky. Fortunately the woman back of me had an idea of the essentials of horsemanship, so I decided to continue.

The first six miles was up and down gentle

risers through a delightful forest of spruce and pine. Then came the thrill. Off to the left fell a miniature water fall, a thousand feet high. Up a series of switch backs we began the ascent. Gradually the wonderful country began to unfold. Half way up we could see below two beautiful lakes and a swift running creek.

As we neared the top the timber line ceased. The last hundred yards was on the level. Below were lakes and streams and the wooded forest. But between them and us nothing but air and a drop of more than a thousand feet. As one in the party expressed it: "You fall, hit once and repeat until you strike bottom."

Shortly afterward we reached our destination. Back of the lake and above it is a glacier from which fall at intervals cakes of ice. At the foot of the lake and growing through the snow are delicately colored yellow lilies or dog-toothed violets. The color of the lake is a soapy green.

The guides have a lot of fun with the tourists, whom they call dudes, as the Maine guides designate visitors as sports. One of these big sombrero hatted westerners was about to take a party of women to Iceberg Lake and he did not relish it. Just then a truck full of ice for the hotel drove up and the guide yelled to the driver: "Say, Jim, did you take a load of ice up to the lake. You forgot about it yesterday and my dudes were some disappointed."

(Continued next month.)



A wind-blown tree, Glacier National Park.

## The Great Northern Goat



## Kicks from the Goat Cliff Trembly

The station agent's friend: the man who checks his trunk before the train's in sight.

The engineer can always tell when he's approaching Everett account of the Puget Sound.

Do you remember 'way back in the time when you got cinders in your eyes?

At any rate, you never heard of the drivers on a locomotive getting intoxicated.

In Glacier Park there is a goat

That's known the country o'er:

He travels far, as you must note,—  
Close to each box-car's door.

Don't get discouraged: there's always a place for the nut. On the bolt, for instance.

Our roofs don't leak even if we do have showers on the Oriental.

Don't place your automobile in front of the engine. It is neater to park it at the side.

Don't try to make a whole meal out of a doughnut even if the hole is extra large.

If your motive power is all right you can dance until morning.

The difference between a flat car and a flat tire is that one was made that way and the other gets that way.

We couldn't have baths on our trains if we didn't have running water.

We have friends from St. Paul to the Pacific Coast: We know because we took them there.

A connecting line: the one between the trout and the fishing rod.

The freight train may not be as spectacular as the passenger train but it has the goods.



## The Great Northern Goat

### Private Ownership Operation During The Year 1925

By M. L. COUNTRYMAN

IF there are any people left in these United States who believe that Government operation of railroads would be a good thing, they need to have their attention called to the remarkable record of efficiency made under private ownership and operation during the year 1925. Nine new high scores have been made, as follows:

1. In the number of loaded cars handled—almost one million cars for every week of the year.

2. In the total number of cars loaded in a single week—1,124,436—August 29th.

3. In handling peak loadings with a large surplus of cars in reserve—162,397—August 31st.

4. In the number of cars loaded with merchandise and l. c. l. freight in a single week—271,624—October 24th.

5. In the number of cars loaded with miscellaneous freight in a single week—442,431—October 3rd.

6. In the number of ton miles of transportation produced in a single month—44,061,988,000—October.



Vice-Pres. M. L. Countryman.

7. In the average movement of freight cars per day—32.2 car miles—October.

8. In handling this tremendous volume of traffic so promptly and efficiently that no car shortage to speak of existed at any time during the year. Shippers have almost forgotten what car shortage means.

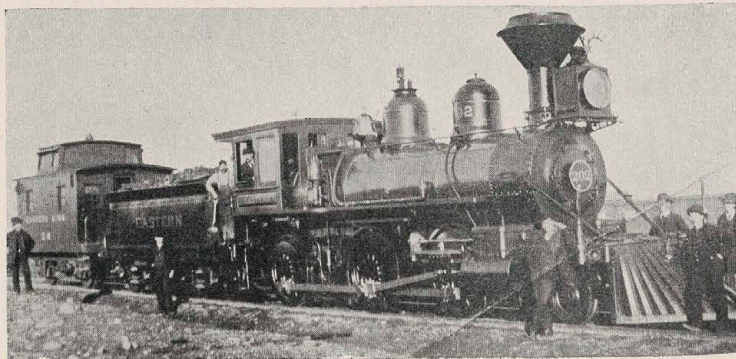
9. In the reduction of amount paid in settlement of claims for loss and damage to freight, from about \$137,000,000 in 1920 to

about \$40,000,000 in 1925, and this notwithstanding the fact that in 1925 the number of cars loaded with revenue freight was the greatest ever handled by the carriers in any one year. Loss and damage claims settlements on the Great Northern show a corresponding decrease, being in 1920 \$2,012,980.33, and in 1925 only \$698,841.00, a reduction of \$1,314,139.33.

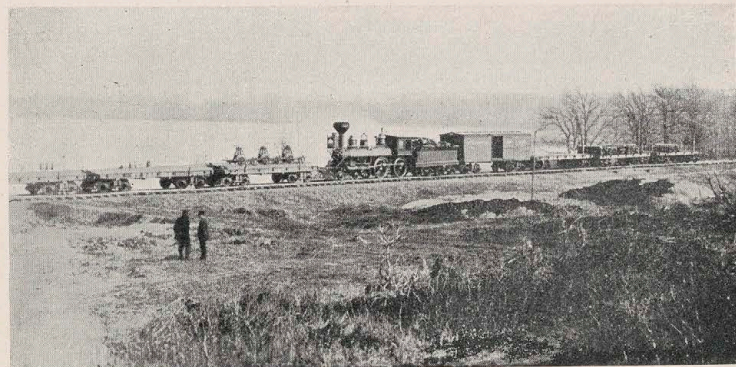
Advocates of Government ownership (if any there be) are respectfully challenged to produce a similar record of achievement in railroading made under governmental management, in any country, at any time.

## The Great Northern Goat

### You Old Timers Do You Remember When



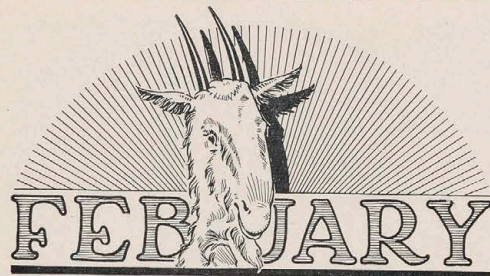
The Eastern Minnesota Engine No. 202 was the first passenger locomotive in service between St. Paul and Duluth.



The first train pulled into Alexandria, Nov. 4, 1878.



# The Great Northern Goat



Vol. 2 February 1926 No. 12  
Published by GREAT NORTHERN RY., SAINT PAUL, MINN.  
CHARLES HERRIN, Editor.

## Flynn's Minute Editorials. This Month— Politicians and Statesmen



By  
Edw. F. Flynn,  
Director  
Public Relations

James Freeman Clarke says: "A politician thinks of the next election; a statesman of the next generation." This proves the correctness of a statement I have often made, that a politician is a man who is elected to office because of his ability to denounce some one or something, particularly the public service corporation. He rides into office upon a vehicle of hate and prejudice he has created. A statesman is a man elected to office upon his ability to do what every real red blooded man and woman is trying to do today—to serve. He is a man who is called to public service. The office has sought him—not he the office, as in the case of the politician. The primary law, while it may have its good features, is a boon to the politician, though not always for mankind.

Neither denunciation, hate nor prejudice ever saved a life or a country.

Eight



### De Lestry says:

The universal class yell of the world seems to be: "Give me."

\*\*\*  
Thank goodness the holidays are over and we may now figure how much we may save from now on to withstand the next onslaught.

\*\*\*  
Now that tax reduction on small incomes has been made effective all that remains is for Uncle Sam to provide us the income.

### Men Who Man The New Oriental Limited



Conductor Harry Surgeon.

# The Great Northern Goat Ethiopian Humor

Booth Tarkington was praising colored folks and told this incident to illustrate their affectionate disposition.

After a young colored couple had been married by a white parson, the groom turned to the latter and asked:

"How much does Ah owe you, Rev'ren'?"

"Oh", said the minister, "pay me whatever you think it's worth."

The young fellow regarded his bride with adoring eyes. Then he turned to the minister and said mournfully:

"You's ruined me fo' mah financial life, Rev'ren'. Yo' sho' has."

A West Virginia dinky, a blacksmith, recently announced a change in his business as follows:

"Notice—De copartnership heretofore resisting between Me and Mose Skinner is hereby resolved. Dem what owe de firm will settle with me, and what de firm owe will settle wid Mose."

—Walkover Press.

"An' yo' say dat little twin baby am a gal?" inquired Parson Jones of one of his colored flock.

"Yessah."

"An' de other one. Am dat of de contrary sex?"

"Yassuh. She am a gal, too."

"Rastus, is this good whisky?"

"Yas, suh, boss, that is Block and Tackle lick."

"Block and Tackle, what do you mean, Rastus?"

"Jes' take a drink, walk a block, and you'll tackle anything."

The train came to a grinding stop at a small town in the South, and the head of a gentleman of color protruded from a car window. Seated by his side could be seen a brown-skinned maiden.

"Does yo' know a cullud pusson by de name of Jim Brown what lives here?" he asked of a station lounge.

"Ain't nevah heerd of no Jim Brown heah, an' Ah lived in this town fo' ten yeahs."

"Is yo' right suah dey

ain't nevah been no Jim Brown aroun' heah?"

"Positively."

"Den," announced the arrival, reaching for a suitcase, "dis is whah his new son-in-law gits off."

—The Continent.

Two colored gentlemen who had just reduced the population in a farmer's henroost were making a get-away.

"Laws, Mose," gasped Sam, "why you s'pose them flies follows us so close?"

"Keep gallopin' nigger," said Mose, "them ain't flies. Them's buck shot."

—The Obermayr Bulletin.

"Niggah, I'se goin' to mash yo' nose all ovah yo' face; I'se goin' to push dose teeth down yo' throat and black both yo' eyes—et cetera."

"Black man, you don't mean et cetera, you means vice versa."

—The Obermayr Bulletin.

A Negro, the father of ten children, all of whom had been rocked in the same cradle, was putting the latest arrival to sleep.

"Rastus," said his wife, "dat cradle am 'bout worn out."

"'Tis 'bout gone," replied Rastus. "You all bellah git 'nother, an' git a good one—one dat'll last."

—West Point Pointer.

Nine



## The Great Northern Goat

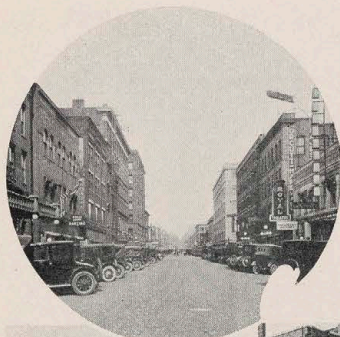
## The Great Northern Goat



This collection of amiable physiognomies, Ladies and Gentlemen, is the Southern Pacific force at 65 Geary St., San Francisco, Cal.  
 First Row: Left to Right. Seated. E. J. Kremer, T. C.; R. T. Simen, Asst. Agt.; L. W. Austin, Agt.; G. B. Hansen, C. P. A.; A. L. MacKenzie, P. A.; J. J. Mitchell, P. A.  
 Second Row: Left to Right. J. E. Freund, T. C.; D. F. Kline, Sec'y, D. P. O.; T. F. Himburg, Ticket Maker; T. M. Scalley, Pullman Clk.; T. C. Keedy, T. C.; L. M. Adler, Pullman Clk.; H. R. Chinn, Inf. Clk.; C. J. Maltzer, C. C. Pullman; C. E. Paine, P. A.; W. B. Halley, Inf. Clk.; F. C. Smith, Inf. Clk.; B. K. Brown, Ticket Maker; L. F. Arfsten, Acct.; R. E. Steinebach, Acct.; E. O. Lewis, Floor Man.; I. R. Jarman, Clk. D. P. O. Third Row: Left to Right. E. H. Olson, C. C. D. P. O.; H. A. E. Jones, Inf. Clk.; L. E. Renner, Asst. Cash.; W. G. Davis, Inf. Clk.; T. F. Dunn, Asst. Cash.; L. J. Marshall, C. C.; E. G. Beach, Agt. Tel. Inf.; H. H. Boyer, Agt. Inf. Bureau; S. Patton, Sec'y.; T. L. Chess, P. A.; H. J. Richards, T. C.



## The Great Northern Goat



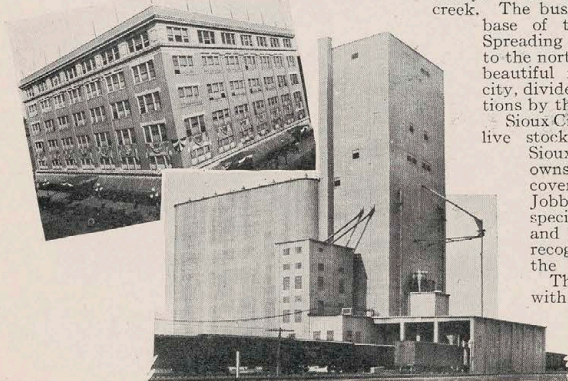
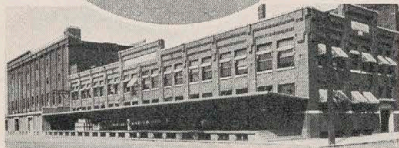
### Great Northern Cities

#### No. 25 Sioux City, Iowa

SIoux CITY is the metropolis of the Northwest where the farmer, the rancher and the captain of industry join hands to make a market for the world's greatest agricultural region. The city has a population of 85,000. The industrial section of the city lies along the north shore of the Missouri river and extends northward along the valleys of the Floyd river and Perry creek. The business section is at the base of this U-shaped valley. Spreading out in fan formation to the north, east and west is the beautiful residence part of the city, divided into three major sections by these valleys.

Sioux City's great industry is live stock and packing. The Sioux City Stock Yards Co. owns the vast area of pens covering over 30 acres. Jobbing is Sioux City's specialty, she thrives on it and has become one of the recognized big centers of the Northwest.

The six trunk railroads with their numerous lines radiating out of the city in every direction are the controlling factor in the Sioux City jobbing market.



## The Great Northern Goat

### Detroit to Drive Snow "Flivver" 1000 Miles Over North Pole Trail

By Lloyd Evans

Reprinted from the St. Paul Pioneer Press

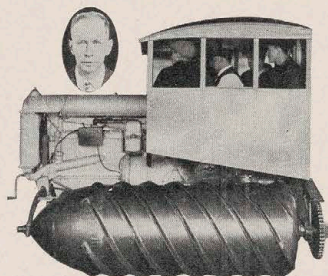
HOWDJA like to drive one of those things folks tell Ford stories about, from one end of the Alaskan railroad for 1,000 miles across the snow and ice North Poleward?

G. Scott, whose picture is shown above, doesn't know just how he will like it, but he is going to do it just as soon as he can get to the end of the railroad. He left St. Paul Saturday on the Oriental Limited, Great Northern train, bound for Seattle, and will sail for Alaska next Saturday.

The thing he is going to drive across the snow isn't exactly a "flivver," but it is a near relative of that vehicle, as the illustration shows.

It is known as a snow motor. About the only difference between it and the tractors made by Henry and his son, is in the drive. Instead of wheels it has bullet-shaped somethingorother which pull the vehicle over the snow on the same principle that makes a screw penetrate wood.

Mr. Scott, who hails from Detroit, was selected by the committee in charge of the airplane polar dash, financed by the New York Geographical society and the Detroit Aviation club and headed by the famous Australian pilot and explorer, Captain George Wilkins, to haul 15 tons of supplies from Nenana, at the end of the Alaskan railroad, to Point Barrow, from where the airplanes will make their dash for the North Pole in the spring. After exhaustive research, the expedition committee concluded that, except for the dog teams, the snow motor is the only means of conveying their



G. Scott and His Snow Motor

supplies to the Northern base, and that hundreds of dogs would be required to haul the 15 tons of necessary equipment.

The snow motor, only recently perfected, has been tested in the Swiss Alps and in American mountains and, according to Mr. Scott, has proved capable of drawing 20 tons in a sled train through drifted snow.

Mr. Scott will be accompanied by four men, one of whom will be Sandy Smith, Alaskan musher, who is said to know more about the wilds of Alaska than any other person living, not excluding the Indian natives of that country.

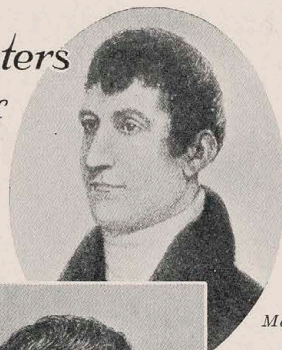
Two motors, each with a train of five sleds, will be used to haul the 15 tons of supplies. The motors will be equipped with specially constructed inclosed and heated cabs. On a level stretch of ice the tractors can make 10 miles an hour, Mr. Scott said, but he does not expect to average more than four and one-half miles an hour on the Alaskan trek, and estimates that it will take at least 35 days to get to Point Barrow after he leaves Nenana, about February 1.

The airplanes which will make the dash from Point Barrow will be flown empty from Nenana to their supply base when spring opens up in Alaska. Their bee-line route from the end of the railroad to the base is about 500 miles, but the trail which the supply train will be compelled to follow is more than 1,000 miles long.



## The Great Northern Goat

### Famous Characters in the History of the Northwest



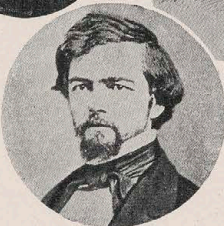
Meriwether Lewis



Wm. Clark



John Jacob Astor



Gen. Isaac J. Stevens



Verendrye

## The Great Northern Goat

### Famous Characters in the History of The Northwest

#### John Jacob Astor.

JOHN Jacob Astor was born in July, 1763. At the age of seventeen, he made his way from Germany to London where he learned English, and where in 1783, he embarked for America to engage in the fur trade upon his arrival in New York. In 1807, Mr. Astor bought out the Mackinaw Company and formed a new association called the American Fur Company which carried on the traffic in the Upper Mississippi country and on Lake Superior. Mr. Astor organized the Pacific Fur Company in 1810. His plans for the founding of Astoria and the continental construction of a line of posts were shattered by the war of 1812.

#### Isaac I. Stevens.

ISAAC I. Stevens conducted the Pacific Railway Exploring Expedition sent out by the government in 1853 for the purpose of finding a practicable route for a railway from the Mississippi to the Pacific, near the 47th and 49th parallels. His instructions were to operate from St. Paul, or some eligible point on the Upper Mississippi, toward the great bend of the Missouri River, and thence on the tableland between the tributaries of the Missouri and those of the Saskatchewan to some eligible pass in the Rocky Mountains.

#### Captain Meriwether Lewis.

CAPTAIN Meriwether Lewis was born in Charlottesville, August 18, 1774. Meriwether Lewis found a champion in President Jefferson, whom he served for two years as secretary before given command of the Great Expedition to Pacific shores. Upon his return from this immortal journey he was made governor of Louisiana Territory, and this office he held until he died, October 11, 1809, at the age of 36 years.

#### Captain William Clark.

CAPTAIN William Clark, second in command of the Great Expedition, was the ninth of a family of ten children. When William was fourteen, the

family moved into the Middle West, settling at what became Louisville, Kentucky.

After the return of the Lewis and Clark Expedition, and a few days following Captain Lewis' appointment as Governor of Louisiana Territory, Captain Clark was commissioned, by President Jefferson, as Brigadier-General of the territorial militia, and as Indian agent. In 1812, the name of the territory was changed to Missouri; and in 1813 Captain Clark was appointed by President Madison as its governor. After being reappointed by Madison in 1816 and 1817 and by Monroe in 1820, he surrendered his office upon the admission of Missouri to statehood, when a governor was elected by vote of the people. He died at sixty-eight years of age.

#### Sieur Verendrye.

PIERRE Gaultier de Varennes, the Sieur Verendrye, was the grandson of Pierre Boucher, of Three Rivers, Quebec. To Michilimackinac, in 1727, came Verendrye. Verendrye had not been long at Michilimackinac when he was given command of the Nipigon post, in 1728. Verendrye was told, by the Indians who frequented his establishment, of the vast interior, and of a great river that flowed away to the Western Sea. In the summer of 1731, Verendrye, with his command of 50 men, which included his four sons, set off in birch bark canoes.

Following the Pigeon River route from the Kaministiquia, Verendrye reached and erected posts on Rainy Lake; Lake of the Woods; Lake Winnipeg at the mouth of that river; and at the confluence of the Red and Assiniboine (present Winnipeg); and at Portage la Prairie. He discovered Lake Manitoba and ascended the Saskatchewan to the forks. In 1738, he visited the Mandan villages on the Missouri River, and in 1742 despatched his son, the Chevalier, to the Wind River Mountains (in present Wyoming), in quest of the Western Sea, which was Verendrye's dream. He was about to cross the Rocky Mountains when death overtook him on the 6th of December, 1749.



## The Great Northern Goat

### **The Million Dollar Beef Sugar Factory of the Utah-Idaho Sugar Company at Bellingham, Washington**

ON November 7, 1925, the Utah-Idaho Sugar Company formally opened their new \$1,000,000.00 beet-sugar factory at Bellingham, Washington. The exercises were attended by 1500 farmers and beet growers of the Puget Sound region.

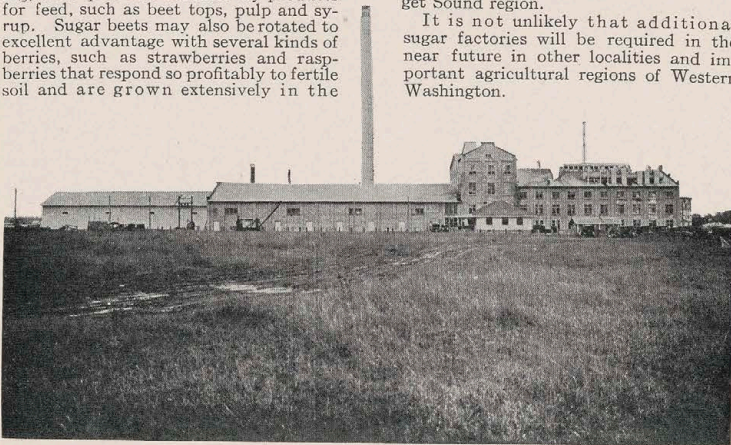
The factory was built with a daily capacity of 1200 tons of sugar beets. The opening of this factory marks the beginning of the manufacture of sugar and the development of a new and profitable kind of agriculture in the Puget Sound region. Sugar beets require deep plowing and careful cultivation and is one of the most profitable crops that can be grown in rotation with potatoes and other vegetables, grain and feed crops that make up the highly diversified agriculture of this fertile region. It fits in especially well with dairy and poultry raising, two prominent branches of farming, as it provides valuable by-products for feed, such as beet tops, pulp and syrup. Sugar beets may also be rotated to excellent advantage with several kinds of berries, such as strawberries and raspberries that respond so profitably to fertile soil and are grown extensively in the

Puget Sound region.

For several years sugar beets have been grown in limited acreage in this locality. Last year a greatly increased acreage of sugar beets was grown and 20,000 tons manufactured into sugar. 44,000 hundred-pound bags or about 4,400,000 pounds of sugar was manufactured at the Bellingham plant. The acreage of sugar beets will again be increased the coming season and continue to be increased until the production reaches from 100,000 to 120,000 tons of beets annually.

The direct profits from sugar-beet growing, the favorable natural conditions for the industry, the importance of the crop as a factor in highly diversified agriculture and the benefits that will accrue to other crops in rotation, insures the expansion and permanence of sugar-beet growing in the Puget Sound region.

It is not unlikely that additional sugar factories will be required in the near future in other localities and important agricultural regions of Western Washington.

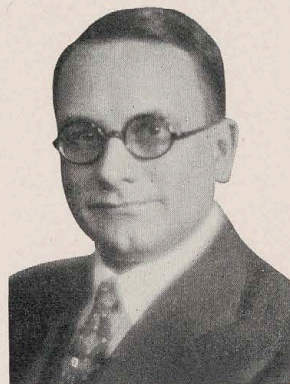


*New sugar beet factory, Bellingham, Wash.*

## The Great Northern Goat

### **The Men Behind the Tourist Bureaus No. 2, A. L. Roberts**

**By Edmond L. Delestray**



*A. L. Roberts, new President, Minnesota's Ten Thousand Lakes Assn.*

IF EVER an office sought the man, it was the election of Mr. Arthur L. Roberts of Winona as president of the Ten Thousand Lakes of Minnesota Association, for when the annual meeting was held in Minneapolis, Mr. Roberts was on his way to California on a business trip, little dreaming that he was to be chosen to lead Minnesota's greatest money producing enterprise for the ensuing year.

But his election is a great step forward in the affairs of the Association, for it cemented strongly what was before only a weak alliance of the southern portion of the state into the work of an organization which with but small capital produced many millions of revenue for every portion of the state.

Now readers may wonder who this man Roberts is. First of all let us say A. L. Roberts is known far and near as a real "Go-Getter." What he takes in hand succeeds and that is just what the Association requires at this important stage in its operations.

Arthur Roberts is a Minnesota product, born at Dundas, 37 years ago. Already at the age of 19 we find him managing a hotel and doing it eminently well. His first independent business venture was the organization of the Kahler-Roberts Hotel Company. Six years ago he also organized the Roberts-Karp Hotel Company and today he is owner of hotels at Winona, Roch-

ester, Mankato and Fairmount in the state of Minnesota as well as a hotel in Missoula, Montana, and Lafayette, Indiana. For some years he has also operated hotels in California and thus he has been in constant touch with the touring public in many states and understands not only the requirements, but likewise the foibles and failings of humanity when on tour. Thus he brings to the office of president of our great Tourist organization and business an understanding seldom possessed by men not in such close touch and he will be able to add to the activities much good counsel in order to have

visitors to Minnesota happy during their stay and content to return their visit another time.

It is his aim to assist in securing for the association ample funds to expand the work and thus increase the numbers who will visit the limitless recreation spots of our state. And the tenor of every talk at his home-coming dinner was aimed at the same purpose, namely to sell Minnesota's attractions to a still wider circle of people in every section of the country.

And Mr. Roberts enters upon his activities with the hearty good-will of his associates in the enterprise and with every prospect of a successful administration.



## The Great Northern Goat

### Odd and Interesting

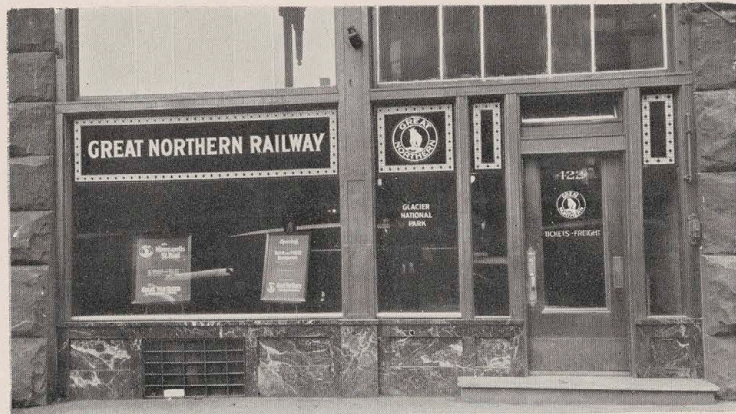


"Hello Helen." The only full-blooded Indian telephone girl in captivity. She makes all the phone connections for guests at The Many-Glacier Hotel, Glacier National Park.



Lower left—Wild black bears of Glacier National Park are docile and contented as long as any woman wants to feed them candy. Lower right—In their modern log lodges the Indians of the Glacier National Park Reservation use their time-honored aerial cradle, an improved hammock.

## The Great Northern Goat



New Duluth City Ticket Office, Spalding Hotel.



### TO THE GOAT:

Mr. H. M. Gleason, 1380 Taylor Street, San Francisco, writing to us under date of January 12th, 1926, says in part:

"In this letter, I am pleased to say, I can go 100% complimentary.

Your dining car service is the best I have ever had experience with for the following reasons:

1. The excellent quality of the food, indicating the purchase of the best.
2. The tasty and expert manner in which it is cooked.
3. The quiet and dignified way in

which the dining room service is conducted. (No rattling of dishes or careless handling of trays.)

4. The immaculate care taken to keep linen, silverware and dishes clean and bright at all times, whether first, second or last call meals.
5. The uniform courtesy of steward and waiters.
6. The prices a la carte are reasonable, and the table d'hôte features are good."

The letter was entirely unsolicited of course, and is not written with the intention of boosting any one particular person. It is simply a frank statement of what a passenger thinks of our dining car service, after making rather extended observations.

J. A. Blair,  
Gen. Supt. Dining cars.



*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*



H. E. Watkins, General Agent  
202 Webster Bldg.  
Toronto, Ont.

### Efficiency

**A**s evidence of its continued high standard of operating efficiency, the Great Northern has just completed its third successive year with no car shortage, this achievement being of incalculable benefit to business.

The result of this prompt furnishing of cars and speedier and more certain movement of them has been the saving of millions of dollars interest on goods in stock and in transit. Freight is receiving express service. The present improved service at going freight rates is worth more to shippers than free transportation would have been in 1922 with poorer service.

Among the important commodities handled by the Great Northern which benefited by this exceptionally high class service, was another bumper crop of apples which was transported without the slightest delay.

An outstanding feature in Great Northern improvements during the past few months, is the building and putting into service of 250 fifty-foot all steel flat cars. These cars are an innovation among railroads in this section of the country, and very few are owned by any railroad. While available for any other materials, they were designed and are especially adaptable for the shipment of long timbers and lumber from the West and are of great value to lumber men. This one item in the Great Northern's program of improvement particularly illustrates Great Northern progressiveness.

C. W. MELDRUM, Asst. Gen. Pass. Agt. } Seattle, Washington.  
M. J. COSTELLO, Western Traffic Mgr. }

A. J. DICKINSON	E. H. WILDE
Passenger Traffic Manager	General Passenger Agent
F. T. HOLMES	E. C. LEEDY
Assistant Gen. Pass. Agent	Gen. Agr. Dev. Agent
	St. Paul, Minn.



# The Great Northern Goat

Vol. 3. No. 2.

APRIL





## The Great Northern Goat



Top (left)—Red River ox carts on trail. Top (right)—Capt. Gray's ship, "The Columbia." Center—At Fort Union. Bottom (left)—Astoria in 1813. Bottom (right)—A Mandan Bull Boat.

## The Great Northern Goat

### **The High School Oratorical Contests**

**Conducted Under the Auspices of the Franco-American Branch of the American Good Will Association**

**By Donald MacRae**

A unique pilgrimage will be made into the Northwest during the month of July of this year, when a group of distinguished historians and writers meet in Chicago to make a journey to the Pacific Northwest. This party is being organized under the leadership of Governor Theodore Christianson of Minnesota, Governor A. G. Sorlie of North Dakota, Governor J. E. Erickson of Montana, Governor Chas. C. Moore of Idaho, Governor R. H. Hartley of Washington and Governor W. M. Pierce of Oregon, in cooperation with the Historical Societies of these states, and will be known as the Columbia River Historical Expedition.

An important feature of this Columbia River Historical Expedition will be a special membership unit, comprised of students from fifty or more high schools throughout the United States who will study the territory to be covered from the standpoint of the contributions made to its development by the French pioneers.

These students will be chosen through a series of oratorical contests that are now being conducted in the high schools of several cities under the auspices of the local committees representing the Franco-American Branch of the American Good Will Association.

This organization, which has its national headquarters at 50 East 42nd Street, New York City, is educational in character and national in membership. Its program is designed to further knowledge and understanding between the people of the United States and the people of France. The oratorical contest study of "The French Pioneers in America" is an important part of its program for the present year.

Mr. Lawrence F. Abbott, contributing editor of the "Outlook" and a member of the committee in charge of the Columbia River Historical Expedition, is president of the Franco-American Branch of the American Good Will Association. Mrs. Anne Murray Dyke, of Paris, and Mr. Rouget de Lisle Jenkins, of New York, are vice-presidents. Miss Anne Morgan is chairman of the Executive Committee.

To join with their American contemporaries in this study of the work of the early French explorers, traders and missionaries, a group of French students of corresponding school age will be selected in France by the Comite Francais du Good Will Americain. These French students will meet the American group in Chicago at the commencement of the trip.



# The Great Northern Goat

## **A Giant Sturgeon**

By Fred Graham



Columbia River sturgeon weighing 194 pounds, 8 feet 7 inches long, caught by Jim Coulter.

UP in the Kettle Falls country, north of Spokane, Sturgeons are being caught in the Columbia River that require a derrick to hoist them and that weigh more than the average man. The fish shown in the picture is 8 feet 7 inches long, weight, 194 pounds. It was caught by Jim Coulter, who catches three or four of these big Sturgeons every week. He makes a good living at it. He hooked this big fish at about midnight and it was 8 o'clock next morning before he landed him. The fish are so big and strong that they put up a big fight and Mr. Coulter was working alone that night. These Sturgeons make delicious steaks. The meat is very white and very rich and there are no bones in it. Sturgeon is a delicacy in the Davenport Hotel and in the fish markets at Spokane and other cities. Mr. Coulter has a helper to assist him in butchering the Sturgeons after they are hoisted by a derrick, as shown in the picture.

# The Great Northern Goat

## **Afoot and Asaddle in Glacier Park**

By William H. Evans

Continued From March Number



Fishing is wonderful sport in Glacier National Park.

Farther along we caught a glimpse of several lakes and numerous mountain tops. Going up we saw a dozen big horned sheep. Still farther up we counted no fewer than twenty mountain sheep.

The guide had lighted a big fire outdoors and around it we saw our first mountain sunset and it was wonderful to behold. In front of us the ground dropped away two thousand feet and away in the distance we saw the spurt of a forest fire. One of the dudes, fortunately not in our party, asked one of the guides if the rangers were starting a fire or merely blazing a trail.

That night we slept under blankets and rose to greet a piping wind that blew off a nearby glacier so that the dining room with its fire was most comfortable. Then off on our second day trip of twelve miles. After reaching the lowlands we began our ascent through an inside trail of pine and spruce. For nearly two hours after lunch we climbed until we were stiff. The inside of our knees was affected where we were gripping the saddle. I was so stiff that I could not dismount in the orthodox fashion but fell off. From there it was only a short ride to the first of the permanent camps but that knee was so troublesome that when we came to the last hundred yards and I knew that steed of mine would canter in I got off and was joined by one of the women and we sat and enjoyed the scenery.

The permanent camps have one fairly large building, a combination dining room and kitchen. Then there are tents with wooden floors and wooden sides up about four feet. From that point up there is a canvas top and sides. Inside are two three-quarter beds and a wood stove. Each

morning the boy comes around and lights the fire and ten minutes later it is too hot for comfort. Everything must be carried to these camps on the backs of horses and among these was a 500-pound stove.

The third day was a sixteen mile ride and it was entirely an inside trail. All this time we rode through pine and spruce forests, the path bordered on both sides with flowers of all sorts, by berries and by ferns. We crossed innumerable small streams and brooks and occasionally through the trees we caught glimpses of the mountains that shut us in on all sides. For luncheon we stopped alongside one of

the numerous creeks and caught a nice lot of cut-throat trout. The afternoon ride was similar to that of the morning and late in the afternoon we arrived at the second of our permanent camps, Waterton Lake.

We took a launch to the head of the lake, twenty miles away and there in a small village was a fine play ground and open swimming pool. Fortunately this part of the lake is a part of the Canadian park system.

Here we were joined by a clergyman who was hiking through and then began a ride of twenty-two miles, probably the most beautiful saddle back trip in the world, for certainly there is nothing in this or any country that can compare with it for scenic beauty. It literally beggars description. Up-to-date the skies had been blue, unflecked by clouds. But when we started early next morning great banks of white, fleecy clouds covered the horizon and they stayed with us even through the gorgeous sunsets to follow. This ride was through a virgin country. Again we rode down hill through more forest land but this time the



## The Great Northern Goat

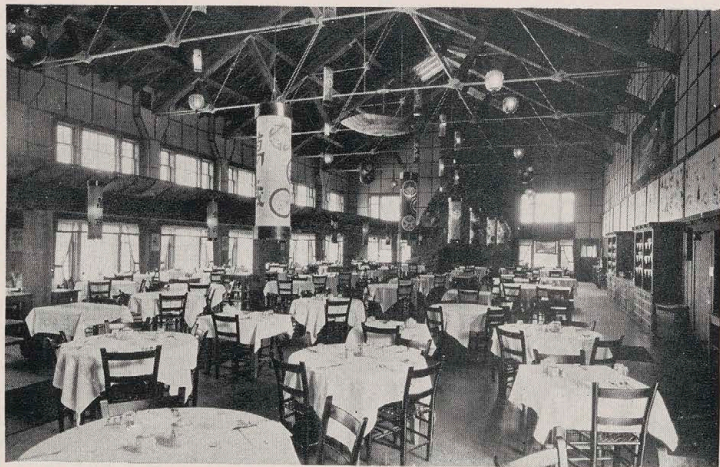
trail cut through miles of fern bordered forests. On all sides was an intense silence. We did not hear a song bird or see a wild animal. The only sound was the tramp of horses' feet, occasional conversation and the murmur of the wind high above us in the pole pines. Then we ascended, the slope being gentle, until suddenly we burst through the woods. To the right and below us a thousand feet we caught the glimpse of a turquoise lake and as we descended again we rode along its edges until we reached the foot which was snug against a towering cliff. This we forded, the ford being less than ten feet wide, then dropping off into water so deep we could not see the bottom.

From the lake upward a distance of nearly two thousand feet the trail switch backed and zig-zagged through one of the

most glorious and beautiful flower gardens the human eye has ever seen. These wild flowers were of every hue and shade, blue, heliotrope, amethyst, lavender, red, pink, salmon, green, yellow and brown, and through them ran literally millions of white flowers. They grew in great clusters, carpeting the ground everywhere, bear-grass, purple aster, golden rod, hawkweed, ragwort, ox-eyed daisy, meadow sweet, fireweed, Indian paint brush, harebell, wild hollyhock, clematis, syringa, bluebell, yellow violet and a score of others.

And as we rode they kept pace with us until at the top when we looked back, the trail was hidden by them and below us lay a mosaic carpet of vari-hued flowers and a lake whose blue cannot be duplicated on any painter's palette.

*(To be Continued in May Number)*



*Rustic dining room, Many Glacier Hotel.*

## The Great Northern Goat



### *Reflections of a Goat* By Cliff Trembly

*The make-up of a train isn't procured at the drug store.*

**Honest, a woman insisted on going into our dining car's kitchen in order to see the Iron Range she'd read so much about.**

*No wonder that shipping city at the head of the lakes is so proud: it's really, Superior, you know.*

**"A hole in one"—the new Cascade Tunnel.**

*"Spring is in the air," said the coach repairer as he took the plush covering off of the seat.*

**They call it a "time" table because it takes just that to read it.**

*It isn't the size of the pay-check that counts: it's the amount written on it.*

**They have a tulip show at Bellingham. We saw one on a station platform once, too.**

*"Pipe the oil fields," said the sweet young thing as the train went by Sunburst. "Yes," said the native, "that's the best way to take care of it."*

**Some of the winter fur coats the women are now discarding looked as though they had been made out of fir lumber.**

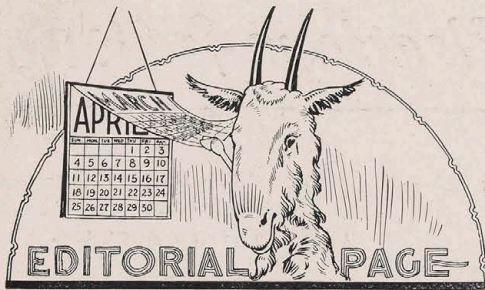
*Glacier Park invites you.—R. S. V. P.*

**"In all the world no grip like this," said the traveler as he picked his out of the lot.**

*A washout often happens on Monday morning.*



# The Great Northern Goat



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Published by GREAT NORTHERN RY., SAINT PAUL, MINN.  
CHARLES HERRIN Editor.

## Flynn's Minute Editorials. This Month— The Three Sides



By  
Edw. F. Flynn,  
Director  
Public Relations

THERE should be but one side to any question, the right side. In court in the trial of an action there are two sides, the plaintiff's and the defendant's. Often in everyday life, in the arguments, questions and disputes that arise, there seem to be three sides: Your side, my side and the right side. Generally we see but one side, our side.

In court each man on the jury pledges himself to be fair and impartial and free from prejudice. The trial judge charges the jury in effect that it must not make up its mind until it hears, what? One side of the case? Oh, no, both sides.

If the plaintiff's attorney told the jury to retire and decide the case before the defendant had had an opportunity to be heard, you would think him insane, and yet all of us continually decide important questions without hearing the other fellow's side.

We are all a part of the great American jury which prides itself on being fair and impartial and free from prejudice.

Let us remember we should decide all questions between individuals or corporations just the same as we would decide one if we were sitting on a jury in court.

Eight

## The Poets' Corner

GO GREAT NORTHERN  
S. STANLEY SMITH, Agent  
Clayton, Wash.

If you're planning a trip just for pleasure,  
And would travel with comfort and ease  
Mid scenes of grandeur beyond measure  
Where Nature has painted to please,  
Go Great Northern, the memory you'll treasure  
And the service your taste will appease.  
If you're planning a trip and would treasure  
Each scene and your comfort o'er all  
Go Great Northern if just for mere pleasure,  
Go Great Northern if haste is the call,  
Try the Road that was built by a Master,  
You will find it the grandest of all.

## "Oriental" Guests



Messrs. Teasdale and Lund  
of The International Education  
Board of Rockefeller  
Foundation.

# The Great Northern Goat More Kollege Komiks



"I get a big kick every time I kiss Margaret."

"Gee, she doesn't object to mine."

—Tulane Hullabaloo.

OW!

A chorus girl raised quite a row  
When she went a-milking the cow.  
She ran like the deuce from that mean cow's abuse,  
For it wasn't that kind of a cow!

—Sun Dodger.

William Tell: Watch me miss my Swiss!

"Any part of the city for fifty cents!" yelled the taxi driver.

"You can't sting me again," retorted Silas. "I bought the city hall last year, and they wouldn't give it to me."

—Prep Wil.

Hooray!

"Send money immediately, I'm broke," wired the son at College.

"So's your old man," was the reply.—Juggler.

## Expecting the Bad Noose

Condemned Prisoner: "Warden, I need exercise, I do."

Warden: "Exercise? What kind of exercise do you want?"

Prisoner: "Oh, I'd just like to skip the rope."

Punch Bowl.

He: "I wish I had a nickel for every girl I've kissed."  
She: "What would you do? Buy yourself a package of gum?"  
Siren.

## Resignation

Tourist: Hey, you fool, you better watch out.

Victim: Wassa matter, you gonna back up?  
—Whirlwind.

"Do you know how the slow motion picture started?"  
"No."

"Cameraman saw two Scotchmen reaching in their pockets to pay the bill."

—Caveman.

## A Chemical Tragedy

The pore littl' gal's in tribul,  
You kin see it at a glance.  
She spilled the nitric acid  
And the liquid burnt her badly.  
—G. A.

## Famous Saying by

Famous Man

Charles M. Schwab:  
"Have you had your iron today?"—The Sun Dial.

"Gimme a strong cigar. Them weak ones break in my pocket."

—Royal Gaboon

"Yes, I give you a job. You can gather the eggs for me if you are sure you won't steal any."

"Youse can trust me wid anything, lady. I wuz manager of a bath house for fifteen years an' never took a bath."

—Judge.

## News Poem

The boy stood on the railroad track,  
The train was coming fast.  
The boy stepped off the railroad track,  
We are glad to state that there was no accident.  
—Dirge.

## In the Nude

"What color dress are you going to wear to the ball?"  
"I'm going to wear black to match my date's hair. What color'll you wear?"  
"I—I—I—don't think I'll go. My date's baldheaded."

—Rice Owl.

Nine



## *The Great Northern Goat*



*Are we downhearted? "No," chorused the assembled Seattle Passenger & Ticket Agents' Association as they departed from Seattle via the route of The Goat, bound for Vancouver, B. C. The party was headed by A. N. Bryant, President.*



# The Great Northern Goat

## Why Not Use It Once?

By Dr. Thos. M. Stewart

IN our school days we were obliged to write one "composition" each week, as a test of our knowledge of grammar, spelling and rhetoric. In the High School these same tests were labeled "essays" and in College we were obliged to develop our ideas with respect to a "thesis."

Ideas do not develop just by idle thinking. There is something else that is a great factor. That something else is imagination. Imagination is the creative faculty. It is thought directed along new but definite lines. At one stage the whole matter on which imagination—directed thought—is being expended is visionary. It is seen by the "mind's eye" of the thinker.

"The mind's eye," that is an expression deserving of more than a passing glance. In the ancient Egyptian teachings cut in stone on Temple walls and referred to in the Egyptian Book of the Dead the "Eye of Mind" is often depicted. One does not gain the use of this mind's eye except by thinking and by the practice of the Laws of Maat, or the doing of the right and the living of the true.

Some of the American Indians taught their young people, on coming into young manhood and young womanhood, that the Sun was the Eye of the Great Spirit, and to keep in the Light of the Sun in thought, word, and deed.

Some of us may think such teachings are without much sense, just imaginary, but the beauty of many of the ancient teachings lies in the fact that they can be proved true or false by putting the teaching into practice.

The creative part of it is seldom seen by the iconoclast and the so-called matter-of-fact man. I have often thought, what must have been the isolation, not lonesome-



Dr. Stewart.

ness, of such a man as James J. Hill, who had the imagination, the vision, if you please, to see in his mind's eye just what it would mean to complete his Upper Missouri Expedition through to the Great North West. Not the expedition of his predecessors who followed the trail of the Indian after game, nor the explorer searching for the Western Sea, nor the wagon train of the pioneer, but the expedition of the explorer for new and great markets, the adventurer into the forest of engineering difficulties and the pioneer who blazed the way for transportation from Puget Sound to the New York Harbor in record time.

Such men are often alone in the midst of people. They fear not lonesomeness, for they are like the Indian of old, because they are never less alone than when alone. These phrases seem a little contradictory, but they will bear slow reading and some thought.

We in this rushing age of business and hustling activities of many kinds need a chance to be with ourselves—to become acquainted with the one we are with the most and know the least. It takes a little while for one to lose the rapid vibrations of business and professional life, but if one will go out into the open, not to see this or that or go here or go there, but just to get out with Mother Earth as the floor of one's temple, the blue sky as the roof, and the sounds as they are carried by the wind from wood and from stream, as the music, and our own new thoughts as the sermon, we shall find a new life and a new strength for the upholding of body and mind.

To those who read this I beg leave to say: "Friends, there's the Great North West. Why not use it, once?"

# The Great Northern Goat

## Officers of the Railway Business Women's Association of Chicago Ill.



First row (left) Miss Helen Smith, Recording Secretary; second row (top to bottom) Mrs. W. K. Brown, Treasurer;

Miss Nan Carter, Publicity Secretary; third row, Miss Cora Nelson, President; Miss Nancy McKinley, First Vice-President; Miss Luella Noelle, 2nd Vice-President; Miss Irma Gates, Corresponding Secretary; Miss Daisy Oden, 3rd Vice-President.



## The Great Northern Goat



Top row: Lambert Nichols, Montfort Dunn, Mac Robinson, Ben Sommers.

Bottom row: Wm. G. Graves, Jr., Max Stringer, Donald McNeely.

Top row: Katherine Lightner, Henrietta Briggs, Georgia Mary Clark.

Bottom row: Caroline Lightner, Alice Lightner.



Left to right: Ann Okie, Elizabeth Bohan, Macia Lightner, Agnes Weed, Aileen Griggs, Helene Abbott.

Prize Winners in Great Northern Book Contest, St. Paul, Minn.

Fourteen

## The Great Northern Goat

### Prizes Given In G. N. Book Contest

By Ed. Stanley

EACH Oriental Limited train carries in addition to steel coaches, dining and sleeping cars, a luxurious all-steel observation car on which may be found the comforts and conveniences of a metropolitan club, including current magazines. Now it has been decided to place a library on each one of the observation cars. Sixty books will be chosen.

In order to help in selecting books the public will like, arrangements were made, through the generous permission of the school managements, for the students of Saint Paul Academy, Summit School and Oak Hall, St. Paul, to enter an "Oriental Limited Library" contest.

Every contestant submitted a list of sixty books of the following character:

1. Travel and Outing, including nature books—about ten books.
2. History, Exploration and Biography—about fifteen books.
3. Fiction, including historical novels—about twenty-five books.
4. Poetry, mythology, essays and miscellaneous—about ten books.

More than \$300 was distributed by Mr. Ralph Budd, president of the Great Northern, to students

of Summit School, Oak Hall and St. Paul Academy.

Prizes were \$30 for first, \$20 for second and \$10 for third place in the upper grades, and \$20 for first, \$10 for second and \$5 for third in the lower grades.

The following students were winners of the Oriental Limited book contest held to select the list of 60 books for use on the observation car of the Great Northern's crack train.

#### SUMMIT SCHOOL

Upper—First, Helene Abbott; second, Ann Okie; third, Betty Bohan.

Lower—First, Aileen Griggs; second, Marcia Lightner; third, Agnes Weed.

#### OAK HALL

Upper—First, Georgia Mary Clark; second, Constance Peterson; third, Henrietta Briggs.

Lower—First, Alice Lightner; second, Caroline Lightner; third, Katherine Lightner.

#### ST. PAUL ACADEMY

Upper—First, Montfort Dunn; second, Mac Robinson; third, Ben Sommers; third, Lambert Nichols.

Lower—First, Bill Graves; second, Max Stringer; third, Donald McNeely.

Fifteen



# The Great Northern Goat

## Sugar-Beet Growing in the Red River Valley

By C. C. Morrison, Assistant Agricultural Development Agent

The construction of a \$1,500,000 sugar factory this year at East Grand Forks, Minnesota, by the American Beet Sugar Refining Company, sets a new milepost marking the progress of agriculture in the Red River Valley.

In addition to the increased revenue to farming by adding another profitable crop, sugar-beet growing has a number of advantages: As a foundation for crop rotation it insures deep and thorough cultivation and promotes the most perfect physical condition of the soil that produces maximum yields of other crops; it means better methods of farming with profitable employment and even distribution of labor; it promotes dairying and livestock raising, both of which add to the farm income and maintenance of soil fertility.

A distinct advantage of sugar-beet growing is the method by which the crop is marketed. The sugar factory contracts with

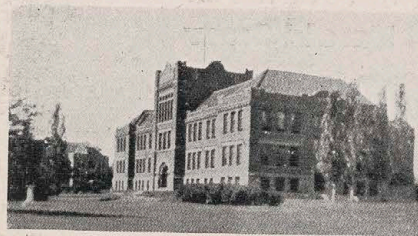
the grower to buy all of his beets at a definite minimum price, which the grower will receive regardless of the quantity produced. A large yield will not make the crop less profitable, but on the other hand the grower will receive additional returns by participating in the extra profits to the factory resulting from any increase in the price of sugar. The grower will receive also additional profits as the result of his extra efforts in growing beets of high quality.

It is not alone, however, in the direct value of the crop that agriculture in the Red River Valley will benefit by growing sugar beets. In connection with corn, alfalfa and sweet clover that are already grown extensively as the foundation of livestock and dairying, sugar beets will greatly stimulate high-class diversified farming, promote small farms and constitute a large factor toward increasing rural population and the value of farm land.

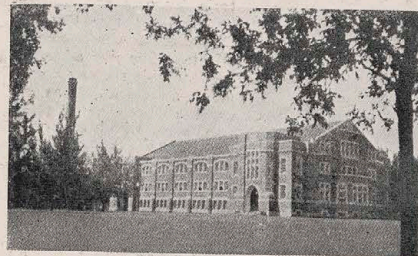


Beets and Corn in The Red River Valley

# The Great Northern Goat



Huron College Administration Building



Auditorium Huron College



Royal Hotel



Morrin Hughitt Hotel

## Great Northern Cities

No. 27  
Huron, S. D.

**H**URON, the Central City of South Dakota, has always been one of the leading cities of the Sunshine State. Whatever her activities have been in the

past it is as nothing compared with the growth, development and prosperity which now holds sway and with which this city is now forging to the front. Her population has grown by leaps and bounds during the last two and one-half years; today it has a population of 12,876.

Huron is surrounded by a wonderful farming country, for which she has always been the trade center, and is served directly by the Great Northern Railway. The packing industry maintains a pay roll for over 400 employees.

Huron is recognized as the produce market center for South Dakota. As a mercantile center Huron possesses as its trading area a total of seventeen counties, comprising an area which measures from east to west fully 200 miles, and from north to south at least 135 miles.



## The Great Northern Goat

### The Men Behind the Tourist Bureaus No. 4, Mr. Harold Crary

By Malcolm Breese

**H**AROLD Crary, publicity and tourist promotion work director of the Seattle Chamber of Commerce, has spent most of his life in Great Northern territory. Born in Northfield, Minnesota, he graduated from Carleton College and started out to "see the West" as a newspaper man. Minnesota, Iowa, the Dakotas, Idaho and Montana figured in his newspaper itinerary. When Uncle Sam got into the war, Crary enlisted with the first group which left Butte, Montana, and was with the famous 91st Division at Camp Lewis. After the war a year in California and then an offer from the Seattle Chamber of Commerce and Crary became identified with the publicity department of that organization, which became the pioneer among Pacific Northwest cities in community national advertising. Under his direction, Seattle for five years has, through its Chamber



Mr. Crary.

of Commerce, been aggressively broadcasting tourist, industrial and residential advantages of Seattle, the Puget Sound country and the Pacific Northwest.

When Vancouver, Victoria, Tacoma and Bellingham asked the Seattle Chamber of Commerce to join in a five-city advertising campaign Crary was given an extra job as executive director of that campaign, which is supplemental to the Seattle Chamber's activities. Then when the Pacific Coast cities from Seattle to San Diego agreed in 1926 to co-ordinate their

community advertising campaigns to broadcast "See All the Pacific Coast," it was Crary who under the title of secretary, handled much of the organizational activity in connection with that undertaking which promises so much for the Pacific Coast.

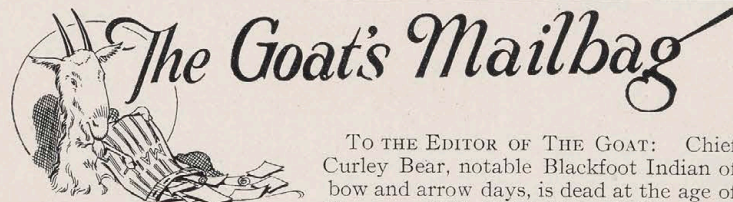


Seattle's Waterfront

## The Great Northern Goat



Who said Florida? Here is a photograph of a group of golfers taken on the course of the Fargo Country Club on February 13, 1926. Left to right, they are R. T. Barnard, S. W. Richardson, D. B. Owen, T. B. Hull, Gordon Nesbit, J. N. Thompson and H. H. Woolledge.



TO THE EDITOR OF THE GOAT: Chief Curley Bear, notable Blackfoot Indian of bow and arrow days, is dead at the age of 75 years. With Chief White Calf he negotiated for his tribe the sale, of that portion of the Rocky Mountain region now known as Glacier National Park, to the United States government in 1893. The government at that time wanted the land because it was believed to contain vast copper wealth. The purchase price was \$1,500,000.

In his latter life Curley Bear was an enthusiastic exponent of agricultural education, and it gave him great joy to see the younger Indians working farms on the prairie where he used to hunt buffalo. Chief Curley Bear never learned to speak English.

—HOKE SMITH.



Chief Curley Bear



*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*



H. E. Watkins, General Agent  
 202 Webster Bldg.  
 Toronto, Ont.

APRIL

Anointing the landscape with generous rain;  
 Preparing the soil for great harvests of grain;  
 Refreshing the spirits of winter-worn men;  
 I laud APRIL'S manifold blessings again!  
 Like a jewel gleams APRIL in Nature's bright crown.

*One Brown.*

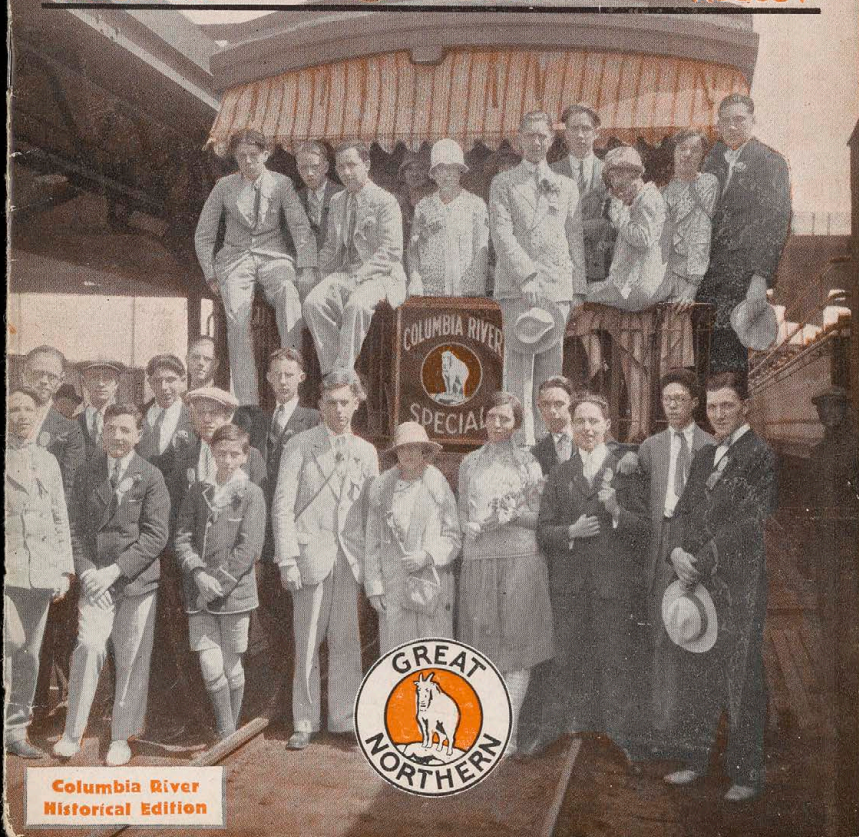
C. W. MELDRUM, Asst. Gen. Pass. Agt.	} Seattle, Washington.
M. J. COSTELLO, Western Traffic Mgr.	
A. J. DICKINSON	E. H. WILDE
Passenger Traffic Manager	General Passenger Agent
F. T. HOLMES	E. C. LEEDY
Assistant Gen. Pass. Agent	Gen. Agr. Dev. Agent
	St. Paul, Minn.



# The Great Northern Goat

VOL. 3, NO. 6

AUGUST



Columbia River  
Historical Edition



# The Great Northern Goat

General Scott and Mr. Ralph Budd examining Chief Mennenick's peace pipe.



Distributing roses at Portland.



Longview from Hotel Monticello.



Judge Howay. Father Zeller.

# The Great Northern Goat

## **The Columbia River Historical Expedition An Abbreviated Log**

By Olivia Johnson

**T**HE COLUMBIA RIVER HISTORICAL EXPEDITION is now a thing of the past—physically; mentally it will live forever in the minds of all those who participated, whether in a large or in a small way.

Sponsored by the Governors of Minnesota, North Dakota, Montana, Idaho, Washington and Oregon, and the Historical Societies of many States, in commemoration of the early pioneers, it is now just a happy memory.

To those people who were on the Upper Missouri Historical Expedition last year, it was a get-together, a re-union, a renewal of old friendships—to the new comers it was an awakening. As Professor Samuel Eliot Morison of Harvard expressed it in his talk at Astoria—it was a "Budd-ucation."

A giant 2500 engine, pulling fourteen cars, left St. Paul, on Friday morning, July 16th, headed for the old Oregon country—the only country in our United States that knew but one flag!

Short stops were made at St. Cloud, Minnesota, where a reception was held by

the citizens, and at Fargo, N. D., where the home folks provided machines and took all the Expedition members to the Fair Grounds, where the State Fair was in progress.

At 5:30 P. M. the same day, the Special pulled into Grand Forks, N. D., where quite an elaborate program was provided.

Grand Forks—the home of the State University, has a beautiful commons where stands had been erected and from which the members of the Expedition viewed a pageant of Indian travois, ox carts and covered wagons, under the direction of Mr. O. G. Libby, who is Professor of History there. The pageant was representative of travel from 1803 to 1880.

Then followed an exhibition and demonstration by Miss Margaret Cable, Assistant Professor of Ceramics, of North Dakota clay transformed into beautiful pottery, with the added attraction of informing the visitors of the process of making at the University the beautiful gifts with which they were all presented: medals from the clay, replicas of the Astor Medals, one of which is held by the Great Northern



Ox Carts and Indian Travois at Grand Forks.



## The Great Northern Goat

Railway—one of the few now in existence—of silver, and used by the American Fur Company as gifts to the Indians in the olden days.

Governor A. G. Sorlie presided at the banquet which followed, in his usual gracious manner. The program consisted of talks by Professors O. G. Libby and Solon J. Buck, Doctors C. N. Bell and Lawrence F. Abbott—and a short oration "The French in the Heart of America" by Neville Soulie De Morant, of Neuilly, France, one of the students sent by the Franco-American Good Will Association. The Great Northern Quartette and Songsters assisted on the program, and were greatly appreciated.

At ten-thirty we were on our way, new worlds to see. Saturday, July 17th, looking out of the train windows, we beheld tepees—tepees painted in soft colors, racks of meat drying in the sun, camp fires burning, hundreds of Indians, squaws and papooses, all in ceremonial array. This at Fort Union.

Again His Excellency, A. G. Sorlie, presided—the ceremony of raising of the flags of the three countries, France, England and America, conducted by Williston National Guard, Company "E," commanded by Captain E. W. Jeffrey, was quite impressive, with the Band of Williston playing the National airs of each nation.

Three of the scholars, members of the party through the winning of oratorical contests, Neville Soulie De Morant, Neuilly-Paris, Edgar Gebus, St. Paul, and Mary Catherine O'Connell, Minneapolis, spoke for the three different countries.

In the afternoon Governor J. E. Erickson of Montana took the helm. Fort Union is just on the line of North Dakota and Montana. During the day many contests

were held among the various Indian Tribes, and greatly coveted prizes awarded the winners. The contests were preceded by an address in sign language by Major-General Hugh L. Scott.

In the evening the Indians paid tribute to many of their white brothers by formally adopting them into their tribes, with a beautiful ceremonial by the camp fire.

At Fort Union so many guests joined the party that the train was split into two, and we left Fort Union in two sections of nine cars each.

Sunday morning, July 18th, the Specials pulled into Fort Benton, Montana, where the Pioneers of that State—their sons and daughters—were there to greet us. We were driven to Old Fort Park where His Excellency, J. E. Erickson, gave the address of welcome. Major-General Hugh L. Scott and Justice Albert J. Galen responded for the Historical party and the Montana Pioneers.

From Fort Benton to Great Falls is just a two-hour ride. Great Falls folks were out en masse to meet the visitors, and extended the real mark of hospitality to everyone when they said "Our Hotels and 'Y' are open for you all—swim or bathe as you wish." A reception was held at Gibson Park, beautiful with shade trees; Honorable H. B. Mitchell, the Mayor of Great Falls, introducing Doane Robinson and Clarence H. Howard, both of whom spoke in behalf of the Expedition.

Innumerable machines were waiting, and took the guests on an extensive tour, showing them Black Eagle Falls, Rainbow Falls, Giant Springs and other historic points of interest.

From Great Falls, Mont., to Bonners Ferry, Idaho—how far separated they sound, and how comfortable was our jour-

## The Great Northern Goat



*At Fort Benton, Mont.*

ney! The ladies of Bonners Ferry were waiting at the station with baskets of beautifully colored Sweet Peas, bunches of them—each visitor to have one, and how dressed up we all felt! At Bonners Ferry a monument was dedicated, commemorating "The first route of trade and travel across what is now the State of Idaho." Governor Charles C. Moore, genial and friendly, introduced Rev. Stephens Dahl, who gave the invocation, and T. C. Elliott and the Hon. J. B. Tyrrell, Canadian Historian, both of whom delivered addresses.

Back on the train, to be greeted with baskets of apples, apricots, plums and cherries, gifts from Wenatchee fruit growers.

From Bonners Ferry, Idaho, to Hillyard, Washington—how long it took in pioneer days and how quickly and with so much comfort we made it—and then to be met with a cavalcade of machines that literally flew with us to the top of Mount Spokane! "On the Top of the World"—so we from

the lowlands felt, and we went to the highest point, where the French and the American flags were flying. The mountain top was a beautiful setting for the program given in honor of the missionaries and traders who began the development of the Inland Empire. President A. G. Avery of the Eastern Washington State Historical Society, introduced those who were on the program, the Rev. A. G. Hennessy, the Rev. Father Albert Zeller, Sidney Greenbie and the Hon. N. W. Durham. Miss Katherine Kiesling, a student from Spokane gave an oration on La Salle.

Following the speakers there was music and speciality dancing provided from the talent at the Davenport Hotel, as was also the complete picnic box of luncheon given to everyone on the mountain top.

In looking back at the hospitality shown at Mount Spokane, special mention should be made of the excellent work done by the

*(Continued on page 7.)*



## The Great Northern Goat

Indian Congress scene, Spokane.



Above—French Students being adopted by Blackfeet.  
Right—Gov. Erickson, Montana.



The stick game at Fort Union.

Six



Gov. Moore of Idaho.

## The Great Northern Goat



At Giant Springs, Great Falls, Mont.

Boy Scouts—at every turn of the road they were ready to lend assistance, and how quickly they set about clearing the ground of picnic debris afterward!

Fallbridge, or Wishram, Wash., was the next stop. On Tuesday, July 20th, at eight-thirty A. M., we came in sight of a huge basalt column, bound with iron ropes, and on it fastened a copper plate "To the memory of those dauntless pathfinders and pioneers who followed the Great Thoroughfare of the Columbia at this place" a tablet which records for posterity the names of trail blazers and dauntless pioneers.

An invocation was given by Rev. Walter Nugent—Tales of Pioneers by Hon. Charles H. Carey, Portland, and Lawrence J. Burpee, Ottawa, Canada, and the eloquent address of old Mennenick, Chief of the Federated Yakima Tribes, a son of one of the signers of the Gov. Isaac J. Stevens Treaty at Walla Walla, and himself present on that occasion—President Ralph Budd of the Great Northern Railway Co. introduced the aged Chief, now virtually blind. He resplendent in his regalia of old, was assisted to a place in the front of the platform, and through his interpreter, addressed the gathering.

From Wishram to Portland, Oregon, is not far distant, but for the benefit of those who had never seen Celilo Falls, our train was run slowly, and we all had an opportunity not only to see the Falls, but to see the Indians fishing for salmon.

"For you a Rose in Portland Grows"—not

one rose but dozens—beautiful girls, more beautiful than the roses they handed out, suddenly seemed to fill the train and everyone became the proud wearer of many roses. And at the station the Rosarians, an organization of one hundred and fifty prominent business men; white shoes, white hats and an American Beauty rose embroidered on the sleeve of the white serge suits, greeted us. How fine our American business men are, and how proudly they show their own City and brag about it!

Again an automobile trip—the business district of Portland, all Historical points and then on to the wonderful Columbia River Highway, passing Crown Point, Wahkeena Falls and on to Multnomah Falls, where a barbecued salmon dinner was thoroughly enjoyed. Following the dinner, the Royal Rosarians, under the direction of W. C. Culbertson, Prime Minister, conferred the Order of the Rose on Ralph Budd, John F. Stevens, J. B. Tyrrell, C. H. Howard, A. G. Sorlie, Lawrence F. Abbott, Richard Aldrich, Hugh L. Scott, Paul A. Wolf, Lawrence J. Burpee and Samuel E. Morison, in a very beautiful ceremony under the trees, with Multnomah Falls for the back curtain and spot lights from the machine lights of the Traffic Policemen.

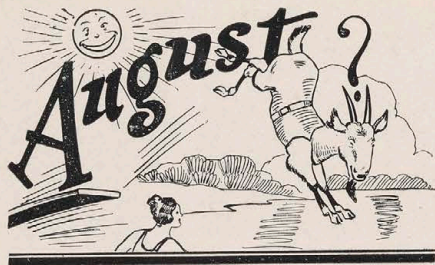
Preceding the ceremony Jean Almes, small French boy from the Lycee Janson de Saily, Paris, France, spoke on Marquette.

(Continued on page 12.)

Seven



# The Great Northern Goat



VOL. 3 AUGUST 1926 NO. 3  
Published by GREAT NORTHERN RY., SAINT PAUL, MINN.  
CHARLES HERRIN, Editor.

## Flynn's Minute Editorials. This Month—Money



By  
Edw. F. Flynn,  
Director  
Public Relations

DO we think too much in terms of money? Do we measure friendship with dollars?

Do we try to select for our friends only those with money? Or do we like people whether they have plenty of worldly goods?

The trouble with many of us today is that we think we should live just as well as others better able. We are living in an age of extravagance.

As soon as we realize that money isn't everything, we shall acquire that most desirable thing—happiness.

Money doesn't buy happiness. Often it pays for unhappiness. Yet we think we must have it, keep it, spend it, save it, and it takes a great deal for all these purposes.

And money—why save it for our children? It has made good-for-nothings out of hundreds of thousands of young men who otherwise might have been useful and successful men.

Many young men today would have been better off if they had had no money and were required to work as hard as most successful people have had to work. Work and success are boon companions.

Don't teach your children money is everything, because the greatest of all things, happiness, money cannot buy.

## The Poet's Corner

### The Oriental Limited

The gods of old, outdone,  
Look from their skyey tower,

Upon the setting of their sun,  
The passing of their power,  
As they see the horse of steel  
The elements defy,  
Snorting along on thunderous wheel

Through blasts of earth and sky.

What giants threw them down?

Those blazers of the path  
Who came from village, city, town,

To brave them in their wrath.

To blast, with mighty shocks,

Clear trails from sea to sea,  
Laying through mountains, canyons, rocks,

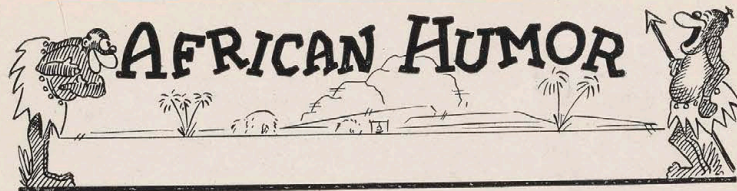
Steel highways of the free.

—George Benson Hewetson,  
Author of "The Call of the Rockies, etc."



Judge Bull Calf of the Glacier Park Reservation sits on bench with Judge Morrill of Spokane.

# The Great Northern Goat



"Mandy, what foh you goin' in dat beauty parlor?" "Go 'long, big boy; Ah's goin' get me a permanent straight."

Rastus was sporting proudly a new shirt, when a friend asked: "How many yards does it take for a shirt like that?"

"I got three shirts like this out of one yard last night."

Captain: "What are you scratching your head for, Rastus?"

Rastus: "Ah, sah! I'se got 'rithmetic bugs in my hair, sah."

Captain: "Arithmetic bugs? What are arithmetic bugs?"

Rastus: "Dat's cooties."

Captain: "Why do you call them that?"

Rastus: "'Cause dey add to my misery, subtract from my pleasure, divide my attention, and they multiply like the dickens."

—H. E. R., Milwaukee.

### LET IT SOAK IN

When the colored couple were being married and the clergyman read the words, "love, honor and obey," the bridegroom interrupted:

"Read that ag'in, parson; read that oncet mo', so's de lady kin ketch de full solemnity of de meanin'." Ise been married befo'."

—American Legion Weekly.

### Going Some.

Two colored gentlemen who had just reduced the population in a farmer's hen-roost were making a getaway.

"Laws, Mose," gasped Sam, "why you s'pose them flies follow us so close?"

"Keep galloping, nigger," said Mose, "them ain't flies; them's buck-shot."

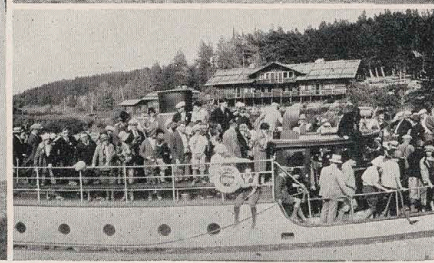
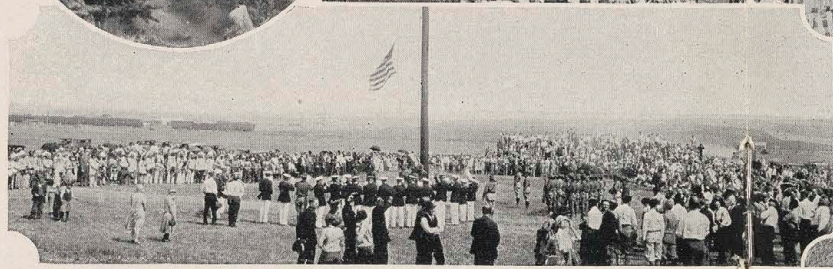
"Rastus, who is dat sol-vent looking gentleman speculatin' up an' down de aisles wid de gold obstacles?"

"Don' yuh organize him?"

"No, Ah don' organize him. Ah's never been induced by him."

"I'se franchized yuh don't organize him. He's de most confiscated man in our whole diaphragm. He's de new pasture at our church."





Top—Students at Glacier National Park.  
Center—Dancers at Mt. Spokane.  
Lower—Flag raising, Ft. Union.

Top (center)—General Scott examining peace pipes.  
Center—The Spokane Indian parade.  
Lower (right)—Unveiling of Monument at Longview.

Top—At Multnomah Falls.  
Center—The Salt Cairns, Seaside.  
Lower—Steamer St. Mary, Glacier National Park.



## The Great Northern Goat

Returning by moonlight from Multnomah Falls, the visitors were guests of the Multnomah Hotel until the departure of their train for Seaside.

How thrilling the program sounded "Pacific Beaches, Oregon." Why is it we never realize that the Pacific Ocean is not just a California asset? At Seaside a visit to Salt Maker's Camp, an introduction by Mayor Moss of Seaside to the Hon. Fred V. Holman, and to Miss Columbia and her maids, Miss St. Helena and Miss Seaside. Mr. Holman's reminiscences on Fort Clatsop were quite enlightening and educational. Luncheon at Seaside Hotel and a quick auto ride to Astoria to view a pageant—an afternoon devoted to either rest, golf or riding, another meal at Seaside Hotel, much laughter, a dance for the scholars, and to bed, the end of a perfect day!

Thursday, July 22nd—Astoria, Oregon! How simple it sounds, but how much it meant! A greeting brought from the Atlantic to the Pacific, a tying up of the Boston trader and New York fur merchant with the discovery and development of the Oregon country. A column of concrete in bas-relief, like a lighthouse, high up on Coxcomb Hill, erected not only to the memory of John Jacob Astor, but also to Robert Gray and Lewis and Clark. Amplifiers to carry the speaking voice to the crowds gathered on the Hill, the Astoria Band to give music and the presence of Governor Walter M. Pierce and Hon. O. B. Setters, Mayor of Astoria, to lend dignity to the formal dedication of the Astoria Column, erected through the generosity of Vincent Astor.

The Invocation was given by Rev. E. A. Gottberg, and an account of the Lewis and Clark Expedition by Major-General Hugh L. Scott—remarkable papers "Two Centuries of Oregon" by Doctor Samuel Eliot Morison and "New York and Astoria"

by Lawrence F. Abbott. Mrs. Richard Aldrich lent sentiment to the dedication by relating a few of the Astor family traditions. Mrs. Aldrich is a direct descendent of the Astor family.

Secretary of State Kellogg lent national recognition to the event by sending a telegram which was read by Governor Pierce. Following the reading of the telegram, Judge F. W. Howay read a paper on "Three Months' Residence at the Columbia River, 1795-96"—and this was followed by a Greeting from the New York Chamber of Commerce, brought west by Howard Elliott.

How quickly the guests answered the dinner bell, and how wonderful the sight that greeted their eyes! Long tables, with large planked salmon at the ends of each, salads, homemade bread and hot coffee made right on the hillside in a confiscated still; and how quickly it all disappeared.

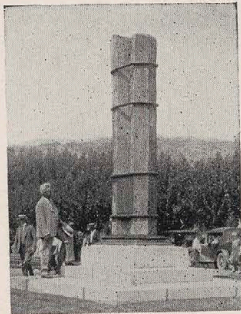
Astoria brings back many pleasant memories! From Astoria to Rainier—across the ferry and to Longview, a dedication ceremony by the Kiwanis Club of a marker at the beginning of Olympic Way; a ride through the beautiful new town of

Longview, a bridge dedicated and then to a meeting sponsored by the Pioneers of Cowlitz County, made fast moving.

At Longview Park, Mr. R. A. Long held sway. The Rev. E. H. Gebert gave the invocation; Luke L. Goodrich the Address of Welcome, with a response by Agnes C. Laut of the Historical party and then an address by Mrs. Charles Olson, followed by a talk "Historic Monticello" given by Prof. Edmund L. Meany.

Following this meeting machines took the guests to the Long Bell Lumber Mills, the largest mills in the world—a dinner of fried spring chicken with the Longview

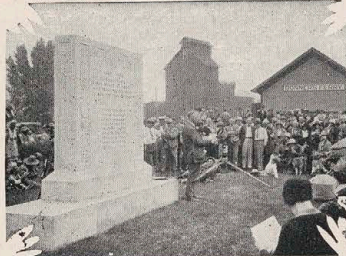
(Continued on page 14.)



The Monument at Wishram.

## The Great Northern Goat

J. B. Tyrrell speaking at Bonner's Ferry. Johnny Ground and Many Tail Feathers, Blackfeet.



Circle—Adoption Ceremony, C. H. Howard, Commonwealth Steel Co.



Left—The Astor Monument, Astoria



At Mt. Spokane.

Thirteen



# The Great Northern Goat

Business and Professional Women's Club as both hostesses and waitresses, and then a trip through the mills.

Great logs cut into small boards and loaded in G. N. box cars right before your eyes—how quickly modern machinery can do this work.

On Friday, July 23rd, our Specials pulled into Spokane. The Second National Indian Congress being in session we were greeted by many Indians. Again we were given flowers furnished by Spokane's Citizen Committee, an automobile tour to Spokane Plains Battlefield, and there the formal dedication of Spokane Plains Battlefield Monument, and the presentation of the Monument and Site to the State of Washington on behalf of the Eastern Washington Historical Society. Hon. Wm. S. Lewis, Secretary of the Historical Society, presided. Music was furnished by the Fourth Regiment, U. S. Infantry Band of Fort Wright. The Right Reverend Ed. M. Cross, S. T. D., gave the invocation. Major-General Hugh L. Scott spoke to the assembled Indians in the sign language. Miss Alice Garry, great-great granddaughter of Chief Spokane, Garry, unveiled the monument. Prof. C. S. Kingston and Col. W. R. Abercrombie, both gave talks.

Returning to the Davenport Hotel, Sarah Truax, the wife of Colonel C. S. Albert, Attorney for the Great Northern Railway Company, was toastmistress at a luncheon given by the Spokane Ladies Committee in honor of the Indian Princesses attending the Indian Congress, and the ladies of the Columbia River Historical Expedition.



Fourteen

At the Spokane Indian Congress.

In the afternoon, a colorful parade featuring the various Indian tribes in conference in Spokane, attracted the visitors, and at six-thirty a banquet to the Historical party under the auspices of the Spokane Chamber of Commerce.

Our train, again one large Special, left Spokane for Glacier Park arriving at the entrance on Saturday July 24th.

In busses to St. Mary's, a trip to Sun Camp by boat, luncheon and a rest or a hike, as you wished, again a boat ride and the busses to many Glacier, 55 miles north. A general clean-up, dinner and a dance, and a tired party eagerly sought their beds.

The morning of July 25th, breakfast, horse back trips, hikes, swimming in the pool or fishing occupied the time until three o'clock when a return trip was made to Glacier Park Hotel. A final get-together banquet—A. H. Warren of St. Paul acting as toastmaster—short talks by Mr. Budd, Gov. Sorlie, Mr. Morison, General Scott, Lawrence Abbott, Doane Robinson and Mr. Tyrrell, followed by the presentation of a beautifully bound log of last year's trip to Mr. Budd, and an expression of the appreciation felt by the students given by Jefferson Meagher, a student from Binghamton, N. Y. The students, through Florence McCormick of St. Cloud, Minn., then presented Mr. Budd with a beautiful silver loving cup.

The Expedition members sang enthusiastic praises of the entertainment given by the people of the various communities visited during their extensive trip and of the perfect service afforded by the officers and employees of the Great Northern Railway.

# The Great Northern Goat



## Goat Philosophy

By Cliff Trembly

*Do you wish to make a tramphappy?  
Send him to Somers, where there is a  
treating plant, even if it's only for  
ties.*

\*\*\*

*Don't throw any raisins in the  
scrab heap. There's iron enough  
there already.*



*The stenographer knows her letters.*

\*\*\*

*The Great Northern Goat  
comes out only once a month.  
Heaven only knows where it  
stays the rest of the time.*

\*\*\*

*The sweetest thing that grows is the  
sugar plant.*

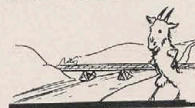


*They have afternoon tea on the  
Oriental Limited, but they have it the  
entire twenty-four hours on some of  
our freight trains.*

*She was picking out silverware for  
the bride, but only got as far as Grand  
Forks.*

\*\*\*

*A bright young man: the ticket  
clerk who sends 'em via the  
Oriental Limited.*



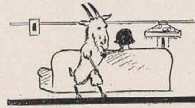
*The information clerk knows a lot  
he—or she—doesn't tell you.*

\*\*\*

*It's a rank discrimination,  
this shipping of Italians in pas-  
senger coaches, while poles have  
to go on flat cars.*

\*\*\*

*The nuts are not all in the machine  
shop.*



*The darkest day on a railroad:  
chocolate sundae.*

\*\*\*

*If Fergus Falls is it because  
Heaslip?*

Fifteen



## The Great Northern Goat



The Oriental entertains distinguished guests, Secretary of the Navy, Curtis D. Wilbur, and his aide Capt. Gheradi.

Sixteen

## The Great Northern Goat



Lake Chelan.

### **The Lake Chelan District**

By Fred Graham

THE Lake Chelan district is one of the liveliest places in Washington, and will be so for the next two and one-half years at least. It has been projected into the spotlight by the inauguration of work on the \$10,000,000 water power development in Chelan river. The Washington Water Power Company has taken over this project from the Great Northern Railway Company and will build it and furnish electric power for moving trains east of Wenatchee. Grant Smith & Company, Contractors, has established four camps between the town of Chelan and the Columbia river. These camps are models of sanitation and convenience, and each comprises a number of buildings well laid out. Lake Chelan will be raised 21 feet by the huge dam, but the scenic beauties of the lake will not be impaired by the raise. The Lake Chelan Chamber of Commerce is the successor of the previous local community clubs at

Chelan,  
Lakeside,  
Manson,  
Beebe,  
Stehekin,  
Moore's,  
Lucerne,  
25-Mile Creek,  
First Creek,  
Boyd, and  
Howard Flats.

Meetings are rotated twice a month, the last one being held at Manson, on the evening of May 20th, at which F. W. Graham, Assistant General Agricultural Development Agent, Seattle, and D. O. Lively, Manager of the Washington State Chamber of Commerce, were the principal speakers. The organization will function actively in giving information to tourists and prospective settlers. It is expected that Lake Chelan will be the mecca for train and auto visitors who will want to see how a project of this magnitude is being constructed. It represents an expenditure in the next two and one-half years of close to ten million dollars, and is the largest development project of its kind now under construction in the state or Northwest.

Seventeen



## The Great Northern Goat

# FUN AND FABLES in Glacier National Park ASSEMBLED BY BARBARA ANN SCHARR

### *A Lot Depends.*

"A-ah-say! A-ah, when do we come to the G-r-e-a-t O-p-e-n S-p-a-c-e-s?" asked the bloomin' Englishman.

"Right around the corner of this mountain," storied the serious faced guide, and under his breath ("Chances is you'll never 'come to'").

### *Another Call of the Wild.*

"What's the horn on the saddle for?" ventured the sweet little maiden from Philadelphia who had asked at least one hundred questions that day.

"Oh, just to stir-rup a little noise!" half heartedly answered the guide.

### *Not a Cloud in the Sky.*

"That," explained the guide to the dude riding at his side, "is a MO-RAINE."

"Yes, it does look like it might," absent-mindedly remarked the dude looking skyward.

### *Dobbin, the Scenic Railway.*

"Guide, this horse loiters terribly on the curves!" nervously complained a lady in one of the parties to Logan Pass.

"Well, I'd say it was a good thing, lady, that he has curves to loiter on," smiled the guide as he chided Dobbin into better shape.

### *Oh, Death, Where Is Thy SPRING?*

"Right up there, folks, is where an Indian jumped off a cliff to three thousand feet below," explained a guide to his party of tourists.

"Oh, MERCY!" and was the poor fellow killed?" asked the sympathetic lady.

"KILLED?" fairly screamed the guide. "No, No! why, he had on his light fall suit." It was a bum old joke, but he knew it would pacify.

Eighteen

### *Pioneer Travel. (Buggy days.)*

"Did you come into this country in 'The Covered Wagon'?" asked the curious Eastern lady of the rough, but congenial, guide.

"We-ll, Missus, it mighta been covered, I don't just remember, but we allus called em go-carts!"

### *Til for Tai.*

"I won-dah just w-hat the glac-ial PER-I-OD might have be-en?" asked the nature student from California with a most important air.

"I don't know. There's a QUES-TION MARK in my mind, too," answered the fun-loving guide.

### *They WILL Jump Backwards.*

A guide, with a circle of porcupine quills neatly arranged across the back of his sombrero hat, was asked by a dude if he knew they were there.

"By gad, No! Brother, that darned porcupine must have jumped at me backwards when I wasn't looking," innocently jerking off his hat to register astonishment.

### *Ahead of Leap Year.*

"When you come to St. Paul will you give me a ring?" asked the sophisticated little brown-eyed maid of the guide who was helping her off her horse for the ump-tieth time that week.

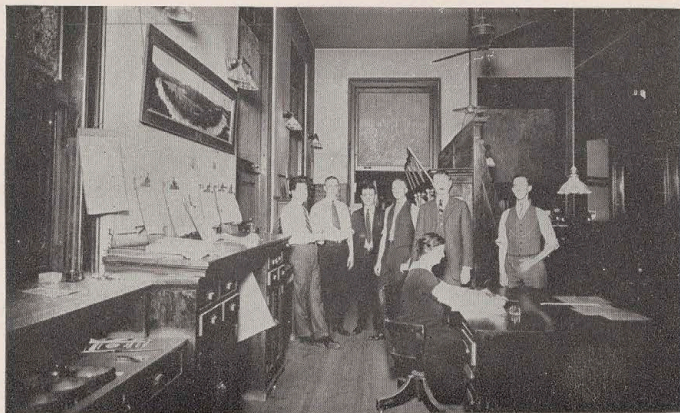
"What's your number?" calmly asked the guide, looking at the third finger of her left hand.

### *Boston.*

"A'hm from Boston. 'av yo evah bean theah?"

"No, but I've eaten 'em."

## The Great Northern Goat



Office force, Birmingham Terminal, Birmingham, Ala.

Left to right, standing: B. E. Bush, Ticket Clerk; J. H. Burkhardt, Ticket Clerk; Wm. Boyette, Ticket Clerk; Geo. Deloache, Ticket Clerk; F. S. Vance, Ticket Clerk; O. D. Perry Assistant Ticket Agent; Seated, Mrs. D. M. Stubbs, Accountant.

# The Goat's Mailbag

## Pacific Coast Norway-Chorus

1926

Great Northern Railway,  
Passenger Department,  
Seattle, Washington, U. S. A.  
Gentlemen:

The Pacific Coast Norway-Chorus wishes to extend to you our thanks for the splendid manner in which you handled our Transportation from Seattle to St. Paul.

The Chorus also commends your Mr. Scott for all his efforts and good work rendered in connection with the organization and the conducting of this part of our tour. The careful attention he gave to all details, was greatly appreciated by every member of the party.

Yours very truly,  
Pacific Coast Norway-Chorus  
(Signed) C. SUNDE, President  
JOHN SATHER, Secretary

May 7, 1926  
Enroute  
S. S. Stavangerfjord  
New York to Norway

Nineteen



*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*



**H. E. Watkins, General Agent**  
**202 Webster Bldg.**  
**Toronto, Ont.**

August.  
 August is a time for recreation  
 Under sylvan skies, away from care.  
 Glacier Park will fill you with elation  
 Unsampled sights will greet you there!  
 Scenes to stir the heart to palpitation;  
 Thrills beyond description - gorgeous, rare!  
 Princeton Hill 1926. *One Brown.*

C. W. MELDRUM, Asst. Gen. Pass. Agt.	} Seattle, Washington.
M. J. COSTELLO, Western Traffic Mgr.	
A. J. DICKINSON	E. H. WILDE
Passenger Traffic Manager	General Passenger Agent
F. T. HOLMES	E. C. LEEDY
Assistant Gen. Pass. Agent	Gen. Agr. Dev. Agent

St. Paul, Minn.



# The Great Northern Goat

VOL. 3, NO. 11

JANUARY 1927



Dining Car Edition





## The Great Northern Goat



New giant motor generator locomotive, the most powerful in the world, in service on The Great Northern Ry. in the Cascade Mountains of Washington.

## The Great Northern Goat



In the compact diner kitchen.

### **The Dining Car Department**

**By J. A. Blair, Gen. Supt. Dining Cars**

THE January, 1927, issue of the "Goat" is a dining car edition, and in a way is a bringing together of two Goats, as a similarity of status and name creates a relationship. For we would have you know in days of old the dining car department was often made the "Goat" for all and various reasons, but this is a thing of the past. With this greeting we are going to make full use of our opportunity to use a very good vehicle to tell its readers something of our past and present history.

First of all, we, in the very beginning, accepted literally a command from our boss requesting we show him the best dining car service in these (sometimes) United States, and because he is a gentleman who generally speaks his mind, and because he hasn't said anything to the contrary, we believe you can accept our modest statement that our din-

ing car service is good. We admit it. And, now that we are convicted, we may as well tell you why we are guilty. It is because we are supported, aided and assisted by an organization that directs to their company a loyalty that is unequalled in the realm of dining car circles. It is team work, perfected to the nth degree, and equally as important we have the support and encouragement of our superiors who give to us to work with equipment that is complete in every detail. Quality is the only member of the food family that is permitted to sit at our council tables. Progress is possible only when vision is stimulated by good, wholesome food. Hundreds of men, tried and true, form an organization that labors day and night, in fair weather and foul, to assure "Oriental Limited" good and wholesome food.



## The Great Northern Goat



*Witloof packed and ready for market*

### **The Growing of Witloof or French Endive**

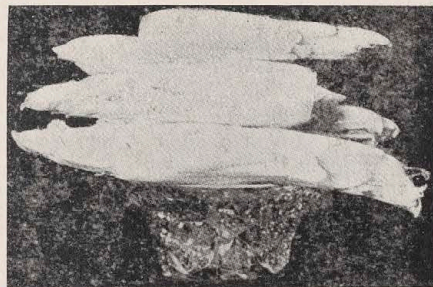
**By Herman Van Aken**

**W**ITLOOF Chicory, or Brussels Witloof, is also advertised by different seed houses in this country as French Endive and brought to market mostly under that name. The growing of this most delicious salad originated in the western part of Europe and dates back about sixty years. It was, however, during the last twenty-five or thirty years that this vegetable came to be more of a commercial product. Although grown at that time to some extent in France, Holland and Germany, it was more in particular a Belgian product from the start, and in 1913, or immediately before the

war, it had reached already such proportions that in the immediate vicinity of Brussels there were over 700 acres devoted to this crop alone, besides hundreds of acres scattered all over the fertile lands of this little country.

It so happened that I had made a two year visit to Holland in 1911 and 1912 and, being a gardener by trade, I was always on the lookout for anything of interest in this line. Needless to state that I soon became interested in the growing of Brussels Witloof. As this plant was nothing more than a highly improved strain of the common

## The Great Northern Goat



*Extra fancy genuine Witloof*

chicory "*Cichorium Intybus*" the seed production was closely guarded, it seems, and most of the Belgian Witloof growers also grew their own seed supply, every year selecting the roots that had produced the best heads during the previous winter, and so improving their quality year after year.

I returned to the United States in 1913 and took up my old line of truck gardening in Whitefish, Montana, supplying at that time the vegetables for the Great Northern Railway dining cars and lunch rooms, and also the many hotels and tourist camps which this company had started to operate in Glacier National Park, which has now become the chief attraction for the American tourist.

The same year that I resumed my gardening operations in this locality I also seeded one-half acre of Witloof as a try-out.

That very same August when my Witloof field was one beautiful mass of bright green, the world war stopped suddenly all importation from Belgium and when that coming winter my Witloof was ready for market some of the restaurants and hotels in San Francisco, which in previous years had

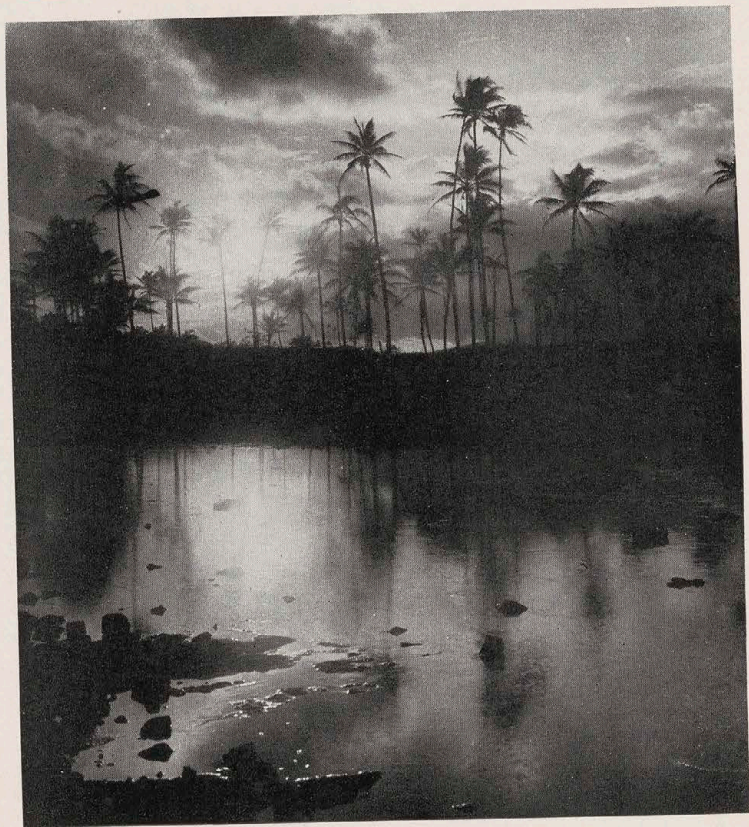
received some imported Witloof from New York dealers, were only too eager to pay a good price for all I could possibly send them. The half acre netted me that year \$975, which I thought was not so bad for a beginner. Needless to say that I increased my acreage the following year and as it seemed that I was about the only commercial grower for many years, at least in the West, I never had any difficulty in finding a market for all I wanted to grow.

Now that I look back over those last twelve years, of which, in particular, the first five or six were sometimes very trying, I do not in the least regret that difficulties and many disappointments it brought at times, but I feel just a little proud of the fact that I was one of the first to introduce the growing of Witloof to the United States.

Every year I have seen this vegetable gain in popularity and several have now engaged in the growing of this most profitable crop. There lies a great future in its production, and while the prices so far have been somewhat prohibitive, it will not be very long before each family will be able to add this most palatable dish to its winter menu.



## The Great Northern Goat



An idyllic scene of moonlight and cocoanut palms in the "Paradise of the Pacific," Hawaii, U. S. A. (Photo by Williams.)

## The Great Northern Goat



### The Goat in the Diner

by Cliff Trembly



*It takes more than the blare of a brass band to furnish good dining car service; in fact, it takes a Blair of the G. N. Ry. to do it.*

\*\*\*

**Your tummy tells you when, but the menu card tells you what.**

\*\*\*

*The Goat feels at home with the kids in the diners.*

\*\*\*

**One doesn't feel like a martyr when the steward leads him to the steak. (Not our steaks, at least.)**

\*\*\*

*Unsophisticated: Green tea.*

\*\*\*

**Did you ever notice the frieze in our dining cars? No? Ice cream.**

\*\*\*

*You pay-as-you-leave in the dining car but we've noticed folks don't leave very much. Food, we mean.*

\*\*\*

**You wouldn't call a waiter intoxicated, would you, just because he gets tips, see?**

*We specialize in sea food in our diners. We'll say you see food there.*

\*\*\*

**The chef may not know much about clothes, but he can dress a salad to perfection.**

\*\*\*

*"Well," said the oyster as it slid down a diner's throat at Summit, "I certainly never expected to end my days at the crest of the Rockies."*

\*\*\*

**They are feeding goat's milk to the children but the Goat don't mind that in the least, for she intended it for the kids all the time.**

\*\*\*

*Don't let a lady annoy the Goat; it might turn to butter.*

\*\*\*

**You can have your grapefruit in the morning or in your lap, whichever you prefer.**

\*\*\*

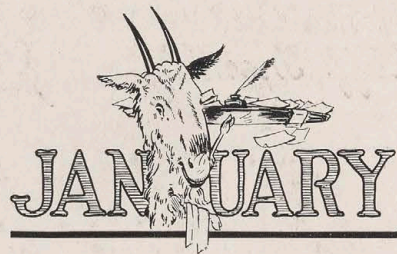
*Our pancake batter has Babe Ruth beaten a mile.*

\*\*\*

**Our Commissary Department stands back of every meal, except cornmeal.**



# The Great Northern Goat



VOL. 3 JANUARY 1927 No. 11  
Published by GREAT NORTHERN RY., SAINT PAUL, MINN.  
CHARLES HERRIN, Editor.

## Flynn's Minute Editorials. This Month—Triumph



By  
Edw. F. Flynn,  
Director Bureau  
Public Relations

**K**IPLING in his famous poem, "If," calls triumph and disaster, two imposters.

Of these, perhaps, the greater imposter is triumph. Triumph is as fleeting and as disappearing as the shadow on the hillside when the clouds above are hurrying past.

Triumph! Today we please—tomorrow we are forgotten. Today we hear the plaudits of thousands, perhaps millions; tomorrow, perhaps their jeers and derision—and yet today as well as yesterday we may be entitled to what we call triumph and fame. It is the human that changes in this day of fads and fancies. Triumph! Here today and gone tomorrow.

Yet we must plod on, for we dislike disaster. We dislike failure; we desire the imposter—triumph. We long for fame and favorable public opinion.

When triumph is yours, remember it isn't for long. It will no doubt be gone tomorrow.

Triumph is an imposter, but Oh, how we cherish that imposter!

## Then and Now By A. W. Deleen, Chief Clerk, Gen. Supt.

**W**E are all familiar with the stories of the dim past concerning Aladdin and his wonder-working lamp. It is reasonable to assume that when this chap felt the pangs of hunger and desired a sumptuous meal of the best viands that the field and forest could provide he gave his lamp a vigorous rub or two and, Presto, a feast fit for the gods was on the table before him.

A simple, never failing method, to be sure, but the present day "traveler" is not disposed to envy or regret as keen judgment prompts request for ticket via "Oriental Limited," where meals and service surpassing anything Aladdin ever dreamed of or wished for are assured.

## Men Who Man The New Oriental Limited



Dining Car Steward,  
Harry Martin

# The Great Northern Goat



## Grinograms

This page edited by R.L. Deleen



**Mother:** Daughter, I believe you would have been happier if you married a man with less money.

**Daughter:** Don't worry, mother, he will soon have less.

An Irishman, driving a new Packard, crashed into a Hebrew, driving what was once a good Ford. A policeman rushed to the scene to perform his duties and approaching the driver of the Packard, said:

"What's your name?"

"O'Toole."

"Begorra, so is mine."

Then directing his attention to the Hebrew, he said, "What do you mean by backing into this Packard? You're pinched."

"He threw his slippers at me and told me to go to the devil," sobbed the unhappy daughter. "You did right by coming home to me," answered the mother.

Is there anything worse than finding a worm in an apple?

Yes. Finding half a worm.

A man telephoned to Superintendent of an Insane Asylum, and the following conversation took place:

"Give me the name of the man who escaped last night."

"No one escaped that I know of."

"Better check up again, some one ran away with my wife."

**Johnny (1927):** Oh, mother, I've just seen a woman with great long hair done up in a bump on her head and fastened with some bent wires.

The preacher had been exhorting long and loud on the evils of liquor and finished by stating that Agents had confiscated a carload of whisky, champagne, etc., which was to be destroyed by dumping same into a nearby stream. Continuing, he said, "We will now close by singing hymn No. 213, 'SHALL WE GATHER BY THE RIVER.'"

Mule (to Ford): "What are you?"

Ford: "I'm an automobile. What are you?"

Mule: "I'm a horse."

Both: "So's your old man."



## *The Great Northern Goat*

## *The Great Northern Goat*



*Actual photograph showing interior of one of the new steel Oriental Limited dining cars, one of the fleet of twelve constituting the Oriental Service. This car cost over \$55,000.00, equipped and is so conveniently constructed that thirty-six people are served and sent away satisfied every forty-five minutes, truly a feat worthy of notice.*



## The Great Northern Goat



Edgar Tangen,  
Pekin, N. D.,  
and his  
Shorthorn.

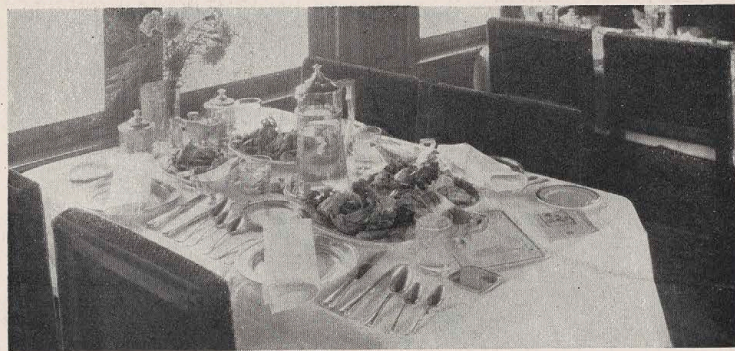
Arnold Holm,  
Pekin, and his  
Shorthorn.



Olive Eastgate, of Larimore,  
with her Angus steer.

Prize-winning baby beef purchased at First Boys' & Girls' Club Live Stock Show  
Twelve at Fargo, N. D., for use on Great Northern dining cars.

## The Great Northern Goat



A complete dining car "set-up."

### Progress

By L. W. Lewis, Supt. Lines East

BY reason of the competitive state of dining car service and the deep interest the management takes in their service, the traveling public is now benefited as never before. But little has ever been written about Railway Dining Car Service, although much is written about Railway rates, scenery, climate, country, towns and cities, and for some reason or other the feature that really makes or mars a railroad journey of any distance of note, i. e., the Dining Car Service, is left out. Good dining car service is recognized as a mighty big factor on the advertising side, and the dining car patron is assured of a cuisine rating par with the better hotels and high grade eating places in the country at a less cost.

Particularly so is this true of the Great Northern Lines by reason of the ever growing popularity of our Club and Table d'Hôte meals in addition to A La Carte Service. Our present arrangement of Table d'Hôte service originated in the mind of our dining car Management some years ago.

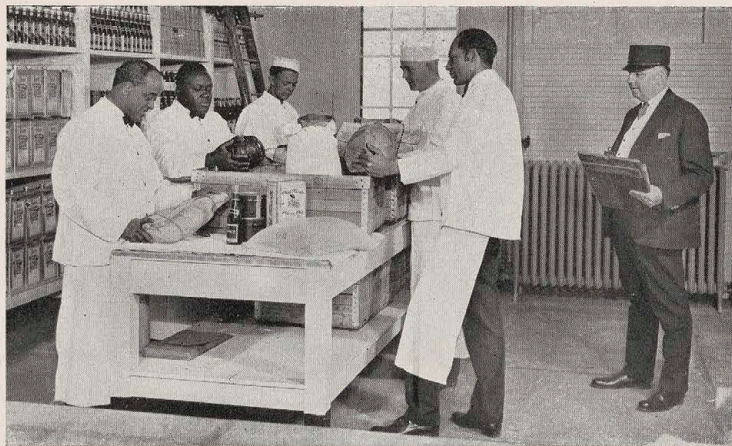
I believe our present Club and Table d'Hôte arrangement to be the biggest and most important feature ever attempted and carried thru successfully in Dining Car History and much to the astonishment of those who scoffed at the believed cost of operations it is done with an absence of material increase, and to those who predicted the slow deliveries of service, I may state the full capacity of a dining car, 36 people, are served and sent smilingly away every 45 minutes.

So successfully has our Club and Table d'Hôte Service developed that but little patronage now exists for the A La Carte Service, well within the ten per cent limit, this, we believe, mainly due to thought and care in preparing the menus, the searching of the markets for the best quality and most seasonable foodstuff the markets afford, the correctly balanced arrangements of menus and the privilege of the guest to secure substitution of practically any dish he may desire.

Thirteen



## The Great Northern Goat



*A corner of the dining car commissary.*

### **The Dining Car Commissary**

**By W. G. Anderson, Storekeeper, St. Paul**

**J**UST a word about the commissary storeroom, a part of the Dining Car Department very seldom seen and hardly ever heard of by the traveling public, nevertheless a vital factor in the delivery to you of a satisfying meal.

In the first place, all supplies, which are prepared and served on the dining and cafe cars, are received from the merchants by this storeroom, and it is our duty to inspect and thoroughly satisfy ourselves that the same are first class in every respect, before accepting delivery.

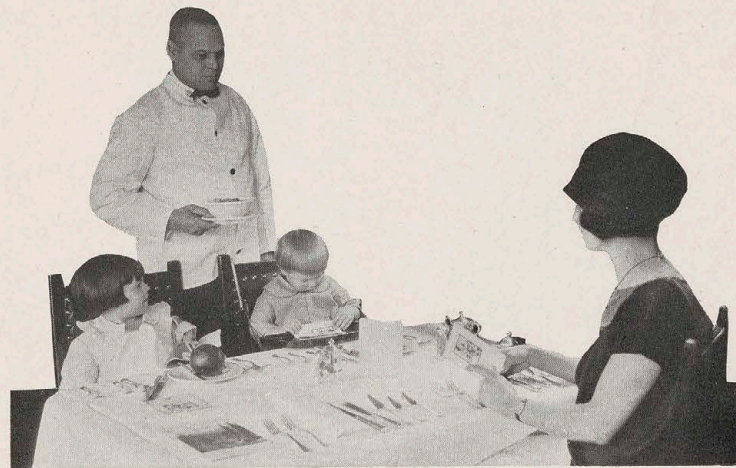
The supplies are carefully sorted and put into an up-to-date refrigerator divided into four compartments; the first one for meats and poultry, the second for fish only, the third compartment for fruits and vegetables, and the last one for dairy supplies only.

It might be well to note that the refrigeration is obtained thru an ice machine using ammonia and with an automatic control, thereby keeping the temperature around the degree set for each compartment.

As a rule, supplies of a perishable nature are ordered every day, thereby assuring us that the same will be absolutely fresh when delivered from the storeroom to the dining cars, where, of course, another inspection is made by the Steward and crew, before being prepared and served.

Although we do not come in direct contact with the traveling public, we are proud if the opportunity to put forth our best efforts in order to facilitate the smooth functioning of our Dining Car Service.

## The Great Northern Goat



*Women and children traveling alone receive special attention on Great Northern diners.*

### **Courtesy**

**By F. W. Albachten, Asst. Supt. Lines East**

**S**INCE the origin of the GOAT magazine much has been said of our wonderful railroad and many subjects of great merit have been discussed. Not a few, but many of our efficient and loyal employees who go to make up the personnel of our passenger trains, particularly that branch of the road known as the Dining Car Department, most of whom have spent years catering to the traveling public, have learned what generally attracts, pleases or repels a guest.

**COURTESY** may be defined as politeness or civility, and we should regard it as more than either of these. True courtesy reaches the highest point in our service when it springs from a kindly feeling and gracious attention. If a kindly feeling and a friendly impulse lies at the bottom of an act of at-

tention the recipient will appreciate that impulse even though the act be awkwardly extended.

It is quite natural everybody likes attention, especially while traveling, people expect and demand service, and lots of it. He who has been treated with kindness and courtesy will remember the road, and when by chance a contemplated vacation or trip is mentioned, our former guest having had a pleasant and enjoyable journey over the Great Northern will not hesitate to boost our line.

I think it is safe to say that the employees of the Great Northern Dining Car Department exemplify a spirit of courtesy toward the traveling public—in fact, everyone with whom they come in contact.



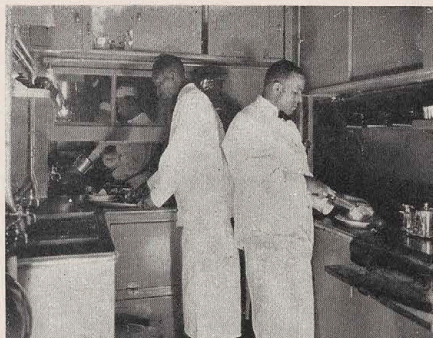
## The Great Northern Goat



Bells are now located on the summits of the principal passes in Glacier National Park and are rung by the tourists upon reaching the heights.

*Sixteen*

## The Great Northern Goat



*Service pantry in dining car on The New Oriental Limited.*

### **Service**

**By E. F. Flynn**

**S**ERVICE is fast becoming one of the most important things in the world. Every one in business renders or should render service. Railroads sell transportation, which is one form of service. One of the important parts of the transportation service is that rendered by the dining car department.

Eating is an important part of one's life. Some one has gone so far as to say "As a man eats so he is." While such a statement might seem rather unbelievable, it is undoubtedly at least partly true. We all know that eating too much dulls one's mind, lessens ambition and efficiency, and if continued for any length of time, is likely to cause a disability hard to overcome. This is the class of people who live to eat.

We all know the person who eats to live—always keen, alert, active, and efficient. In this advanced age there is no occasion for any one eating too much. In many of the

high class hotels today, and on the Great Northern Railway, where the finest of food is served, the amount of calories in each article of food is listed on the menu.

While it is desirable to be able to sleep in a comfortable, soft, downy bed while swiftly riding across the country, and on arising to be able to make one's toilet in a commodious room with all of one's home comfort, it is still more satisfactory to be able to step into the dining room of this fine train, and partake of all of one's favorite home dishes at breakfast, at lunch, and again at dinner.

Good food, good service, with everything about neat and clean, aids digestion. All these desirable requisites are found on the Great Northern dining cars, where stewards, chefs, and waiters are trained in the art of service. With the aid of such a staff, you can easily regulate your diet—you will feel fit if you do. Be the one who eats to live, rather than the one who lives to eat!

*Seventeen*



## The Great Northern Goat



*Train news service display on The New Oriental Limited.*

### **Great Northern Railway Co. News Service**

**By C. T. Kelley, Supr. News Service**

THE News Service, as its name implies, is primarily for the convenience of Great Northern passengers. It is manned by a trained corps of employees of many years' experience, whose watchword is "Courtesy" to the patrons they serve.

From the Train Salesman may be secured books of fiction, of business, history and adventure. Also a complete line of the latest magazines and periodicals.

Albums of scenery in Glacier National Park, folders and post cards showing the more important views enroute over the line of the Great Northern, form an important part of train news service stock, together

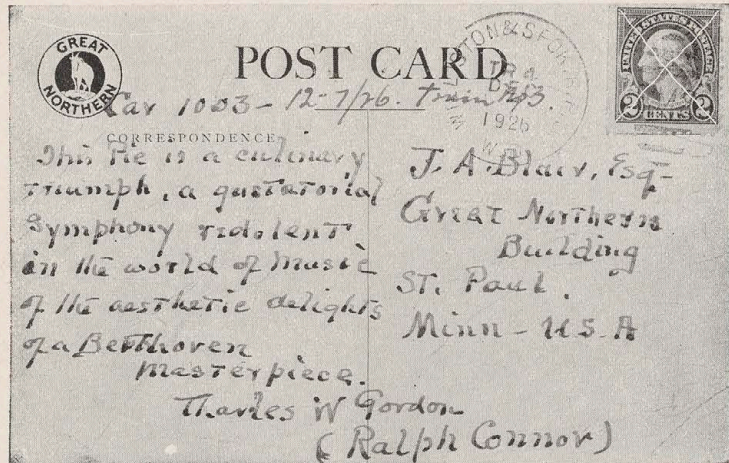
with postage stamps carried for the convenience of the traveling public.

For the convenience of day coach passengers, the Train Salesman carries a line of Nationally known brands of cigars, cigarettes and tobaccos, seasonable fruits, soft drinks and confections, as well as sandwiches, milk and coffee.

An extensive line of souvenirs is also carried for those who wish to secure such articles appropriate for the territory in which they are traveling.

The company maintains news stands in stations at Ihlen, Minn., Fargo and Grand Forks, N. D., Shelby, Mont., Spokane, Wenatchee and Seattle, Wash.

## The Great Northern Goat



*Tribute from Ralph Connor, the Novelist.*

## **The Goat's Mailbag**

Dec. 7th, 1926.

I presume you receive many compliments on your Oriental Limited, but I want to add my word of praise too. I have traveled all of my life, and I am glad to tell you that the Oriental Limited is the best train I have ever been on.

The dining car service is unusual. The courtesy and cheerfulness which the passenger meets with from all of your employees is remarkable, and is certainly appreciated. As an instance of the fact that it pays to serve good meals and lose money, I will say that I was so pleased with this service that, in the future, all of our shipments to the West and Northwest, will move exclusively over the Great Northern R. R. Heretofore, we have divided this business, but I feel that you are entitled to it.

I would greatly appreciate the little historical pamphlet "Chief Joseph's Own Story," also "A Glance at the Lewis and Clark Expedition."

Very truly yours,  
(Signed) Lee S. Jones.



*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*



H. E. Watkins, General Agent  
202 Webster Bldg.  
Toronto, Ont.

C. W. MELDRUM, Asst. Gen. Pass. Agt. } Seattle, Washington.  
M. J. COSTELLO, Western Traffic Mgr. }

A. J. DICKINSON  
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F. T. HOLMES  
Assistant Gen. Pass. Agent

E. C. LEEDY  
Gen. Agr. Dev. Agent

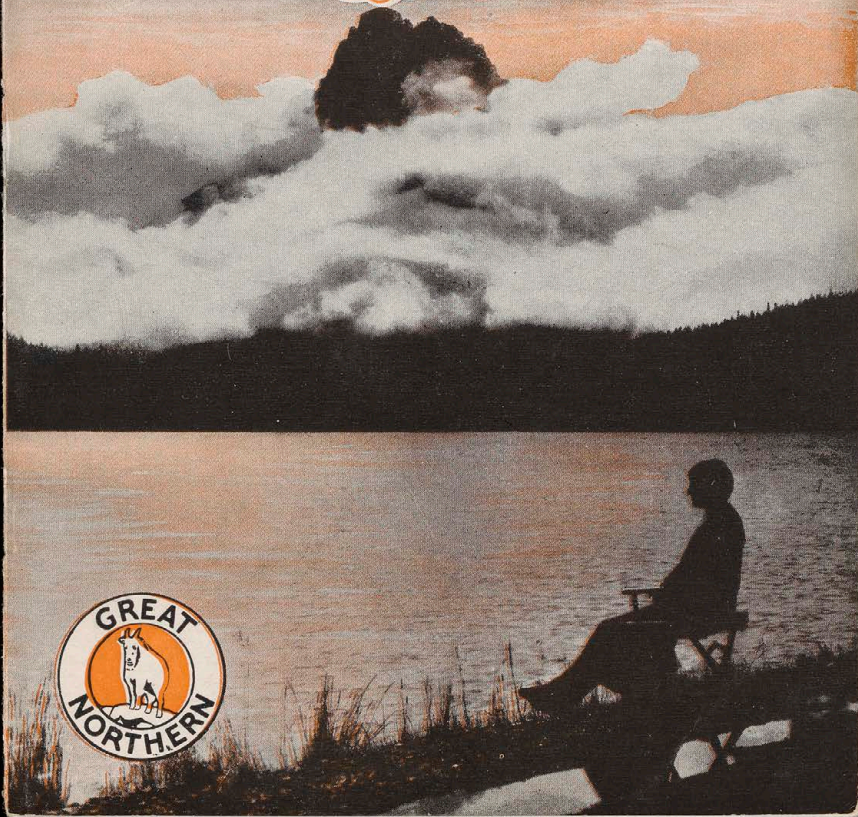
St. Paul, Minn.



# The Great Northern Goat

VOL. 4. NO. 1

MARCH 1927





## The Great Northern Goat



The Alaska S. S. Company's "S. S. Yukon" at Columbia Glacier, near Valdez, in The Prince William Sound district in Southwestern Alaska.

## The Great Northern Goat

### **The Oneonta Passenger Club**

By J. H. Brinkman

ONE of the most unique passenger clubs ever organized, brought about by the good will and friendship established through the solicitation of organized business, became a club of reality last week in the State of Georgia.

Several years ago, during the solicitation of the Federation of Women Clubs, a number of the western line representatives had the pleasure of personally soliciting the State President of the Georgia Federation of Women Clubs, Mrs. M. E. Judd, of Dalton.

Mrs. Judd realizing that the western representatives would not come in contact with her continually and appreciating the spirit of fair play and sound business tactics of the solicitors, conceived the idea of giving a dinner at her country estate in Dalton, honoring the railroad representatives, both the fortunate and unfortunate, who had solicited her on this club movement. Mrs. Judd enjoyed the evening get-together meeting so much that she decided to extend an invitation to these representatives for a



Mrs. M. E. Judd.

yearly re-union. The result was that the various railroad representatives concluded it would be an opportune time to organize a passenger club and Mrs. Judd being asked for an opinion and advised that the idea was the result of the first get-together meeting at her home, heartily approved of the plan.

Recently a number of the railroad representatives again enjoyed the hospitality of Mrs. Judd and

the result of this re-union was the organization of the "Oneonta Passenger Club," Oneonta being the name of this lady's country estate and derived from the Indian, meaning "rest place."

Mrs. Judd was elected Honorary President for life; Mr. E. J. Walker, President; W. D. Cornell, 1st Vice-President; J. L. Meek, 2nd Vice-President; Joe M. Hall, Sec'y-Treas.; W. H. Mustaina, Sergeant-at-Arms.

It is to be doubted if there has ever been another passenger club organized under a similar condition, i. e., the result of good will and friendship established through competitive solicitation.



## The Great Northern Goat



Top Left—Mabel C. Oggesen, who was never on a horse before, rode a broncho 800 miles over the trails of Glacier National Park. Top Right—A wintertime beggar in Glacier National Park. Lower Left—The brook is the papoose's bath tub on the Glacier Park Reservation. Lower Right—The new National Highway across The Continental Divide in Glacier National Park.

Four

## The Great Northern Goat

### **The Automotive Equipment Association Convention in Portland, Ore.**

By Malcolm Breese

THE largest convention of automotive equipment and motor accessories manufacturers, and jobbers ever held on the Pacific Coast is scheduled for Portland, Oregon, the week of June 27th-July 2nd, when the summer convention of the Automotive Equipment Association meets there, according to plans just made public by Wm. M. Webster of Chicago, National Commissioner of the Association.

The movement will be handled in a special train from Chicago to Portland. The Blue train will run over the C. B. & Q. and Great Northern lines by way of Glacier National Park, and will arrive in Portland the evening of June 26th.

"The June gathering at Portland will also be one of the most important conferences of automotive men to be held this year," states Mr. Webster, "because vital problems of car and truck service and maintenance, together with allied questions regarding good roads, legislation, shop and garage equipment, and foreign trade will be taken up at this meeting. The selection of Portland is also a recognition of the tremendous development of the west coast automotive territory."

The Automotive Equipment Association represents the membership of one of the



Wm. M. Webster, National Commissioner

largest industries in the world doing a gross annual business of almost \$2,000,000,000. Including the leading manufacturers and jobbers of all forms of automotive equipment in the United States and Canada, its purpose is to bring about a constantly better service for car owners in enabling them to equip their cars in the most modern and efficient manner and to maintain these cars on the road at the highest degree of comfort, economy and efficiency.

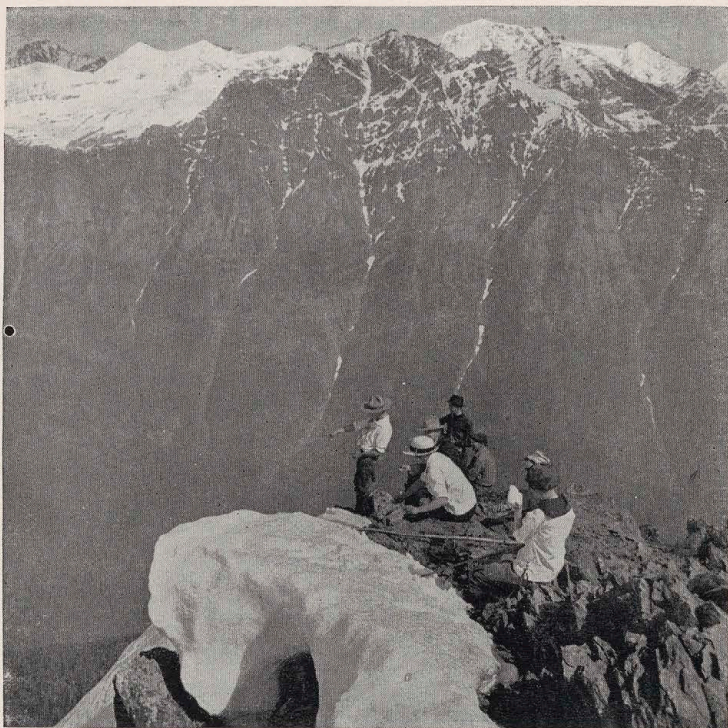
"The rapid expansion and development of the Northwest and particularly of the large territory for which Portland serves as gateway to the world," says Mr. Webster, "has already made demands on the facilities for service and equipment of passenger cars and trucks which require serious thought for the future. It will be one of the important duties of this convention to make far-sighted plans for the certain expansion yet to come."

Local arrangements at Portland for the convention of the Automotive Equipment Association are in charge of Messrs. C. F. Wright of the National Board of Directors, A. M. Cronin, National Vice-President of the organization for Oregon, and E. R. Wiggins, jobber member for Oregon.

Five



## The Great Northern Goat



On Top of Mount Stanton

At the top of Mt. Stanton, a wee way up in the world after all, compared with the dizzy snow-woven heights of the mountains just across the deeply wooded pit below.

Crags and peaks that have risen from the depths of the earth, nigh unto piercing into the very blue of the heavens above, tell man that One Power not only builds but holds all that which It builds, and it is this understanding Truth that calms the fearful heart at the treacherous mountain top.

## The Great Northern Goat



Our tickets are great on the come-back, especially if they are round-trip ones.

\* \* \*

The yard limit: three feet.

\* \* \*

The doctors say we eat too fast, but how can we help it when the engineer hits it up to fifty miles an hour while we are in the diner?

\* \* \*

In England they stop work to serve their afternoon tea, but on the Oriental Limited we go right on while serving it.

\* \* \*

Take an interest in your work and by that we don't mean 3%, either.

\* \* \*

Your baggage may be checked even though it is plain.

\* \* \*

The tail light tells the story.

\* \* \*

Immigration between the United States and Canada is unrestricted except that they often halt the Scotch at the border.

The reason the train leaves the station is because it knows there is another one at the next stop.

\* \* \*

"You're on," said the conductor as he helped the belated passenger up the steps.

\* \* \*

The Pullman porter is usually a modest fellow because he sees so much reservation about him.

\* \* \*

Gene Tunney went West on the Oriental Limited. He thought it was a knock-out.

\* \* \*

"Hear," said the telephone operator as she answered the roll call.

\* \* \*

You can miss a train and still know where it is.

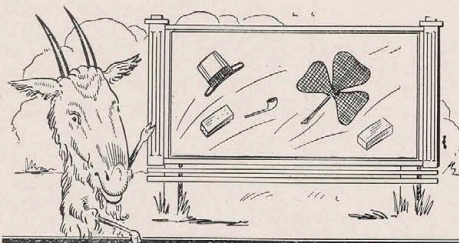
\* \* \*

Charles: "Did they hold you up at the Canadian border?"

James: "No; they had to carry me."



# The Great Northern Goat



VOL. 4 MARCH, 1927 No. 1  
Published by GREAT NORTHERN RY., SAINT PAUL, MINN.  
CHARLES HERRIN, Editor.

## Flynn's Minute Editorials. This Month—Where Are You Going?



By  
Edw. F. Flynn,  
Director Bureau  
Public Relations

OLIVER WENDELL HOLMES said "The great thing in the world is not so much where we are, but in what direction we are moving."

Which means, I suppose, that there never was a man who stood still.

The trouble with most of us is that when we think we have arrived some place we want to stay there; then we commence to back up.

We may be on the top of the hill, but unless it's the highest hill it's possible that we may have to climb down to get atop a higher one.

Just because a man happens to be going down hill doesn't mean he hasn't a chance to climb up again, and higher than he was before.

It has been successfully demonstrated that a man is never too old to learn; never too old to accomplish big things. Some of the biggest things ever done were accomplished by old men.

And we know what young men have done and are doing—so age really means nothing after all.

In what direction are you moving? That's the question. Are you self satisfied?

Do you think there is nothing for you to learn?

Do you think that moving will hurt you?

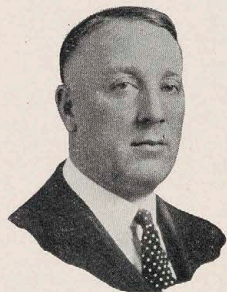
If you are moving, are you moving in the right direction—upward and onward?

Eight



Step up, gentlemen, and meet our new Assistant General Passenger Agent, Mr. Willis Wilson, formerly of Duluth.

## Men Who Man The New Oriental Limited



Sidney Stauffer, Fireman.



**Jewish Name, Anyway**  
Globe trotter—I'll have to give it to your race, Mr. Goldstein. In every land I have visited I have found Hebrews with the exception of Alaska.

Mr. Goldstein—Alaska? Vell, I don't know, but Iceberg ain't no Presbyterian name, y'know.

—Cappers Weekly.

**April Fool**  
Professor (to tenderfoot entering class late):  
When were you born?  
Tenderfoot: On the second of April.  
Professor: Late again.

**Sure Thing**  
Richard—Am I the only man who has ever kissed you?

Richenda—Why will every man ask a girl that question? Of course you are.

—Answers, London

**One on Teacher**  
One: "Well, I showed up the teacher before the whole class today."  
The Other: "Why? Wise us up."

One: She asked me for Lincoln's Gettysburg address 'n' I had to tell her he never lived there. Oh, you should have heard the class laugh then."

**Leave of Absence**  
"Is your daddy home, sonny?"  
"No, sir. He hasn't been home since mother caught Santa Claus kissin' the cook."

**Sure He Has**  
Cop: "Hey, where are you going? Don't you know this is a one-way street?"  
Abe (in new car): "Vell, I'm goin' von vay, ain't I?"

**A Frank Report**  
Kind Old Lady: "And what did our little girl do at the party?"  
Age of Innocence: "Frowed up."

**His Translation**  
Mother—But, Bobby, surely you did something else but cat at the school treat?

Bobbie—Yes, mummie. After tea we sang a hymn called "We Can Sing, Full Though We Be."

(Mother learned later that the hymn selected had been "Weak and Sinful Though We Be.") —Dublin Sunday Independent.

**Misunderstood**  
He: "I come to bring warmth and light into the bleakness of your home."  
Romantic Spinster: "Oh, you dear—"  
He: "Nix on the love stuff, old lady. I'm the installation man for the gas company."

**His Secret**  
Little Boy—Conductor, will you please give me a transfer?  
Conductor—Sure. Where to, little man?  
Little Boy—Oh! I can't tell you that. It's a surprise party.

**Too Much Competition**  
"Ah, new car. How's the pick-up?"  
"Haven't had much chance to try it yet. My wife rides with me most of the time."

**This Is A Deep One**  
Father: "Remember, son, beauty is only skin deep."  
Son: "That's deep enough for me. I'm no cannibal."

**Why He's So Young**  
"These youths startle me," an Atchison parent tells The Globe. "I heard a young boy tell my daughter the other day, 'Baby, I'm a week old today, because I didn't begin to live till I met you'." —Atchison Globe.

Nine



## The Great Northern Goat

## The Great Northern Goat



*The prize-winning Great Northern Band and members of the Great Northern Men's Club, The Women's Club, The Glacier Park Juniors, together with The Great Northern Marching Club of Duluth and their queen, in attendance at the Duluth Winter Frolic.*



## The Great Northern Goat

### Tacoma, Washington, Gateway to Rainier National Park

By F. W. Graham

TACOMA, WASH., is the Gateway to Rainier National Park, where rises in majestic splendor the highest snow-crowned peak in the United States. It is also the hub of what is known as "The Evergreen Playground." Yearly, great numbers of tourists travel to Tacoma via the Great Northern Railway, making Tacoma the point from which they visit the Mountain and other scenic points of interest in Puget Sound country.

And primarily to afford these tourists the most commodious hotel accommodations, The Hotel Winthrop was built and completed early in the Season of 1925 by the people of Tacoma, and in order to obtain a service commensurate with that of other great tourist centers, The Linnard interests, operators of the Huntington Hotel of Pasadena, Calif.; The Fairmont and Whitcomb Hotels of San Francisco, Calif.; The El Encanto and Samarkand of Santa Barbara and Tahoe Tavern, at Lake Tahoe, Calif., were secured and placed in charge of The Winthrop as the operating company, with Ray W. Clark as Manager. Mr. Clark is one of the best known hotel men of the Pacific Northwest and was appointed to the position of Assistant Manager when the hotel first opened, and



Hotel Winthrop, Tacoma, Wash.

their guest house for the tourist and other visitors, it has also become in fact, the center of city's activities. Six civic clubs take advantage of the excellency of its cuisine and commodious dining room arrangements for their weekly luncheon meetings. The Winthrop serves in three dining rooms daily, the Main Dining Room just off the Lounge on the main floor, the Grill and the Coffee Shop on the floor below.

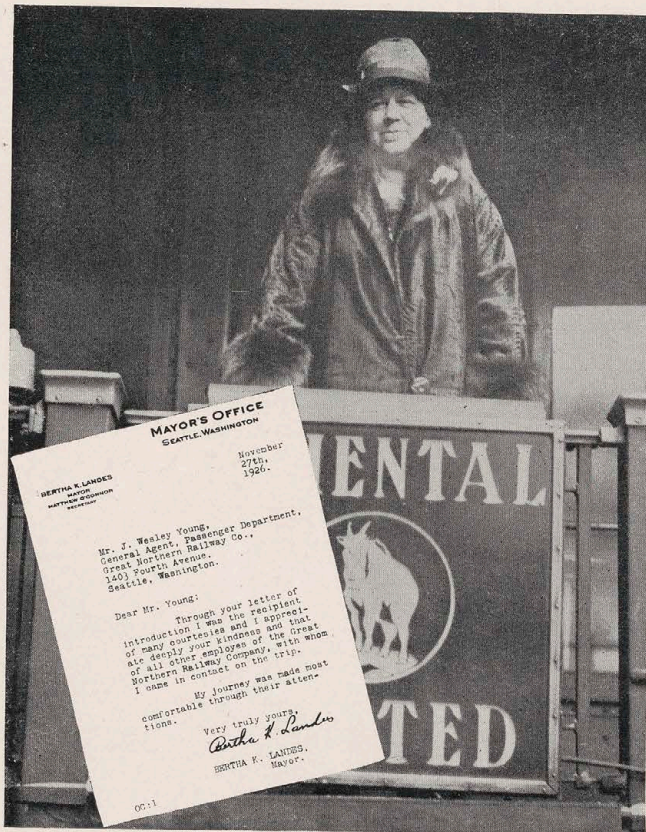
The Linnard interests, mindful of the fact that excellency of service depends upon efficiency and uniform courtesy of the operative personnel has established a complete operative organization of trained hotel employees.

In December was appointed Manager by Mr. D. M. Linnard, President of the D. M. Linnard, Inc.

The Winthrop is a two hundred and seventy room hotel of the most modern fireproof construction. Each room has its white tiled private bath and on every floor are suites including parlor, bedrooms, dressing rooms and baths. The furnishings are of the latest design, built with the combined effect of being artistic and comfortable.

While the Winthrop was built primarily by the people of Tacoma as

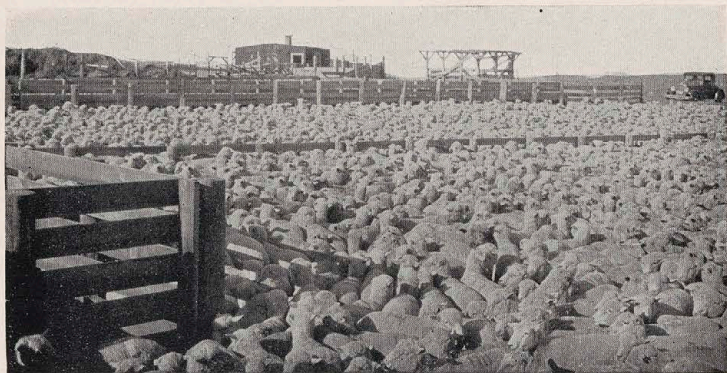
## The Great Northern Goat



Mrs. Bertha K. Landes, Seattle's woman mayor, and what she thinks of "Great Northern Service."



## The Great Northern Goat



### **The Agricultural Credit Corporation**

**How It Works—By E. C. Leedy**

THE Agricultural Credit Corporation was formed the latter part of February, 1924. Its capital of \$10,000,000 was subscribed through ten-year income bonds of the Agricultural Securities Corporation, the holding company, and came from a very large variety of business interests in the territory from the Twin Cities to the Atlantic Coast.

Funds are loaned directly to farmers for the purchase of dairy cattle, pure bred sires and sheep. During three years of their operations they have financed the purchase of about 130,000 sheep and 10,000 dairy cows in Minnesota, North Dakota, South Dakota and Montana.

The general plan is to have a local committee of three to five representative men in each community in which it is proposed to lend money, one of the committee men generally acting as secretary, and all serving without compensation from the corporation. The committees generally consist of a merchant, banker, outstanding farmer, and the County Agricultural Agent.

Applications for loans are taken on the

corporation's forms and the recommendation of the committee is provided for in the form.

The corporation has financed the purchase of animals which were secured from local and nearby breeders, but encouraged the bringing in of animals from other states, particularly in the case of dairy cows from some of the dairy districts of Wisconsin, and southern Minnesota.

In the case of sheep they were, to a large extent, shipped in from Montana, and from the sheep raising territory of western South Dakota.

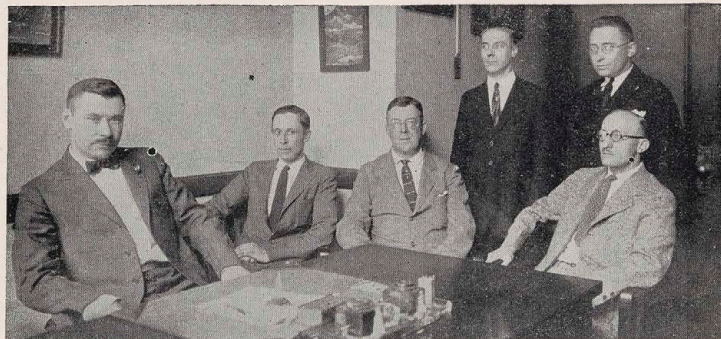
Terms of payment are on a three-year basis, 30 per cent being payable at the end of the first year, 30 per cent at the end of the second year, and 40 per cent at the end of the third year, with interest at six per cent per annum, and a moderate charge for the general expense of the office, purchasing, and insurance for three years on the animals purchased, against fire and lightning, wind-storm and tornado.

Approximately one-half of this Stock is located in territory served by the Great Northern.

## The Great Northern Goat



*Four of a kind—all aces of the railway world. Tacoma entertains four railway presidents. Left to right: Pres. Ralph Budd, Great Northern; Pres. Chas. Donnelly, Northern Pacific; Pres. H. E. Byram, Chicago, Milwaukee & St. Paul; Pres. Carl Gray, Union Pacific.*



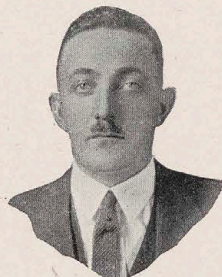
*Great Northern hustlers of Pittsburgh—Left to right: P. H. Yorke, G. A.; J. S. McDonald, T. P. A.; H. B. Phillips, T. F. A.; H. G. Schuneman, Cont. F. A.; N. D. Chadwick, Steno.; L. D. Kidd, C. P. A.*



# The Great Northern Goat

## A Galaxy of Goats

By "One" Brown



Nels Victor Nelson.

**A**DORNING the sides of each Great Northern locomotive tender is the internationally famous emblem of the railway.

At Hillyard, Washington, is located a great locomotive rebuilding and repair plant. As fast as the huge machines are made ready at the shops they are painted and embellished according to the aesthetic standards of the Great Northern.

The specifications for these Badges of Business—universally alluded to as the *Great Northern Goat*—are prepared in the form of blue prints. For locomotive tenders the design is 4½ feet in diameter. Paper stencils are prepared from the specifications. From these the outlines are traced, with chalk, upon the tender. This operation is followed by careful free-hand painting, which is done with pencil brushes, in executing the detail. The completed effort, done in alumi-

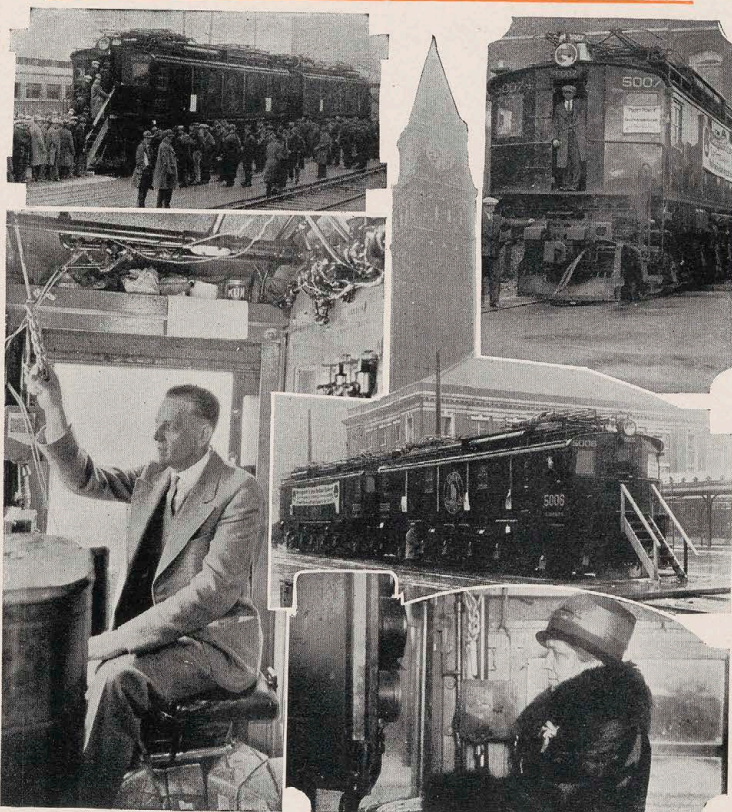
num bronze, constitutes an arresting example of pictorial publicity.

Nels Victor Nelson, a tall, sturdy young man, with the eye of an artist and the mind of an idealist, engages himself during the day in applying these Goat trade-marks to locomotive tenders at Hillyard shops. In his hours of leisure he yields allegiance to the goddess Polyhymnia and surrenders himself to the lure of song.

Nelson possesses a vigorous tenor voice, of wide range, power and charm, that gives promise of future greatness. His chief delight is found in the fellowship of other music lovers, as he pursues his studies among the immortal productions of such great composers as Verdi, Beethoven, Mascagni, Ponchielli, Mozart.

The enchantment of song is a heritage of hope to lend its solace to forlorn hearts.

# The Great Northern Goat



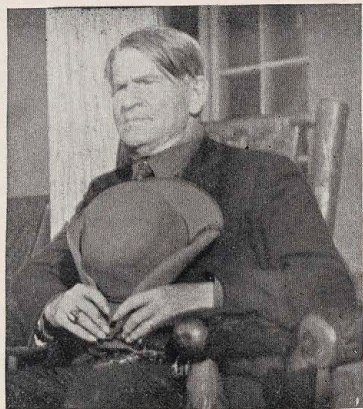
Through the Northwest with The Great Northern's giant motor generator electric locomotive, most powerful in the world. Upper left—At Portland. Upper right—The messengers. Center—In Seattle. Lower left—The Mayor of Tacoma ready to "step on it." Lower right—Mrs. Landes, Mayor of Seattle, at the controls.



## The Great Northern Goat

### Biography of Noted Cowboy Artist to be Written in Cabin He Lived in

By Hoke Smith



*The late Charles Russell.*

DAN R. CONWAY, well known Montana newspaper man, has been chosen to write the biography of the late Charles Russell who was internationally known as the "cowboy artist." Russell's paintings today are hanging in most of the principal art galleries of the United States and Europe.

June first Conway will move his family from Great Falls, Mont., to the Russell log cabin on the shore of Lake McDonald in Glacier Park, where the book will be written under the personal supervision of Mrs. Russell. Conway is regarded as the one man who has the writing ability and sympathetic touch to give to this work.

The purpose of Mrs. Russell will be to have the biography reflect the personality of the artist, expressing the great themes of his life as he might himself have expressed them. In addition, it will be a chronology

of Mr. Russell's career, his early boyhood and the affairs and events which came into his colorful life. The biography will be distinguished by a simplicity of style, harmonizing with the artist's temperament and that which he held to be most beautiful in the scheme of things.

Late paintings and bronzes by Russell recently were shown in a memorial exhibit at Santa Barbara, Calif., under the auspices of the Santa Barbara Art League. While Russell was not a member of the league, he was a close friend of the artists and members enrolled in this organization. The exhibit consisted largely of paintings loaned by Mrs. Russell and other owners of Russell's works. Eighteen of the artist's paintings were hung in the exhibit room comprising a representative collection. The bronzes displayed included more than 20 modelings which were loaned by Mrs. Russell.

## The Great Northern Goat



*Great Northern stewards now "say it with chimes" when "dinner is served."*

### **The Goat's Mailbag**

General Passenger Agent,  
Great Northern Railway Co., St. Paul, Minnesota.  
Dear Sir:

Chicago, March 2, 1927.

I have just arrived in Chicago from Seattle on Great Northern Train No. 2, which left Seattle at 8:00 P. M., February 25th.

It gives me great pleasure to say that the service on this train was the best I have ever found on any train in the United States, which, of course, is the same as saying, in the world. I was so much interested in the pleasant and courteous service rendered by the Railway and Pullman employees that I took particular note of some of their names. Mrs. Morden and I had Room A in Car G-1, Pullman Car "Great Bear." The porter was one Charles Harrison; the Pullman Conductor, R. Petterson. On this train was Dining Car No. 1031, the Steward of which was W. J. Borback. All of the above mentioned crew, and others whose names I did not know, were exceedingly courteous and pleasant.

W. J. M.-J.

(Signed) WILLIAM J. MORDEN.



*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*



H. E. Watkins, General Agent  
202 Webster Bldg.  
Toronto, Ont.

**The Majesty of March**

*O, the March winds blow  
And I want to go  
To some far-away, balmy strand!  
Of the snow and chill  
I have had my fill;  
Yet (I ask you): "Ain't Nature grand?"*

*Princeton Hill  
March 7, 1927.*

ONE BROWN

C. W. MELDRUM, Asst. Gen. Pass. Agt. } Seattle, Washington.  
M. J. COSTELLO, Western Traffic Mgr. }

A. J. DICKINSON  
Passenger Traffic Manager

E. H. WILDE  
General Passenger Agent

F. T. HOLMES  
Assistant Gen. Pass. Agent

E. C. LEEDY  
Gen. Agr. Dev. Agent

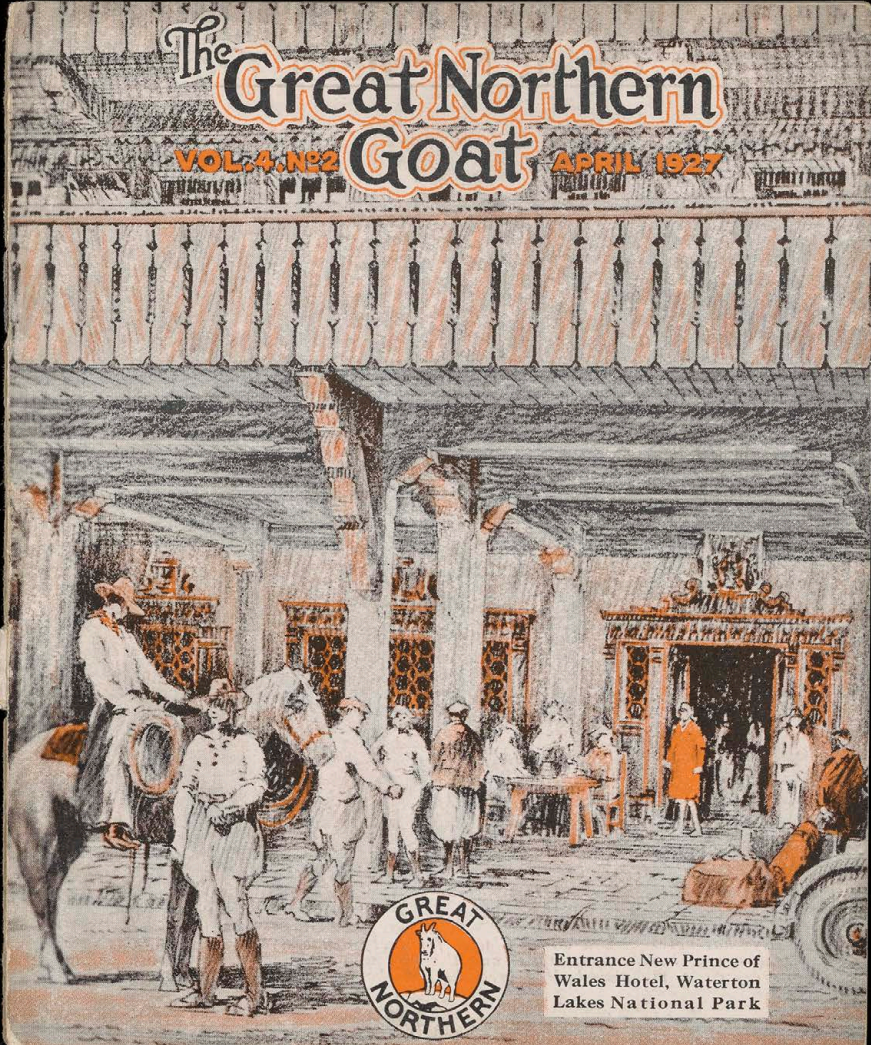
St. Paul, Minn.



# The Great Northern Goat

VOL. 4. No 2

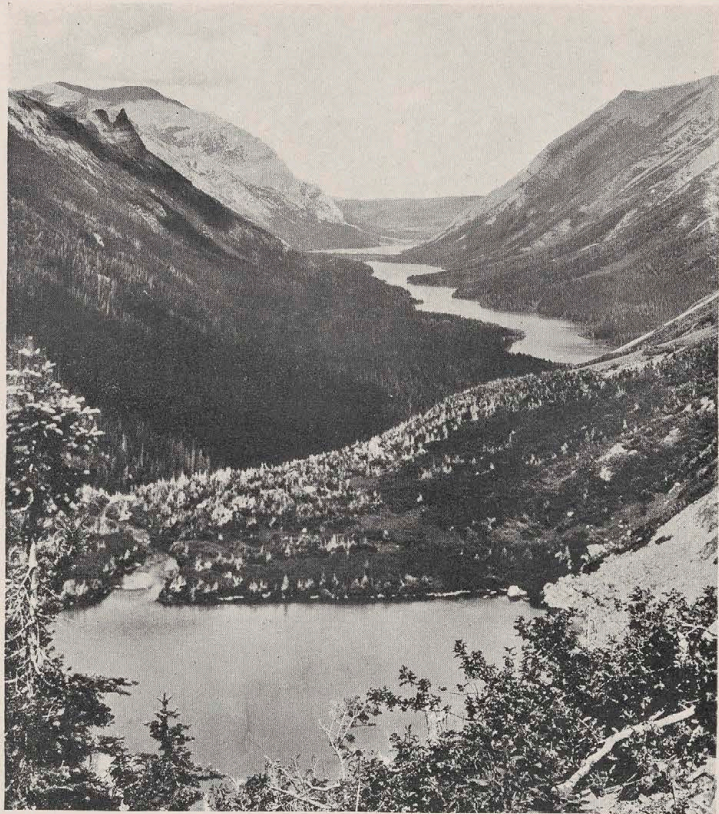
APRIL 1927



Entrance New Prince of  
Wales Hotel, Waterton  
Lakes National Park



## The Great Northern Goat



Glenn and Crossley Lakes from Indian Pass, Glacier National Park

Eye has never viewed all of Glacier for every day and every way unfolds new scenes, new haunts, new trails—and the men who emerge from a sojourn within its capacious, mountain-hedged breadths find that they, also, have become as new.

Two

## The Great Northern Goat

### **The Eighth Annual Wenatchee Apple Blossom Festival**

By Helen C. Goodfellow



Miss Beatrice McGough,  
Queen of the 8th Annual  
Wenatchee Apple Blossom Festival.

WITH the election of pretty Beatrice McGough, as Queen Beatrice I, plans for the Eighth Annual Apple Blossom Festival, to be held early in May in Wenatchee, Washington, are well under way. "Queen Beatrice" is a sixteen-year-old high school junior, and having lived all her life in the Wenatchee Valley, is a veritable flower queen.

The "Blossom Festival in Blossomtime," is the aim of the Executive Committee this year. Date for the festival, therefore, will be left undetermined until it is absolutely known just when the Valley will be in full bloom. In this way hundreds of visitors who make their springtime pilgrimage to the Apple Capital of the World will not only enjoy the many entertainment features of the Festival, but will carry away with them the unsurpassed remembrance of thousands

of acres of fragrant and colorful apple trees in bloom.

Plans for this year's festival include many new ventures in entertainment. Parades will typify the spirit of the Northwest. An indoor musical comedy-pageant will take the place of the outdoor pageant of former years. Daily vaudeville will be presented. Baseball games, bands from Seattle, Spokane, and other places, and dances will be in constant operation. Street decorations will be more colorful and profuse than ever before.

Wenatchee, located almost in the geographical center of the state, is ideally situated for a statewide festival. Good automobile roads connect Wenatchee with all points east, north and south, and if Blewett and Snoqualmie Passes are open by festival time, with points west as well. The Great Northern connects Wenatchee with both east and west.

Three



## The Great Northern Goat



*A Field of Broccoli, Roseburg, Ore.*

### **Broccoli**

**By C. A. Gerken**

SOME fifteen years ago a market gardener in the Umpqua Valley of Oregon, near the town of Roseburg, in an experimental way, produced a small amount of cauliflower which had the unusual quality of resisting very cold weather and which made it possible to plant at a time that it matured in February and March, thus coming onto the market at a time when the variety of available fresh vegetables is limited.

The quality and flavor of this cauliflower was exceptionally good and a considerable demand was created in the local markets.

About this time the attention of Mr. Foster Butner, who was a new-comer in the Roseburg country, was attracted to the new vegetable and, having been a produce shipper in the East, quickly saw its possibilities.

After some real pioneering and many discouragements the deal was developed to a

point where ten carloads were shipped in 1914.

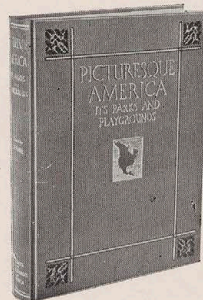
From these early beginnings, the deal has steadily grown until last year approximately one thousand cars were distributed in fifty-one principal markets of this country and Canada.

Winter cauliflower, also known as broccoli, pronounced in the growing districts "brock-o-lye." The word is of foreign origin and is the name of this frost resisting strain of cauliflower, but in Oregon it has come to mean an entirely unrelated vegetable, and that which is grown in the Umpqua Valley is regarded as being the finest, whitest, and most delicious coming onto Eastern markets and commanding a premium—there the word has come to be regarded as a trade mark—a mark of superior quality.

## The Great Northern Goat

### **Picturesque America: Its Parks and Playgrounds**

**By Malcolm Brees**



*Picturesque America.*

ONE summer day a small group of people who were "lovers of the outdoors" met in Glacier National Park. They were inspired not alone by the beauty of the scenes about them, but with a desire to kindle in others a love for the beautiful works that Nature has provided for those who would only partake. There was common agreement among them that all the beauty spots and playgrounds of North America, from many of which they had received great enjoyment, should be better known among those who derive their knowledge from books alone, but in whom might be aroused an ambition to actually see those wonderlands in all resplendent glory. This small group, therefore, resolved to carry such a message to others in so far as it could be carried by photographs and the written language. Cooperation was sought in this worthy enterprise and ultimately 200

people combined to create "Picturesque America: Its Parks and Playgrounds," edited by J. F. Kane, and published by "Resorts and Playgrounds of America," Vanderbilt Avenue Building, 51 East 42nd Street, New York City.

This volume of more than 500 pages is the most comprehensive one yet produced of the scenic beauties of North America. The book carries one on a sight-seeing journey of enjoyment, inspiration, and education southward along the Pacific coast, into the great Southwest, northward thru the wonderland of the Mountain and Plateau states, eastward thru the Central, Gulf, and Eastern states, across Canada from ocean to ocean, northward to Alaska, out over the Pacific to Hawaii, and back again to Mexico, Cuba, Bermudas, and Porto Rico. The book retails for \$10.00.



## The Great Northern Goat



*An Escorted Tour Party in Glacier National Park.*

### **The Burlington Escorted Tours**

**By J. G. Delaplaine**

THESE are planned summer vacation tours to the National Parks of the Rocky Mountains; Glacier Park where the Rockies surge and toss in the wildest confusion of mountain grandeur on the continent; magic Yellowstone whose mystifying geysers and other strange hot water phenomena have no counterpart in the whole world; Rocky Mountain National Park in the heart of Colorado's mile high mountain world, spiced with on-the-way travel treats—the Black Hills of South Dakota, Pikes Peak in the Colorado Springs-Manitou region, the breath-taking Cody Road through the Buffalo Bill country; four thrilling tours embracing the Pacific Northwest, Rainier National Park and Alaska through the famous "inside passage."

Every detail of each tour is carefully planned in advance. Train riding is done

in special Pullmans; hotel tables at stop-over points are set and ready when meal time comes; a fleet of motor cars awaits us at hotel door and station platform; bags and suitcases disappear when they require carrying but turn up magically in your hotel; there are no meal checks presented; no bills at all to pay in fact; the best of everything is seen and done without having to ask directions, consult time tables, maps or guide books. An escort who is at once a guide and a business manager relieves everybody of all responsibilities. A lump sum paid in advance covers all necessary expenses from start to finish.

The total cost is well within average means and really surprisingly low—probably materially less than would result if you made an independent trip under the pay-as-you-go plan.

## The Great Northern Goat



### **The Trail of the Lonesome Goat ~ by Cliff Tremblay**

*There's one thing they can't have and that's a Good Coffee Week. Most everybody likes it strong.*

\* \* \*

*In some places they have to raise goats, but ours get up on the mountains by their own efforts.*

\* \* \*

*The Cascade tunnel is in the rocky mountains even if your geography doesn't say so.*

\* \* \*

*Seattle people don't mind the noise: they say the Sound's all right.*

\* \* \*

*We have the crust to bake our own pies.*

\* \* \*

*The Red River flows North because it is inclined that way.*

*When you buy your ticket don't ask for any change—because ours is the best route anyway.*

\* \* \*

*Moccasin is at the foot of our Lewistown line.*

\* \* \*

*The contracting freight agent doesn't really get smaller each day.*

\* \* \*

*The dangerous age: Any.*

\* \* \*

*We admit only one higher type of locomotion than the Oriental Limited, and that's an airplane.*

\* \* \*

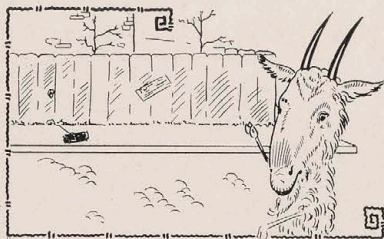
*The porter has to put down a berth before he can make it up.*

\* \* \*

*You won't see any mountains in North Dakota—that's plain.*



# The Great Northern Goat



VOL. 4 APRIL, 1927 No. 2  
Published by GREAT NORTHERN RY., SAINT PAUL, MINN.  
CHARLES HERRIN, Editor.

## Flynn's Minute Editorials. This Month—Concentration



By  
Edw. F. Flynn,  
Director Bureau  
Public Relations

**C**ONCENTRATION is one of the most valuable attributes of the human mind.

Not all men who concentrate are successful, but the man who cannot or does not concentrate cannot succeed.

In a broad way it may be said that concentration is thinking of one thing at a time and for such a time as may be necessary to carry out to completion all our line of thought on that one subject.

As a rule it is too easy to scatter our thoughts to the winds; to say we will return to them this afternoon or tomorrow.

One who really concentrates doesn't become annoyed at noises or conversations about him; they do not make him "nervous," but he works on and on until he accomplishes what he desires.

Few people really concentrate. The power of concentration can be acquired by diligence and patience, and that old staple, standard requirement that is as necessary as water in our daily lives, "hard work."

Do you concentrate? If not, try it to-day. It is a great game. You will enjoy it.

Eight

## Out West By C. Forbes Baker

### The Farmer

The farmer fills his fields with wheat,  
And plants each seed just so.

Perhaps he can not sew a seam.  
Yet well he seems to sow.

### The Wheat

The wheat stalks around in a manner most grand  
As leader of all of the grain.  
For he has the title of

"Kernel" you know,  
An honor which makes him quite vain.

### Yes, Indeed

The Farmer said, "Why em - i - grate?"  
The Agent said, "Give heed,

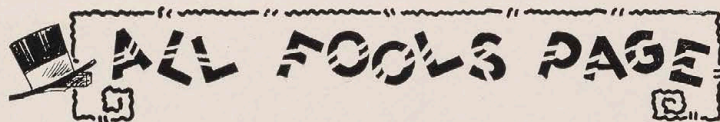
When you've a farm out West you'll say.

'Now em - i - great indeed."

## Men Who Man The New Oriental Limited



Thos. Grant,  
Engineer.



Doping out a monthly humorous column like this is no rosy dream. If we publish things from other papers, people say we are too lazy to write. If we write jokes, folks say we are silly—if we don't, they say we are serious-minded. If we stay in the office, we should be out after the printers; if we do we are neglecting our work in the office. If we wear old clothes they say we are unable to pay our debts; if we wear new clothes, they're not paid for. Sympathize with us. What are we to do anyhow? Like as not someone will say we swiped this paragraph from an exchange. We did.

Friendly German (to waiter)—Wie gehts?

Waiter—One order of wheat cakes.

German—Nein, nein!

Waiter—Nine? Boy, you sure are hungry!

—Forbes Magazine (N. Y.)

Who was that peach I saw you with the other night, John?

That wasn't any peach; she was a grapefruit.

Why grapefruit?

Why, I squeezed her and she hit me in the eye.

—Jacksonville Topics

**Customer**—"I would like to purchase a present for my wife's birthday."

**Clerk**—"Would you be interested in something in silk stockings?"

**Customer**—"Well, let's get this present matter out of the way first."—Pullman News

### Puzzled

**Porter**—"Where yo' trunks, sah?"

**Salesman**—"I use no trunks."

**Porter**—"But I thought you was one of these travelin' salesmen."

**Salesman**—"I am, but I sell brains. Understand? I sell brains."

**Porter**—"Excuse me, Boss, but youse the first travelin' fella that's been here who ain't carrying no samples."

Molly came home from her first visit to Sunday School carrying a small bag of chocolates.

"Why, Molly, where did you get the chocolates?" asked her mother. Molly looked up in surprise.

"I bought them with the nickel you gave me," she said. "The minister met me at the door and got me in for nothing."

They tell the story of a golfing clergyman who had been badly beaten on the links by a parishioner thirty years his senior and had returned to the clubhouse rather disgruntled.

"Cheer up," his opponent said, "Remember, you win at the finish. You'll be buying me some day, I expect."

"Even then," said the preacher, "it will be your hole."—Pullman News

"Hello! Hello! Is this you, Mac?"

"Ay."

"Is this MacPherson I'm talkin' to?"

"Ay, speakin'."

"Well, Mac, it's like this: I want to borrow \$10."

"All right. I'll tell him as soon as he comes in."

—Pullman News

At a concert a young lady began a song. "The autumn days have come. Ten thousand leaves are falling."

But she began too high. "Ten thousand," she screamed, and stopped.

"Start her at five thousand," cried an auctioneer present.

WOMAN IS A PUZZLE. MAN CAN'T GUESS IT AND DON'T WANT TO GIVE IT UP.

Nine



## *The Great Northern Goat*

## *The Great Northern Goat*



*Do you recognize any of this bunch? Great Northern West End Passenger Representatives taken at the Annual Get Together Meeting at the Olympic Hotel, Seattle, Wash., March, 1927.*



## The Great Northern Goat



*Brooks-Scanlon Lumber Co., Mill A.*

### **The Northwest Lumber Industry at Bend, Ore.**

**By F. W. Graham**

**I**N practically the exact geographical center of the state of Oregon lies an immense virgin pine forest, covering some 500,000 acres. On the northern edge of this timber belt, at an altitude of nearly 4000 feet, is the lumbering town of Bend, in which are situated the two big sawmills of the Brooks-Scanlon Lumber Co.

These two units, the most modern and up-to-date in America, are capable of cutting 200 million feet of lumber each year. Five band saws, a gang and a resaw run continuously 16 hours a day, and some 1400 men are employed to handle the output.

The company owns outright 150,000 acres of virgin Ponderosa Pine timber, and in addition to this is cutting from forest reserve lands intermingled and adjacent to its holdings, as fast as the timber is put on the market. Brooks-Scanlon Lumber Co. has built and owns a standard gauge main-line railroad which will eventually be about fifty miles in length, besides innumerable spurs and side tracks. The company operates four 115 ton Baldwin locomotives and one Shay geared engine, and uses about 200 logging flat cars in assuring a steady supply of logs at the mill. Mr. S. A. Blakely is logging superintendent.

The logs are hauled from the woods by

*Twelve*

train, dumped into the Deschutes River half a mile above the mills and floated down stream to the slips, where they are sorted as to size. The finished product of the two mills is carried to a common yard for air drying, but the company now has 25 of the latest and most improved type of dry kilns working night and day in which green lumber can be dried in three or four days instead of that many months in the yard.

More than 5,000 cars of lumber a year are shipped from the Bend plant to practically every eastern state where it is in great demand due to its extremely fine texture and perfect working qualities. An average of 90 cars a month goes out from this plant over the Great Northern Railway alone.

A large box factory, a complete cut-up plant in which every conceivable kind of wood product is turned out in wholesale quantities, from window and door frames to toy building blocks, and what is considered one of the most modern planing mills in the entire country, take care of the lumber as it comes in from the dry kilns and yard.

In probably no other lumbering city in America are living conditions better than in Bend, and in ten years the town has grown from a small village of 300 to an enterprising and modern little city of 10,000 people.

## The Great Northern Goat



**Distinguished guests, Premier James G. Coates, New Zealand, and wife, en route Vancouver, B. C., to Portland, Ore.**

*Thirteen*



## The Great Northern Goat



*C. L. LaFountaine, Supervisor of Safety Lectures, on Safety First.*

### **A School on Wheels**

**BY O. J. MacGillis**

**T**HE Great Northern Railway has organized the work of instructing and examining its employees on a scale never before attempted on any of the Western railways. A special train of five cars has been equipped and manned for the purpose. Three of the cars on this train are fitted up as class lecture and instruction rooms and an examination room.

The examining board consists of three men, Mr. D. D. Tounsend, Chief Traveling Dispatcher and Chairman of the Rules Committee; Mr. J. M. Brawley, a veteran conductor from the Spokane Division, and Mr. J. J. Maher, an engineer who has spent nearly a half century in the employ of the Great Northern Railway. Confidence in these men who have spent many years in the Great Northern service and who are well known to be competent and fair has made examinations for the men a much less dreaded ordeal than it used to be. In each of the three instruction cars three classes per day are held and with an average attendance at each class of twenty-five men. Several thousand enginemen, firemen, dispatchers, operators and switchmen have been examined as to their familiarity with an elaborate code of rules which has been

developed through man, experience in railroading.

In one of the cars Mr. C. A. Dunham, Superintendent of Signals, gives instructions on the signal system; in another which is equipped with various models of air brake machinery, feed water pump and exhaust steam injectors, etc., cut out to give sectional views and to show the interior mechanism of the machines, Mr. C. C. Ferguson, an air brake authority, instructs classes in the operation of modern locomotive accessories. The third car is in charge of Mr. C. L. LaFountaine, General Safety Supervisor, and is equipped with motion picture apparatus and a radio. Mr. LaFountaine devotes his time here with large classes of men in intensive safety work. In contrast to former days when the men were called "on the carpet" individually to be examined they now report in groups. In addition to the education film showing the construction and operation of superheaters, boosters, draft gear and ways and means to prevent accidents on trains, in the shops, in the household and on the streets the evening groups are shown scenes along the line and in Glacier National Park

## The Great Northern Goat

### **Great Northern Men and Women Prominent in Railway Club Life**



*J. S. Mullane,  
V. P. St. Paul  
Pass. Ass'n*



*Eddie Graves,  
Pres. Glacier  
Park Irs.*



*Wm. F. Moore,  
Sec. St. Paul  
Pass. Ass'n*



*A. J. Dickinson,  
Pres. Transportation  
Club of  
St. Paul*



*G. R. Martin,  
Pres. Minneapolis  
Traffic Club*



*Ellen Donahue,  
Pres. G. N. Women's  
Club*



*Olivia Johnson,  
Pres. Ry. Bus.  
Women's Ass'n  
of Twin Cities*



*Benj. C. Everingham,  
Pres. G. N.  
Men's Club*



## The Great Northern Goat



*Marquis Wheat and Victory Oats recommended for northern Minnesota and North Dakota.*

### **Better Seed Special Train**

**By E. C. Leedy**

THE Great Northern Railway assisted in operating another traveling agricultural college—"The Better Seed Special Train" in Minnesota and North Dakota, from January 24th to March 5th, this year, about three weeks in each state. 42 stops were made in Minnesota and 63 in North Dakota. The total record of attendance was about 60,000 people.

The train consisted of two large baggage cars; sleeping and dining cars for accommodation of the personnel.

One of the baggage cars contained grain treating and cleaning machinery, and the other contained charts, photographs and exhibits of the different kinds of small grains, corn, forage and hay plants, potatoes and other important crops best adapted for growing in these states.

This car also contained exhibits that emphasized the importance of selecting, cleaning and treating seed to avoid planting seeds of impure varieties, weed seeds or seed infected with smut or other diseases, all of which have an important influence on the quality and yield and the amount of dockage that is taken from the grain when it is marketed.

The train stopped about three hours in each town. One-half of the time was given to a program that was held at a public hall, where specialists from the Agricultural Col-

leges gave lectures covering different subjects: economies of agriculture; giving good seed a square deal; crop production and how to grow pure seeds; seed diseases and how to prevent them, and seed cleaning. The balance of the time was allotted to an inspection of the exhibit cars by the farmers.

It was shown very clearly that the Agricultural Colleges have developed and proven two or three varieties of each kind of grain that yield the largest crops of the best quality, and that it is not necessary for farmers to experiment with numerous varieties, which have an adverse influence on prices, but can more profitably direct their efforts toward establishing a systematic and practical rotation of crops that increases the yields, keeps diseases out of the soil and provides feed crops for the maintenance of livestock.

The development of flax seed that resists wilt diseases is one of the outstanding achievements of the Agricultural Colleges, as flax is one of the most profitable crops that northern farmers can grow in rotation with corn, clover and grain. The wilt resistant seed insures good yields.

The large number of people that attended the exhibit and lectures, and the numerous questions many of them asked about seeds showed the interest the farmers took in the train.

## The Great Northern Goat



Upper Left—R. H. Tibbets, Glacier Park Guide and Champion horse-shoe pitcher of the Park. Upper Right—Feeding Black Bears in Glacier National Park. Lower Left—"Three Faces East," Blackfoot Chieftains Greeting the Sun God. Lower Right—Jas. William Schultz, Author, who was adopted by the Blackfeet and lived with them many years.



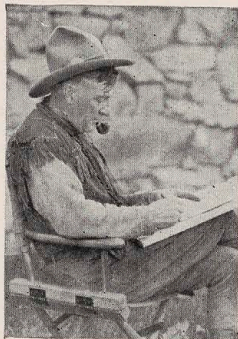
## The Great Northern Goat

### Tenderfeet's Flattery Transforms Cowboys' Bashfulness to Egotism

By Hoke Smith

THE influence of eastern tourists not only has banished the cowboys' bashfulness but the adulation has aroused enough egotism so that many of the cowmen have stepped right out and commercialized their abilities, whether the vehicle to public praise and purse be rodeo show, vaudeville, lecture platform, the stage-pulpit or what not.

The hero-idolizing tourist from the East keeps right on flattering these picturesque fellows and each year new broncho busters have to be brought in from the "back country" to replace those who, spurred by this "east to west" flattery, go forth toward the rising sun to capitalize on their picturesqueness before paying audiences. Fortunately in this "back stage country" there still is sufficient supply of real cowpunchers to meet the increasing first-step demand in this evolution that now seems to be reversing eastward. But they are a restless bunch since the passing of the great range herds and are not long content to remain in their western environment as guides, herding humans over the mountain passes. It's a novelty at first, just "posin'" with the 3-gallon hats hung



Jim Whilt

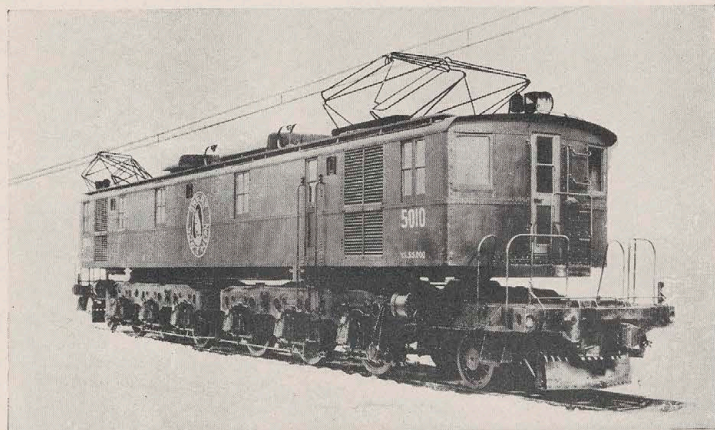
on the backs of their heads, curly-haired chaps dangling from their belts, and wearing colored silk "tough rags" knotted and nonchalantly slung around their necks. This lasts happily until they gather from the elated talk of admiring tourists that there are "millions of people back east who'll scramble to pay to see 'em in those togs."

Jim Whilt, Glacier National Park guide, and "Poet of the Rockies," is the latest to "buck" into the limelight, and he now is ridin' through the country on Pullman cushions, en tour, "recitin'" his verse to Rotary Clubs in the middle west and near east.

The applause showered on Jim and his rhyme up to date has continued his journey for each Rotary Club sends him on to the next town with high praise. So Jim's got his feet pretty well in the stirrups and probably'll go through without a fall.

Jim is frank about it! He says egotism is not an inherited trait. It just comes over you and takes possession of a naturally backward fellow after his flatterers grow sufficiently in number to make him think what a damned fool he has been not to have discovered himself before.

## The Great Northern Goat



One of the New General Electric Locomotives to be placed in service in the Cascade Mountains.

### The Goat's Mailbag

E. H. MOOT, General Passenger Agent,  
Great Northern Ry., Chicago, Ill.

Chicago, March 6, 1927.

Dear Sir:

Having just returned from a 7,000 mile trip to the far West and Southwest, I feel qualified to make a few observations. Leaving Chicago January 20th we journeyed to Seattle on your Oriental Limited, and right here I want to say this superb train is in a class by itself. I am confirmed in this opinion after travelling many hundred miles on other roads included in our itinerary.

The quiet elegance of the interior of the train was pleasing to the eye and an assurance of comfort. The unobtrusive friendliness of your picked crew and their constant effort to please made us regret our approach to Seattle. Your dining car service on this train de luxe is entitled to more than a passing word. On too many well known railroads the dining car theory of our grand fathers still prevails, with the slogan "Soak him while we have him." The exorbitant prices charged for meals on many rival lines is a constant subject of bitter comment. Therefore it was refreshing to find everything on the Oriental Bill-of-fare so reasonably priced. Your dining car steward, a Mr. Bond, was a past master in his line. His suave politeness toward those dining in his car was in itself an experience to remember. Altogether, Mrs. Millett and I were pretty well satisfied with ourselves for having decided on the Great Northern as the road to travel over.

Very sincerely yours,  
(Signed) CORNELIUS C. MILLETT,  
12 Board of Trade Bldg.

Nineteen



*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*



H. E. Watkins, General Agent  
 202 Webster Bldg.  
 Toronto, Ont.

**APRIL**

*A* TRUANT YEARNING ASSAILS ME DAILY  
*P* ALLED AS I AM BY MARCH'S FROWN.  
*R* ELUCTANT SPRING I WELCOME GAILY;  
*I* NTENT ON HER SUNBEAM-STUDDED CROWN!  
*L* IFE AND LAUGHTER SHE BRINGS —  
 PRINCETON FILE 1917 *Chas Brown*

C. W. MELDRUM, Asst. Gen. Pass. Agt. } Seattle, Washington.  
 M. J. COSTELLO, Western Traffic Mgr. }

A. J. DICKINSON  
 Passenger Traffic Manager

E. H. WILDE  
 General Passenger Agent

F. T. HOLMES  
 Assistant Gen. Pass. Agent

E. C. LEEDY  
 Gen. Agr. Dev. Agent

St. Paul, Minn.



# The Great Northern Goat

VOL. 5. NO. 1

MARCH 1928

MAN



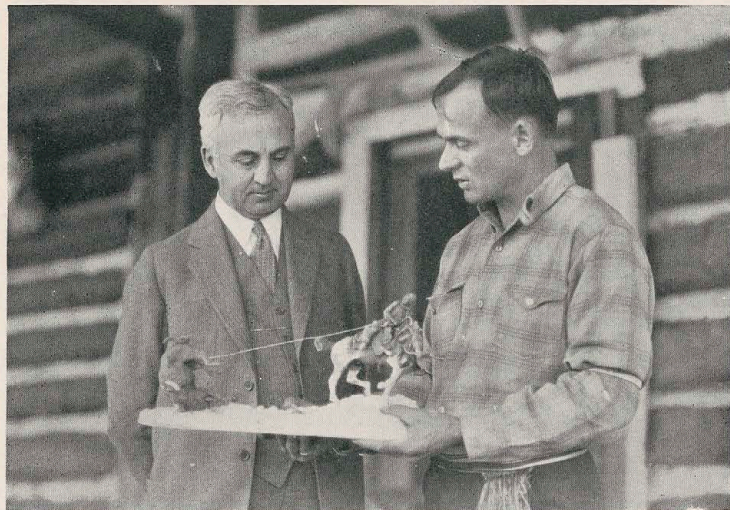


## The Great Northern Goat



*No firearms are permitted in Glacier National Park and this wise policy of game protection has produced especially friendly animals.*

## The Great Northern Goat



*C. A. Beil, clay figure modeler, exhibiting his models to Chas. Wagner, a prospective purchaser.*

### **Cowboy Turns Clay Modeler Rivaling Late Charlie Russell**

**By Hoke Smith**

**T**HE late Charlie Russell, famous cowboy-artist and miniature clay figure modeler, has a worthy successor in the latter art, according to national connoisseurs, who recently judged the work of C. A. Beil.

Mr. Beil's log cabin studio on the Two Medicine River is filled with toy-like clay figures of cowboys on bronchos, "pack horses on the trail," grizzly bears, Indians "in feathers" and other group and individual touches of western life.

Beil was a Montana cow puncher when he became a protegee of Russell in the last few years of the noted cowboy-artist's life. Russell discovered the young man and taught him many of the finishing touches in the work of modeling from clay these little figures that do not stand more than four or five inches high.

Mr. Beil has taken up the work with a zest, and already has made a national reputation for himself before thirty.



## The Great Northern Goat



*Motoring through Palm lined drives in Honolulu.*

### **On To Hawaii**

**By Harold D. Coffin**

**O**N to Hawaii—the year-around playground!

From the rugged mountain beauties of the Pacific Northwest to a tropical playground of sun-swept beaches and rainbow forests of flowers and palms.

A trip from Seattle to the Pacific's Paradise islands is the natural step at the end of the trail for Great Northern travelers. Step off the train, down the steamer's gangplank, joyous days speeding across a smooth ocean, and there you are! The Great Northern is routed to make direct steamer connections for the large number of visitors to the islands.

And then Hawaii.

*Four*

Riding over the waves at Waikiki on a surfboard, or paddling through the surf in a native outrigger canoe. Golfing the year around on the rolling green carpets of palm-lined courses.

Paying homage to Madame Pele, Hawaiian fire goddess, from the brink of Kilauea, the world's largest volcano, where flame fountains play in a lake of fire.

Atop of the "house of the sun," Haleakala, watching the clouds pour out of the towering extinct volcano on the island of Maui.

Standing on the brink of the sculptured gorges of Waimea Canyon, the "Grand Canyon of Hawaii" on the island of Kauai. Listening to the weird whisperings of the Barking Sands on that island.

## The Great Northern Goat

Visiting the historical landmarks on the Kona coast of the island of Hawaii, where many of the Hawaiians still live as they did years ago.

There is no end to it.

Hawaii presents an ideal blending of unspoiled scenery and old-time color coupled with all the conveniences of modern life—fine hotels, good roads and modern travel conveniences.

Frequent sailings from the Northwest to the playground in the middle of the Pacific are made by some of the finest and largest vessels on the Pacific, making the voyage in 7 days.

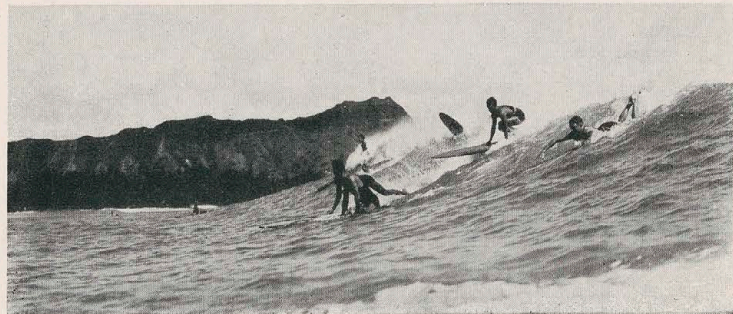
In Hawaii there are no barriers of climate to limit the sports to seasons, and golf, tennis, deep sea fishing, hunting, hiking and motoring can be enjoyed the year around.

Nineteen twenty-eight will be a busy year for the islands. In April the U. S. naval vessels will arrive for their maneuvers in Hawaiian waters. June will see the convention in Honolulu of the Pacific Coast Ad Clubs and the finish of the yacht races from San Pedro. In May comes a great festival of flowers and school pageant.

The 150th anniversary of the discovery of the islands by Captain James Cook in 1778 will be celebrated in August with pageants, ceremonies and festivities. The Sesquicentennial will be staged on the island of Kauai where Captain Cook first landed; on the island of Hawaii, where he met his death; and in Honolulu on the island of Oahu.

These are some of the things that are waiting for visitors who choose the "end of the trail trip" from Seattle.

*Riding the surf at Waikiki.*



*©By Advertising Pub. Co.*

*Five*



# The Great Northern Goat



## GOATS

BY CLIFF TREMBLY



*What famous train operates over the Great Northern? O, ask us something harder.*

\*\*\*

*When the politician starts his wire pulling he quite often finds that there is serious wire trouble.*

\*\*\*

*We try to avoid crossing accidents. Every time we see one of them we turn our car around and go the other way.*

\*\*\*

*Most lettuce looks as though it would end up as a salad because it is headed that way.*

\*\*\*

*You don't hear any railings at the underground crossing.*

\*\*\*

*There's one thing about the goats in Glacier Park: they never try to make mountains out of mole hills because the mountains are already there. Besides, there are no moles there anyway.*

Six

*If you take the line south of Snowden you come to a Fairview of Eastern Montana.*

\*\*\*

*They call a train "she" because you can miss it.*

\*\*\*

*The cranberry may go with the turkey but not necessarily when shipped by freight.*

\*\*\*

*The younger fellows in the general office have their own Club known as the Glacier Park Jr's.—just "kids," as the Goat would say.*

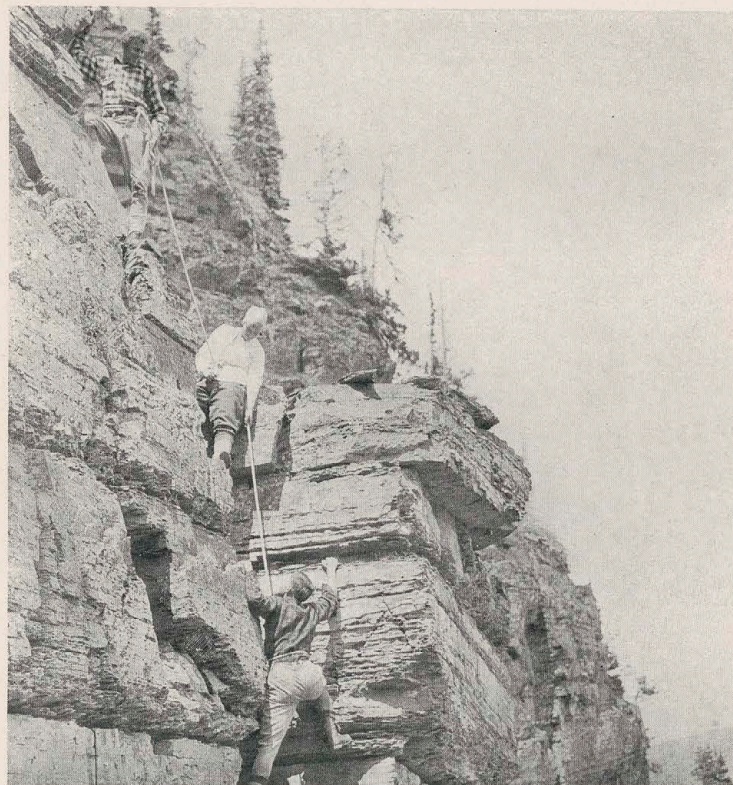
\*\*\*

*Congress may have its troubles with the tariff question but they are nothing compared to what our tariff clerks have.*

\*\*\*

*The engineer rang the engine bell frantically just before he crossed the stone arch bridge at Minneapolis, thinking it was a toll bridge.*

# The Great Northern Goat

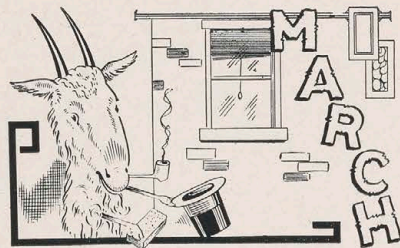


*Three enthusiastic rock climbers in Glacier National Park ascending a "chimney." Miss Dorothy Pilley, British mountaineer as "middle man" is holding the rope for the "last man." In case of a slip, he would be held secure. The leader (Hans Reiss) is watching the climb.*

Seven



# The Great Northern Goat



VOL. 5 MARCH, 1928 No. 1  
Published by GREAT NORTHERN RY., SAINT PAUL, MINN.  
CHARLES HERRIN, Editor.

## Flynn's Minute Editorials This Month—Vision



By  
Edw. F. Flynn,  
Director Bureau  
Public Relations.

**V**ISION is a necessary attribute of all great achievements. To carry out any unusual undertaking one must have vision.

Successful business men today are those who have a broad vision; whose look into the future is so clear that it is not blinded by those things that cause most of us to fear and falter when we undertake anything that is beyond our every day tasks.

Vision requires a clear brain, good judgment, fine discernment, much thought and deep concentration.

Today we think little and concentrate less, for the temptation to scatter and scramble our judgment, discernment, thought and concentration is great and most of us succumb to this temptation

For no one has a corner on vision. Vision does not come about by accident; but like everything worth while, it requires work.

We can all learn to think and to concentrate if we are willing to try.

Men who plan great buildings and great ships, and who have built cities and railroads had vision.

There is more opportunity in the world today for the man with vision than at any previous time in the world's history.

## The Goat's Mail Bag

June 3, 1927.  
Mr. R. C. Murphy,  
Spokane, Wash.  
My dear Mr. Murphy:  
Mrs. Gunning and daughters write with me in expressing their appreciation for the enjoyable trip to Chicago over the G. N.

The service was all that could be desired. Nothing that would add to our comfort was omitted.

The employees were not only courteous and friendly but showed by their actions they desired to please.

They succeeded so very well that it was with feelings of regret that we left the train which was so home like, to entrust ourselves to a strange train and crew.

We thank you sincerely for your interest in making this such an enjoyable trip.

Very truly yours,  
(Signed) J. M. Gunning and family

## Men who Man The New Oriental Limited



Wm. Duvall, chef.

# The Great Northern Goat



## MORE MISCELLANEOUS HUMOR

### Corns Still Busy

The following letter was received recently by a company which manufactures corn syrup:

"Dear Sirs: Though I have taken six cans of your corn syrup, my feet are no better now than when I started."

The Bride (at phone) "Oh, Henry, do come home. I've mixed the plugs in some way. The radio is all covered with frost and the electric icebox is singing, Way Out West in Kansas."

Just a Pinch  
"So you're a salesman, are you? What do you sell?"

"Salt."  
"I'm a salt seller, too."  
"Shake!"

### They Won't Mix

As a steamer was leaving the harbor of Athens, a well dressed young passenger approached the captain and, pointing to the distant hills, inquired, "What is that while stuff on the hills, captain?"

"That is snow, madam," replied the captain.  
"Well," remarked the lady, "I thought so myself, but a gentleman told me it was Greece."

### Remarks

The track supervisor received the following note from one of his track foremen:

"I'm sending in the accident report on Casey's foot when he struck it with the spike maul. Now, under 'Remarks,' do you want mine or do you want Casey's?"

Hard on the Boy  
Mr. Cohen: "Ikey, stop putting your fingers to your nose."  
Ikey: "Aw, fader, can't I have some fun on my own hook?"

### Her Narrow Escape

A freight train had pulled in and sidetracked for the passenger at a small country station. After the passenger train had pulled out, the freight started to do its switching. A placid, well dressed woman had alighted from the passenger train and was passing close to one of the brakemen when he yelled to his buddy: "Jump on her when she comes by, Bill, run her down by the elevators, cut her in two and bring the head end up by the depot!" The woman picked up her skirts and ran for the station, yelling murder at every jump.

—Capper's Weekly

### Information

Teacher—"Now, Robert, what is a niche in church?"

Bobby—"Why it's the same as an itch any place else, only you can't scratch it."

### His Brand

Rastus: "What kind of cigars do you all smoke?"

Sambo: "Ah smokes Robinson Crusoes."

Rastus: "What kind is dem?"

Sambo: "Castaways, dumbell, castaways!"

The store was full of customers but the small boy pushed himself to the front and cried out:

"I say, Mr. Brown, will you serve me quick? Dad's waiting for his dinner."

"Well, what do you want, my little man?" asked the grocer, leaving the customer he was serving.

"Two bars of soap and a package of washing powder."

"Here's something queer," said the dentist. "You say this tooth has never been worked on before, but I find small flakes of gold on my instrument."

"I think you have struck my back collar button," moaned the victim.



## The Great Northern Goat

## The Great Northern Goat



*The ticket office force at the Union Station, Erie, Penn., reading as follows: Standing, left to right: E. J. Wagner, Information Clerk; R. A. Foran, Ticket Seller; J. G. Weindorf, Ticket Seller; L. R. Bequillard, Accountant; E. C. Klett, Ticket Seller; F. J. Foran, Ticket Seller. Seated, left to right: J. C. Rettger, Assistant Agent; Miss Susan Burgoyne, Diagram Clerk; J. J. Burgoyne, City Passenger and Ticket Agent; Miss Agnes Wagner, Stenographer; S. A. Thaler, Ticket Seller.*



# The Great Northern Goat

## Glacier Peak, Guardian

By Harriet Gelthmann

At midday on Saturday in July we arrived at Barlow Pass in the Snoqualmie National Forest after a variegated journey via interurban, stage and open air gas railway. The asphalt of Seattle was four hours behind and the forest trail four minutes ahead. Two handsome Indian maidens, Jean and Edith Bedal, daughters of a Sauk Indian princess, with their pack ponies met us and our bulging commissary boxes, dunnage bags, knapsacks and alpenstocks.

Leaving eighteen year old Jean and twenty-three year old Edith, the champion packers of the Snoqualmie National Forest to struggle valiantly with our dunnage we were soon padding along through a fragrant coniferous forest. In the hot July sun all the spicy odors of the forest, Douglas fir, pine, cedar, hemlock and yew assailed our hungry urban nostrils. There were ten of us, peak-grabbers and valley-pounders, western mountaineers and eastern enthusiasts, sour-doughs and cheechakoes, all under the wing of Alma Wagen and the Tacoma Seymours.

That night we camped on a level spot beneath the Milky Way on the plushy banks of the North Fork of the Sauk River, several rods from the old Bedal homestead, the home of our handsome packers. There we slept on the ground among the daisies, some of us, and some of us among the graves in the Indian cemetery, and some of us around the commissary and the dying

embers of the campfire in order to discourage the packrats with their legendary twenty-five foot tails, both broad and flaring with eyes in the end of them, both bold and daring.

For fourteen miles on Sunday we trekked over a soft and plushy trail through a royal forest of towering Douglas firs and cedars, mighty monarchs, some of which measured thirty feet in circumference. The July sun was scorching as it filtered through the lacy branches overhead. Luscious golden salmon berries, mealy blackcaps and purple huckleberries fairly dripped into our mouths as we padded along. Our cups overflowed with crystal water from every stream and river. On the trail we met a veteran packer who assured us, "It's this-away; them flies don't know us them horses

but they will disappear at sundown and then the "skeeters" and the little black gnats or "noseeums" as the Indians call them, will arrive to persecute us." All day long we would have bartered our kingdom for a breeze to blow away the flies.

That night we bivouaced under the towering cedars at the White Pass Leanto, a cedar lean-to with a Spanish flair on the banks of the tumbling Sauk.

Monday morning we were abroad at 4:30 and on the trail at 6:00. Up and up we clambered over a switchback trail to the wide open spaces above the forest. Off on a lost trail flanked with flaming scarlet heather and back again. At midday we trailed into Camp Seymour on the jade



Stump, the shepherd.

# The Great Northern Goat

green rim of White Pass, some 6,000 feet above the sea. There we pitched camp for two days and nights in the shadow of the alpine firs. There we spread out our sleeping bags on the cushiony ground in a three story apartmenthouse under scraggly alpine firs, three ridges, the coal cellar and the funnel below, the main floor and the intriguing attic under the shining stars. "The more you chop the sweeter it smells," laughed Aunt Abbie, the Connecticut Dean, as she whacked away at the intervening branches. There we found the plummy hellebore in luxuriant abundance. There we stumbled across "Stump," the sheepherder of the Snoqualmie National Forest, a typical sheepherder, a solitary brooding figure etched against the evening sky, leaning on his coyote-hungry rifle and guarded by his three faithful Australian shepherd dogs with blue and white marbly eyes.

There we found our neighbors and competitors, Stump's flock of woolies, 2,000 strong, swallowing up the landscape and chopping up the radiant alpine meadows with their sharp little hoofs. Below timberline it was the babbling of brooks; there it was the babbling of sheep. There we gathered from our Indian maidens that ponies like to go camping as well as people. Our six ponies, relieved of their burdens, soon strolled off over the meadows in the direction of the sheep. Below us, swimming in the purple haze, stretched the long cool deep canyons sculptured by the Sauk and the White Rivers. Above us loomed our objective, Glacier Peak, guardian of the Snoqualmie National Forest,

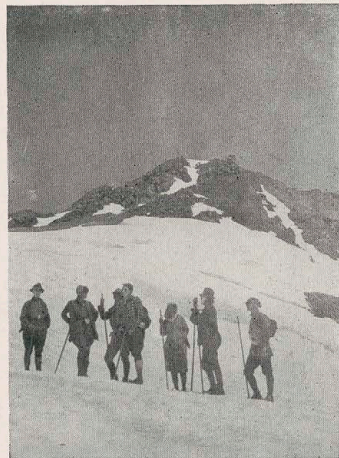
10,436 feet above the Pacific, lofty, serene, nonchalant and practically unknown to the vast majority of trail-lovers even in the Northwest.

"The time to hunt bears is when bears are around," smiled Uncle Billy of Tacoma, our huckleberry king with his brave tin can brimming over with purple huckleberries clinging to his belt as he gazed up at the towering peak. "The time to climb mountains is when the weather is ideal."

Tuesday morning at 12:45, thanks to Aunt Emmy's vigilance, we were up and struggling in the light of the stars and candles with our woolens and calked boots. At 1:30 around a flickering campfire we devoured a light breakfast of fruit, toast and eggs. At 2:00, leaving the Indian maidens, the two vigilant valley-pounders, Aunt Emmy and Aunt Abbie in the land of nod at White Pass, our little cavalcade of eight Mountaineers threaded its

way through the black night illuminated only by the platinum stars overhead, the flashlights, candle light and the light of steel calks on granite. In the mysterious gloom we clicked along on our calks following in the footsteps of our valiant guides and veteran Mountaineers, Bill Playter and Harry Rowntree. At the first streak of dawn we cached our lanterns and flashlights in the lee of a boulder. The glory of an early morning climb lies in the dawning, the banners of old gold and topaz, old rose and sapphire that flare from east to west.

(Continued next month.)



The ascent of Glacier Peak.



## The Great Northern Goat



Wm. H. Reed standing on right, Turner, Montana, one of the leading farmers on "The Big Flat" to be served by the new Saco-Turner Branch Line.

### **Farming on the New Saco-Turner Line**

By Wm. H. Reed

**I** HAVE farmed here about 17 years and my holdings have grown from a homestead to almost 2000 acres.

After the war was over, and things began settling down, I was over \$20,000.00 in debt, but have cleared it all up and bought more land the past year or two.

In this part of Montana they call me "Summer Fallow Reed." After trying to farm here for several years, by the usual methods followed in Wisconsin, where I came from, and taking the ups and downs that went with those methods, I started in 1920 to prepare my drop land by what is called the summer fallow method. That is, as soon as my seeding is done in the spring I start plowing for the next year's crop.

During the balance of the summer it is worked from two to four times over with the

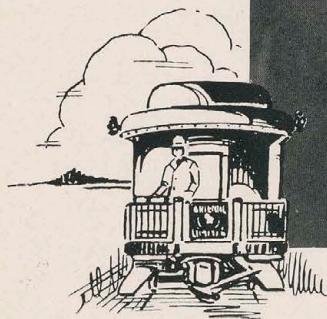
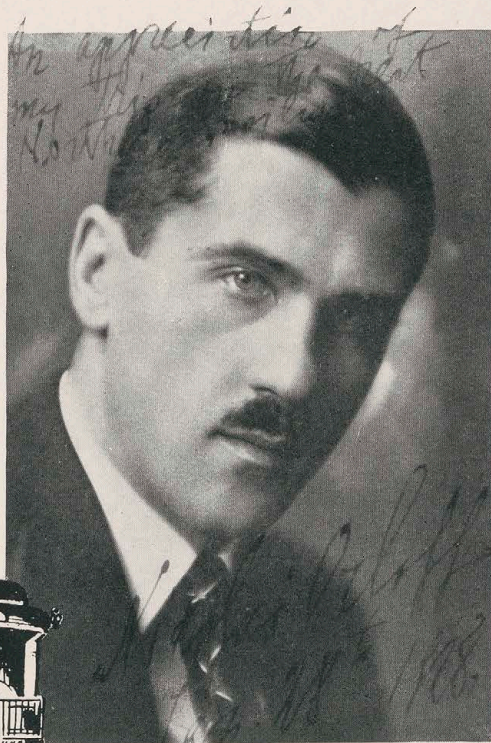
duckfoot cultivator. This prevents the growth of any weeds and keeps the land thoroughly clean, storing up for the next crop all of the moisture that comes. The surface is ready to go on to immediately in the spring with the drills, as soon as the weather will permit, and we have the assurance of an ample supply of moisture in the soil to grow the crop.

We usually aim to have from 500 to 600 acres of crop every year, and about the same amount of summer fallowed field on which crop is to be grown the following year.

I have had from 75 to 100 head of cattle. These are grazed out in the summer months and kept and fed on the ranch during the winter. They live mostly on open grazing, straw and other rough feed.

Fourteen

## The Great Northern Goat



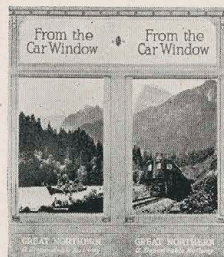
Nikolai Orloff, famed Russian pianist.

His Secretary states: "Mr. Orloff is very warmly appreciative of the service and courteous attention showed him during his journey west on the Great Northern."

Fifteen



## The Great Northern Goat



*Reproduction of cover of  
Car Window booklet.*

### **From the Car Window**

**By Malcolm Breese**

**W**HILE traveling long distances by train the great majority of passengers desire to know something of the country traversed. Something about the town they happen to be passing through, its population, its industries, whether it is a manufacturing city or a market center for the adjacent country. If in the lake or mountain regions the name of the prominent land marks are of interest. Many of the travelers are intensely interested in the history of the country, for to most people history is a living thing when they are traveling through the locale where it took place.

To meet this demand the Great Northern Railway has just published a booklet titled "From the Car Window." It contains 48 pages and cover and is of standard folder size. As its name implies it deals with the country to be seen from the car window. The type matter on the pages is broken into two columns, the left column dealing with modern facts and the right-hand one with the history of the same area. It covers the whole journey of Great Northern trains from Chicago to the coast, including the Billings-Shelby and the Havre-Butte lines in Montana, and with the S. P. & S. or "North Bank Route" along the Columbia River to Portland, Ore.

## The Great Northern Goat

The illustration depicts the interior of a train car. Several passengers are seated at tables. A man in the foreground is reading a book. Above the passengers is a circular logo with a goat's head in the center and the words "GREAT NORTHERN" around it. Below the illustration, the text "Like a Luxurious Club" is written. To the right, the words "Oriental Limited" are written in a large, stylized font, with "no extra fare" written below it.

*Like a  
Luxurious Club*

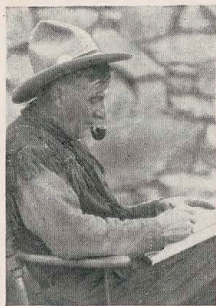
**Oriental  
Limited**  
no extra fare

There's something about the club-like appointments of the smoking compartment on this hospitable train which makes good fellowship spontaneous.

*Sixty Miles of Glacier National Park from Car Window*



## The Great Northern Goat



*Jim Whilt, cowboy poet.*

### **Cowboys at Radio Back in the Rockies Suddenly Startled by Voice of "Their Buddy" Recitin' his Mountain Poems in the East**

**By Malcolm Breese**

THE other Saturday night when the usual round-up of guides and cowboys were gathered at "Mike's Place" they "whooped 'er up" when they heard a familiar voice come in over the radio from an eastern broadcasting station, recitin'

"You may talk of your broilers, both single and double,  
Your roasters and toasters, they're all lots of trouble;  
But when out in the hills, just find if you can  
Any kind of a dish like the old frying pan."

It was the voice of Jim Whilt, Rocky Mountain poet, Glacier Park guide, erst-while cowboy and captor of live mountain lions.

As Frank (Mike) Shannon explains the transition:

"Besides writin' good mountain poetry, Jim stands six feet, and is one of the picturesque characters of the Glacier Park trails, dressed in a slightly greasy buckskin shirt trimmed with porcupine quills, a red sash

flowing from his waist and wearing on his grizzled hair a 10-gallon black Stetson with beaver tusks, big bear claws and rattlesnake rattles dangling from the brim.

"Two years ago a lady 'dude' got interested in Jim's poems.

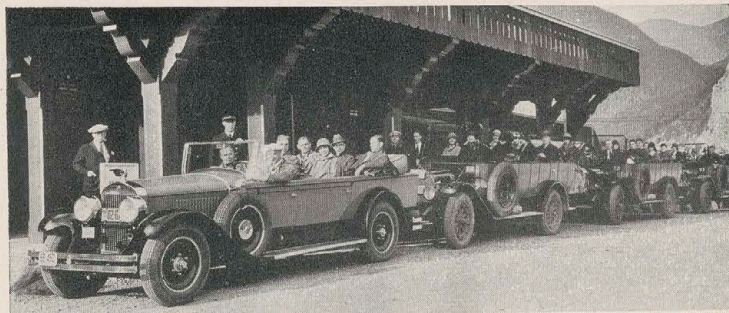
"She promised Jim that if he would come east she would help him get started as a lecturer, and when the big snows blocked the last mountain pass, he hung up the old saddle, along with the bed roll and the old frying pan, all of which have a place in his poetry, and headed east—shirt, beaver tusks and all—and after he began broadcasting the sale of his books advanced by thousands.

"If you will tune in some night on station KMA, Shenandoah, Iowa, you are likely to hear 'The Old Cow Hoss,' 'My Two Dogs,' 'The Chinook Wind,' 'The Trapper's Trail,' or 'most anything an old sourdough has a soft spot for in his heart, as Jim is on steady and recites two or three times a week all winter."

## The Great Northern Goat



*Some of the aristocracy of the movie business. Left to right: Mr. Katz, Mr. Schenck, Mrs. Schenck and Mr. Zukor.*



*This will soon be a familiar sight when the new Prince of Wales Hotel opens its doors for its second season June 15th.*



*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*



H. E. Watkins, General Agent  
 507 Royal Bank Bldg.  
 Toronto, Ont.

Madly the March wind blusters by,  
 With rattle and sleety jingle;  
 Above the snow-patched fields, on high  
 Clouds and sun hover and mingle.  
 Rosy the sunset, gray the dawn,  
 As the monthly roll-call marches on,  
 Carrying by, in tones of light,  
 The seasons, in bright rainbow hue;  
 Hastening away the Winter's white,  
 Bringing the summer skies of blue.

C. W. MELDRUM, Asst. Gen. Pass. Agt.	} Seattle, Washington.
M. J. COSTELLO, Western Traffic Mgr.	
W. A. WILSON	E. H. WILDE
Assistant Gen. Pass. Agent	General Passenger Agent
F. T. HOLMES	E. C. LEEDY
Assistant Gen. Pass. Agent	Gen. Agr. Dev. Agent
A. J. DICKINSON, Passenger Traffic Manager	
St. Paul, Minn.	



# The Great Northern Goat

VOL. 5. NO. 6 AUGUST 1928



BOWL AND PITCHER  
NEAR SPOKANE, WASH.



## The Great Northern Goat



The photographer photographed. T. J. Hileman, official photographer of Glacier National Park, snapped while in action on a high rock shelf overlooking St. Mary Lake.

## The Great Northern Goat



Type of plane to be used in Minneapolis-St. Paul—Chicago service.

### Via Air

By Malcolm Breese

**VIA AIR**—is the way many transcontinental tickets will read after August 15th, when the Great Northern inaugurates its aeroplane service between St. Paul and Chicago, as a supplementary service to its crack transcontinental trains.

For those who must reach their destination as speedily as possible, this "air hop" will shorten the journey across the continent a half a day or more. For those who desire to add an unusual and attractive feature to their trip this flight offers a rare opportunity to view the scenery of the Mississippi Valley from a new angle.

The Northwest Airways Company, a subsidiary of the Transcontinental Air Transport Co. (Col. Lindbergh's outfit), is operating the planes used in this service. The ships to be used are enclosed cabin monoplanes, with a capacity of 7 passengers, built by the Hamilton Metal-Plane Company. They are powered with a 500 horsepower **Hornet** motor and have a cruising speed of 120 miles per hour, which places them among the fastest planes in passenger service.

This speed is necessary to enable the passengers on the eastbound Oriental Limited to board the plane at St. Paul and arrive in Chicago in time for the fast afternoon trains for New York. The schedule is as follows:

Arrive from the West on the Oriental Limited at 7:30 A. M. or from the North on the Winnipeg Limited at 7:45 A. M. Take automobiles from the St. Paul depot to the Municipal Field arriving there in ample time for the "take-off" at 8:40 A. M. Three hours and thirty minutes later the air ride terminates at the Chicago Airport, located only a few blocks from the 63rd Street and Englewood stations where the crack Eastern trains may be boarded about 1:00 P. M. Westbound a similar arrangement has been made, the plane leaving Cicero Field, Chicago, at 3:00 P. M. and arriving in St. Paul at 7:00 P. M., allowing the passenger to spend the early evening hours in St. Paul before leaving for the West on the Glacier Park Limited.



## The Great Northern Goat



Marker erected by Great Falls D. A. R.

### **Daughters of American Revolution Unveil Monument to Lewis and Clark**

By Peter Nason

**T**HERE was recently held at Great Falls, Montana, an unveiling and dedication service for a marker erected at Giant Springs by the Black Eagle Chapter of the Daughters of the American Revolution, commemorating the discovery of the spot by the Lewis and Clark expedition.

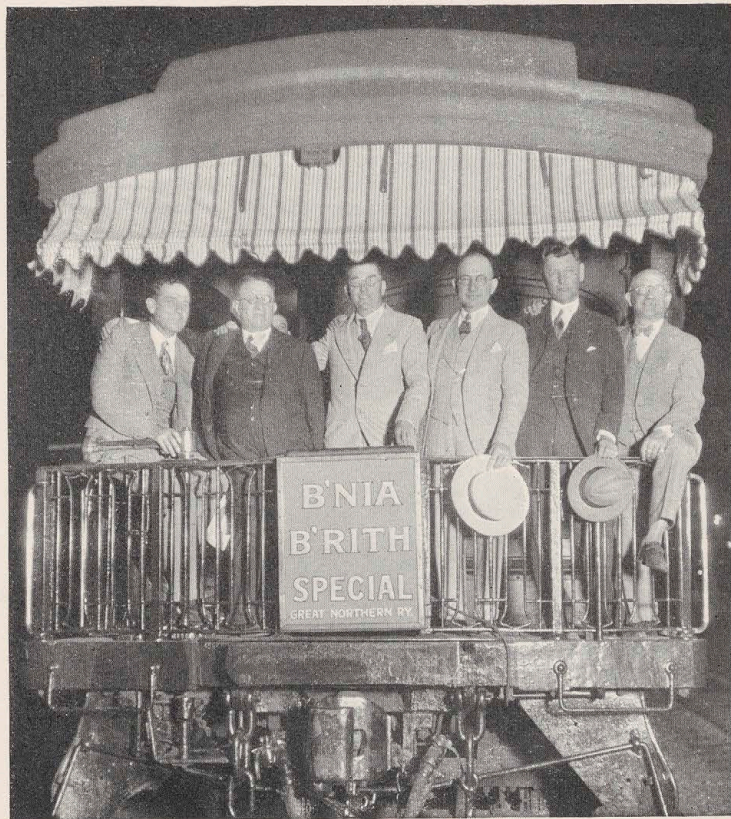
The marker, a huge granite boulder, weighed between five and six tons. It was brought to the city from Elk Park by the Great Northern Railway and erected in place by the Montana Power Company. The boulder is of the finest quality of granite and is the gift of Ralph Budd, President of the Great Northern Railway.

In the center of the granite boulder over-

looking the Giant Springs is a bronze tablet, 26 inches by 30 inches, upon which is inscribed "Lewis and Clark in their historical expedition to the Pacific Coast discovered this giant fountain, June 18, 1805. In honor of the courage, fidelity and patriotism of these explorers this tablet is here placed and dedicated by Black Eagle Chapter D. A. R., May 30, 1928."

Presentation of the marker to the city and state was made by Mrs. O. B. Nelson. Acceptance of the marker on behalf of the state of Montana was made by Lieutenant Governor McCormack. The marker was unveiled by Shirley Case Abrams, a descendant of a soldier of the Revolutionary War.

## The Great Northern Goat



Officers of the B'nai B'rith aboard their special train in the Spokane, Wash., station.



## The Great Northern Goat

# AGOAT'S IDEAS



*The Glacier Park season is at its height—about ten thousand feet in some places.*

\* \* \*

*With an unusually large apple crop at Wenatchee and the colleges turning out an extra number of doctors this year, the problem really gets acute.*

\* \* \*

*The coal shed on the right of way may not look romantic but it helps to keep the home fires burning.*

\* \* \*

*The cow doesn't really give us the milk: it is taken from her.*

\* \* \*

*You never hear any protest from the labor organizations when a ship discharges its cargo.*

\* \* \*

*Railroad stock: the donkey engine.*

\* \* \*

*In spite of prohibition we treat our ties.*

\* \* \*

*The oil don't come out until the oil well comes in.*

Six

*Shelby is so generous, she says oil that she has is ours.*

\* \* \*

*The good farmer knows every acre without consulting his dentist.*

\* \* \*

*The Turner country will soon be opened up. We are using a rail to do it, not a can opener.*

\* \* \*

*If we had daylight saving here our bank account would probably look more healthy.*

\* \* \*

*Getting a round-trip ticket assures you the same fine service both ways—provided it is one of our tickets.*

\* \* \*

*All the comforts of home: the Oriental Limited.*

\* \* \*

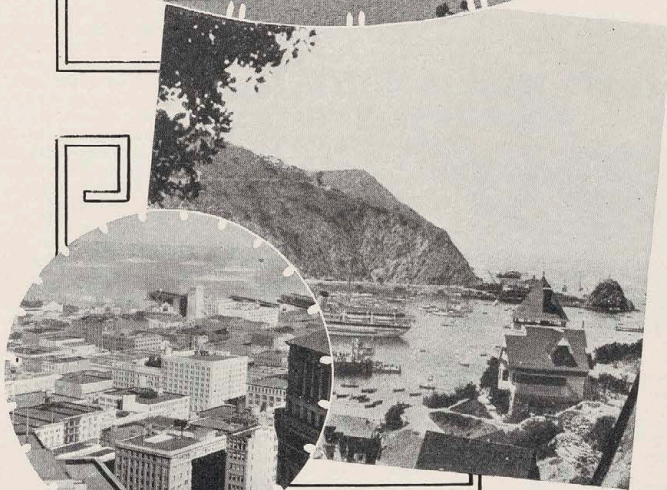
*Two Guns Whitecalf is a lucky fellow: he gets his face on the Indian nickel while all we can do is to get our hands on it.*

\* \* \*

*The Goat has its own page but no valet.*

## The Great Northern Goat

*Beach, San Francisco Bay.*



*San Francisco and Bay.*

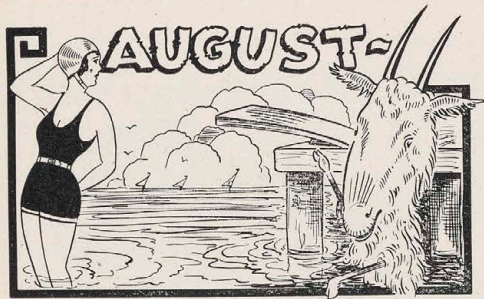
*California Is Also a Summertime Playground*

*Avalon Bay, Catalina Island.*

Seven



# The Great Northern Goat



VOL. 5 AUGUST, 1928 No. 6  
Published by GREAT NORTHERN RV., SAINT PAUL, MINN.  
CHARLES HERRIN, Editor.

## Flynn's Minute Editorials Know Thyself



By  
Edw. F. Flynn,  
Director Bureau  
Public Relations.

AS far back as the days of Ancient Greece, writers used the expression, "Know thyself," and called it a "Heaven born phrase."

Do we really know as much as we think we do?

Could we but have a measure to weigh our capability or lack of capability, wouldn't it be a valuable instrument?

If we but knew ourselves, most of us would be more modest and conservative, and less likely to go about trying to tell others what to do.

The big man, the successful man, the man who does things is usually the quiet, unassuming fellow who has learned to do what the Greek philosopher told his fellows centuries ago to do, "Know thyself."

The loud fellow, the fellow who has much free advice to bestow upon his friends and associates, wouldn't be so liberal with this advice if he but knew himself.

Usually, the better we know ourselves, the more we realize how little we know, and the harder we strive to gain knowledge and education, and thus, because we know ourselves better, we learn and succeed.

Eight

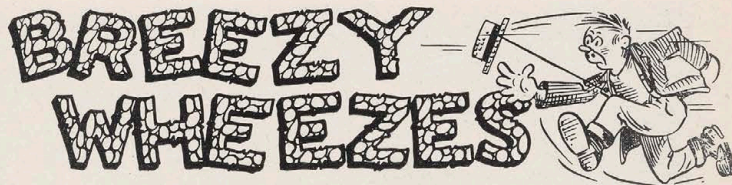
## The "Bull" in The Goat

CONSIDERABLE future was created among the readers of the GOAT by the publication of a picture of Milking Shorthorns in the June issue and the hard working editor has been foregoing his hours of recreation on the golf course to answer the voluminous correspondence caused by the publication of this picture.

He hastens to advise the readers of the GOAT that "Milking Shorthorns" is the name of a particular breed of cattle that are raised for milk production and beef production as well. The Milking Shorthorn breed was developed in Great Britain where cattle breeding has been developed to a high degree. Milking Shorthorn animals are of particular value for use on farms engaged in general farming where grain, beef, hogs, chickens and other farm products contribute to the prosperity of the farmers.

With this explanation, we trust the readers of the GOAT, whose knowledge of the milk industry is derived from the label on the milk bottle left at their door every morning, will be convinced that no error has been committed that cannot be lived down by a lifetime of careful abstinence.

# The Great Northern Goat



It's great to be a man who can smile

In any sort of weather. Or one who can smile when his friend and his girl Leave the dance floor together.

—Grinnell Malteaser.

"What does c-o-w spell?"

"I don't know."

"Yes, you do. Something that has two horns, four legs, and gives milk."

"Oh, sure. Goat."

—Yellow Crab.

"Life's just too sweet," remarked the lady with diabetes.

—Stanford Chaparral.

Soph: My girl goes only with one party.

Fresh: Which party, the Democratic or Republican?

—Ga. Tech. Yellow Jacket.

Tom, Tom, the piper's son,  
Stole a kiss and away he run;  
But the girl sued Thomas  
For breach of promise.

Period, semicolon, dash, two commas.

—Old Maid.

White: Jones says his wife jumps whenever he speaks.

Black: Yes, she does—all over him.

"Hey, you, why is the water below the falls green?"  
"I'll bite."  
"It just came over."

—Bison.

"I want a girl who is good, clever and beautiful."

"Say, you don't want one, you want three!"

—Rice Owl.

At one of our theaters the leading part is sometimes played by an "undies-study."

—Minn. Ski-U-Mah.

Professor: Did your roommate help you with this?

Student: No, I got it all wrong myself.

—Wesleyan Wasp.

Johnny (woefully): I always thought a yard was three feet, until I started cutting the grass.

—Old Maid.

"What's that—a new style of leaving the bottom of your vest open? Where'd you get that—from the Prince of Wales?"

"No, from beer."

—Pennsylvania Punch Bowl.

She: When a man who bores me terribly asks me where I live I always say in the suburbs.

He: And where do you live?

She: In the suburbs.

—Ghost.

"Really, Mrs. Shovelhead, your argument with your husband last night was most amusing."

"Wasn't it, though! And do you know, when he threw that axe at me I thought I'd split."

A man was taken ill and his wife hurried him to the hospital.

"Has he got pajamas?" said the matron, as she arranged for his admission.

"Pajamas?" exclaimed the wife. "I dunno what it is, but he's got an awful pain in the stummick."

Nine



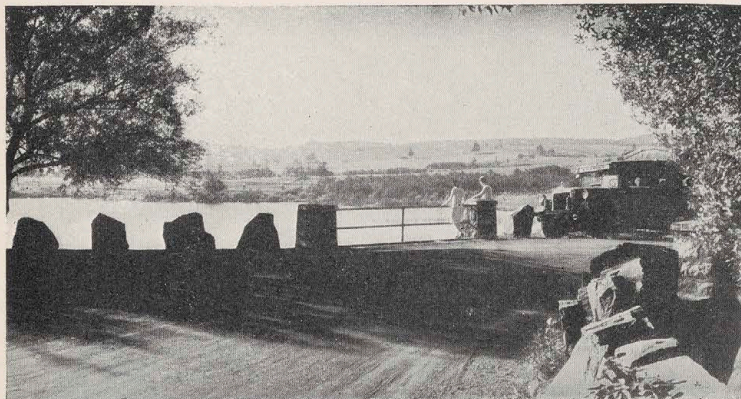
## *The Great Northern Goat*



*Baltimore & Ohio Railroad Motor Coach station, 100 East 42nd St., New York City.*



## The Great Northern Goat



*In the Minnesota 10,000 lakes country.*

### **"See Minnesota First" via Northland Bus**

**T**AKING a tip from its foster-parent, the Great Northern Railway—which has for many years successfully urged Americans to "See America First"—the Northland Transportation Company has endeavored to persuade Minnesotans to "See Minnesota First."

That it, too, has succeeded is attested by the fact that Northland's fleet has grown to the number of 150 modern motor coaches which are plying daily more than 3,000 miles of Minnesota highways. Today, almost every important lake, resort, and city in Minnesota—save only the extreme southeastern section of the state—is reached by one or more Northland buses daily.

The reason for Northland's popularity is easy to see. With the aim always to give the public the most luxurious and comfortable motor transportation possible, cost is never a serious consideration. Buses are the finest the industry affords, and no expense is spared to keep them in complete

repair and cleanliness at all times. Moreover, the buses are operated by experienced and courteous drivers who are sincerely desirous of offering every assistance and service possible to increase the enjoyment of the passenger.

It is for these reasons, perhaps, that Northland's state-wide travel system is the preferred mode of travel for Minnesotans on vacation as for visitors as well. Thousands now leave their private cars behind and go to their vacation spots by Northland because of the convenience of its daily schedules, the worry-free luxury of its service, and the fact that its low round-trip fares are often actually lower than the cost of driving one's own car.

It is Northland's belief, naturally, that those who once "See Minnesota First" will want to complete the picture of America's incomparable scenic beauty by taking the Great Northern to "See America First."

## The Great Northern Goat

### **Ode to Great Northern**

Coming home via Chicago  
—The Gateway to the West—  
I deem it quite a privilege  
To have been Great Northern's  
guest.

Stopping easily, starting smoothly,  
Guests on this Great Northern Line  
Need no Chiropractic doctor  
To readjust the spine.

Over plains and through the valleys,  
Climbing gradually all the while—  
To the summit of the Rockies,  
Running schedule every mile.

Past the monument to "Stevens,"  
—Really an imposing sight—  
By a clever lighting system  
It is plainly seen at night.

Awe inspiring are the mountains,  
Snow-clad sentinels of the dark,  
Standing there like mighty  
guardians  
Of the Glacier National Park.

Each day in the Observation  
Complimentary tea at four  
Is a dainty worth-while service,  
And it always tastes like more.

In the Diner, spotless linen,  
Shining silver, sparkling glass,  
Fresh cut flowers on your table,  
And a service unsurpassed.

So complete are the appointments  
One need have no cares at all,  
Just one constant round of pleasure  
From Seattle to St. Paul.

Thinking of the trip just ended,  
Pleasant memory o'er me steals,  
As I visualize the comforts  
Of the "finest train on wheels."

So here's to the finest country  
Over which a flag can float;  
Here's to you, Superb Great North-  
ern,  
None can ever "get your goat."

By MRS. MINNIEDEL BAKER,  
Salem, Oregon.



## The Great Northern Goat



*A good North Dakota dairy herd.*

### **Dairy and Poultry Special Breaks Attendance Record As Tour Comes to Close June 30, 1928**

**78,600 People Visit the Train During 34 Days**

**S**URPASSING all previous agricultural educational campaigns with a total attendance of 78,600, the Dairy-Poultry special train ended its 34-day tour of the state at Larimore and was dismantled at the North Dakota Agricultural college at Fargo.

The train contained eight exhibit cars. It was the most elaborate train of its kind that has ever been seen in the state. The time of operation, five weeks, the number of meetings held, 87, and the total attendance all exceed any previous attempts made along these lines in the history of the state.

#### **Average Won't Do.**

The hen that lays only 51 eggs and the cow that gives only 136 pounds of butterfat in a year will not even pay day wages to the farm operator for the time he spends on them. Representative average animals were carried on the train and alongside of them were presented the kinds that are profitable to keep, the hen that lays more

than 200 eggs a year and the cow that gives 300 pounds of butterfat.

By using good sires, sanitation, better feeding and strict culling of low producers without any great outlay of cash, herds and flocks may be improved to the point where they will return the greatest profit.

#### **Monroe Grateful.**

"We wish to express our deepest gratitude to those organizations that have given us this opportunity to carry information directly from the North Dakota agricultural college to the doors of so many farmers of the state," declared C. F. Monroe, director of the extension division of that institution. "The expense of operating the train has been borne by the Northern Pacific, Great Northern and Soo line railways. The poultry Research society of America, through the services of Director Wm. N. Lapp, Charles Laros and other members of the organization, made a very valuable contribution toward the program.

## The Great Northern Goat



*Frank Reedy tour party on steps of City Hall, St. Paul.*



*Messrs. W. G. Albrecht and Frank Smith, city officials of Baltimore, Maryland, recently renewed their acquaintance with Chief Two Guns White Calf in Glacier Park and carried the Chief's good wishes back to Mayor Browning and the many friends he made while in attendance at the B. & O. centennial celebration last year.*



## The Great Northern Goat



### **Jim Whit The Cowboy Poet Sez—**

**W**HY are the wild flowers wild? The wild flowers grow year after year from their seed which falls upon the ground but when the wild flower is picked there is no seed left to re-seed the spot where the flowers were the year before. So near the beaten paths and highways, one does not see them showing their smiling faces along the road side or see their reflection in the laughing brook.

To me it is no wonder the flowers are wild and the few that remain in the East have to bloom away back in some remote place where they are not seen and enjoyed. Some people when they see a wild flower must pluck it. They cannot leave it to be enjoyed by others. After it is plucked it soon withers and is gone and its fragrance is likewise gone but those who visit Glacier Park can still see the wild flowers,

not by the hundreds, but by the millions, still blossoming as they did centuries ago. And friends, when you see them, enjoy them. Don't murder them by picking them. Others are following the same trail and I am sure will enjoy the flowers the same as you.

So let us keep them smiling and showing their beautiful faces to us, not just this year but for years to come.

And let their seed plant and replant the same landscape that God has so wisely set aside for the wild flowers. To me it is no wonder the wild flowers are wild. If I was abused like them I would be wild myself.

*Jim Whit*

## The Great Northern Goat

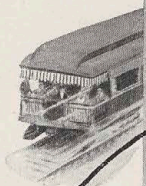
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THE SATURDAY EVENING POST

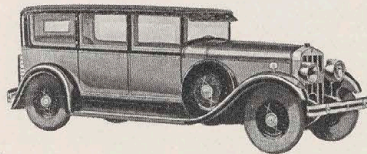
July 14, 1929

**LUXURIOUS  
FAST TRAVEL**

Twentieth Century Limited  
" " "  
Broadway Limited Palmetto Limited  
" " "  
Golden State Limited  
" " "  
**Oriental Limited** Sunset Limited  
" " "  
Dixie Limited



### *Announcing* THE NEW FRANKLIN **AIRMAN LIMITED**



This page advertisement of the Franklin Automobile Co. appeared in the principal magazines and newspapers throughout the country in July. Note our own fine train, the Oriental Limited, is prominently mentioned, indicative of the high esteem in which Great Northern service is held.



## The Great Northern Goat



*Newman Lake near Spokane, Washington.*

### **The Land of Many Lakes**

**By Don Mac Rae**

**B**ETWEEN the Rockies on the east and the Cascades on the west and centering about that interesting municipality of Spokane is the tremendous Inland Empire or the Land of Many Lakes, a vast area embracing in its entirety an inspiring panorama of mountains, forests, lakes and streams. A country whose natural scenic beauties have made it a mecca for the tourist and vacationist.

Within this area are more than 400 lakes where the most ardent follower of Izaak Walton can find supreme enjoyment. He can also match his skill in the hundreds of rivers and smaller streams, with the fighting rainbow and eastern brook trout.

For the hunter the upland areas abound in a wealth of game. Deer, bear and many other of the larger species roam the woods, while in the open sections are many varieties of birds and small game.

Other outdoor diversions of every sort entice the vacationist and outdoor lover. Magnificent highways lead in all directions. There is the joy of handling a boat and exploring waters that once knew the song of the voyageur and free trapper. There are mountains to climb, trails for riding and hiking, that lead through the cool greenery of beautiful virgin forests. There are vistas everywhere that delight the camera enthusiast, and not few, but many, are the perfect days that come to an end around the campfire as the western sun sinks to rest in majesty and splendor behind the mountains in the Land of Many Lakes.

Scores of attractive resorts and camps, with convenient, safe bathing beaches, where hotel accommodations are obtainable and cabins and cottages can be secured at moderate rentals make this delightful area an ideal place for the tourist and vacationist.

## The Great Northern Goat




*With the Blackfoot Indians at the Rotary convention, Minneapolis, and the Zonta convention, St. Paul.*




*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*

A. J. Dickinson  
Passenger Traffic Manager  
St. Paul, Minn.



A bove the verdant beauty of shrub and brush and  
tree  
U prise the snowy mountain peaks, in splendid  
majesty;  
G reat fleecy clouds play hide and seek around each  
massive crown,  
U nfrightened when their shadows make the moun-  
tain outlines frown;  
S wift running brooks bound down the slopes, each  
dyed with deepest blue,  
T he beauty of Great Northern Land is waiting  
now for you.



C. W. MELDRUM, Asst. Gen. Pass. Agt. } Seattle, Washington.  
M. J. COSTELLO, Western Traffic Mgr. }

W. A. WILSON  
Assistant Gen. Pass. Agent

E. H. WILDE  
General Passenger Agent

F. T. HOLMES  
Assistant Gen. Pass. Agent

E. C. LEEDY  
Gen. Agr. Dev. Agent

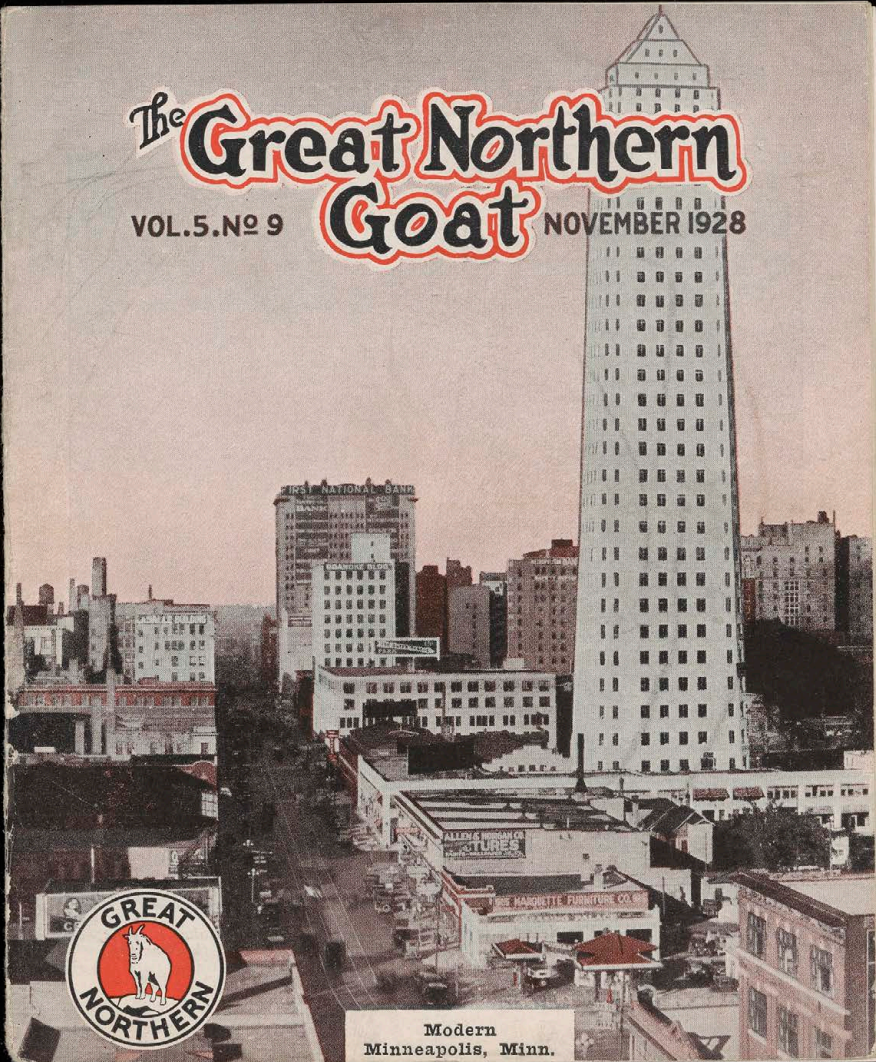
A. J. DICKINSON, Passenger Traffic Manager  
St. Paul, Minn.



# The Great Northern Goat

VOL. 5. NO 9

NOVEMBER 1928



Modern  
Minneapolis, Minn.



## The Great Northern Goat



Miss Jean S. Elliott of Seattle who is visiting the East to sell Mt. Baker to prospective tourists for next summer. She will spread the gospel of the Pacific Northwest as a vacation land to thousands in Eastern cities. This composite photograph shows Miss Elliott boarding The Oriental Limited for her sales trip with the mountain above.

## The Great Northern Goat



Special Tours Committee, City of Minneapolis. Top row left to right: L. P. Green, Chairman, J. H. H. Mackie, E. C. Hillweg. Bottom row left to right: L. H. Fawkes, J. E. Neville.

### **Special Tours Committee of the City of Minneapolis**

By C. S. Samuelson

THE "Special Tours" committee of the City of Minneapolis has been organized—to assist managers of conducted tours; to stimulate interest in Minneapolis and the Northwest; to plan attractive itineraries for visiting parties; and to meet, greet and escort groups about the city. The services of this committee are at the disposal of your ticket agents.

In its efforts to aid in more rapidly building this department of service, the "Special Tours" committee offers among its services:

1. A guide to escort visiting parties to interesting points and to intelligently present the various attractions in this city.

2. To furnish speakers for luncheons and dinners held for visiting groups. (These talks are purposed to be informative in appeal, not sales talks.)

3. To supply necessary literature to visitors and to tourist information bureaus.

4. To organize all groups who contact our visitors, such as, hotel clerks, cab men, red caps at the stations, etc., and to give them sufficient data to properly present Minneapolis to our guests and to educate them in the importance of greeting our guests with true cordiality.

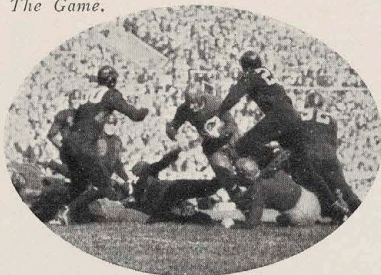
5. To popularize Twin City Sight-seeing Trips which enable travelers passing through on incoming trains to leave the depot in one city and board their trains in the other city. (Our reasons for desiring them to just glimpse the cities, if that is all their time permits, are self apparent. We believe that this gives us an opportunity to create sufficient interest in our cities to invite a lengthier visit.)

6. To reach every visitor staying at a Minneapolis hotel with a personal message of welcome and an offer of assistance, if it is desired.



## The Great Northern Goat

The Game.



Crow Feathers showing Coach Spears one of the old Carlisle plays.



Mike Shortman giving Coach Stagg the bad luck sign.



Indians greeting the Homecoming Committee.

## The Great Northern Goat

### **Blackfeet Indians Help Scalp Chicago**

By Don MacRae

"SCALP Chicago" was the password for the day at this year's "Homecoming" at the University of Minnesota, and the week-end of October 20th was designated as the Indian Homecoming.

When this slogan was adopted the Minnesota students decided that it would be well to have some past masters of the scalping game on hand in case of emergency, for Chicago was bound to raise strenuous objections to this form of entertainment. This resulted in six of the Blackfeet Chieftains from Glacier National Park coming to Minneapolis as guests of the Homecoming Committee.

Chief Two Guns White Calf led this delegation and with him were two old-time warriors who had collected their share of hirsute adornments. Another member of the party was Chief Crow Feathers, who played full-back with Jim Thorpe at Carlisle.

The Indians arrived in Minneapolis five days before the game and on Wednesday night they were part of the University's Homecoming program over KSTP. Friday night they were a prominent feature of the Pep Fest on the campus. Here they adopted Mr. E. B. Pirece of the Alumni

Association into the Blackfeet Tribe and led the student body in a scalp dance.

Many of the fraternities and sororities were hosts to the Indians for luncheons and suppers during their stay on the campus, in fact the Chiefs were so popular that one evening, much to their sorrow, they had to

eat two suppers. After the game they attended most of the openhouses where they held squaw dances with the coeds taking part.

One rather unusual incident during their stay was the meeting of Doc. Spears, Minnesota's football coach, and Chief Crow Feathers. When they were posing together Doc asked Crow Feathers when he played at Carlisle and it was subsequently brought out that they had played against each other in years gone by.

At the game the Indians were seated on the side lines and after each Minnesota touchdown they did an impromptu scalp dance. The game itself was a thriller and as Minnesota made five touchdowns (final score Minnesota 33, Chicago 7), the Indians had many occasions in which to give vent to their enthusiasm and returned home firmly convinced that their "medicine" had made victory possible.



Black Weazel praying for the speed of the Antelope for Capt. Geo. Gibson, Minnesota.



## The Great Northern Goat

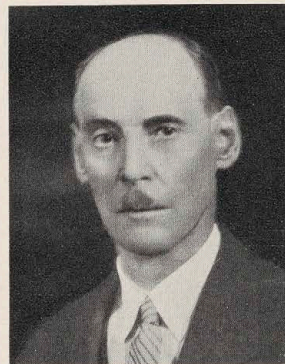


*First Oriental Limited over the new Chumstick Cut-off.*



*Seattle newsboys' tour of the Wenatchee Valley.*

## The Great Northern Goat



*"Bill" Romine.*

### **Celebrates 50 Years' Service With Great Northern Road**

**By Ed Stanley**

*(From The St. Paul Daily News)*

**T**O have worked half a century for the same company and still be young is not the record of every railroad employee.

However, William M. Romine, 69, district passenger agent of the Great Northern at Des Moines, has achieved this ambition. He recently celebrated his 50th anniversary with the company and received the congratulations of his immediate superiors and of Ralph Budd, president, as well.

#### **Began as Operator**

Mr. Romine started to work as an operator for the Great Northern at Howard Lake, Minn., in 1878. The railroad then was the St. Paul, Minneapolis & Manitoba. He worked his way through the passenger department until he was made district passenger agent in 1899.

The following is a copy of the letter written to him by Mr. Budd complimenting him on his long tenure of service to the company:

"I want to congratulate you on having completed 50 years of service with the Great Northern Railway Co.

"That is a wonderful record and means, of course, that you were in the service of the predecessors of the Great Northern as well as this company. Not many men have attained this distinction, partly because of the comparative youth of the company and partly because 50 years is a good, long term of service. It means that a man got started early in life and has remained faithful and steadfast throughout.

"One thing that we are especially proud of on the Great Northern is that although it is among the youngest roads, there are only five railways in the United States that have been paying dividends continuously for as long a period as this road has, dividends on the Great Northern having been inaugurated in 1881 and paid continuously since that time."



# The Great Northern Goat



VOL. 5 NOVEMBER, 1928 No. 9  
Published by GREAT NORTHERN RY., SAINT PAUL, MINN.  
CHARLES HERRIN, Editor.

## Flynn's Minute Editorials This Month—Found—24 Hours



By  
Edw. F. Flynn,  
Director Bureau  
Public Relations.

**D**ID you ever find money, jewelry or valuable articles of any kind? If so, you have at once tried to locate the owner in order to return what was lost. I found something today that is more valuable than money or jewelry or valuable articles. I found twenty-four hours, one day, for it is Wednesday, and my time budget erroneously showed it to be Thursday. This happened because two days just past lengthened themselves to such hours they seemed three days, so now I have this extra day to write these paragraphs and do the hundred and one things for which I needed an extra day, and finding this valuable commodity, time, I do not have to advertise for the owner or worry about its return for today is mine and yours, too.

Money, jewelry and valuable articles have a limited ownership, but not so with time. It is everybody's. Is it because it seems so plentiful, so cheap, that like courtesy, we do not appreciate its value?

Twenty-four hours more than I thought I owned when I awakened this morning—mine all mine, so I must spend them carefully, thriftily, for they will never come again. The only way to earn interest on my twenty-four hours is to invest them by careful use. Then, their income will be more valuable than income derived from any other source.

## The Goat's Mail Bag

THE SAN FRANCISCO CALL  
San Francisco, Sept. 8, 1928.  
Mr. W. P. Kenney,  
Dear Mr. Kenney:

Recently Mrs. Young and myself returned from a most delightful vacation trip spent in Glacier National Park and Waterton Lakes National Park of Canada, and I thought you would be interested in our comment on the trip. In brief, it was the most pleasant vacation Mrs. Young and I have ever enjoyed, and we cannot praise too highly the service on the Oriental Limited, the very comfortable living at the hotels in Glacier Park and at the Prince of Wales Hotel in Canada and the fine motor trips through both parks.

Being used to paying excess fare on most trains that give even good service, we were agreeably surprised, in fact pleasantly shocked, by the superior dining car service and sleeping car service on the Oriental Limited, without any excess fare. We could find no point in your train service to criticize, and being somewhat seasoned travelers we were alert on this subject.

Sincerely yours,  
C. S. YOUNG,  
Publisher, The Call

# The Great Northern Goat



## FROM HERE AND THERE

### Affection Overdone

Mistress to Maid: "Haven't we always treated you like one of the family?"

Maid: "Yes, and I'm not going to stand it any more."

### The American Tragedy

"Mother," said the twelve year-old boy, "Have I got a daddy?"

"Yes, son," replied the mother.

"Then where is he? I don't remember ever seeing him."

"You haven't seen him since you were a little baby," replied the mother, with a sob in her voice, "but I hope and pray you will see him soon. I expect him home in the next year or two."

"But where is he?" persisted the boy.

"He's waiting his turn to get on the public golf links," explained the mother.

### Just Like Daddy

"Tell me truly, does the baby really take after his father?" asked Mrs. Jones.

"Yes, indeed—why, when we took the darling's bottle away, he tried to creep down the cellar stairs."

### Two In One

"It's so good of you, doctor, to have come this far to see my husband."

"Not at all, madam, not at all. I have a patient next door and I thought I'd kill two birds with one stone."

Yale Panel.

### A Whole Menagerie

Dicky: "My dad is an Elk, a Lion, and a Moose."

Micky: "What does it cost to see him?"

### The Only Way

A Scotchman living on the outskirts of Chicago became engaged to a girl who got so fat that he wanted to break off the engagement. But the girl couldn't get the ring off, so he had to marry her.

### With and Without

"Give me a glass of plain soda water without flavor."

"Without what flavor?"

"Oh, I'll take it without vanilla."

"You'll have to take it without chocolate. We ain't got vanilla."

### Economics

Employment Agency Manager: "So you'd like to employ a mason. What kind do you want?"

He: "I'd like to have one of them Free Masons I've heard so much about."

### He Did It

Teacher: "Norman, give me a sentence using the word, 'diadem'."

Pupil: "People who drive onto railroad crossings, diadem sight quicker than those who stop, look and listen."

### A Practical Answer

"If I cut a beefsteak in two," asked the teacher, "then cut the halves in two, what do I get?"

"Quarters," returned the boy.

"Good. And then again?"

"Eighths."

"Correct. Again?"

"Sixteenths."

"Exactly. And what then?"

"Thirty-seconds."

"And once more?"

"Hamburger," cried the boy impatiently.



## *The Great Northern Goat*

## *The Great Northern Goat*





## The Great Northern Goat

Connecticut Mutual Life Insurance party at Glacier Park Hotel.



At the Powwow.

Center left: With the Blackfeet Indians.

Center right: Jos. Loomis, President, and Two Guns White Calf.

Twelve

## The Great Northern Goat

### National Educational Conference Connecticut Mutual Life Insurance Co.

By Albert Hayes

SEVERAL special cars rolling into Chicago September 1 on as many railroads were consolidated into a nine-car special train, headed for Glacier National Park. The train left Chicago on the C. B. & Q. by the Great Northern Railway, travelling as a section of the Oriental Limited, carrying 170 field representatives, their guests, and officers of the Company.

Two days later at 7:30 in the morning, the train pulled into Glacier Park Station and there was a hurried exit from the cars which had safely transported the party across the larger part of the United States. Glacier Park Hotel, with the back ground of the Rocky Mountains, was the first stopping place, where breakfast was served in the spacious dining room of this rustic but modern hotel of the West. Breakfast over, the Powwow-of-the-Chiefs was soon heralded for ten o'clock and on this occasion Mr. Loomis, Mr. Steiner and Mr. Fraser were formally introduced and were made participants in the ceremonies whereby these three gentlemen became members of the Blackfoot Indian tribe. Cameras clicked on every hand and many pictures were recorded of this unusual event.

Within a short time a long string of motor buses rolled into view and the start on the 55-mile automobile journey into Glacier National Park started, with Many Glacier

Hotel as the meeting place and residence for three days of the four corps of the Company's Leaders Club. The trip was a memorable one, taking the agents over mountains, beside wide canyons and around the short turns of the new and fascinating western country, on a glorious day. By one-thirty practically everybody was accommodated at Many Glacier Hotel on the shore of Lake McDermott.



H. M. Holderness.

The Convention topics were divided into discussions of modern methods dealing with Programming and with Business and Income Insurance. Addresses, discussions and sales demonstrations were featured. Cups were also awarded to agents who had performed conspicuous service for the Company during the past Club Year.

Representatives of 39 agencies were in attendance. The leading agencies in order of number of representatives in attendance were: The Fraser Agency, New York; The Colborn Agency, Rochester, and the Morton & Morton Agency, St. Louis. The Pohr Agency of Chicago and the Regan Agency of New York tied for next place. The Fraser Agency led with a splendid total of 19 persons.

Twenty-three producers paid for more than \$500,000 in personal paid business, and several produced well over \$1,000,000 during the Club Year.

Thirteen



## The Great Northern Goat



# AS THE GOAT WOULD SAY-

*Mistakes of the past should be turned into guide-posts of the future.*

\* \* \*

The man who gives in when he is wrong is wise, but the man who gives in when he is right is married.

\* \* \*

*Some people try to learn so much by watching the mistakes of others that they never see their own.*

\* \* \*

The country which is cultivated with difficulty produces brave men.

\* \* \*

*Charlie Herrin says the woman who used to say she had nothing to wear has proved it.*

Fourteen

The apple is well known in history, but the grapefruit stays in the public eye.

\* \* \*

*When your article seems to be making a good impression, keep silence a moment. Give it a chance to speak for itself.*

\* \* \*

When once you have a good thing—hold on to it until you have a better.

\* \* \*

*Little did our grandparents think the day would ever come when the steering-wheel would be the family circle.*

\* \* \*

It's a fine thing to keep that school-girl complexion, but it's risky to have it on your coat lapel.

## The Great Northern Goat



Mrs. J. S. Sparks, Pres. East Wenatchee Garden Club.

Mrs. E. Wagner, Pres. Wenatchee Garden Club.

## The Winter Garden Clubs

By F. W. Graham, Seattle

GARDENING has ceased to be merely the hobby of a few pleasantly minded souls and has become the unified constructive endeavors conducted by some thousands of rather earnest people.

This year the Wenatchee Garden Club movement has taken hold of the "sprouting" City of Wenatchee with the result of two flower shows, one held in June and one in September, by the combined clubs of Wenatchee and East Wenatchee. The fall show was a delightful surprise to the many who attended. A profusion of bloom greeted the visitors. A rock garden tucked away in one corner of the large show room, with its miniature pool of water lilies and hyacinths made one's mind stray to the sylvian glades of one's youth. Dahlias measuring almost as large as a dinner plate

down to the tiniest varieties. Gladiolus tall and stately. Zinnias with their showy blooms. Asters with their delicate shades of color. Delphinium (the City's chosen flower). Large mixed bouquets, one of which held one hundred and seventy different varieties of flowers. Prizes which were donated by the merchants were awarded to those having the finest displays.

The Garden clubs plan on landscaping the approaches to Wenatchee and are endeavoring to have all unsightly signs removed. This will be done in conjunction with the newly created (appointed) Park board of which the president of the club, Mrs. E. Wagner, is a member.

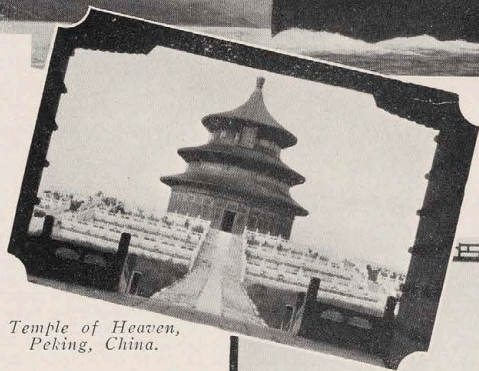
The East Wenatchee Garden Club has done excellent work under the leadership of its able President Mrs. J. S. Sparks.

Fifteen

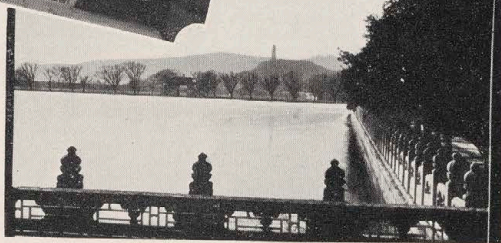


## The Great Northern Goat

*American Mail Liner, S. S. President Cleveland.*

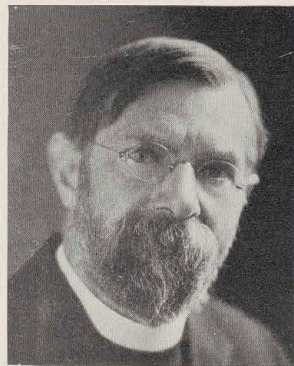


*Temple of Heaven,  
Peking, China.*



*Summer Palace, Peking, China.*

## The Great Northern Goat



*Dr. Herbert H. Gowen, leader  
Oriental Art Cruise.*

### **The Oriental Art Cruise**

**By Al Farland**

**D**R. Herbert H. Gowen, America's foremost Asiatic authority, in speaking of his Oriental Art Cruise which he will lead across the Pacific next January, urges cultured and travel-loving Americans not to delay too long if they wish to see the original Orient.

The Gowen cruising party will touch at practically every large center in eastern Asia. It will have an opportunity to study the Japanese problem in Chosen and in Manchuria. It will visit China's erstwhile capitol of Peking, as well as the new one recently selected by the Nationalist Government at Nanking. Nor will the cruise be all business.

Special entertainment features are being planned in such centers as Tokyo, Shanghai and Manila. The moon-shaped doors of

Chinese gardens will be opened to the cruising Americans. Special dances are being planned at the Majestic in Shanghai, while chief among the entertainment features in the Philippines will be a "banca" ride through the Pagsanjan Rapids. The American Mail Line of Seattle, whose ships will carry the party across the Pacific and interport, has arranged with its staff in the Orient to afford Dr. Gowen and his companions all possible facilities in the far east. These will include special trips through industrial plants, opportunities to investigate trade relations having regard to both import and export, and visits to various areas which are rich in the natural resources which the Oriental countries must develop to offset, in a trade way, the heavy purchases which they are making abroad.



## The Great Northern Goat



*The Better Live Stock Special.*

### **The Montana Livestock Special Train**

**By E. C. Leedy**

**T**HE GREAT NORTHERN operated a Livestock and Feed Train in Montana from October 4 to 18th. The schedule covered practically all of the line east of the mountains. Two exhibitions were made each day. An average of 550 people attended the exhibits at each place, a total of about 12,600. The exhibits were planned and furnished by the Montana State College.

The livestock consisted of beef cattle, dairy cattle, hogs, and sheep, each animal representing some important principle of breeding or management, and all of the animals used to emphasize the increased profits that may be made from livestock by careful selection of breeding stock, the use of good purebred sires, and giving them the best kind of care.

A feed car exhibit showed the best practices in the feeding of livestock and the best kinds of feed to use; also the way to make the most profitable use of feeds available on Montana farms and ranches. Specialists of the Extension Department of the College explained details of selection, breeding, feeding, etc.

The purpose of the train was to carry to

the farms of Montana the information of the Experiment Station and College and to enable them to convert the resources of their farms and ranches in the most profitable way into marketable livestock and products.

It was shown that a feeder or beef steer of good type and breeding is worth about five cents a pound more than one of poor type and breeding; that a dairy cow bred from common grade by use of purebred sire of good producing ancestry increased the value of butterfat production more than 100% in one generation; similar increase was secured from sheep in value of wool and lambs by careful selection and breeding. By four pigs it was shown that pork was produced at a cost of eleven cents a pound by feeding barley and 4½ cents by feeding barley and alfalfa pasture.

Many farmers and ranchers stated it was the best and most practical demonstration in livestock they had ever seen.

There is an opportunity to considerably increase value and production of livestock on Montana farms by putting into practice the valuable lessons of the Train.

## The Great Northern Goat



**Jim Whilt  
The Cowboy Poet  
Sez-**

### **My Request**

When I leave this old dreary world  
To cross to the Great Unknown;  
Don't bury me in a costly tomb  
Or raise a shaft of stone—  
But lay me on some hillside  
Mid the forest that I love;  
Where the wild flowers bloom  
around me  
And the eagle soars above:

With an ancient ledge above me,  
One that is all moss-grown;  
These words inscribed upon it,  
"He is one of Nature's own.  
One who loved the forest,  
One who loved the hills,  
Although his soul has taken flight,  
His foot-steps echo still."

*Jim Whilt*



*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*



H. E. Watkins, General Agent  
 507 Royal Bank Bldg.  
 Toronto, Ont.

N ow comes Jack Frost, who paints with red  
 O n shrubbery, tree and fern;  
 V agrant winds, by Boreas led,  
 E ach quivering leaflet spurn.  
 M id Harvest's cheer, stray wintry blasts,  
 B id us pause—and remember;  
 E ach chilling breeze among us casts  
 R eminders of November.

C. W. MELDRUM, Asst. Gen. Pass. Agt. } Seattle, Washington.  
 M. J. COSTELLO, Western Traffic Mgr. }

W. A. WILSON  
 Assistant Gen. Pass. Agent  
 F. T. HOLMES  
 Assistant Gen. Pass. Agent

E. H. WILDE  
 General Passenger Agent  
 E. C. LEEDY  
 Gen. Agr. Dev. Agent

A. J. DICKINSON, Passenger Traffic Manager  
 St. Paul, Minn.



# The Great Northern Goat

VOL. 5. NO. 11

JANUARY 1929





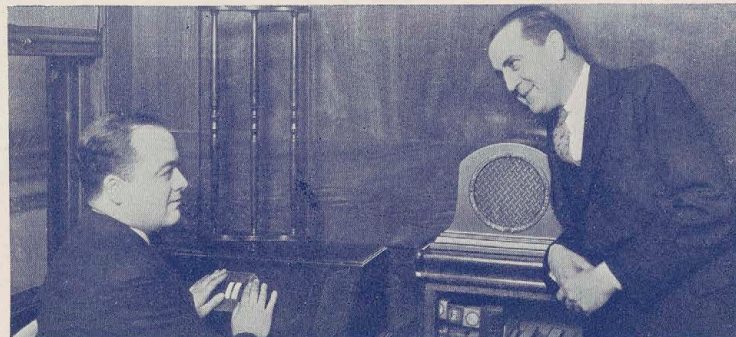
## The Great Northern Goat



They say children should be seen and not heard. Here's a man you hear but seldom see. Graham McNamee, dean of broadcasting announcers, and his wife enroute to the Cascade Tunnel on the W. K. Oriental Limited.

Two

## The Great Northern Goat



John W. Elwood, General Manager Programs, and Niles Trammel, Western Manager, National Broadcasting Company.

### **The Great Northern's Radio Broadcast Programs**

By C. J. Meriwether

**T**HE Great Northern Railway Company is sponsoring a series of radio programs which will be broadcast weekly for an indefinite period over a network of 38 stations. The first of this series of programs was broadcast on Monday evening, January 14, at 10:30 P. M. Eastern time, 9:30 Central time, 8:30 Mountain time, and 7:30 Pacific time. Succeeding programs will go on the air at the same hour each following Monday evening.

The activities of the explorers Verendrye and David Thompson, the story of the Lewis and Clark Expedition, and the history of the fur trade in the Northwest, the story of the growth of magnificent cities from little trading posts, accounts of the agricultural and industrial development of the northwestern states and the scenic and playground areas of the Northwest have afforded those who planned our programs themes for a series of broadcasts which should be instructive and intensely interesting. The

first three of the series of educational programs will concern incidents in the life of James J. Hill, the founder and builder of the Great Northern Railway. These programs will be broadcast over the following stations:

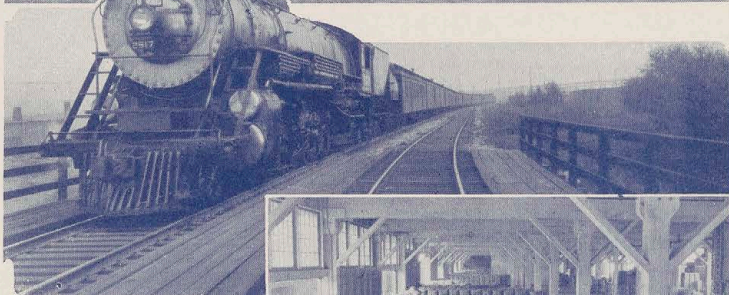
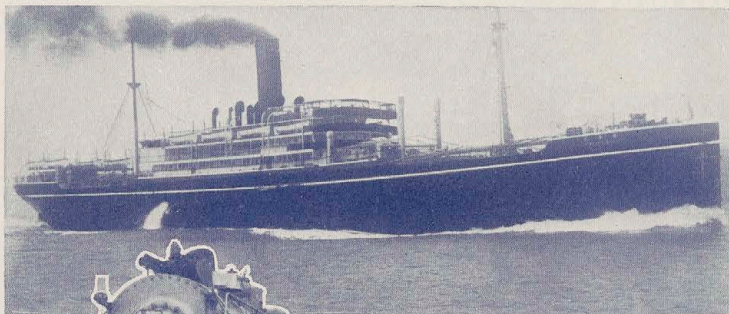
Atlanta, Ga., WSB; Boston, Mass., WEEI; Buffalo, N. Y., WGR; Charlotte, N. C., WBT; Chicago, Ill., KYW; Cleveland, O., WTAM; Dallas, Texas, WFAA; Davenport, Iowa, WOC; Denver, Colo., KOA; Detroit, Mich., WWJ; Fort Worth, Texas, WFAA; Hartford, Conn., WTIC; Houston, Texas, KPRC; Kansas City, Mo., WDAF; Los Angeles, Cal., KFI; Louisville, Ky., WHAS; Memphis, Tenn., WMC; Milwaukee, Wis., WTMJ; New York, N. Y., WEA; Omaha, Neb., WOW; Oklahoma City, Okla., WKY; Philadelphia, Pa., WFI; Pittsburgh, Pa., WCAE; Portland, Me., WCSH; Portland, Ore., KGW; Providence, R. I., WJAR; St. Louis, Mo., KSD; St. Paul, Minn., KSTP; Salt Lake City, Utah, KSL; San Antonio, Texas, WQAI; San Francisco (Oakland), KGO; San Francisco, Cal., KPO; Schenectady, N. Y., WGY; Seattle, Wash., KOMO; Spokane, Wash., KHQ; Superior, Wis., WBCB; Washington, D. C., WRC; Worcester, Mass., WTAG.

Three



## The Great Northern Goat

*The N. Y. K. Steamer.*

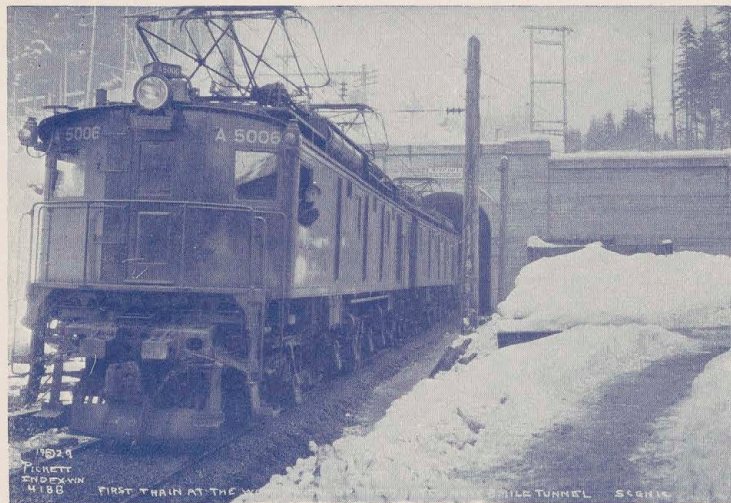


*The Silk Special  
enroute.*



*Silk unloaded at Pier.*

## The Great Northern Goat



*Silk Special leaving Cascade Tunnel.*

### **Largest Silk Shipment During 1928 Handled By N. Y.K. Steamer and G. N. Ry.**

**By L. J. Fox**

THE N. Y. K. Steamer "Toyama Maru," which sailed from Yokohama on December 1st, had stowed in her holds 6,400 bales of raw silk and 51 cases of silk goods, the largest shipment to cross the Pacific during 1928.

Upon steamer's arrival at the Great Northern Docks, Seattle, the evening of December 15th, work was started at once discharging the silk and loading it into 25 baggage cars, necessary to handle to its Eastern destination.

This silk was handled in two special trains, the first one, consisting of twelve cars, left

the Dock at 4:55 A. M., December 16th, and arrived at New York at 5:44 P. M., December 19th, actual running time 81 hours 49 minutes. The second train, consisting of thirteen cars, left the Docks at 7:40 A. M., December 16th, arriving at New York 6:30 P. M., December 19th, actual running time 79 hours 50 minutes.

The value of the silk handled in these two special trains approximated \$6,000,000, and the important question of insurance figures largely in the demand for fast movement in the handling of such a valuable cargo.



# The Great Northern Goat

## GREAT NORTHERN RAILWAY COMPANY

PASSENGER TRAFFIC DEPARTMENT

A. J. DICKINSON, PASSENGER TRAFFIC MANAGER.  
E. H. WILDE, GENERAL PASSENGER AGENT.  
F. T. HOLMES, ASSISTANT GENERAL PASSENGER AGENT.  
W. A. WILSON, ASSISTANT GENERAL PASSENGER AGENT.

ST. PAUL, MINN. January 1, 1929

IN YOUR REPLY REFER TO D-1

TO READERS GREAT NORTHERN "GOAT"-

With the arrival of 1929 when we look with anticipation toward the New Year, as well as review the Old Year which has just closed, the Great Northern Railway desires to thank its friends, the Ticket Agents everywhere, for the consideration and favors received at their hands and to wish you all Success, Happiness and Prosperity during the coming year.

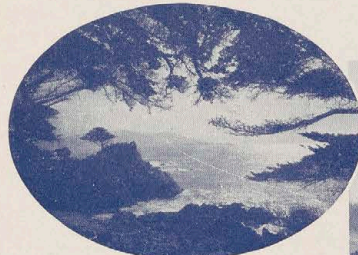
The last twelve months have seen the culmination of many improvement projects on the Great Northern Railway. These, particularly the completion of the new eight mile tunnel and the electrification of seventy five miles of line in the Cascade Mountains, make it possible for us to handle all business with greater ease and dispatch than ever before.

Sincerely,

*A. Dickinson*  
Passenger Traffic Manager

# The Great Northern Goat

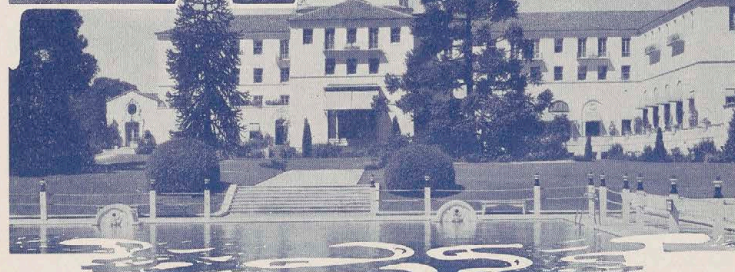
Sunset at Midway Point,  
Monterey Peninsula.



View from porch of Del Monte Lodge.



Pebble Beach Links, Del Monte.



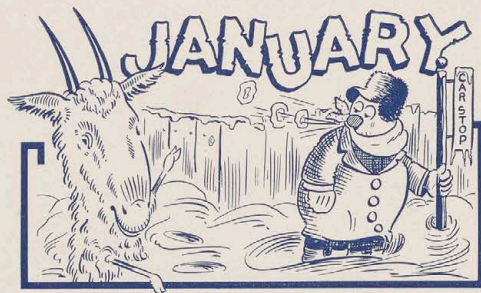
Hotel Del Monte.

Scenes in California's Fairy Land, The Monterey Peninsula

Seven



# The Great Northern Goat



VOL. 5 JANUARY, 1929 No. 11  
Published by GREAT NORTHERN RY., SAINT PAUL, MINN.  
CHARLES HERRIN, Editor.

## Flynn's Minute Editorials This Month—Opportunity



By

Edw. F. Flynn.

with battle shout renewed his fight, turning the tide of impending defeat into a great victory on that historic day. Isn't it true that we often begrudge the other fellow his opportunity, when the same opportunity or others just as good have passed us by unnoticed?

Often we get no further than we deserve, and probably because we do not have the perception to recognize opportunity when it is within our reach, waiting for us to grasp it.

Opportunity! It isn't so often the lack of opportunity that causes us to fail, but we, ourselves, are generally to blame.

Eight

## The Goat's Mail Bag

Waterloo, Iowa

General Passenger Agent,  
Great Northern Ry. Co.,  
Dear Sir:

Having just recently made a trip to Seattle on your train called the Oriental Limited, I can not help but take this opportunity of congratulating you on the ability of Mr. A. Harris, Pullman Conductor, and Mr. F. F. Adamson, Dining Car Steward. Both of these gentlemen showed exceptional ability in making the trip pleasant and the courteous way in which they treat one is very fine. While the entire crew which I came in contact with were fine these two gentlemen were outstanding.

Yours truly,

MONARCH FILMS, INC.  
J. O. WOLTZ, President



A new Wesley Barry.  
Lloyd Howell of  
Eugene, Ore.

# The Great Northern Goat



**Wanted a Tablet**  
A conversation recently overheard in a modern drug store which deals in many things besides drugs:

"Gimme a tablet."  
"What kind?"  
"A yellow one."  
"But what's the matter with you?"  
"I want to write a letter."

## Hot or Cold

"Now, Mary, when you bathe the baby, be sure and use the thermometer to test the water."

Returning an hour later, the mistress asked:  
"Did you use the thermometer?"

"No, mam. I can tell without that. If it's too hot the baby turns red and if it's too cold, he'll turn blue."

## Correct

Tourist: "I clearly had the right of way when this man ran into me and yet you say I was to blame."

Cop: "You certainly were."

Tourist: "Why?"

Cop: "Because his father is mayor, his brother is chief of police and I go with his sister."

A priest offered twenty-five cents to the boy who could tell him who was the greatest man in history.

"Christopher Columbus," answered the Italian boy.  
"George Washington," answered the American boy.  
"St. Patrick," shouted the Jewish boy.

"The quarter is yours," said the priest, "but why did you say St. Patrick?"

"Right down in my heart I knew it was Moses," said the Jewish boy, "but business is business."

**Three Ounces**  
Girl, admiring Jack's new tie: "Oh, what a cute tie. I wish I had a dress made out of that."

## Guilty?

Teacher—"Who signed the Magna Charta?"

Pert Youngster—"Please, ma'am, it wasn't me."

Teacher—"Oh, take your seat!"

Skeptical Member of the School Board—"Here, call that boy back. I don't like his manner. I believe he did do it."

## Can't Be!

He—"Do you believe that kissing is unhealthy?"

She—"I couldn't say—I've never—"

He—"Never been kissed?"

She—"I've never been sick."

## Knew the Picture

A patient teacher was trying to show the small boy how to read with expression.

"Where — are — you — going?" read Johnny, in a laborious monotone, with no expression or accent whatever.

"Try that again," said the teacher. "Read as if you were talking. Don't you see that mark at the end?"

Johnny studied the interrogation point long and earnestly, when suddenly an idea seemed to dawn upon him. Then he read triumphantly:

"Where — are — you — going, little — button — hook?"

**Good for Nothing**  
"Jim, why can't you be a good boy?"

"I'll be good for a nickel, ma."

"For shame, why aren't you like your father, good for nothing?"

Nine



## *The Great Northern Goat*

## *The Great Northern Goat*



*Ticket office and force of the Nickel Plate City Ticket Office, Cleveland, Ohio.  
Left to right Chas. Elliott, Division Passenger Agent, L. A. Hite, City Passenger Agent, A. B. Florence, Assistant Ticket Agent, E. D. Burnett, City Ticket Agent.*

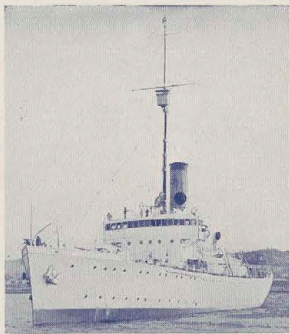


## The Great Northern Goat

### Lake Chelan Honored

By F. W. Graham

THE U. S. Coast Guard cutter "Chelan" built at Quincy, Mass., at a cost of \$900,000, was officially welcomed at Seattle, December 20th, by the Seattle Chamber of Commerce and delegations from Lake Chelan and Wenatchee Chambers of Commerce. The following day a



U. S. Coast Guard Cutter  
Chelan.

largely attended luncheon meeting was held in the Seattle Chamber of Commerce in honor of Capt. Ralph Waldo Dempwolff and the officers of the "Chelan" at which a beautifully framed colored picture of Lake Chelan was eloquently presented to Capt. Dempwolff by President E. H. Hatch of the Seattle Chamber of Commerce, also a decorated box of Chelan apples by L. E. Cronk, President of the Lake Chelan Chamber of Commerce. Welcoming ad-

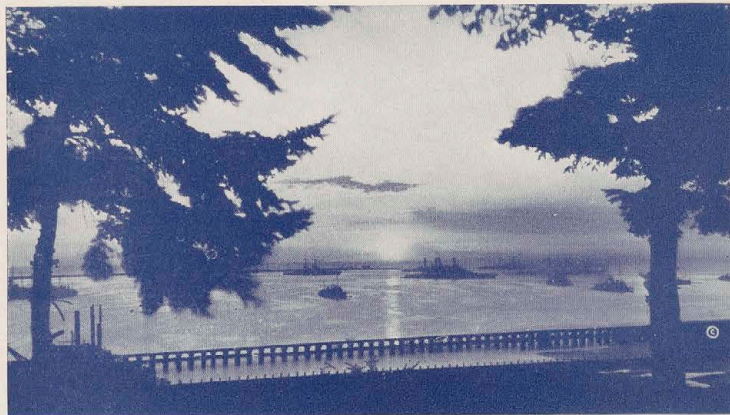
resses were made by Mayor Edwards of Seattle and responses by L. V. Harper of Chelan and Frank W. Shultz representing the Mayor of Wenatchee.

Capt. John G. Berry, commander, north west division, U. S. Coast Guard, shared honors with Capt. Dempwolff.

The program was broadcast over KFOA. The new cutter headquarters will be in Seattle and its activities will be chiefly to aid and rescue vessels in trouble off the Washington coast.

The Chelan is powered by electric turbines, has twelve commissioned and warrant officers and a crew of ninety. It is the first of five new cutters which are being named after the largest lakes in the United States.

## The Great Northern Goat



U. S. Battle fleet in Puget Sound.



A Glacier Park Beaver Dam.



## The Great Northern Goat



### **Jim Whilt The Cowboy Poet Sez-**

#### **The Call of Nature**

My traps are getting rusty  
Here upon my cabin wall:  
The leaves are turning golden,  
'Tis already early fall.

My snow-shoes need repairing,  
And so does my canoe;  
My dogs are begging, coaxing,  
And there's just one thing to do.

I'll have to quit this cruising,  
And a-looking over land,  
And lay aside my compass,  
They can get another man.

For a section-line can't hold me,  
I despise a "bearing" tree,  
When I hear the wild geese honking,  
And I know they're calling me.

I'll go back into the mountains,  
Back of Uncle Sam's survey,  
Where the only line's a trap-line,  
And I'm going there to stay;

Where the only trails are game-trails,  
Where the moose unchallenged roam,  
There I'll build for me a cabin  
And I'll call that cabin "home."

In the wildest, greenest forest,  
That no man has come to spoil,  
With his sawmills and his railroads,  
And his many slaves of toil.

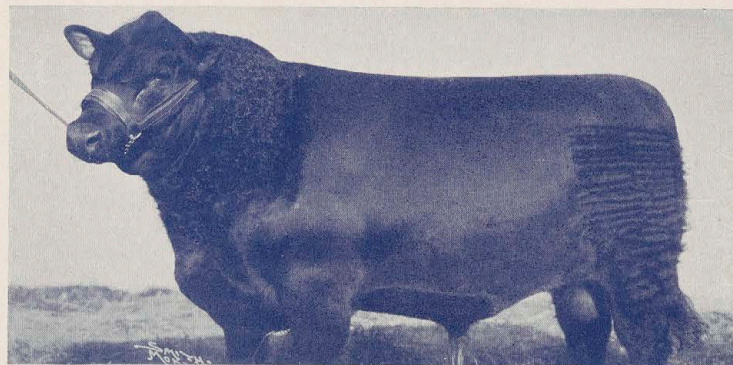
Where the streams are not polluted,  
Stopped by dams of mine or mill,  
Where everything is Nature's  
And the rush of life is still.

So I'll send my resignation,  
And I know the Boss will say,  
"Won't you stay until the winter,  
And of course, we'll raise your pay."

But no salary can hold me,  
I have heard that line before;  
So here's good-bye to cruising  
From today for evermore.

*Jim Whilt*

## The Great Northern Goat



*Revolution of Page II, Grand Champion Aberdeen Angus bull at the 1928 International Live Stock Show, owned by Hartley Stock Farm, Page, North Dakota.*

### **North Dakota Aberdeen Angus Bull Wins Grand Championship**

**By E. C. Leedy**

**T**HREE hundred North Dakota farmers who visited the International Live Stock Show at Chicago on the Great Northern Personally Conducted Excursion, had the pleasure of seeing a North Dakota breeder win the highest honors in purebred cattle, when Revolution of Page II, bred and raised on the Hartley Stock Farm at Page, North Dakota, was selected as Grand Champion of the Show.

This is the fourth consecutive Personally Conducted Excursion by the Great Northern from North Dakota, and the large number who annually make the trip is evidence of the growing importance of the live stock raising industry among North Dakota farmers.

The fact that a North Dakota breeder won the grand champion in competition with the finest breeding animals from the

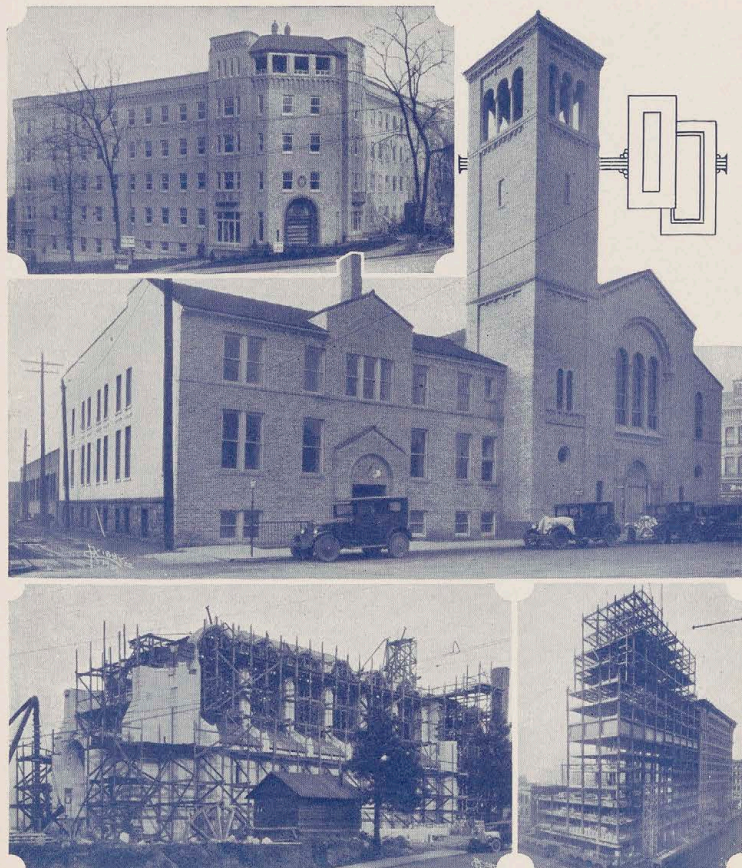
leading herds of the United States shows the progress that has been made.

By making a rate of one fare for the round trip and running these Personally Conducted Excursions, the Great Northern assists the people to keep in touch with what is going on among the leading breeders of the country and enables them to secure high class breeding stock. It gives them an opportunity of studying fine live stock, to keep in touch with other breeders, and to secure the best sires for their herds.

They have also been able to visit the International Hay and Grain Show, the International Turkey Show, the Chicago Board of Trade, The International Harvester Company's large plant, the meat packing plants, and other large establishments in Chicago that are directly related to their farming business.



## The Great Northern Goat



Sixteen

Part of Spokane's new Building Program.

## The Great Northern Goat



*One of Spokane's new buildings.*

## **The Time of the Builder**

**By W. G. Oves**

**S**ET in a valley surrounded by enduring hills and age-old pines the city of Spokane, Washington, unlike them, is rapidly changing through progress. During the past twelve months alone, the skyline has altered materially, for 1928 marked Spokane's largest building year since 1910. Permits issued in this line exceeded, by over a million dollars in the valuation of structures erected, any record made during the last eighteen years. The figures were \$5,700,000 as against \$3,656,499 for 1927. There are many new homes now dotting the residence districts, but the

increase in larger undertakings toward the city center and in industrial plants has been outstanding.

Since the early days Spokane and the people of the West have been busy. They have been busy with practical things of living. But as the half million dollar Cathedral of St. John the Evangelist, constructed of many carloads of stone, all a product of the West, goes up on one of the highest hills it seems to tell that a new era with time to give thought to the beautiful has come. The day of the settler is passed, this is the age of the builder.

Seventeen



## The Great Northern Goat



*A section of Vancouver's business skyline showing Burrard Street.*

### **Vancouver, B. C.**

**By Chas. H. Webster**

VANCOUVER is situated on the rugged coast line of the mid-Pacific Ocean, approximately thirty miles north of the United States boundary, on a scenic peninsula formed by the delta of the Fraser River and promontories jutting into the Gulf of Georgia. It is indented by Burrard Inlet and shelves back into the forest-clad mountains of the Coast Range. It is the commercial capital of British Columbia and the third largest city in the Dominion of Canada. It is the northern terminus of the Great Northern Railway, and as a tourist and sporting mecca, Vancouver is unexcelled because of the rugged scenery that lies at its back door.

Its ample extent, its sheltering mountains, the abundant depth of water, make the Port of Vancouver one of the finest harbors in the world. Its repose, its security, the pure beauty of its mountains, the epic bigness of the whole mighty theme of harbor and city and protecting hills, makes a lasting mark on the visitor.

From the waterfront, Vancouver rises in tiers of massed, tall office buildings, towers

and domes mounting its broad hill-flanks and topping its ridges. The visitor arriving in Vancouver via the Great Northern receives a striking impression of immensity from the great sweep of the city, with its rugged mountains forming a glorious natural backdrop to the scenic setting.

The progress of Vancouver since its incorporation as a city on April 6, 1886, notwithstanding the fact that it was totally destroyed by fire on June 13 of the same year, has, in many respects, been remarkable. The miracle of Vancouver's growth, regarded by all onlookers with bewildered amazement, is still an actuality and the visitor to the city senses it and feels a surprised interest in it. The visitor grasps the economic and commercial significance of this, but all materialistic impressions are soon lost in the appeal of the vivid, contrasting color—the romantic interest of the city and the docks, of the sheer beauty of its harbor, and the splendor and loveliness of its natural surroundings, its mountains and forests and wide waters.

## The Great Northern Goat



### **OLLIE JOHNSON'S PAGE**

*Don't spend so much for the diamond that you can't afford a manicure.*

\* \* \*

*Yesterday's highest point of achievement should be the starting point for today.*

\* \* \*

*Paul Revere was the first Radio fan. He did his broadcasting with one plug.*

\* \* \*

*Unless you're ashamed of yourself now and then, you're not honest.*

*Vision sees through things; grit sees them through.*

\* \* \*

*A contented loser is never likely to be much of a winner.*

\* \* \*

*Between dreaming of tomorrow and regretting yesterday, there's no time left to do anything today.*

\* \* \*

*The part of an automobile that gives the most trouble is the nut at the wheel.*

\* \* \*

*The person who wounds with words is usually too weak to strike a blow.*



*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*



H. E. Watkins, General Agent  
 507 Royal Bank Bldg.  
 Toronto, Ont.

**Happy New Year**

J ust a merry little verse,  
 A lthough without much reason,  
 N oticing the slender purse  
 U sual to the season,  
 A ll the bills are floating down,  
 R equiring many a "berry;"  
 Y outhful New Year shows a frown,

For this is  
 JANUARY.

C. W. MELDRUM, Asst. Gen. Pass. Agt. } Seattle, Washington.  
 M. J. COSTELLO, Western Traffic Mgr. }

W. A. WILSON  
 Assistant Gen. Pass. Agent

E. H. WILDE  
 General Passenger Agent

F. T. HOLMES  
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A. J. DICKINSON, Passenger Traffic Manager  
 St. Paul, Minn.



# The Great Northern Goat

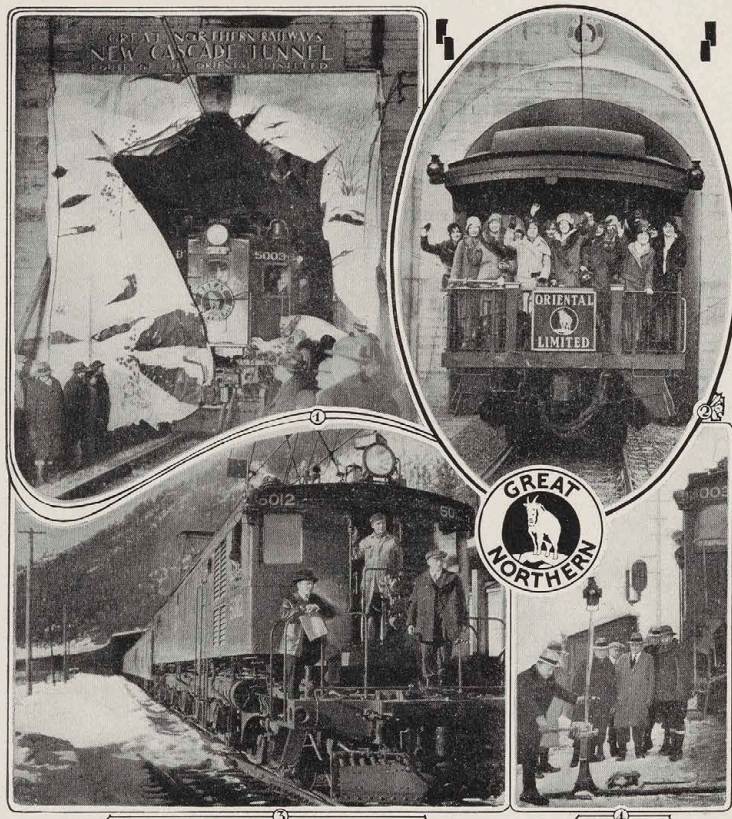
VOL. 5. NO. 12

FEB. 1929



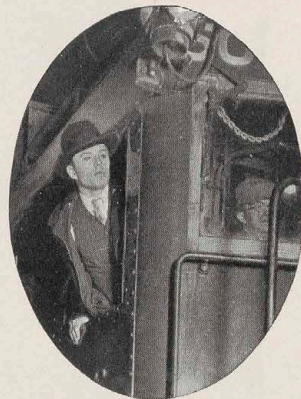


## The Great Northern Goat



Scenes at opening of the New Cascade Tunnel.

## The Great Northern Goat



Louis Hill, Jr., grandson of the Empire Builder on first electric locomotive through the tunnel.

### Ten Hour Service Between Seattle and Spokane

By Don MacRae

ONE of the immediate results of the completion of the \$25,000,000 improvement project on the Cascade crossing of the Great Northern Railway is the shortening of the running time of the new Oriental Limited between the cities of Spokane and Seattle.

This improvement project, described in previous issues of the GOAT, included the construction of an eight-mile tunnel with its attendant straightening and regrading of approaches, the relocation of twenty miles of line on the east slopes of the Cascades, and the electrification of seventy-five miles

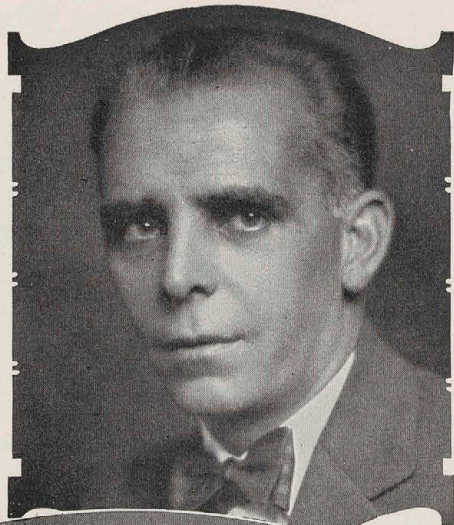
of main line between Skykomish and Wenatchee. The entire program required three years to complete but it eliminated for all time the operating difficulties imposed by the rugged Cascade Mountains.

The new Oriental Limited now makes the journey between Seattle and Spokane in ten hours, ninety minutes faster than the schedule previous to the completion of the tunnel, leaving Seattle at 9:30 P. M. and arriving in Spokane at 7:30 the following morning.

Westbound a similar curtailment of running time has been made, the new Oriental Limited leaving Spokane at 7:30 in the morning and arriving at Seattle at 5:30 P. M.



## The Great Northern Goat



William Van Hoogstraten, conductor, and the Portland Symphony Orchestra.  
Four

## The Great Northern Goat

### **Portland Symphony Orchestra Broadcasts**

**E**ASTERNS who have seen the Northwest only by fleeting railway journeys or through the lurid pages of wild west fiction enjoyed a real experience Monday night (February 11) when they heard the Portland (Oregon) Symphony Orchestra over the nation-wide hook-up of the National Broadcasting Company.

For the first time Easterners and Southerners heard a musical program from the Northwest over their radios.

The Portland Symphony Orchestra was presented by the Great Northern Railway on its "Empire Builder" series. These programs, broadcast every Monday night, are intended primarily to acquaint radio listeners with the Northwest.

New Yorkers know Willem Van Hoogstraten as the conductor of the stadium concerts of the New York Philharmonic Orchestra. To residents of Detroit, St. Louis and Philadelphia, Mr. Van Hoogstraten is well and favorably known as a guest conductor. While Mr. Van Hoogstraten is ranked as among the foremost symphony conductors, both in this country and Europe, his reputation is so extensive that it is not so

generally known that he is the regular conductor of the Portland, Oregon, orchestra.

Mr. Van Hoogstraten is a native of Utrecht, Holland, and was a student under Nikisch at the Cologne conservatory. He established a reputation for himself in concert and chamber programs throughout Europe with the eminent pianist Elly Ney whom he married in 1922.

The Portland Orchestra was organized about 20 years ago by a group of talented musicians who had been attracted to the Northwest by the climate, scenery and opportunities. It includes several musicians of outstanding reputation, among whom are Frederick Starke, Oboe player who played under Theodore Thomas and Von Buelow, and Edward Hurliman, violinist of Switzerland, who was attracted to the Northwest several years ago and ultimately was chosen concert master of the Portland organization.

The Portland program included "Overture to Rosamund," Shubert; "Fourth Movement from Symphony No. 5," Beethoven; and "March of Sirdar" from "Caucasian Sketches," Ippaloff Ivanov.



## The Great Northern Goat



Madame Galli Curci and her husband accompanist Homer Samuels on Oriental Limited enroute to the Orient.

## The Great Northern Goat



**THE ONLY ANIMAL THAT USES  
HIS HEAD - THE GOAT -**

By Ollie Johnson

*Money doesn't make happiness but it pays your carfare traveling around searching for it.*

\* \* \*

**"Supply of nuts is adequate," says governmental report. Bet it didn't take much investigation to come to that conclusion.**

\* \* \*

*A critic is one who is down on what he is not up on.*

\* \* \*

**"I guess I've lost another pupil," said the professor as his glass eye rolled down the sink.**

*Don't punish your children too seriously when caught in a first lie, parents are advised. Evidently allowances should be made for lack of experience.*

\* \* \*

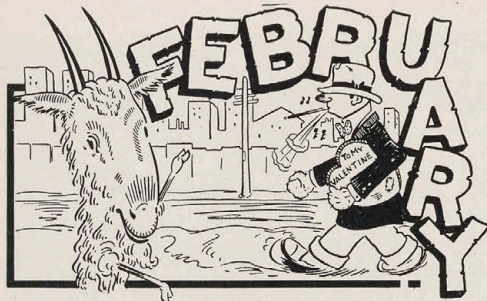
**Why are such huge amounts paid for a seat on the Stock Exchange when no one ever sits down?**

\* \* \*

*One of our farmer friends says that he wishes that he could let his bills stand as long as the farm relief bill.*



# The Great Northern Goat



VOL. 5 FEBRUARY, 1929 No. 12  
Published by GREAT NORTHERN RY., SAINT PAUL, MINN.  
CHARLES HERRIN, Editor.

## Flynn's Minute Editorials This Month—Budget Your Time



By  
Edw. F. Flynn.

**T**IME is of all things the most precious, the most important factor in the world. Isn't it strange that we treat it as if we were to live a thousand years or more?

We watch over, we try to save and carefully invest our money, yet we spend our time, which is worth more than money, without regard to its scarcity.

The busy man, the successful man, the man who really accomplishes worthwhile things, always can do just a little more. It is this man to whom we go when we want something big done, because he budgets his time. Everywhere today are budgets staring us in the face like a great high wall, to prevent waste and extravagance—of what? Money. But our time flows on through open flood gates, wasted, lost, gone, without thought of its value.

Did you ever take an account of your time? Stop now and figure up how much time you wasted today, yesterday, last week, last month, last year. What great things we expected to accomplish last year! We could have accomplished no doubt, if we had not wasted time.

Rousseau says: "All time is lost, which might be better employed." And Pittman adds: "Well arranged time is the surest mark of a well arranged mind."

Eight

## The Goat's Mail Bag

Moscow, Ida.  
Dec. 3, 1928

Mr. C. W. Meldrum,  
Asst. Gen. Passenger Agt.,  
Seattle, Wash.

Dear Sir:

I cannot but pass on to you a very pleasant experience I have had travelling from Seattle to Spokane on No. 4, November 30th.

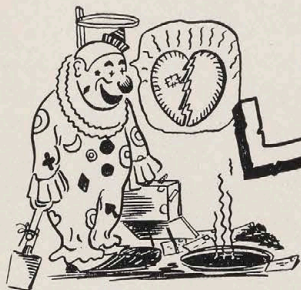
Your crew on that train, in particular Conductor Ed. Touhey, was the most pleasant, accommodating, courteous and solicitous of the passengers' well-being I have ever met on a train.

You're to be congratulated on the service of such men. It is a pleasure to travel under such conditions.

Yours truly,  
(Sgd.) Rev. J. M. Kempf

The picture which appeared on page 13 of our January issue and titled "U. S. Battle fleet in Puget Sound" should have been credited to R. T. King, Port Angeles Wash., photographer, and correctly titled "U. S. Battle fleet in the harbor at Port Angeles, Wash." We apologize.

# The Great Northern Goat



## GOAT LAUGHS

**Little Willie:**  
"Mamma, is papa going to heaven when he dies?"

**Mother:** "Why, son, who put such an absurd idea into your head?"

**All Alone**  
"Wonder what time it is? I'm invited to a dinner at 6:30 and my watch isn't going."  
"Why? Wasn't your watch invited?"

### "BIZNESS IS BIZNESS"

A new 5 and 10-cent store had been opened by a man named Cohen. A woman came in one day and selected a toy for which she handed the proprietor a dime.  
"Excuse, lady," said Cohen, "but these toys are 15 cents."

"But I thought this was a 5 and 10-cent store," protested the customer.

"Well, I leave it to you," came the reply "how much is it, 5 and 10 cents?"

**Worse and Worse**  
Golfer (to partner): "Just look at that girl dressed like a man. What are her parents thinking of, anyway? I think it's disgraceful."

**Partner:** "That, sir, is my daughter."

**Golfer:** "I beg your pardon. I didn't know you were her father."

**Partner:** "I'm not. I'm her mother."

### Amen!

At a lecture the speaker orated fervently: "He drove straight to his goal. He looked neither to the right nor to the left but pressed forward, moved by a definite purpose. Neither friend nor foe could delay him nor turn him from his course. All who crossed his path did so at their own peril. What would you call such a man?"

"A truck driver," shouted a voice from the audience.

**He: Whenever my fingers get cold, they get numb.**

**She (sweetly):** You must be awfully subject to colds in the head.

**DISAPPOINTMENT**  
"That sweet looking little girl was certainly disgusted when you told that story."  
"Yes, it was the one she was intending to tell."

Nine



*The Great Northern Goat*

*The Great Northern Goat*



*New city ticket office, Southern Pacific Lines, Santa Monica, California.*



## The Great Northern Goat



*View of Seattle's new sky line.*

### **Taken from Arthur Brisbane's Column Appearing in The Seattle Post Intelligencer**

**Reprinted from The Seattle Post Intelligencer by Permission**

**A**N intelligent young Irishman traveling for information and opportunity asks, "In leaving New York to travel as far as the Pacific which way would you go?"

There are many good answers to that question.

You could go through the Panama Canal and realize that Uncle Sam can do things worth doing.

You could go down through beautiful New Orleans, taking the Southern Pacific to Los Angeles, get an idea of the Gulf States, one of the country's richest regions.

\*\*\*

You could go through Arizona, New Mexico, over the Santa Fe or the Rock Island.

Or go over the Rocky Mountains to San Francisco by the Union Pacific.

*Twelve*

The inquiring young man is advised to take the northern trip from Chicago to Seattle, see that wonderful city and the great State of Washington, turn north and cross the border to Vancouver, in the land of our Canadian cousins. He should then go south along the Pacific Coast to San Diego, see a thousand miles of wonderful roads, scenery, and the future homes of a hundred million more people, the real ocean front of the United States, as the Pacific is the real ocean.

\*\*\*

However you go across this country or north and south in it, what you see will reward you well.

But **DON'T MISS SEATTLE, OR LEAVE THE STATE OF WASHINGTON OUT OF YOUR CALCULATIONS.**

## The Great Northern Goat



*Miss Gudrun Carlson.*

### **Minneapolis Woman Appointed Trade Commissioner by Commerce Department**

**By Al Farland**

**T**HE appointment of Miss Gudrun Carlson, of Minneapolis, who for the past six years has been director of the Home Economics Department of the Institute of American Meat Packers, as U. S. Trade Commissioner at the new Oslo office, has been announced by the Department of Commerce.

This appointment marks the appearance of the third woman trade commissioner to serve the interests of American business in other lands. The others are Miss A. Viola Smith of the Shanghai office of the bureau, and Miss Elizabeth Humes assigned to Rome. These trade commissioners are the three highest ranking women in the entire foreign service of the United States.

Miss Carlson was born in St. Peter, Minn., and attended the University of Minnesota, later Columbia University from which she holds a M. S. degree. From 1912 to 1914, Miss Carlson was principal and teacher of home economics in the Rush City High School in Minneapolis, later going to Skidmore College, Saratoga Springs, N. Y.,

where she took charge of the home economics department for three years. In 1918 she again transferred, this time joining the staff of State College, Brookings, S. D., where she held the same office as at the last institution. Following this she became head of the Foods and Cookery Department of the New Jersey College for Women, at New Brunswick.

After adding further training and instructing at Columbia University she organized and developed a new home economics department for the Institute of American Meat Packers.

The new foreign representative of the Commerce Department has traveled through Europe studying markets, food habits and home economics, teaching in each country. During the World War she was enrolled as a Red Cross dietician and instructed special classes in dietetics, also doing much lecturing on the subject. Miss Carlson is a frequent contributor to well-known periodicals of articles on home economics.

*Thirteen*



## The Great Northern Goat



Statue of Sacajawea in  
Portland Oregon park.

### **The Great Northern Radio Broadcast Program**

By Malcolm Breese

THE Louisiana Purchase and the epochal journey of Lewis and Clark across the continent was the theme behind the "Empire Builders" program of February 18. This program told dramatically how President Jefferson sent Livingston and Monroe to Paris to negotiate for the purchase of New Orleans and how the French practically threw all of Louisiana into their laps. Then the program took up the journey of Lewis and Clark, it told of their exciting adventures near the Great Falls of the Missouri, of the meeting of Sacajawea and the members of her own tribe after years of separation, and of the party's arrival on the Pacific Coast.

The program of February 25th told of a later expedition in the Rocky Mountains and the locale was the headwater of the Marias, a river discovered by Lewis and Clark on their journey up the Missouri. This program was doubly interesting because it not only told of the Isaac I. Steven's

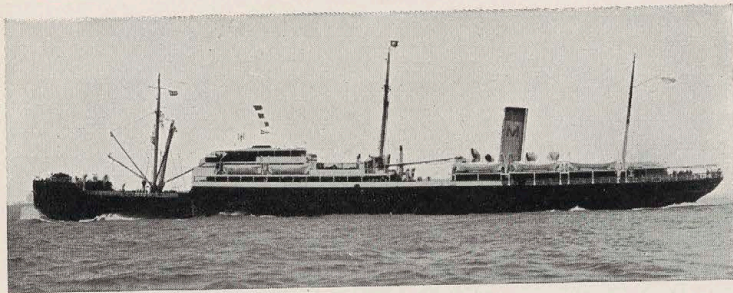
search for the fabled Marias Pass through the Rocky Mountains but the radio audience heard John F. Stevens, the actual discoverer of the pass, tell in his own words how he accomplished the feat in the winter of 1889.

The first March program will revert back to Lewis and Clark, telling something of their experiences while on the Pacific Coast and their adventures on the return journey, particularly Captain Lewis' fight with the Indians in the upper Marias River country.

This will complete the story of the Lewis and Clark Expedition and on the following week the scene of the broadcast will be in far off California, land of sunshine and flowers.

These programs are on the air from 10:30 to 11:00 P. M., Eastern Standard Time, each Monday night and are being broadcast over a coast-to-coast chain of 37 stations.

## The Great Northern Goat



*The Matson Liner Wilhelmina."*

### **The Matson Line's New Service to Hawaii**

By Benjamin Grigsby

THE Matson Navigation Company liner WILHELMINA sailed from Seattle February 15, instituting the Matson Line's new service from Puget Sound and the Columbia River to Hawaii. The Seattle Chamber of Commerce Third Annual Goodwill Excursion to Hawaii sailed on the WILHELMINA when it left Seattle on its inaugural voyage.

The WILHELMINA served Uncle Sam faithfully and well during the World War. She, together with the Maui and Matsonia, carried thousands of troops to France and brought them back after the Armistice.

Captain C. A. Berndtson, well known in Seattle when commander of the Lurline, and now commander of the Malolo, was navigating officer on the WILHELMINA during her war service.

The WILHELMINA was particularly valuable to the United States navy, because of her efficiency in fueling destroyers in mid-ocean. The ship would pump fuel oil from her reserve tanks through a long hose-line to the destroyers and after oiling was completed would resume full speed and rejoin her convoy within a few hours.

During all her service, including that fol-

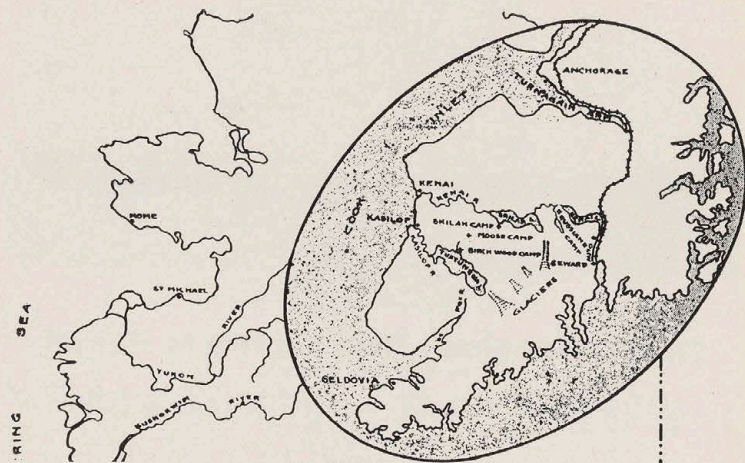
lowing her return from the World War, the WILHELMINA has sailed faithfully every 28 days from San Francisco for Honolulu, afterward making the side trip from Honolulu to Kahului, the principal port on the Island of Maui. This Island is famed for its wonderful mountain, the crater of Haleakala, one of the world's largest extinct volcanoes.

In preparation for the new service, the WILHELMINA has now twin beds in every room instead of berths and has been equipped with hot and cold running water in every room; also the newest type of bathrooms, electric lighting fixtures and other improvements.

The ship has two promenade decks, one extending almost the entire length of the vessel and the other on the bridge deck. The dining room seats all passengers at one time and has the latest cafe type tables and chairs. There is a large social hall with piano, writing desks, lounges and overstuffed chairs, a modern library with the latest fiction and non-fiction, a smoking room, a ladies' lounge and a children's playground. A fine Orchestra is carried to provide music for luncheon, dinner, special concerts and dancing on deck.



## The Great Northern Goat



*The Kenai peninsula.*

### **The Kenai Peninsula. A Letter**

September 29th, '28

Dear Mr. Gelles:

Before sailing on the "Aleutian" tonight I wish to take this opportunity to express the keen delight of my hunting trip down on the Kenai Peninsula and the pride I feel in bagging that monster moose. The five beautiful months we have spent in Alaska, including the three magnificent hunting expeditions you planned for me: Alaska Peninsula, after Kodiak bear; the Chickaloon and its superb mountain sheep and latterly the Kenai with its incomparable moose and black bear, will remain as one of the finest memories of my twenty years in the wilderness. Surely Alaska is in a class by herself and she need never feel the touch of competition from any hunting district in the western hemisphere.

Sixteen

It seems to me that the tourist in Alaska is overlooking one of its greatest and most satisfying attractions purely as a scenic proposition. And this, beyond all doubt, because he knows nothing about it. With all its extraordinary features as a hunting country, it is greater yet in its unsurpassed natural beauty—and you need fear no after-criticism from crying its loveliness from the house tops. Now that I have filled my Nature-loving soul to the brim with that wonderland, I'd like to see every visitor to Alaska go and do likewise. Don't be afraid of over-doing it; there really aren't enough adjectives in the English language to fittingly express the haunting beauty of that trip.

Cordially

Robert Frothingham

Gus Gelles, Sec'y New York  
Alaska Guides, Inc., Anchorage, Alaska

## The Great Northern Goat



### **Jim Whilt The Cowboy Poet Sez-**

#### **Glacier Park**

When you are in search of beauty  
As o'er this world you roam,  
Why do you go to Europe?  
There's beauty here at home.

Where crystal streams are laughing  
And reflect the stars so bright,  
Where the moonbeams all so golden  
Sheds soft and mellow light.

Come to our lofty mountains  
That tower up so high,  
Whose fang-like peaks seem striving  
To pierce our azure sky.

Where the song birds try to tell us  
In their songs we love to hear,  
Where the sun is always shining  
Where the air is sweet and clear.

Where life is worth its living  
Where the sky is never dark.  
You will find it as I tell you,  
If you will come to Glacier Park.

*Jim Whilt*

Seventeen



## The Great Northern Goat



*Hart-Pan tractors used in early construction work on Great Northern Ry.*



*In North Dakota's salubrious climate they play golf on Christmas Day.  
R. T. Barnard and party of Fargo, N. D.*

*Eighteen*

## The Great Northern Goat



*Cultivation of sugar beets in the Red River Valley of Minnesota and North Dakota is fast becoming an important industry. 12,500 acres of sugar beets were grown in 1928 with prospects of this being increased to more than 19,000 acres in 1929.*

### **The Sugar Beet Special Train**

**By E. C. Leedy**

**T**HE Agricultural Development Department completed on January 24th a 16-day tour of the Red River Valley with a special train of exhibits on sugar beets.

The train made exhibitions at 31 stations in the sugar beet growing territory that supplies the East Grand Forks sugar factory of the American Beet Sugar Company.

Exhibits featured crop rotation, soil fertility and tillage, and the value of sugar beets in a systematic rotation of crops. They showed that a large increase in yields of all kinds of grain resulted when grown following beets and the soil had been built up in fertility and thoroughly cleaned of foul growth; wheat 25 to 40 bushels, barley 40 to 60 bushels, and oats 50 to 80 bushels per acre.

Exhibits also featured beet tops, pulp and molasses, as feed for live stock, and the importance of alfalfa, sweet clover, sheep and cattle, in a general farm program for the Red River Valley.

A good many farmers who have grown beets indicated they would increase their acreage 50 to 100%, and others who have not grown them will begin with substantial acreage.

Last year the East Grand Forks factory had about 10,000 acres and already have over 15,000 acres under contract, and expect to have their full capacity of about 20,000 acres for 1929. The guaranteed price for beets this year is \$7.00 per ton. For several years past it has been \$6.00. The yield secured from most well prepared land by experienced growers ranges from 8 to 12 tons per acre.

The personnel of the train included field men and employees of the American Beet Sugar Company under the leadership of J. B. Bingham, manager of the East Grand Forks factory, and Paul C. C. Wagner and Daniel E. Willard, Agricultural Development Agents of the Great Northern Railway.

**Nineteen**



*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*



H. E. Watkins, General Agent  
 507 Royal Bank Bldg.  
 Toronto, Ont.

Frosted windows—chilling breezes—  
 Extra flannels—nose that freezes—  
 Birthday of our Country's Daddy—  
 Recollect that truthful laddie?  
 Undulating snowdrifts dreary—  
 Ankle-warmers—fireplace cheery—  
 Redder cheeks than any cherry—  
 You're aware 'tis February.

C. W. MELDRUM, Asst. Gen. Pass. Agt. } Seattle, Washington.  
 M. J. COSTELLO, Western Traffic Mgr. }

W. A. WILSON  
 Assistant Gen. Pass. Agent

E. H. WILDE  
 General Passenger Agent

F. T. HOLMES  
 Assistant Gen. Pass. Agent

E. C. LEEDY  
 Gen. Agr. Dev. Agent

A. J. DICKINSON, Passenger Traffic Manager  
 St. Paul, Minn.



# The Great Northern Goat

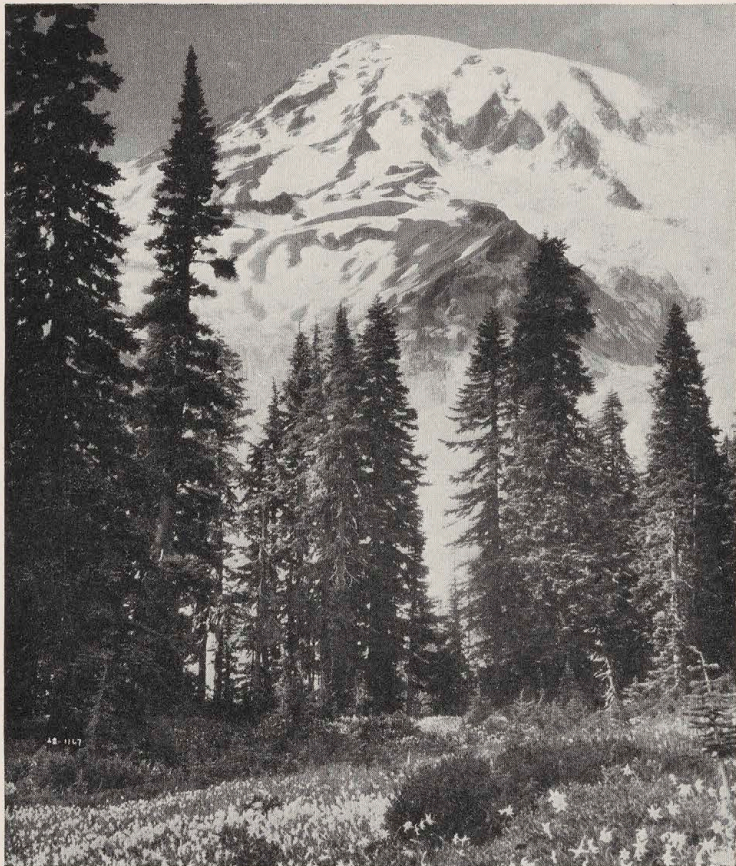
VOL. 6. NO 2

APRIL 1929



THE TRAIL TO  
GLACIER PEAK





Mount Rainier.

# The Great Northern Goat

VOL. VI

APRIL, 1929

No. 2

## Rainier National Park

By T. H. Martin

ROMANCE always has, and always will lie in the land of the setting sun. There is a time in every man's life when he feels the urge to travel westward where there are primeval forests and towering peaks. Just a few years ago the realization of this dream meant untold hardships. Now it merely means boarding a transcontinental train and after a day or so of travel, alighting in the midst of the charmed land of your dreams.

And in all this great western charmed land, the most famous playground is Rainier National Park in the State of Washington. This Park is but a few hours' drive over excellent highways in comfortable stages from its four gateways; Seattle, Tacoma, Longview and Portland.

Inside the Park there are accommodations to suit the purse of everyone, from the man who desires a bare tent to the man who desires luxurious suites.

The activities vary to such an extent that visitors may stay one day or many weeks and find different interests every hour. Hiking and saddle horse trips are the most popular but summer snow sports, fishing and swimming attract many.

Most unique of all sports is "nature coasting." To properly enjoy this sport one must

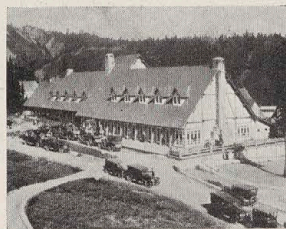
obtain a pair of tin breeches from the Guide House. These are regular hiking breeches with a seat of reenforced canvas, coated with a paraffin preparation. A journey is then

made to top of one of the many snow fields and by merely sitting down and sliding, one of the most thrilling sports is enjoyed because a good deal of speed is attained and the fields are in many cases three and four city blocks in length.

Rainier National Park is an area 18 miles square, surrounding an old volcano. The rim of the crater on top of the mountain is 14,408 feet above sea

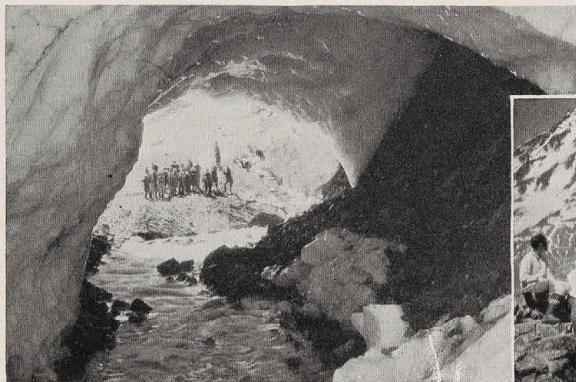
level. From the crater at the summit flow 28 glaciers covering an area of 48 square miles. As these glaciers slowly move down the mountain side they gouge out deep valleys and the streams that are born in their termini continue the work, carving deep gorges that create some of the most spectacular mountain scenery in the west.

Beautiful ice caves are found in the terminus of Paradise glacier. Park visitors may explore these caverns under guide supervision. A beautiful symphony of greens and blues is formed as the sun finds its way through the translucent ceilings of ice and the black waters of the Paradise rush



Paradise Inn.





Above—The famous ice caves of Paradise Glacier.  
At right—Mount Rainier from Pinnacle Peak.



through subterranean channels to the sunshine of the mountain side.

Primeval forests cover the lower levels of the Park. As higher regions are reached the trees become smaller and less abundant, but as the trees decrease in density the wild flowers increase in number until the meadows are luxuriant with their myriad hues and varieties.

There are only 26 miles of highway in Rainier National Park at the present time but the Government has approved a road building program wherein 145 miles of Park highway, leading to areas of magnificent beauty, will be constructed. As these highways are completed Rainier National Park Company will build hotels and camps in Yakima Park on the east side of the Mountain and Spray Park on the west side.

It is also contemplated in the near future to build an aerial cableway from the foot of

Nisqually Glacier on the Paradise Highway to the site of a new hotel which will be erected in Paradise Valley. This hotel, built on the rim of Nisqually Glacier, will be open the year round and during the winter will offer one of the finest winter sports centers in America. At the present time the only way of reaching Paradise Valley in the winter is by hiking over a six mile trail.

Let this summer fulfill your dreams—board a train for the charmed land where the boundless spaces make your heart grow big. Where towering peaks and snow capped mountains rise out of the purple distance and where waterfalls and jewel like lakes sparkle in the sun that finds its way through giant evergreens. The greatness of this glorious country can only be realized by breathing its air, following its trails and viewing its splendors yourself.



## The Blackfeet's Visit to Kansas

ON a recent visit to Kansas to attend a reunion of the Jayhawkers who toured northwestern Canada last year under the auspices of the Capper Publications Tour Department, Chiefs Two Guns White Calf, Heavy Breast, Yellow Kidney and Medicine Man Bird Rattler, visited the State Capitol at Topeka. They were received by Governor Clyde M. Reed and members of the Senate and House of Representatives. The Indians adopted Governor Reed, giving him the name of a famous old Piegan chieftain—"Sun-looks-at-him." This ceremony is pictured above.

Mrs. Julia Kiene, pictured at the left, Home Economics editor of the *Kansas Farmer*, entertained the chieftains at a Sunday morning breakfast party. Unbelievable quantities of waffles, bacon and eggs were taken aboard.

Two Guns and his tribesmen also announced that a great powwow would be held at Glacier Park for members of the 1929 Jayhawker Tour Paty.



## The Great Northern Radio Programs

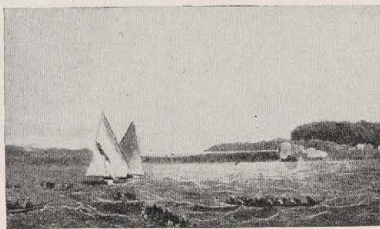
By Malcolm Breese

THE Great Northern radio programs that will be on the air during the last three Mondays in April will deal with three different episodes in the history of the far West.

The first of these, which will be heard the evening of April 15th, will tell of the discovery and exploration of Puget Sound.

During the greater part of the eighteenth century this inland sea was featured in story and legend. It was thought to be the much sought after Northwest Passage and in many a tossin fo'c'sle, during many an idle hour, tales were told by grisled mariners of this, then, imaginary

sea whose shores were ever green, of its fabulous cities and of its legendary king—Tantarrax. Gradually this blank spot on the map became better known, first the Spaniards pushed their way north from California, then the English and the Americans, each adding a little to the world's store of knowledge. Finally, near the end of the century, came Captain Vancouver of the British Navy to make a thorough survey of this inland sea and to stop for all time the rumor of its northwest passage. He is the principal character of this evening's entertainment.



*Puget Sound from an old drawing.*

The following Monday evening's program will turn to a later period in the history of the west, to a time when the Blackfeet Indians of Glacier Park were first coming in contact with the white man. A feature of this program will be a short talk by General Hugh L. Scott, a man who as a young lieutenant just out of West Point came

west immediately after the Custer massacre and took part in most of the Indians campaigns that followed. He became an expert in the Indian sign language and is now considered one of the foremost authorities on the old time customs and habits of the Northwest tribes.

On April 29th the radio program will

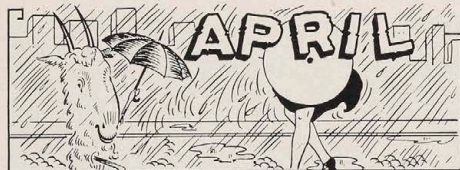
tell of the establishment of the first American trading post within the boundaries of the present State of Washington. This was the Astorian post of Fort Okinagon, which was built late in 1811 by David Stuart, one of the partners in that enterprise. This program will be the story of their venturesome journey into the interior of Washington; it will tell how the news of David Thompson's post at Spokane was received at Astoria, of the adventures of the expedition at the Dalles of the Columbia and of the establishment of the trading post in what is now the famous Wenatchee Apple district.



*Dr. Fridtjof Nansen, the famous Norwegian Arctic explorer, who was the first to cross the Greenland ice cap and to attempt the Northwest Passage, was recently a patron of the new Oriental Limited.*

Seven





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Published by GREAT NORTHERN RY., ST. PAUL, MINN.  
DONALD MACRAE, Editor.

## Flynn's Minute Editorials This Month—Imagination



Edw. F. Flynn,

Imagination is a natural human attribute. Children just old enough to talk have a great sense of imagination. Unfortunately, perhaps, many of us lose this sense of imagination as we grow older; yet, it is of all qualities, generally the most important.

Without imagination there would be no printing, no books, no works of art statuary, or paintings; no inventions; neither electricity nor radio; nor would there be any railroads.

One should not be unmindful of the fact that vision is important, but vision is only a sequence of imagination.

Shakespeare was great because he had a keen and well developed sense of imagination. James J. Hill needed imagination to build his great empire. He had imagination, and it developed into vision, which ripened into actuality; and so it was with Edison, whose imagination is responsible for many of the electrical benefits with which we are blessed.

Not only did the world become richer and better because of the imagination of these men, but also because of the imagination of great statesmen; that of Washington, whose imagination helped lay the foundation of our great government, and that of Lincoln, who helped to build this great governmental structure upon Washington's foundation.

If you should be told that you have great imagination, consider that as a compliment, not a criticism.

Eight

## The Goat's Mail Bag

Bridgeport, Conn.,  
April 2nd, 1929.

Great Northern Railway Co.,  
Gentlemen:

It was a half hour of genuine pleasure to listen to the antics of dear old "Tish" last evening. God bless her old soul, she sure gets what she wants when she wants it. Let's hear more of her.

I am just ungrateful enough not to write to say how much I appreciate your programs, until I want something ("The Call of the Mountains") but really, I do enjoy your sketches very, very, much, so much so in fact that I have missed only one of them (the one which followed your dedication ceremony) and that was because I didn't know which station to "turn on" to get it.

And while I would like a copy of the "Call of the Mountains," still that is only secondary as the real purpose of this letter is to let you know that there is, at least, one REAL Empire Builders fan here in Bridgeport who is trying to win others over to the cause as a tonic for the good of their souls, and as possible patrons of The Great Northern.

Very truly yours,  
A. R. French.

## The Cover

This month's cover is a scene in the Cascade Mountains just a short distance from Wenatchee, Wash., and it was taken by the Summer Studios of that city.

## The New Great Northern Travel Headquarters in Seattle

By Benjamin Griggsley

ON March 18th the Great Northern Railway moved into its new building at the corner of Fourth Avenue and Union Street; a building that was designed primarily to afford the railroad's patrons

convenient and attractive accommodations for transacting business with the officers and employees of the railway with whom they come in contact; and particularly, to provide a ticket office and travel bureau with every facility for planning and completing arrangements for travel.

The building is in appearance essentially a business structure and in harmony with progress in methods of transportation and other vital industries has been given a setting exemplifying the latest development in the art of architecture. It extends 55 feet on Fourth Avenue, 110 feet on Union Street and is four stories in height. The exterior is faced with Indiana limestone; the severity of the mass being relieved by two courses of hand carved stone, which give a distinct richness to the structure. The entrances to the building and the various ground floor offices are of ornamental cast bronze, which forms an interesting contrast with the stone piers.

The Ticket Office of the Great Northern

Railway is located in the southwest corner of the building. The principal entrance is on Fourth Avenue with a secondary entrance at the rear, opening into the elevator lobby. The public lobby opens directly off

the 4th Avenue entrance. It is separated from the working space by a counter and bronze railing extending across the entire width of the room. In the lobby are located two desks of special design for the use of ticket sellers and patrons in planning extended tours. There are also a number of comfortable chairs, a settee and a large table. Adjoining the lobby is a counter fitted with every facility for the expeditious handling of tickets, sleeping car

berths and other travel requirements. Back of the railing are desks for the General Agent, Passenger Department, the City Passenger and Ticket Agent, and the passenger solicitors.

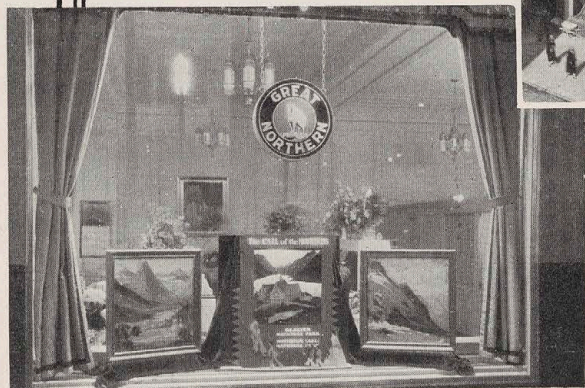
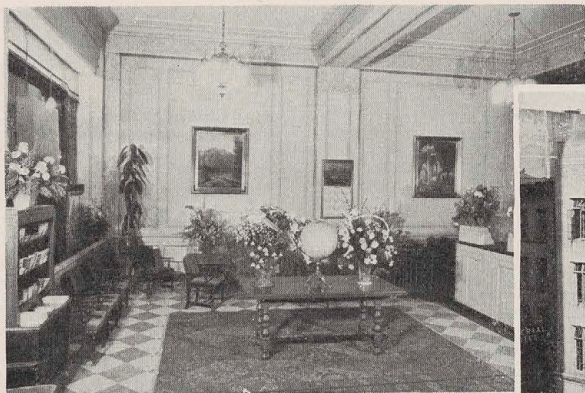
The second and third floors of the new Great Northern building are occupied by the offices of the Traffic Department, the Legal Department and the Executive offices. On the third floor are the offices of the Nippon Yusen Kaisha Steamship Co., who also maintain a ticket office on the Fourth Avenue side on the first floor.



1400 Fourth Ave., Seattle, Wash.

Nine





### The Great Northern Travel Headquarters in Seattle

*An exterior view of the Great Northern's new building in Seattle and four views of the sumptuous ticket office and travel bureau that now serves the patrons of the Great Northern Railway in that city.*







### Shut That Door!

Listen, my children, and you shall hear what makes our weather at present so queer. Just three weeks ago, or may be 'twas four, they opened to traffic the Great Northern bore. The very next day, as perhaps you recall, the doggone thermometer started to fall!

The wind from the East, it started to blow, and first we had frost and next we had snow. It snowed and it froze and the mornings were raw. We're waiting and hoping, but still there's no thaw. There must be a reason behind it, no doubt, and so, while I shivered, I figured it out.

That hole through the mountains is causing a draft like breezes that sweep through a dumb-waiter shaft. The winds from Montana they sweep through the bore, and so we are frozen as never before. Our coal piles are shrinking; our faucets won't run, and all are complaining, yet nothing is done!

Of course the new tunnel, it fills a great need. It cuts down the mileage, increases the speed. But may we sug-

gest as a well-meaning friend they hang up a storm door, at least on this end? And may we suggest to the rail-roading crew, they close it behind them when they have passed through.

And early next summer, when heavens are fair, we'll ask that the storm door be taken from there. And thus in the Inland, where folks often roast, they'll all be refreshed by a breeze from the Coast!

The Seattle Post—  
Intelligencer

**Before the Fight**  
**Wife at Head of**  
**Stairs—Is that you,**  
**John?**  
**Heavy Voice from**  
**Dark—Who was you**  
**expectin'?**

### Perfect Protection

Leaning over in a confidential manner, Mildred whispered to her friend: "Do you know Harry was wearing my picture over his heart in France and it stopped a bullet?"

"Yes?" said her friend, surveying her. "I'm not at all surprised."

### Getting Credit

*Mr. Milligan—If I'll be having security equal to what I take away will you trust me till next week?*

*Mr. Sands, the butcher—Certainly.*

*Mr. Milligan—Well, then, sell me two av thim hams an' kape wan av thim till I come ag'in.*

### Title for the Reverend

"Look heah, bruddern," complained an old Baptist minister who had just been appointed chaplain of a new colored lodge, "how come yo' all got such gran' names, an' Ah ain't niffin but jes' plain chaplain? Somthin's got to be done or Ah resigns from dis heah lodge."

A discussion then arose about what would be suitable title for the reverend, and a number of suggestions were made. However, none of them suited, until one of the dusky members, struck with a happy inspiration, leaped to his feet and exclaimed: "Say, bruddern, Ah moves we call de rebbrern heah de 'Holy Smoke'."



The Queen's float in a former Apple Blossom Pageant.

## The Wenatchee Apple Blossom Festival

By G. M. Warren

ON May 3rd and 4th, Wenatchee will hold its tenth annual Apple Blossom Festival in a big two day celebration that will include the coronation pageant, two great parades, band concerts, a festival pageant that will be produced both nights, athletic events and airplane maneuvers.

The coronation of Miss Corle as Queen Rosella will take place on the morning of May 3rd. This pageant is built around the beautiful story of Peter Pan and 400 school children will participate. The parade of the first day will be in two sections, the first being the marching of 3,000 school children in costume and the second section a series of floats by Wenatchee commercial houses.

The parade of the second day will be in

pageant form typifying the development of the Wenatchee Valley from its very beginning down to the present day.

Many other cities and towns throughout Washington will cooperate with Wenatchee in celebrating this event. The princesses that will attend Queen Rosella during the two day celebration will be chosen by other central Washington towns. Spokane and Seattle are going to bring bands to the festival, and Tacoma, Yakima and other cities will be represented by large delegations. KOMO, Seattle, and KHQ, Spokane, will broadcast the festival publicity, and after the close of the two day program the Queen's party, accompanied by a chaperone will visit Seattle, Spokane and other cities.





Above—The Lobby—and right—the exterior of the new Benjamin Franklin Hotel.

### The Benjamin Franklin Hotel

The newest addition to Seattle's rapidly growing list of fine hotels is the new Benjamin Franklin Hotel pictured here. It has 350 rooms, every one with either attached shower or bath, and special floors with hostesses in charge are reserved for ladies.



## The Linking of the Empires: 1929

Editor's Note—The following poem by James Marshall appeared in the Seattle Star at the time of the opening of the new 8 mile Cascade Tunnel.

Clear board!

And thru the hills the Oriental sings.  
White headlights shine on polished steel,  
She races on; each humming wheel  
Joins in her song as, swift, she flings  
The miles behind. Around her clings  
A glow of gold as thru the western night  
She swings her curves and breasts the hills,  
Her titan motor purrs and thrills—  
But now, ahead, in icy night

The grim Cascades would bar her flight—  
Clear board!

And now she tosses back the chill  
defies  
Of sullen peaks in grim array,  
And far beneath she steals her way,  
A road; the dark; again, the skies—  
Two empires linked.

And on she flies. . . .

First came John Stevens with his survey  
crew,

Striding thru the mountains, transit on  
his back,  
Jim Hill told him: "Going to put her thru,  
"Going to climb the mountains with the  
G. N. track!"

Stevens found the gateway; Hill built the  
line;

Zigzagging up the grade, onward thru the  
snow,

Up thru the canyons, the fir woods and pine  
Hill! Over the summit to the coast below;  
Then came the tunnel, straight thru the  
white peaks,

Old Cascade Tunnel that the hunkies  
drilled,

Roaring thru the bleak days, swilling red-  
eye,

Mucking out the headings, all wet and  
chilled—

Old Cascade Tunnel was the wickedest  
Of all earth's wicked towns . . .

Then came the long trains, climbing up the  
grade,

Roaring thru the tunnel that the hunks  
had made,  
But empires came calling for speed—more  
speed!

And again to the hills came a husky  
breed,  
Here came Ffolliott and Mundy and Mears,  
Budd came, and Davis, and the engineers,  
They ran out their lines and the mountains  
knew

They weren't going over—they were go-  
ing thru!

\* \* \*

In to the granite the drills went stuttering,  
In rolled the powder cars, out rolled the  
rock,  
Hillsides jumped when the blasts shot, mut-  
tering,

A hard old hill, Buddy, tough game to buck!  
East 'n' west headings still a long ways  
apart—

(An' the ol' Moffat bore's got a two-  
year start!)

At the eastern portal there was Major King,  
Kane worked at Mill Creek and Jones'  
hard crew

Drilled from the westward, hammering, bat-  
tering,

Until, with a cheer, they'd holed her thru,  
Underneath the white peaks, straight as a  
dart—

(Hey! Ol' Moffat, where's y'r two-  
year start?)

\* \* \*

Deep drifted in the canyons lies the snow,  
White silence locks the peaks again.

And so—

Clear board!

And thru the hills the smooth steel  
ribbon lines,

The Oriental purrs her way,  
Thru Cascade tunnel, day by day,  
And flaunts the peaks in grim array,  
Linking the empires—on she flies

—JIM MARSHALL.



## The Great Northern Goat



*Drying raisins in a San Joaquin Valley field.*

## California's Raisin Day Pageant

By Al Farland

OUT in the "Valley of the Sun" in central California there is staged in mid-spring each year one of the outstanding community festivals of America. This is the Raisin Day Pageant enacted on the last Saturday of April in Fresno, California, the heart of the raisin industry, within a radius of 75 miles of which is grown 90% of the entire 500,000,000 pound annual raisin crop of the United States.

The California raisin industry has grown by leaps and bounds since the cooperative marketing of raisins was established by the formation of the California Associated Raisin Company in 1912. To-day that Company is known as the Sun-Maid Raisin Growers Association. It is the dominating influence in the distribution and sale of raisins in the United States. Its plant in Fresno, where it packs the famous Sun-Maid raisins, occupies more than 20 acres of ground and is the largest dried fruit packing plant in the world.



*Sun-Maid Raisins  
in the Dutch East  
Indies.*

The entire State of California joins in helping the raising growers celebrate on Raisin Day. Fruit blossoms, roses, flowers draped in myriad profusion on every float and automobile give the life and color to the parade which has made its beauty known throughout the country. In the afternoon sports and athletics are provided for the thousands who flock each year to Fresno to witness the pageant.

This year Raisin Week will be observed from April 23rd to April 27th. Railroad and steamship companies, hotels and restaurants have promised to cooperate by featuring raisin dishes on their menus. Grocery stores will make featured displays of raisins. Radio for the first time will be used to carry the news of Raisin Week to the millions who listen in each day on the radio programs. Eminent educators and food authorities have written special articles on the health value of raisins in the diet which will be given publicity during Raisin Week.

## The Great Northern Goat

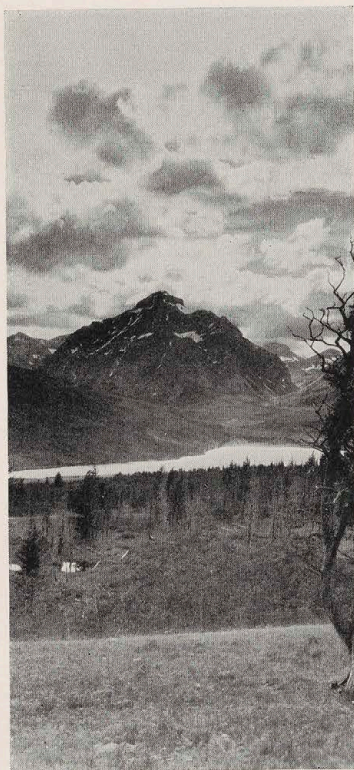
## The Burlington Escorted Tours

By A. M. Johnson

THE summer of 1929 will mark the fifth season of the Burlington Escorted Tours to Glacier and the other National Parks of the Rocky Mountains, to the Pacific Northwest, and to Alaska through the famous "inside passage." Starting in a small way in 1925 these tours gained instant popularity and each year more and more people, who do not care to be bothered with travel details, have selected these tours for their vacations.

These tours are backed up by the resources and the reputations of the railroads involved. Every detail of each tour is carefully planned in advance. Train riding is done in special Pullmans; hotel tables at stop-over points are set and ready when meal time comes; a fleet of motor cars are awaiting at hotel door and station platform; bags and suitcases disappear when they require carrying but turn up magically in your hotel; there are no bills at all to pay; the best of everything is seen and done without having to ask directions, consult time tables, maps or guide books. A lump sum paid in advance covers all necessary expenses from start to finish.

The length of time involved in these tours ranges from nine days, for a tour to one of the Rocky Mountain Parks, to twenty-six days for a tour that takes in a sixteen-day cruise along the Inside Passage far up into Alaska.



*In Glacier National Park.*





The Wenatchee Valley presents a widespread vista of apple blossoms in spring.

## The Wenatchee Apple Industry

By E. C. Leedy

THE significance of the Blossom Festival can be realized when the importance of the commercial apple industry in the Wenatchee District is understood.

Apples bring fifteen to twenty million dollars annually to the Wenatchee Valley, Entiat Valley, Lake Chelan, Methow and Okanogan Valleys, extending along the eastern foot of the Cascades, 150 miles from Wenatchee, north to the Canadian border. The comparatively small in area the Wenatchee districts supplies more than one-half of Washington's Commercial Apples, and Washington State produces one-third of the U. S. Crop. Last year's Wenatchee District Crop amounted to 21,284 carloads of 756 boxes each.

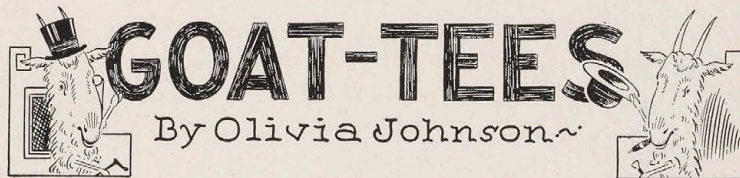
The development of commercial apple growing has taken place in the past twenty-five years. The first carload shipments were

made in 1902. Orchard tracts range in size from five to twenty acres, but a few large and company orchards have from 40 to 100 acres.

The Wenatchee Valley early in May presents a panorama of almost indescribable beauty—a solid mass of blossom against the rugged mountain wall capped by snow on the higher ridges and distant mountains. A delicate odor of blossoms pervades the whole Valley.

Immense apple packing houses, warehouses and cold storage plants make the physical background of Wenatchee, as they represent the industrial background of the community.

The Blossom Festival is Wenatchee's annual celebration in recognition of the apple.



"I'm a father," cried the young man.

"So's your old man," said the boss.

\*\*\*

Take back that package marked  
C. O. D. I ordered salmon.

\*\*\*

It's an ill wind that blows a  
saxophone.

\*\*\*

According to the autoist looking for  
a place to park, this country is enjoying  
a bumper crop of fire hydrants.

\*\*\*

Now is the time to buy your  
Thermometer. They will be  
higher in the summer.

\*\*\*

If no one ever calls you by your  
first name, there's something wrong  
with you.

\*\*\*

Of all the sad surprises,  
There's nothing to compare,  
With treading in the darkness  
On a step that isn't there.

It's not the size of the dog in the  
fight, but the fight in the dog that wins.

\*\*\*

Put one truth into circulation  
or demolish one falsehood, and  
you've done a good day's work.

\*\*\*

When he pays her Christmas bill  
for cosmetics, any husband is glad  
his wife isn't two faced.

\*\*\*

You can't fly with the owls at  
night and keep up with the  
eagles in the daytime.

\*\*\*

If you find it hard to be pleasant  
to others, they will find it hard to be  
pleasant to you.

\*\*\*

Quit talking about yourself  
for a while and see if any one else  
will bring up the subject.

\*\*\*

If you expect something good for  
nothing, you'll get something good for  
nothing.





*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*

H. E. WATKINS

507 ROYAL BANK BLDG.

GENERAL AGENT

TORONTO, ONT.



All Nature now seems at work,  
slugs leave their lair—

Pretty flowers now are growing,  
where once the ground was  
bare—

Rivers and streams their banks  
are flooding,

In every dale the trees are  
budding,

Last winter's task now is lost,  
in springtime's flair—

'Tis April

C. W. MELDRUM  
Assistant Gen. Passenger Agent

M. J. COSTELLO  
Western Traffic Manager  
Seattle, Washington

W. A. WILSON  
Assistant Gen. Passenger Agent

F. T. HOLMES  
Assistant Gen. Passenger Agent

E. H. WILDE  
General Passenger Agent

E. C. LEEDY  
Gen. Agricultural Dev. Agent

A. J. DICKINSON  
Passenger Traffic Manager  
St. Paul, Minn.



# The Great Northern Goat

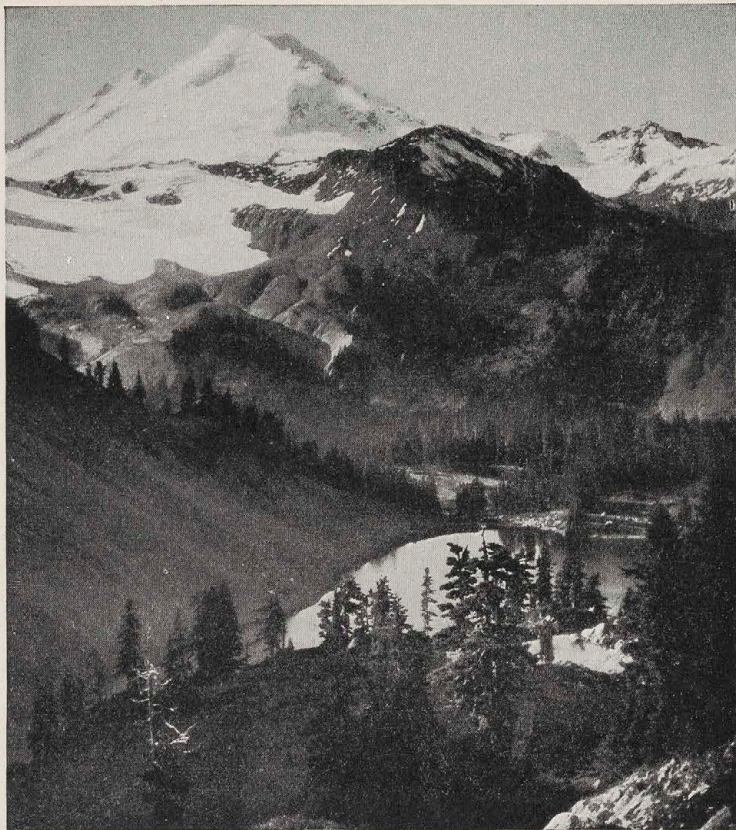
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MAY 1929



TRAIL TO MT. JACKSON





Mount Baker.

# The Great Northern Goat

VOL. VI

MAY, 1929

No. 3

## On To Mount Baker Lodge

By Bert W. Huntton, Gen. Mgr.

**H**AVE you ever visited the far northwest, that exceptional region of glorious sunsets, attractive islands, towering forests, scenic lakes and glacier ribbed mountains—the famed Puget Sound and British Columbia Evergreen Playground.

In this picturesque land is that masterpiece of Nature, the Mt. Baker National Forest of one and one-half million acres, located in the northwest corner of the State of Washington, adjacent to the international boundary.

At an altitude of 4,200 feet in the heart of this scenic wonderland of evergreen forest and invigorating mountain atmosphere the Mt. Baker Lodge has been built with a capacity for 350 guests. Here the visitor is welcomed by modern comfort, attentive service and most excellent meals to satisfy the vigorous appetite of outdoor vacationists. The Lodge has 100 rooms with private bath and fifty rooms with hot and cold running water. Steam heat is provided, and all rooms are electric lighted.

The spacious lobby, 50x130 feet in size, is inviting and friendly. Its ceiling is decorated panels of handcraft design from West-

ern Indian lore. At one end of the lobby is the base of a scenic log tower which extends seventy feet above the ground from the crest of which may be seen a magnificent panoramic mountain, lake and forest view. At the other end of the lobby is a huge fireplace built of native basalt rock. The floor is of oak and much enjoyed for evening dancing. Pure spring water, cold and crystal clear, is served at the table and piped to every room. The Lodge presents the lure of "something new and different," and is open from June 15th to September 15th, when the days are warm and the evenings cool and bracing.

Surrounding the Lodge are charming alpine meadows carpeted with purple and white heathers spread out like great Persian rugs with mirror-clear lakes between and capped by a sky line of snow-turbaned peaks and

mighty glaciers.

Like a queen among great mountain attendants, Mt. Baker, an extinct volcano stands 10,827 feet above the sea in snow glittering splendor. A few miles to the east lies Mt. Shuksan with its tumbling ice from relenting glaciers, reaching an elevation of 9,038 feet.

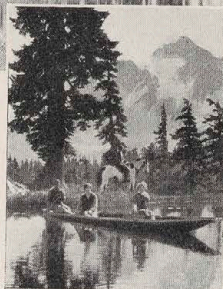


The road to Mt. Baker Lodge.





Above—Main building and Annex at Mt. Baker Lodge.



At left—Mt. Shuksan as seen from Mt. Baker Lodge.

The recreation features that prove attractive to guests are trout fishing, hiking, mountain climbing, glacier trips, horseback riding, bathing in near-by lakes, dancing and other evening entertainment. The sunrise and sunsets are gorgeous, and the moonlight evenings charming. Restful hours may be enjoyed in delightful short walks in the mountain meadows among the near-by heather-bordered lakes.

The entrance to the Mt. Baker Recreation Area is through the busy city of Bellingham, three hours north of Seattle, two hours south of Vancouver, B. C., and three hours east of Victoria. Bellingham enjoys coast terminal railway rates, and for an addition-

al round trip fare of \$8.00 you can visit this new National Playground, where Scenic Nature is always "at home" to visitors.

Comfortable motor coaches connect twice daily with the Great Northern trains from both Seattle and Vancouver, B. C. The route then follows the Mt. Baker Highway winding through the National evergreen forest and along the mountain side on easy grades, sixty miles, to Heather Meadows and the Lodge at an elevation of 4,200 feet.

Any Great Northern Passenger Agent will gladly supply you with an illustrated folder and detailed information about Mt. Baker Lodge, and tell you how to reach it.

## The Empire Builder

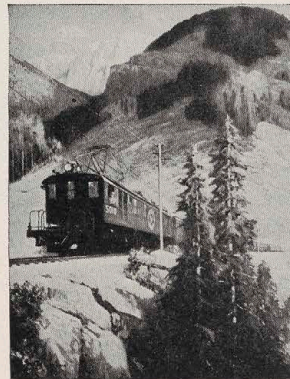
An announcement by Mr. C. O. Jenks, Vice President, Great Northern Railway

JUST five years ago this spring the Great Northern Railway put into its transcontinental service the new Oriental Limited, a train which at that time marked a great forward step in luxurious rail transportation. It was, and still is, a distinctive train radically different from other trains, a train whose many travel refinements add greatly to the comfort of its passengers and a train whose interior decorations of gray and green pastels were especially designed to be restful to the eyes.

Today the Great Northern Railway announces a superb running mate to the Oriental Limited; a train that is conceived in the same progressive spirit that has made the Oriental famous—a combination of substantial fundamentals of construction and operation and luxury in appointments and decoration. It is a train that embodies all the latest improvements that the skill of the Pullman Company has created. From the new observation cars, the longest yet built, to the powerful locomotives that will haul it over the Rocky Mountains it is a new train, a train dedicated entirely to the comfort of its patrons and designed to meet the requirements of the faster schedules demanded in transcontinental service.

Coincident with the inauguration of this new train on June 10th, a sixty-three hour schedule will go into effect between Chicago

and the cities of the Pacific Northwest. This will mean the saving of a full business day, yet with the increased speed of the train there will be added travel comforts due to the ample motive power of the locomotives which make for easy starting and stopping, and the maintaining of uniform speeds; the easy grades and curves, the heavy washed ballast and rails on the lines it will traverse; the fact that the route of the new train is protected all the way from Chicago to Puget Sound by automatic block signals; and that for more than 1200 miles of the distance which the train will travel it will be hauled by oil-burning and electric locomotives.



Electrified in the Cascades.

On the sides of each new car will appear the name of some man illustrious in the building of the Northwest, including James J. Hill and his associates in building the Great Northern; some explorer who led the way into the unknown, some pioneer who opened up new areas to settlement, some soldier whose protection was so necessary to the growing communities, or some man of vision who built up the great industries of the region.

These men found the Northwest a wilderness and they have left it an empire, so, to honor them and to honor particularly the greatest of these practical dreamers—Mr. James J. Hill—the new train will be known as "The Empire Builder."





Miss Marjorie de Garmo.

## Seattle's Hospitality Secretary

By C. E. Johns

**Hospitality is proverbial in the West.**

*"Out where the handclasp's a little stronger,  
"Out where the smile lasts a little longer—  
That's where the West begins."*

**B**UT in Seattle this year, hospitality to the visitor will be more efficiently directed than ever before. The Seattle Chamber of Commerce has a new hospitality secretary, who is making an all the year 'round business of seeing that the stranger within the city's gates feels at home, sees what he wants to see, and meets the people he wants to meet.

She is Miss Marjorie de Garmo, a native daughter of the West, former student at the University of Washington in Seattle.

Miss de Garmo likes to meet people, and to help them do the things they want to do. She can suggest just the right one of one hundred sightseeing or motor trips, she knows where business and professional men may be found who will tell the visitor facts about the Northwest, she likes to conduct women visitors on shopping tours, or through the famed Seattle public markets, comparable to those in New Orleans or Naples.

She also helps to entertain and inform Seattle's convention visitors, and if you stop in a Seattle hotel, you probably will find a greeting card from the Hospitality Department wishing you a pleasant visit, and inviting you to call on the Chamber of Commerce for any service it can give you.

Miss de Garmo is assisted in her work by an active Hospitality Committee, and by hundreds of volunteer Seattle residents, who will take visitors for a drive, to a golf club, or extend to them in other ways the friendship of the Pacific Northwest.



Seattle in 1878.

## The Great Northern Radio Programs

By Malcolm Breese

**T**HE Great Northern radio programs that will be broadcast on the four Monday nights in May will deal largely with historical events in the Pacific Northwest.

The first, or program of May 6th, will tell of the growth of the Pacific Northwest's largest city—Seattle—a city that was first settled in 1852 and which now boasts nearly a half a million population. This program will tell of some of the incidents in the life of this municipality.

The program that will be on the air the second Monday evening in May will tell of the first Fourth of July celebration held west of the Missouri River. This is the story of the government exploring expedition led by Lt. Charles Wilkes, U. S. N., which made an extensive survey of the Pacific Northwest in 1841. July 4th of that year found the party near present Tacoma and to fittingly celebrate the event all men were allowed shore leave on Monday the

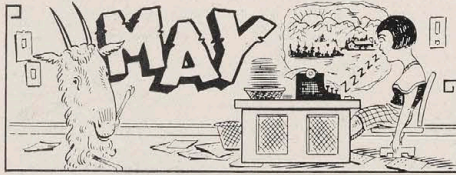
5th to hold a huge barbecue and athletic festival.

Bellingham's Tulip Festival will be the feature of the radio program of May 20th. The cultivation of this flower started on the San Juan Islands some thirty years ago but it was soon brought to the main land. Now many thousands of flowers and bulbs are produced annually and each year a mammoth festival is held when the tulips are in bloom.

The last program of the month will tell of three beautiful playgrounds—Glacier National Park, Mt. Rainier National Park and Mt. Baker National Forest. This will be the story of their many attractions and the adventures of a "Dude" tourist.

These programs are on the air from 9:30 to 10:00 P. M., Eastern Standard Time, and are being broadcast of a coast-to-coast chain of 37 stations.





VOL 6 MAY, 1929 No. 3  
Published by GREAT NORTHERN RY., ST. PAUL, MINN.  
DONALD MACRAE, Editor.

### The Cover

This month's cover depicts a scene in Glacier National Park taken on the trail near Jackson Mountain one of the Park's highest peaks. The photographer was T. J. Hileman of Kalispell, Mont.

### 1881—Wilbert Robert Mills—1929

It is with deep sorrow and sincere regret that the editorial staff of the Goat and the members of the Advertising Department announce the passing of Mr. W. R. Mills, who for many years has been the head of this department. He died at St. Luke's Hospital in St. Paul on the morning of April 15th, following an operation for appendicitis.

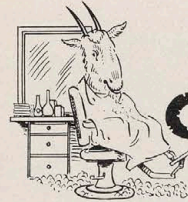
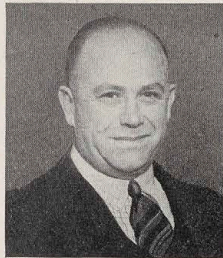
Mr. Mills was one of the best known railway advertising men in the country and to virtually every newspaper man in the west he was known as "Bob."

Ralph Budd, president of the Great Northern, paid high tribute to him when he learned of his death. "'Bob' was the most courageous man I ever knew," he said, "and one of the most valuable members of the Great Northern family. His death came as a shock to every one on the system. His posi-

tion will be difficult to fill. He was game to the core. His ability can be measured only in the good work he has performed not only for the company but for the community in which he lived."

Mr. Mills was born in Sarina, Ont. He started to work for the Great Northern in the traffic office in Detroit in 1905. He came to St. Paul in 1907 and in 1911 was made advertising agent. During the war he devoted much of his time to the Liberty Loan campaigns.

From 1918 to Jan. 1, 1925, he was head of the Rath, Mills & Bell Company, motion picture producers in St. Paul, Minn. In 1925 he returned to the Great Northern Railway as General Advertising Agent, remaining in active charge of that department until a few days before his death.



## GOAT CLIPPINGS

EDITED  
BY OLIVIA JOHNSON

### Fishing for Suckers

A man in a hospital for mental cases sat fishing over a flower bed. A visitor, wishing to be affable, remarked: "How many have you caught?"

"You're the ninth," was the surprising reply.

### A Woman's Age

"May is at least twenty-five years old."

"She never told you, did she?"

"Not exactly, but she said a girl shouldn't marry before she's twenty-six."

### Seeing Things

She—Did I ever show you the place where I hurt my hip?

He—N-no.

She—All right, we'll drive over there.

### He Did His Best

A Scotchman was found dead in front of a one-cent punching machine. The coroner found that death had been caused by over-exertion.

"Investigation disclosed a sign reading: 'Your money returned if you hit hard enough.'"

### Look Out!

Jones (out for the first time in his new car): "Don't talk for a few moments, my dear; here is a telegraph pole coming."

### SHUT THAT DOOR

In answer to the many inquiries; the author of the poem "Shut that Door," which appeared on this page last month was Carlton Fitchett, column writer of the Seattle Post-Intelligencer.

### Advertise

The codfish lays a million eggs,  
And the helpful hen lays one;

But the codfish doesn't cackle  
To tell us what she's done;  
And so we scorn the codfish coy,

And the helpful hen we prize,  
Which indicates to you and me  
It pays to advertise.

### Permanent Wave

Most of the family were at the parlor window watching the parade go by. Suddenly the mother turned to her daughter—"Where's your auntie?"

"Upstairs," came the reply, "waving her hair."  
"Mercy!" exclaimed the mother, "can't we afford a flag?"

### Better or Worse

"Do you take dis heah man to be yo' lawful, wedded husband fo' better or fo' wuss?" asked the parson of the able-bodied dusky bride.

"Ah'll jes' take him as he is, pahson," she responded, "Effen he gets any bettah. Ah knows de good Lawd's gwine to take him, an' effen he gits any wuss, Ah'll tend to him mahse'f."

### Thrifty Bridegroom

Mr. MacDonald (arranging with clergyman for his second marriage)—"And I should like the ceremony in my yard this time, sir."

Clergyman—"Good gracious, why?"

Mr. MacDonald—"Then the fowls can pick up the rice—we wasted a deal last time!"





*The representatives of the Passenger Department and the clerical force of the New York Central Lines, General Motors Building Ticket Office in Detroit, Mich. They are, reading from left to right: E. R. Handley, ticket clerk; H. J. Mercier, ticket clerk; O. J. Steinhardt, agent; G. F. Berry, ticket clerk; W. A. Emens, assistant agent; Sarah Morcom, reservation clerk.*



## The American Nation Pays Homage to the Humble Hen

By Henry R. Lewis

UNDER the auspices of the National Poultry Council a Proclamation has been issued setting aside May 1st to 7th, inclusive, 1929 as "National Egg Week." This is the fourth year that this national egg celebration has been staged. State Committees have been organized in every state in the union and a real worthwhile program is being developed to make this celebration nation-wide and of real benefit to the great consuming population of America.

The fundamental part of "National Egg Week" celebration will consist of nation-wide publicity throughout the newspapers of the country. Short snappy stories in farm papers, metropolitan dailies, poultry journals, etc., will be extensively used. The National Poultry Council is supplying a number of such stories during early April to State Committees who will be responsible in arranging for their publication. The local state committees will prepare additional material.

The 1929 slogan for "National Egg Week" is "Eggs for Health" depicting as it does the peculiar and distinctive value of eggs in the human diet.

Local merchants, producers, shippers and other persons interested in the poultry and egg industry are planning to do cooperative poultry advertising during "National Egg Week" setting forth the aims and purposes

of the celebration at the same time that they carry their own advertising copy.

The National Poultry Council has prepared excellent radio messages which together with other similar addresses prepared by local state committees will be placed on the air by the members of the various State Committees and others interested in the aims and purposes of the celebration during its progress.

The National Poultry Council has made available and has had printed 100,000 lithographed posters carrying the story of eggs in a most beautiful and impressive manner. These posters are 13x20 inches in size. The National Poultry Council has also arranged for the printing of 1,000,000 "National Egg Week" stickers, lithographed in four colors. They, like the poster, depict the health giving properties of eggs. They are filled with human interest and are just the right size to attach to letters, envelopes, menus, programs and other similar projects.

Many State Committees are enlisting the interest and aid of retail merchants. Producers are being encouraged to cooperate in displaying their eggs in attractive exhibits in banks, store windows and other appropriate places. In this connection local egg shows will be held in many towns and cities when prizes will be offered for excellence of quality of the products.



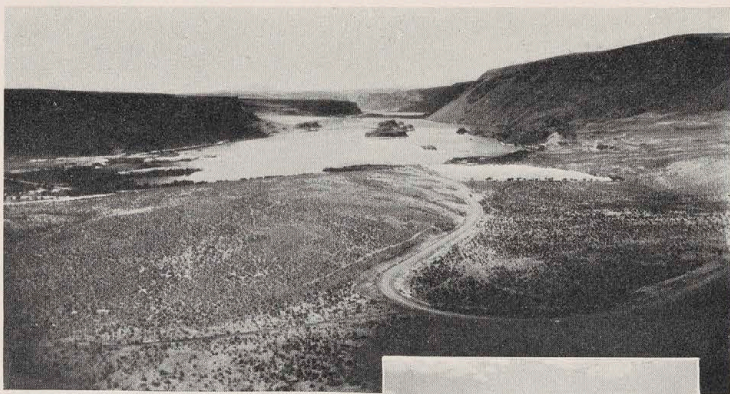
The 1929 National Egg Week poster.



SERGEI RACHMANINOFF.

Mr. Rachmaninoff, the famous pianist and composer, was a recent patron of the Great Northern's Coast Line service.





Above—Park Lake, and right, Steamboat Rock in the Grand Coulee.

## Grand Coulee, Wash.

By Frank W. McCann

**G**RAND Coulee, Washington, is considered by all scientists as one of the really great wonders of Nature. Dr. J. Harlen Bretz, of the University of Chicago, a well known Geologist, says: "The Grand Coulee is not only the greatest example of glacial stream erosion of the Columbia Plateau, but of the entire World."

The Grand Coulee cuts the Columbia Plateau from the river on the North to Soap Lake on the South, this being the Southern Terminal, a distance of 50 miles, at an average depth of 1000 feet below the general level of the plateau. According to Bretz, 10 cubic miles of solid basalt was eroded by the glacial flood streams from the North Grand Coulee alone.



The Grand Coulee is in two sections, the upper and lower Coulee. The dividing point is the Famous Dry Falls. The largest fossil falls in the world. These falls are one and one-half miles in width, and 417 feet high, with a large lake or pool at the foot. The volume of water that passed over here was forty times greater than Niagara.

The Dry Falls and the Grand Coulee, are the sole product of the Ice age and the whole formation is unique, for it is the only thing of its kind in the World.



One of the floats in last year's Tulip Festival.

## The Bellingham Tulip Festival

By Al Farland

**O**NE of the most distinctive annual events in the Pacific Northwest is the Tulip Festival at Bellingham, Washington, to celebrate the flowering of the thousands of tulips that are grown in that area.

For over twenty years the raising of commercial tulip bulbs has been an important industry in the Bellingham area. The United States Department of Agriculture has a Plant-Introduction Field station just outside the city limits and after years of experiment it has been found that the climate and soil conditions of this district are especially adaptable for the cultivation and successful propagation of tulip bulbs.

About ten years ago the first Tulip Festival was held under the direction of the Bellingham Community Service corporation and in 1921 the Bellingham Tulip Festival

Association was formed. Since that time this organization has had charge of the annual festivals which are staged during the month of May and which attract thousands of visitors from neighboring cities in the State and from British Columbia in Canada.

This year the dates of the Festival will be May 9, 10 and 11 and an elaborate three day program is planned. There will be numerous athletic events and general jollifications throughout the city. Each day there will be a distinctive parade culminating the magnificent pageant of the closing night. Another feature will be the crowning of the queen who will reign supreme over the city for the time of the pageant. Tulip lovers will be especially interested in the vast display of tulips and bulbs, which will include almost every known variety.





Lobby and exterior views of Davenport Hotel.

## The Davenport Hotel Addition

By August Wolf

**E**IGHTY-FOUR modern sleeping rooms, each with bath, are being added to the Davenport Hotel at Spokane. Construction and furnishings involve an investment of \$250,000. The wing is to be completed about August 15.

The rooms will be popular priced to meet the increasing demand for accommodations of this type. Rooms are to be opened for occupancy as rapidly as completed.

The Davenport Hotel was projected in 1912 and opened for business September 1, 1914. Mr. Davenport has been president of the company and has personally supervised its management during the entire period. The forerunner of the now far-famed



Davenport restaurant was opened in October, 1889. The restaurant has remained his personal property throughout its history.

## Bear Paw Marks on Forest Trees Presage Battle of the Century

By Hoke Smith

**T**HE "tree marking habit" by which bruin innately betrays his prowess, indicates bear were more plentiful before hibernating season this year than ever before in the South Fork country just south of Glacier Park boundary, according to Mike Shannon, a veteran Rocky Mountain guide.

On a recent mountain lion hunting trip through the timbered country in this remote mountain region to the south of here, Shannon says he found the bark of several of the forest trees clawed as trees never were clawed by bear before. As he explains, "whenever a bear comes into a new locality it proceeds to the 'marking tree' which is used by all bears to sharpen their claws. This year one big tree apparently wasn't enough for the number of new bear arrivals, so they clawed up several of the forest giants as markers.

"The newly arrived bear is careful to measure the height reached by his claws with the mark left by 'previous arrivals.' If the claws of the newcomer reach as high on the tree, or higher, than the old claw marks, the new arrival will linger around confident-

ly, ready to fight it out with any bear he might meet.

"But, on the other hand, if his claw marks are below the other claw marks on the tree,

Old Bruin has the realization of a 'whipped cur' and he slinks away to a region where there are shorter pawing bear than he. But he doesn't hang his tail between his legs like a whipped cur, because a bear hasn't got any tail to hand between his legs in that way."



A big fellow.

The big black bear pictured at the left has the highest claw marks on one of giant forest trees near the Granite Park Chalets. However, he is a tame old fellow and very friendly with the Park visitors who have sweets to offer him.

Shannon predicts that there will be some great bear fights next spring when all these bears come out of their mountain-side dens, and vegetation grows up profuse enough for them to get into training for the great outdoor supremacy battles. Elimination bouts are quickly consecutive when these heavyweights get started, he says, "because there ain't any 'gate' for them to worry about."





*Poultry and eggs are profitable products in the Pacific Northwest.*

## The Poultry Industry of Washington

By E. C. Leedy

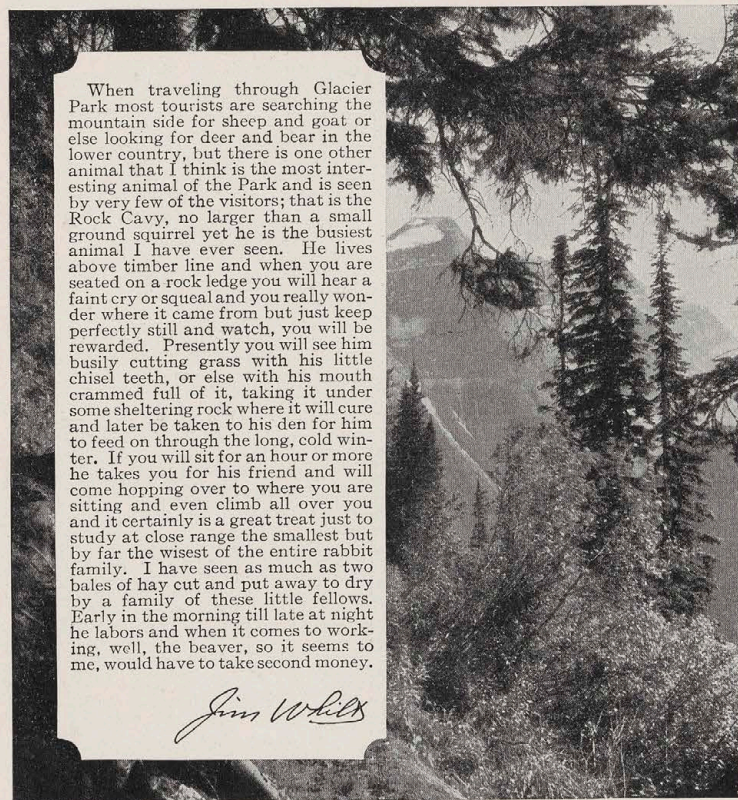
IN most parts of the United States poultry is a side line of minor importance on farms, and hens are left to rustle a large part of their feed, or are considered as a means for the family to secure small spending money. Washington, however, has about 7,000,000 hens, in the hands of about 9,000 producers, 80 per cent of whom are members of one organization that handles all of their marketing and buys all of their supplies, the Washington Cooperative Egg & Poultry Assn., which in 1927 handled \$18,000,000 worth of eggs and poultry. Over 500 carloads of eggs were marketed in New York alone and brought premium prices from three to seven cents per dozen.

Western Washington raises early maturing, healthy, vigorous high producing hens and high quality eggs because the natural conditions of climate are favorable. The

industry is profitable because the producers have taken advantage of these favorable conditions and have built up their business along scientific lines of both production and marketing.

Cool summers contribute to the comfort and health of flocks and make it possible to collect and pack the eggs fresh and without deterioration from heat and evaporation. Mild winters permit plenty of ventilation and exercise in fresh air. Laying stock is bred from high producing stock under careful supervision and selection largely by specialists or in large co-operative establishments.

Green feed is provided the year around at a minimum of expense, and balanced feeds are furnished at minimum cost by the association. Heaviest production is secured in the season of highest price.



When traveling through Glacier Park most tourists are searching the mountain side for sheep and goat or else looking for deer and bear in the lower country, but there is one other animal that I think is the most interesting animal of the Park and is seen by very few of the visitors; that is the Rock Cavy, no larger than a small ground squirrel yet he is the busiest animal I have ever seen. He lives above timber line and when you are seated on a rock ledge you will hear a faint cry or squeal and you really wonder where it came from but just keep perfectly still and watch, you will be rewarded. Presently you will see him busily cutting grass with his little chisel teeth, or else with his mouth crammed full of it, taking it under some sheltering rock where it will cure and later be taken to his den for him to feed on through the long, cold winter. If you will sit for an hour or more he takes you for his friend and will come hopping over to where you are sitting and even climb all over you and it certainly is a great treat just to study at close range the smallest but by far the wisest of the entire rabbit family. I have seen as much as two bales of hay cut and put away to dry by a family of these little fellows. Early in the morning till late at night he labors and when it comes to working, well, the beaver, so it seems to me, would have to take second money.

*Jim White*





*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*

H. E. WATKINS

507 ROYAL BANK BLDG.

GENERAL AGENT

TORONTO, ONT.



Merrily we roll along through  
Springtime's season gay;

All along the highways blossom  
flowers in glad array;

Youngsters playing marbles,  
too, all show the month is  
May.

C. W. MELDRUM  
Assistant Gen. Passenger Agent

M. J. COSTELLO  
Western Traffic Manager  
Seattle, Washington

W. A. WILSON  
Assistant Gen. Passenger Agent

F. T. HOLMES  
Assistant Gen. Passenger Agent

E. H. WILDE  
General Passenger Agent

E. C. LEEDY  
Gen. Agricultural Dev. Agent

A. J. DICKINSON  
Passenger Traffic Manager  
St. Paul, Minn.



# The Great Northern Goat

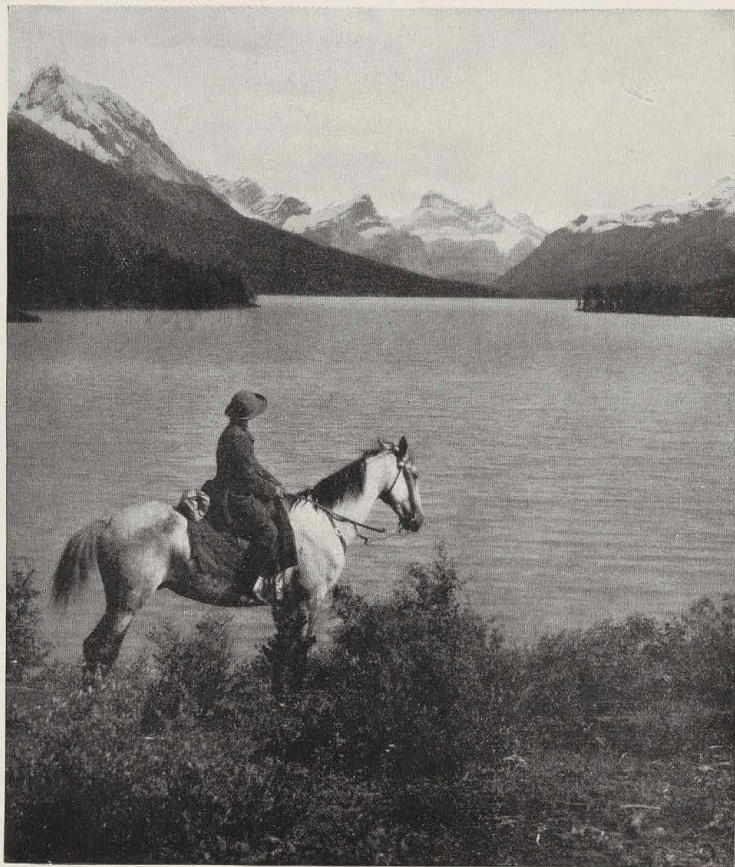
VOL. 6. NO 6

AUGUST 1929



FOLLOWING THE  
MISSISSIPPI





*Maligne Lake, Jasper National Park—at the end of the Travois Trail.*

Two

# The Great Northern Goat

VOL. VI

AUGUST, 1929

No. 6

## The Travois Trail Tour

By H. R. Skinner

COMPRISING three of the Rocky Mountains' most scenic playgrounds, namely: Glacier National Park in Montana and Waterton Lakes and Jasper National Parks in Canada, the Travois Trail Tour, inaugurated last year, has proven one of the most popular vacation trips to the Northwest country. It is a combination train and automobile tour occupying about two weeks' time, offering the tourist the greatest scenery value without the inconvenience of long detours.

Generally speaking, the route from Chicago is as follows: First over the Burlington and Great Northern line through the Twin Cities, across the grain fields of Minnesota and the gently rolling prairies of North Dakota and Montana to the eastern entrance of Glacier National Park. Here automobiles of the Glacier Park Transport Company will take the tourist along the east

slope of the Park to the Many Glacier Hotel, nestling in the heart of a great mountain country, then north to Cardston and west to the Prince of Wales Hotel, overlooking Waterton Lake of Waterton Lakes National Park. From Waterton Lake the Brewster Transport Company busses are used for the journey over to Calgary, Alberta. An overnight stop is made at Calgary and the following morning, the trip is continued by train over the Canadian National Lines to Jasper. After a delightful stay in Jasper National Park, the return journey to the east is made via the Canadian National to Winnipeg; with an

optional return route from there either by the Great Northern line to St. Paul and on to Chicago or direct via the Canadian National and Chicago & Northwestern by way of Duluth to Chicago.

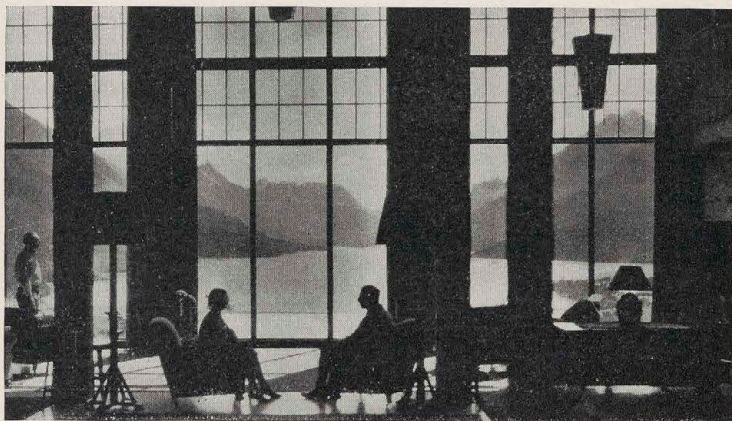
This journey may be reversed, that is, the



*Near St. Mary Lake, Glacier National Park.*

Three





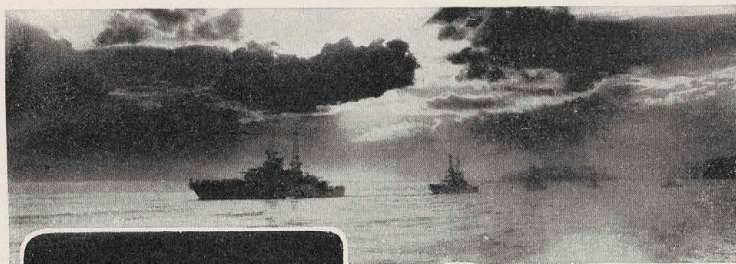
*The Prince of Wales Hotel, one of the many delightful stopping places on the Travois Trail tour.*

vacationist visiting Jasper National Park first and continuing with Waterton Lakes and Glacier National Parks.

Liberal stop-overs at all points enroute enable the tourist to divide his time as he chooses between the three Parks and it is also possible to include a visit to Banff and Lake Louise as a side-trip from Calgary.

The Travois Trail Tour follows closely an historic mountain highway which stretched for hundreds of miles north and south along the eastern slope of the Rocky Mountains. To the Indians and free trappers it was a natural route of travel. Many a famous fort and trading post was built in this

vicinity. Jasper House and Henry House were in the north, two of the early posts: Fort Bow and Fort Calgary on the Bow River, while farther south were a number of smaller forts of which Fort McLeod, Fort Standoff and Fort Whoopup were the best known. Names to conjure with! Remindful of the times when our forefathers were blazing the trail westward. The historical associations still cling to this old trail and the marvelous alpine scenery of Glacier Waterton Lakes and Jasper National Parks make the Travois Trail Tour one of the most outstanding and certainly the most scenic tour by train and automobile to be had in the United States and Canada.



## Fleet Week in Seattle

By C. E. Johns

SEATTLE, annually host to 35,000 officers and blue jackets of the United States battle fleet stationed on the Pacific Coast, is making her yearly preparations for the entertainment of the American navy, setting the days from August 5 to 10 as Fleet Week, 1929.

And when Seattle receives the Navy, she does it in the grand manner, and holds open house in the fullest sense of that phrase. Under direction of a Fleet Entertainment Committee, which is a special enlargement of the Chamber of Commerce naval affairs committee, a program will be ready, by August 5, designed to make every officer and sailor feel at home throughout the visit.

For the enlisted men dances, smokers, boat races are being planned. For the officers a round of social engagements, receptions, golf privileges, and climaxing the week's events, the International Navy Ball, are in preparation.

In addition to ships of the American fleet, several war vessels from the Royal British Navy, the Canadian Navy and the Imperial Navy of Japan are expected this year.



*At top—The Pacific Fleet steaming into Seattle's harbor, and below—The ships illuminated for a night celebration.*



## Naming the New N. Y. K. Liners

By K. Hotta

**S.** "Asama Maru," first of the new Trans-Pacific motor ships first sailing from Yokohama, Oct. 11, 1929; from Los Angeles, Nov. 1st; from San Francisco, Nov. 6th.

The second ship, the "Tatsuta Maru" and sister ship to the "Asama Maru" will be completed early next year and she will be placed immediately on the Orient-California Service.

As in the case of the European Service liners, the names of the three new trans-Pacific liners were taken from famous Shinto shrines in Japan.

The S. S. "Asama Maru" is the appel-

lation by which the first liner, now under construction at the Mitsubishi Dockyard, Nagasaki, is to be known. Its name is taken from the Sengen-Jinja (formerly Asama Jinja), a famous shrine at Omiya at the foot of Mt. Fuji. The shrine is dedicated to Princess Konohana-sakuya-hime, the consort of Prince Ninigi-no-mikoto. From ancient times, the shrine has been much revered by court and military classes, and many rare treasures presented by them are still preserved in the treasury. Those of the shrine-buildings extant were built by Shogun Ieyasu in the Keicho Era (1604); they

include the sanctuary, the hall of worship, and the gate. A grand annual festival takes place on November 4th.

The second liner, which is being constructed at the same yard, is to be called the

"Tatsuta Maru" after the Tatsuta-Jinja located at Tachino near the Tatsuta-gawa, which is famous for the maple-trees on its banks. The shrine is dedicated to the spirits of Prince Ameno-mi-hashira-no-mikoto. The annual festival takes place on April 4th.

The S. S. "Chichibu Maru" is the name given to a third liner, construction work on which

was begun at the Yokohama Dockyard on February 6th, 1928. The name is primarily derived from the Chichibu-Jinja, a shrine standing in Omiya in the province of Musashi. The deity enshrined at the Chichibu-Jinja is Oanamuchi-nomikoto, whose spirit was also said to be worshipped at the Atsuta-jinja, Nagoya, the Katori-jinja in Shimosa, and the Kashima-jinja in Hitachi prior to the reign (687-696) of the Empress Jito-Tenno.

The first of these ships has a displacement of 23,000 tons and is 585 feet long and 72 feet in breadth.



The Asama Shrine at foot of Mt. Fuji.



Incidents during the inaugural journey of the Empire Builder. At the top: Miss Chicago Commerce and the old Pioneer being greeted by Mr. B. H. Kiser of the Spokane Chamber of Commerce. Below and at right: Miss Chicago Commerce meets the Denny family and gets Seattle's goat. At bottom: The Pioneer and Miss Chicago Commerce.







VOL. 6 AUGUST, 1929 No. 6  
Published by GREAT NORTHERN RY., ST. PAUL, MINN.  
DONALD MACRAE, Editor.

## Flynn's Minute Editorials This Month—"Be the Best of Whatever You Are"



Edw. F. Flynn,

CHARLES DICKENS said: "It is well for a man to respect his own vocation whatever it is, and to think himself bound to uphold it, and to claim for it the respect it deserves."

St. Paul in one of his epistles, written two thousand years ago, said:

"I beseech you that you walk worthy of the vocation in which you are called."

No man should continue in a vocation he doesn't love. Many men have avocations and get more real pleasure out of life by following them than from their regular work. Sometimes they change their vocation to their avocation, which is well, for loving their work, they then succeed.

A man should strive to be the best of whatever he is, whether a doctor, lawyer, merchant chief or engaged in the great transportation service. An army of men proud of their calling can defeat a much larger army of men who apologize for the jobs by which they gain their livelihood.

"If you love your work every day is a holiday."

Eight

## The Goat's Mail Bag

Mr. F. T. Holmes,  
Asst. Gen. Pass. Agent,  
Great Northern Railway Co.,  
Dear Mr. Holmes:

After having had the opportunity and privilege of inspecting "The Empire Builder" with you, it affords me great pleasure to express my hearty congratulations to you, personally, as well as to your enterprising Company.

I can truthfully say that I never had an opportunity in my travels, both on the North American Continent and in Europe, to see a train as complete and wonderfully equipped as "The Empire Builder," and certainly you and your Company deserve outstanding recognition for the services you are rendering, not only in this territory but throughout the entire country.

May it please you to accept my best wishes for your success and for the success of the Great Northern Railway Company.

Very sincerely yours,  
(Signed) A. J. H. Bratsberg  
AJHB:K Mayor of Minot

## The Cover

This month's cover shows the Empire Builder coursing beneath the high bluffs of the Mississippi River enroute to the Twin Cities and the Pacific Northwest.



# -HAVE YOU HEARD THIS ONE

## Not So "Handy"

"Rastus, how is it you have given up going to church?" asked Pastor Brown.

"Well, sah," replied Rastus, "it's dis way. I like to take an active part an' I used to pass de collection basket, but dey's give de job to Brothah Green, who jest returned from Ovah Thai-ah."

"In recognition of his heroic service, I suppose!"

"No, sah, I reckon he got dat job in recognition of his having lost one o' his hands."

—Safety and Service.

## Joys of Self-Sacrifice

"Husbands should share the housework with their wives," says a woman's paper. We despise those selfish husbands who want to do it all themselves.

—Boston Transcript.

## Strangle Hold Barred

"Help your wife," says a domestic expert. "When she mops up the floor, mop up the floor with her."

—N. Y. American.

## Plenty of Others Like Him

Not long ago I was told of a bank which takes on a number of young men during the summer, and on their salary receipts is printed a legend something like this:

"Your salary is your personal business—a confidential matter—and should not be disclosed to anybody else."

One of the boys in signing this receipt added:

"I won't mention it to anybody. I'm just as much ashamed of it as you are."

—Old Colony News Letter.

## Keeping It Dark

At a dinner party the guests were discussing whether women or men were the most trustworthy in business.

"No woman can keep a secret," said one man, scornfully.

"I don't know so much about that," retorted the forbidding looking woman sitting opposite him. "I've kept my age a secret ever since I was 24."

"Oh!" he replied, "you'll let it out one day, though."

"I doubt it," she answered. "When a woman has kept a secret for twenty years she can keep it forever."—London Tit-Bits.

"Sonny, what's that noise upstairs?"

"Maw's draggin' paw's pants over the floor."

"That shouldn't make much noise."

"I know, but paw's in 'em."

—Gadget.

Nine





The staff of the New York Central City Ticket Office, Toledo, Ohio. Reading from left to right they are: F. M. Dierks, Agent; F. E. Doyle, W. E. Pohl, G. W. Weidner, H. W. Schiever, Helen Brosman, Gertrude Bell, Lillian Hutchins, Wilma Burton, W. E. Gillis, Asst. Agent; L. A. Brown, C. H. Schmid, H. W. Kever.



## Cowboys Roped in Evolution's Roundup

As told to Hoke Smith

EVOLUTIONISTS now turn their attention to the Rocky Mountain region to gain further evidence tending to bolster their theory. They say they find it in the transition of the cowless cowboy into tourist guides whence they invariably "turn into" the different varieties of expression artists.

"It's a funny thing," says Jack Brown, age 56, erstwhile cow puncher and veteran Glacier National Park guide, "but there's certainly been scads of 'em that have come out here to be cowboys and lead a wild, hilarious life, and they invariably wind up so tame they drop their shootin' irons and take up brushes to become landscape artists, grab up clay and get a reputation as modelers depicting western life, or else they write poems and short stories about the life out here in the West.

"What makes 'em do it? Well, I'll be darned if I know. I'd say there's something about the grandeur and massiveness of the Rocky Mountains. A preacher'd probably say it was God Almighty. Maybe it is. I couldn't argue it. But it seems to me it's the mountains and the scenery, especially the over-awin' greatness of them that tames these birds and gives 'em to understand they ain't big, bad men. That's what they call makin' a man rise spiritually, I believe.

Twelve



A Glacier Park cowboy.

Maybe it's God's way of ropin' these fellows.

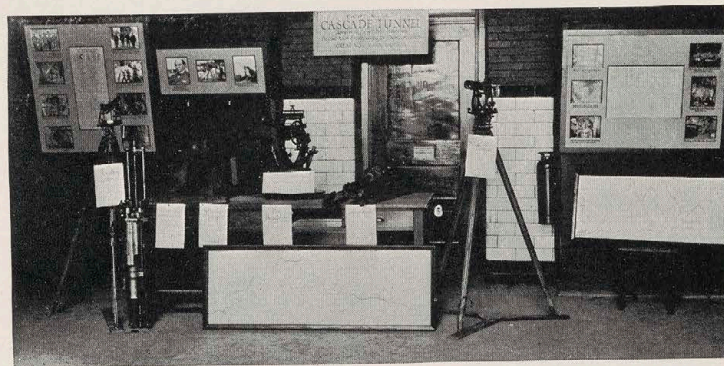
"Well, you see it takes something like that to bring a cowboy off his high horse. He can't howl a mountain over with his 44. He gets ridin' over 'em and that way gets an

intimate acquaintance with their greatness. Then he gets to worshippin' 'em for their mightiness. Finally, first thing he knows, he's seized with a desire to give expression to 'em. In my case I got to sketchin' and later doin' some modeling with clay. Of course, lots of artists are attracted to this country from the East, and we fellows guide 'em and in that way we have been tutored more or less out of our roughness, learnin' mixin' of colors, perspective, and so forth.

"I ain't set the world ablaze with my color work, but there are some outstandin' ones that came out here to be cowboys (and were darned good, reg'lar cowboys too) who went high up the ladder of fame as artists with the brush, modeling clay, or as authors. I'll give you a few from memory. There was Charley Russell, whose paintings hang everywhere in the East now. James Willard Schultz guided in the 80's. He's the author of many Indian books. John Clark, deaf and dumb Indian sculptor, has a studio on the Two Medicine road. He carves bears and other animals out of tree trunks.



President Thomas D. Green of the American Hotel Association being adopted into the Coeur d'Alene tribe during the 21st annual convention of the Washington State Hotel Convention at the Davenport Hotel, Spokane.



The instruments used in establishing the axis of the new Cascade Tunnel on display at Iowa State College, Ames, Iowa.

Thirteen



## The New Cascadian Hotel at Wenatchee

By Arthur L. Scott

THE Cascadian Hotel will be opened the first week of August in Wenatchee. This hotel is to have 150 rooms, and will be modern in all respects. One of the outstanding features of the hotel will be the air-cooling system which has been installed at a cost of \$40,000.00. The air will be changed in every guest room eight times an hour. This will assure every guest of cool, comfortable rest and sleep during the warm months of the summer. The cost of the hotel is \$500,000.00.

A Coffee Shoppe and an attractive dining room will be features. The management is making every effort to assure the best of service and the best of foods afforded by the markets of the Northwest will be offered on their menu.

The hotel will be operated under the personal management of Ray W. Clark, one of the best known hotel men in the Pacific Northwest who for the past four years has successfully operated the Hotel Winthrop in Tacoma.

The citizens of the Apple Capitol are very proud of their new hotel and feel certain that any visitors that come to their city via the Great Northern Railway will be pleased with the service and appointments found in the Cascadian.

Fourteen



*The new Cascadian Hotel and its manager Ray W. Clark.*



*Lake McDonald, Glacier National Park Camp Divide.*

## Camp Divide, a Dude Ranch for Boys

By A. M. Johnson

EACH year the beautiful Flathead Valley and the wild, rugged country to the west of Glacier National Park are becoming more and more famous as vacation regions. Here are located many lake shore and mountain cabin stopping places and particularly resorts of the "Dude Ranch" type.

The accessibility of Glacier and Waterton Lakes National Parks makes it possible for Dude Ranches in this region to include in their season programs one or more trips into this international playground.

One of the newest ranches to take advantage of this opportunity is Camp Divide, a riding camp for boys between 10 and 17 years of age, organized this year and located in the Flathead Valley, 12 miles from Kalispell and 28 miles from the western entrance

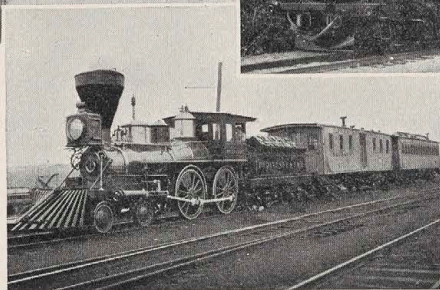
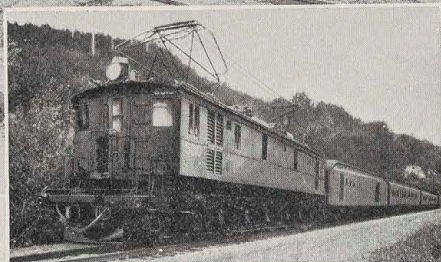
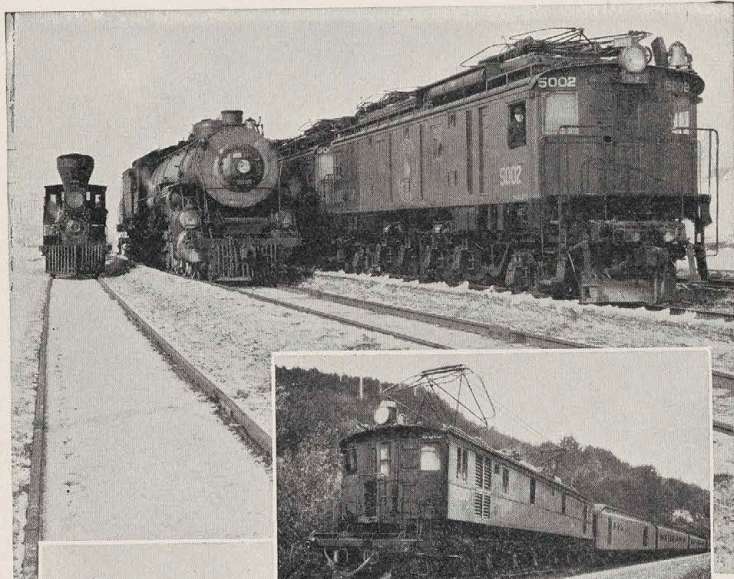
to Glacier National Park. The camp itself consists of a 400 acre tract of land, on which are located 14 log and frame buildings, an athletic field, swimming pond and tennis courts.

The camp is under the direction of Mr. John H. Stevens, a graduate of Amherst College, and Mr. W. C. March, an alumnus of the University of Minnesota. Dr. P. B. Ross, of Kalispell, is camp physician and is responsible for the knowledge of birds, animals and flowers of the region. Such lectures and talks given by nature experts from time to time are under his direction. The boys of this camp undergo, for six and one-half weeks, the life of a western riding camp, with such additional features as swimming, tennis, attendance at a rodeo, and trips through Glacier National Park.

Fifteen



## The Great Northern Goat



The progress of rail transportation in the Northwest is well illustrated in the above group. At the top are the Wm. Crooks engine, one of the 2500 passenger type locomotives and one of the latest electric engines. Below is the Empire Builder, while at the left is Minnesota's first passenger train.

## The Great Northern Goat



There are about 178,000 acres of California Prune orchards like this.

## The California Prune Industry

By Al Farland

UNTIL recent years Europe furnished the world's supply of Prunes. Now, prune-hungry peoples use fruit grown in the Pacific Coast States—in particular in California. 130,000 tons—or about half of the two hundred and twenty thousand ton crop of California Prunes and of the twenty or twenty-five thousand ton crop of Oregon and Washington Prunes is exported. Europe eats most of this quantity—a tribute to the superior quality of the Pacific Coast fruit, for the two important varieties, the "French" Prune grown in California, and the "Italian" grown in Oregon, were of European origin and compete with the same varieties as produced abroad.

"French" and "Italian" Prunes are quite different in flavor. The Italian type is characterized by a tart flavor, caused by the presence of a high fruit-sugar content and an acid that partly overcomes the sugar's sweetness. It is especially favored by South-European countries and in America by foreign-born populations.

California's French Prune has a delicious

sweet flavor and a delicate meat. It contains more fruit-sugar than the Oregon Prune, but the chief reason for its much sweeter flavor is due to its low acid content. Both have their champions, however.

The Prune averages over 62% carbohydrates consisting mostly of fruit-sugar. So high a fruit-sugar content results from ripening the fruit to full maturity on the tree. In fact, Nature, and not man, decides when the Prune is fully ripe. Upon reaching that perfect state it drops to the ground of its own weight and is then gathered for drying. No preservative is used, nothing is added to, and nothing but excess water removed from the fruit. Besides its rich sugar content the Prune contains invaluable mineral salts and has the property of assisting in the elimination of waste food materials.

In Europe it is used as an accompaniment for meat, and as a base for a soup. In America, besides its use as a breakfast dish, it enjoys as well a wide range of uses for puddings, souffles and other desserts.

Eat more prunes.



## The Two Bears of Victoria, B. C.

By Frank Giolma

JUST as nobody can get the Great Northern's goat, so nobody can get either of the two unique bears that live in Victoria, British Columbia. But any one can visit both of them. One, which is called *Ursus Kermodei*, was born on Princess Royal Island in British Columbia and is six years old. Miss Kermodei claims to be the only white bear found on the North American Continent, apart from polars. She lives in a nice little stone bungalow in Beacon Hill Park. If you want to see a specimen of the *Ursus Kermodei* tribe, you have got to see her as there are no others in captivity.

The other Victoria bear lives about a mile from Miss Kermodei. He is some thirty-two years old and still growing. He is clipped out of a yew tree and lives in Mrs. Pendray's Gardens, not a stone's throw from the dock at which you land when you come to Victoria.

Both these bears see an awful lot of visitors each summer, and I am sure listening with pleasure to the complimentary remarks made about them. I understand they would both like to meet you.

Eighteen



Above — *The Yew Tree bear.*

At right — *Miss Kermodei.*



## Trails

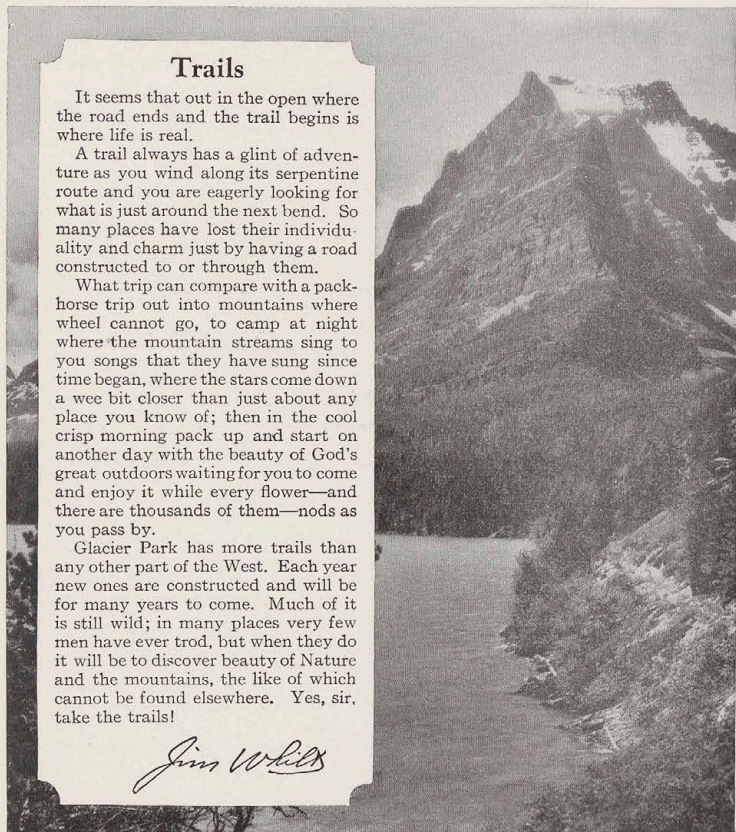
It seems that out in the open where the road ends and the trail begins is where life is real.

A trail always has a glint of adventure as you wind along its serpentine route and you are eagerly looking for what is just around the next bend. So many places have lost their individuality and charm just by having a road constructed to or through them.

What trip can compare with a pack-horse trip out into mountains where wheel cannot go, to camp at night where the mountain streams sing to you songs that they have sung since time began, where the stars come down a wee bit closer than just about any place you know of; then in the cool crisp morning pack up and start on another day with the beauty of God's great outdoors waiting for you to come and enjoy it while every flower—and there are thousands of them—nods as you pass by.

Glacier Park has more trails than any other part of the West. Each year new ones are constructed and will be for many years to come. Much of it is still wild; in many places very few men have ever trod, but when they do it will be to discover beauty of Nature and the mountains, the like of which cannot be found elsewhere. Yes, sir, take the trails!

*Jim White*



Nineteen





*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*

H. E. WATKINS

507 ROYAL BANK BLDG.

GENERAL AGENT

TORONTO, ONT.



A lodge of trees beside a lake,  
Under a roof of bark;  
Great beds of wild flowers all  
around,  
Unheeded by the lark  
Singing a lilt to banish care—  
That's our own Glacier Park.

C. W. MELDRUM  
Assistant Gen. Passenger Agent  
M. J. COSTELLO  
Western Traffic Manager  
Seattle, Washington

W. A. WILSON  
Assistant Gen. Passenger Agent  
F. T. HOLMES  
Assistant Gen. Passenger Agent

E. H. WILDE  
General Passenger Agent

E. C. LEEDY  
Gen. Agricultural Dev. Agent

A. J. DICKINSON  
Passenger Traffic Manager  
St. Paul, Minn.



# *The Empire Builders*

A Nationally Broadcast  
Series of Radio  
Programs



*Sponsored by the*  
**Great Northern Ry.**



## The Empire Builders

The Great Northern Railway is again sponsoring the Empire Builder series of radio programs which are on the air every Monday night over a coast-to-coast chain of the National Broadcasting Company. In this new series western romances and railway stories in rich musical settings have taken the place of the historical programs that predominated last year. Harvey Hays is still being featured as the Pioneer, while a new feature which will be on the program regularly, beginning November 4, is Robert MacGimsey, whistler extraordinary.

The programs which will be broadcast during the latter part of October and through November are as follows:

**OCTOBER 21.** A thrilling rescue from a mad cattle stampede on Montana's plains is the climax of this Monday's program. It is a romance of the Pioneer's younger days and at the same time works in highlights of Montana's future as the principal beef producing state in the Union.

**OCTOBER 28.** The program for this Monday will be a romance with an undercurrent of comedy. It starts in New York City, where an English writer, distressed by the noise of the city, is taken by the Pioneer to visit friends in Wenatchee. A beautiful romance ensues, with the attractiveness and prosperity of the Wenatchee district brought out during the course of the program. The program features National Apple Week—October 31 to November 7.

**NOVEMBER 4.** The first of the November programs will be a dramatic tale revolving around the Bells of Santa Barbara in California. It has an historic basis and its musical setting will be Spanish.

**NOVEMBER 11.** One of the ancestors of the Old Pioneer's dog, January, takes a leading role in the program of November 11. It is a railroad story into which rushes the Fast Mail at the opportune time. This program is a melodrama.

**NOVEMBER 18.** This program will be a romance of the forests of Washington. It will fea-

ture logging operations and the huge Weyerhaeuser and Longbell Lumber mills of Longview, Washington.

**NOVEMBER 25.** The last November program will have a winter-time setting in Glacier National Park, and will feature one of the legends of the Blackfeet Indians, as told by Chief Two-Guns White Calf.

## Stations

The Empire Builder series will be on the air every Monday night for a 30 minute period as follows:

10:30 to 11:00 p. m. - Eastern Standard Time  
9:30 to 10:00 p. m. - Central Standard Time  
8:30 to 9:00 p. m. - Mountain Standard Time  
7:30 to 8:00 p. m. - Pacific Standard Time

They will be broadcast over a network of the National Broadcasting Company, which includes the following stations:

City	Station	Meters
Boston, Mass. - - - - -	WBZA	302.8
Chicago, Ill. - - - - -	KYW	293.9
Cincinnati, Ohio - - - - -	WLW	428.3
Dallas-Fort Worth, Texas - - - - -	WBAP	288.3
Denver, Colo. - - - - -	KOA	361.2
Detroit, Mich. - - - - -	WJR	399.8
Duluth-Superior - - - - -	WEBC	234.2
Houston, Texas - - - - -	KPRC	325.9
Kansas City (Lawrence) - - - - -	WREN	245.8
Los Angeles, Calif. - - - - -	KFI	468.5
Milwaukee, Wis. - - - - -	WTMJ	483.6
New York, N. Y. - - - - -	WJZ	394.5
Oklahoma City, Okla. - - - - -	WKY	333.1
Pittsburgh, Pa. - - - - -	KDKA	305.9
Portland, Ore. - - - - -	KGW	483.6
Rochester, N. Y. - - - - -	WHAM	260.7
St. Louis, Mo. - - - - -	KWK	222.1
St. Paul, Minneapolis, Minn. - - - - -	KSTP	205.4
Salt Lake City, Utah - - - - -	KSL	265.3
San Antonio, Texas - - - - -	WOAI	252.0
San Francisco (Oakland) - - - - -	KGO	379.5
Seattle, Wash. - - - - -	KOMO	325.9
Spokane, Wash. - - - - -	KHQ	508.2
Springfield, Mass. - - - - -	WBZ	302.8
Tulsa, Okla. - - - - -	KVOO	263.0





Going or  
returning...

Either going or returning this season, make your California trip via Great Northern... the interesting clean way. You can see the beauties of the towering Rockies and the evergreen Cascades with complete freedom from dust or soot or cinders... for this great scenic stretch is only a part of the 1,200 miles of clean travel behind super-power electric and oil-burning locomotives.

And the clean pine forests; the high, snow-capped mountains, the hurrying rivers... no wonder seasoned travelers knowingly call the Great Northern the clean way West!

*The New*  
**EMPIRE  
BUILDER**

*The Luxurious*  
**ORIENTAL  
LIMITED**



# The Great Northern Goat

VOL. 6. Nº 9

NOVEMBER 1929



FOLLOWING  
THE KOOTENAI





*Court of the Royal Hawaiian Hotel, Honolulu, Hawaii.*

Two

# The Great Northern Goat

VOL. VI

NOVEMBER, 1929

No. 9

## Hawaiian Hospitality

By Harold Coffin

"HAWAIIAN HOSPITALITY" is something more than just a phrase, and the residents of the sunny isles

take great pride in making visitors comfortable. The malihini (new-comer) discovers this not only in his contact with the happy, hospitable Hawaiians; he finds that the spirit is carried over into the hotel and resort life.

Catering to vacationists and making tourists feel at home during their stay in the islands is a matter of prime importance to everyone who lives there. Every hotel, resort or apartment house is a home.

And visitors soon find that they do not have to "live in a grass hut" while travel-adventuring in Hawaii. No matter how far they go away from the centers of population, they will always return to agree with Nina Wilcox Putnam that they have been in "a paradise with American plumbing." That is the ideal combination—the charm and romance of Yesterday, with Today's modern comforts.

Travelers who come to this enchanted island playground find all types of hotels and resorts from a palatial castle that ranks

with the finest fashionable hotels in the world to a modest little bungalow tucked away under the palms.

Hawaii is well provided with pleasant places in which to live. Almost every imaginable kind of living accommodation is available. There are comfortable hotels in Honolulu's business and residential districts, or along the beaches, and others are conveniently located in the country and on the

other islands. Most of the hotels are conducted on the American plan, and a number of these in conjunction with a central dining room, but others, including the two largest down-town hotels in Honolulu, provide rooms without meals. There are many cafes, restaurants, tea rooms and cafeterias, also a number of rooms in private homes.

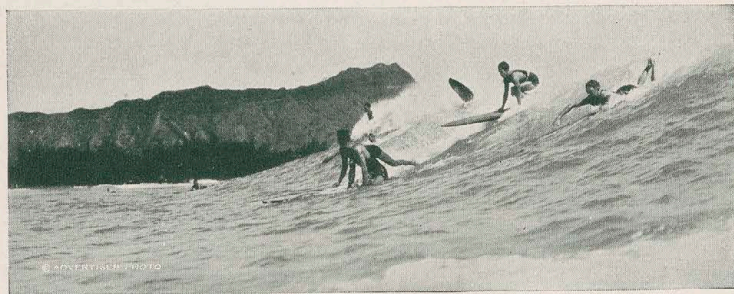
Many globe-trotters say that the very finest hotel in the world is Honolulu's new and palatial Royal Hawaiian Hotel. The



*Hula Maids.*

Three





Surf Riding in Hawaii.

Royal Hawaiian Hotel is probably the Pacific's greatest resort. It is a coral-colored castle on the shores of Waikiki Beach. It was erected two years ago in the midst of a giant garden of palms and flowers.

On the Big Island of Hawaii is a resort. The Volcano House, perched on the very brink of a volcano, overlooking the weird trail over "frozen" lava that leads to the live firepit of Kilauea crater. On the same island there has been erected a new and modern resort at Kona in the very heart of Old Hawaii and right next door to an ancient Royal Palace.

Down the beach just a short distance from the Royal Hawaiian is the world-famous Moana, another large hotel that caters to the class of travelers who demand the very best of high class accommodations. The Moana is famous for the moonlight dances that are held on the broad lanais that face the waves of Waikiki.

Many travelers who come to spend a week, stay for a year or live here permanently, and then they frequently choose the

cozy residential hotels in the home districts and rainbow valleys that make up the greater part of the city of the crossroads.

Perhaps the most unique resort in the world is the Haleakala Rest House that "sits on top of the world" at the brink of the "House of the Sun," which is the world's largest extinct volcano crater (20 miles in circumference). This is a hotel without a proprietor. Guides who conduct the parties to the crater summit serve the meals and all the joys of mountain camping with home comfort are had by guests in the resort-on-top-of-the-world. The Haleakala House was built by the residents of Maui for the use of everyone who journeys on the never-to-be-forgotten trip to the summit of Haleakala. It is perched on the brink of the great dormant crater, 10,000 feet above the sea level, and commands a view of the entire "Valley Island" as well as mountain peaks on the other islands more than a hundred miles away.

All the resorts in the islands have the same specialty—Hawaiian Hospitality!

## Louis W. Hill Retires from Railroad

By Al Farland

**A**FTER 36 years of continuous service with the railroad built by his father Mr. Louis W. Hill resigned as Chairman of the Board of the Great Northern Railway at the annual meeting of the Directors on October 10th. He is retiring because he wishes to devote more time to his personal interests, his family, and to leisure.

Louis Warren Hill was born on May 19, 1872, in St. Paul, Minnesota, and graduated from Yale in 1893 with the degree of Ph. B. Shortly after leaving college he began his work with the Great Northern. He was first employed as a billing clerk and during the next five years was transferred from department to department until he had learned the details of the business. In 1898 he was made Assistant to the President, which position he held until 1907 when he succeeded his father as President of the road.

In 1912 James J. Hill retired as Chairman of the Board and L. W. Hill succeeded him, while Carl Gray, now President of the Union Pacific Railroad, was made President of the Great Northern. Mr. Gray left the Great Northern in 1914 and Mr. Hill again was made President, retaining also his position as Board Chairman. Mr. Hill con-

tinued in the dual capacity of Chairman and President until 1919. In that year Ralph Budd was elected President of the road. He has served as President since that time and

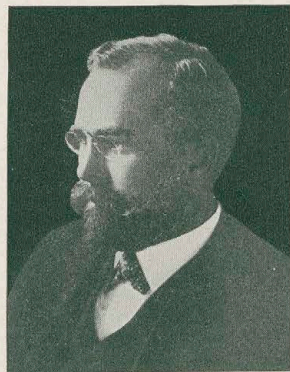
Mr. Hill has continued as Chairman of the Board, a position which has been left vacant since his retirement.

Discussing the future of railways and the general development of modern transportation means, at the time of his retirement, Mr. Hill said that motor vehicles and airplanes will bring greater profit to the railroads than they will take away.

"American railways have passed their era of great construction activities," he said "The main lines are pretty well established now and the universal use of motor

vehicles has made it unnecessary to build so many of the expensive and oftentimes unprofitable feeder lines which formerly were necessary to develop new territory.

"When the time comes that the farmers of America again can make a regular and assured profit on their operations, the railroads and the entire nation will make a great advance in prosperity. Agriculture still is the great foundation of this Northwest territory, but it deserves a larger share of financial reward than it has been receiving."



L. W. Hill





Six



During the closing days of the 1929 season the members of the Montana State Press Association held their annual meeting at the Many Glacier Hotel. Another party of note was the family of Secretary of the Interior Wilbur who opened for traffic the new Two Medicine River bridge on the Blackfoot Highway. Secy. Wilbur also stopped to test the fishing qualities of Glacier Park's lakes and streams.

## The Great Northern Radio Programs

By Malcolm Breese

**D**URING November western romances and railroad stories will be featured in the new series of Empire Builder radio programs, which started on Monday, September 30. Sound effects are being used extensively in this new series. This has required the employment of a sound effects engineer and a specially constructed sound effects studio in the New York studios of the National Broadcasting Company.

By combining dialogues with rich musical settings and musical novelties, the new programs are making a strong bid for the interest of that portion of the radio audience which prefers music to drama.

The first of the November programs, which will be on the air Monday the 4th, will be a dramatic tale revolving around the Bells of Santa Barbara. Its musical setting will be Spanish.

The program of November 11th will be a railroad story with the Pioneer's dog "January" taking a leading role. This will be one of the most unique programs of the whole series.

The third Monday the locale of the program will move into the heavily timbered Pacific slopes of Washington. The story will be a romance of the forests and will feature Longview, Washington's marvelous new city.

The last program of the month (November 25) will be a legend of the Blackfoot Indians, a fantasy which will tell of winter time in Glacier National Park.

The time of these programs will be from 10:30 to 11:00 p. m. Eastern Standard Time, 9:30 to 10:00 p. m. Central Standard Time, 8:30 to 9:00 p. m. Mountain Standard Time and 7:30 to 8:00 p. m. Pacific Standard Time. They are being broadcast over the following stations:

Boston, Mass. - WBZA  
Chicago, Ill. - KYW  
Cincinnati, Ohio - WLW  
Dallas, Texas - WBAP  
Denver, Colo. - KOA  
Detroit, Mich. - WJR  
Houston, Texas - KPRC  
Kansas City (Lawrence) - WREN  
Los Angeles, Calif. - KFI  
Milwaukee, Wis. - WTMJ

### A California Mission.

New York, N. Y. - WJZ  
Oklahoma City, Okla. - WKY  
Pittsburgh, Pa. - KDKA  
Portland, Ore. - KGW  
Rochester, N. Y. - WHAM  
St. Louis, Mo. - KWK  
St. Paul-Minneapolis, Minn. - KSTP  
Salt Lake City, Utah - KSL  
San Antonio, Texas - WOAI  
San Francisco-Oakland - KGO  
Seattle, Wash. - KOMO  
Spokane, Wash. - KHQ  
Springfield, Mass. - WBZ  
Superior-Duluth - WEBC  
Tulsa, Okla. - KVOO





VOL. 6 NOVEMBER, 1929 No. 9  
Published by GREAT NORTHERN Ry., ST. PAUL, MINN.  
DONALD MACRAE, Editor.

## Flynn's Minute Editorials This Month—Patience



Edw. F. Flynn

**P**ATIENCE is Bitter, but its fruit is sweet," says Rousseau, in which respect this virtue is like many other desirable human qualities.

Job's biblical experience proves the truth of what Rousseau says, and the statement needs little amplification.

Perhaps there never has been an age when patience was so commendable, as the present age of jazz-wasted energy, which is leaving its impress upon our times.

By the exercise of a little patience and pose, "holding onto one's self," as we sometimes say, we should probably lessen the number of cases of so-called nervous prostration, since practicing patience, holding unto one's temper, certainly keeps down one's blood pressure, and prevents serious bodily affliction.

Perhaps Job was a philosopher, as well as the world's greatest exemplification of patience. The story of Job would doubtless have had a different ending, and perhaps we never should have heard of him, if he hadn't possessed this great virtue, patience.

Patience is a virtue to which we may well give careful consideration. It is a virtue well worth cultivating.

Eight

## The Goat's Mail Bag

CHICAGO, ILL.—"Dining car service impresses me the most. As a physician and connoisseur of good food I must state that the food on this train is most delightfully prepared, abundant and unusually appetizing. The friendliness and courtesy of the dining car steward and the cleanliness and courtesy of his staff of waiters excites the passenger's appetite and makes him eat and enjoy more food than he would at home or any other place. Dr. C. G. R."

MOUNT VERNON, WASH.—"Having arrived here recently from Minnesota on your Oriental Limited, I want to congratulate you on the service that is given on that train. It is wonderful and I shall be glad to recommend your train to my friends. Traveling with three children was not a burden but a joy on a train like the Great Northern Oriental Limited. Mrs. H. W. H."

## The Cover

The scene depicted on this month's cover was taken in the Kootenai Canyon in Idaho on the Great Northern's main transcontinental line. The photographer was Wm. Bull of St. Paul.



## Dear Doctor

The following letter was received by a company which manufactures corn syrup:

"Dear Sirs: Though I have taken six cans of your syrup my feet are no better now than when I started."

—The Open Road

Two farmers met on the road and pulled up.

"Si, I've got a mule with distemper. What'd ye give that one of yours when he had it?"

"Turpentine. Giddap."

A week later they met again.

"Say, Si, I gave my mule turpentine and it killed him."

"Killed mine, too. Giddap."

—T. P. A. Magazine

Young Wife: Aren't you the same man I gave some biscuits to last week?

Tramp: No, mum, and the doctor says I never will be again. —Old Maid

He—Darling you're the light of my life.

She (notimpressed)—But you are furnishing the gas, Mr. Brown.

—Motor Stage

## Go Ahead

Betty: "Do you have any green lipsticks?"

Drug Store Clerk: "Green lipsticks?"

Betty: "Yes. A railroad man is going to call on me tonight."

—Pullman News

A Scotchman was building a brick house and he phoned the Masonic Temple for a couple of Free Masons.

—N. C. Jacobs, Agt., La Porte, Ia.

## On Mother's Side

Small Son: "What are diplomatic relations, father?"

Wise Parent: "There are no such people, my boy."

—Anniston Star

## Dad Knows

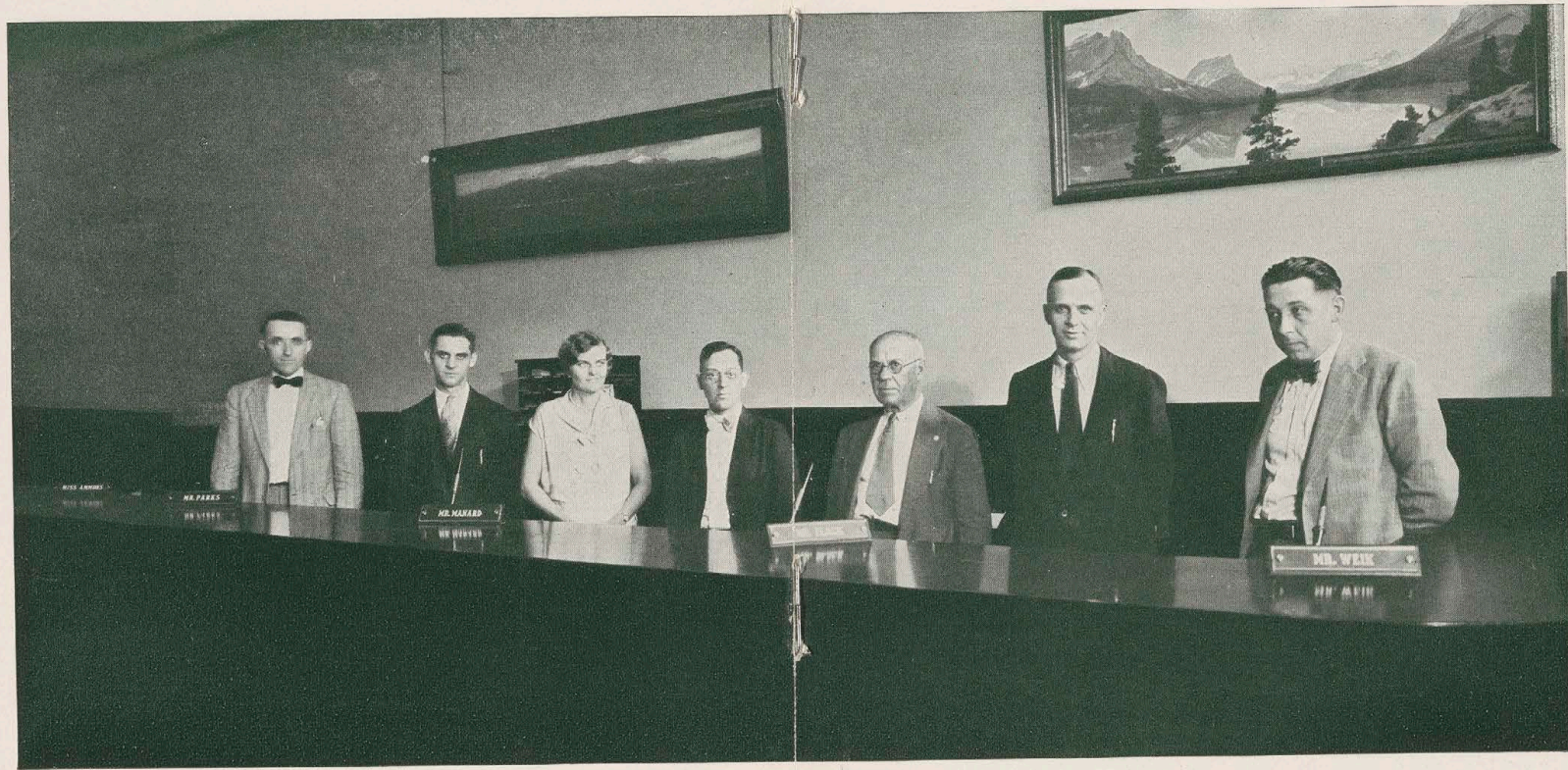
Father: Why were you kept in at school?

Son: I didn't know where the Azores were.

Father: In future just remember where you put things. —Le Rire (Paris)

Nine





The distinguished group pictured above tend to the desires of patrons at the New City Ticket Office of the Rock Island Lines, at 719 Locust Street, Des Moines, Iowa. They are from left to right: Frank R. Kuhns, City Passenger Agent; M. L. Parks, Ticket Clerk; Frances Ammons, Stenographer and Clerk; L. A. Manard, Ticket Clerk; George R. Kline, Retired City Ticket Agent; Neil E. Black, City Ticket Agent; W. H. Weik, City Passenger Agent.



## Sorlie Bridge Dedicated at Grand Forks

By A. M. Johnson

THE Sorlie Memorial bridge between Grand Forks, N. D., and East Grand Forks, Minn., the costliest and finest structure on the Red River of the North was dedicated to public use by North Dakota and Minnesota officials on September 14th.

Arthur Gustav Sorlie, for whom the bridge has been named, was Governor of North Dakota from January, 1925, until his death in August, 1928. He was born April 26, 1874, in Albert Lea, Minn. His boyhood days were spent on a farm and he received his education at country schools

and later at the Albert Lea Academy. He moved to North Dakota when 19 years old, first working in a bank and later operating several business concerns of his own. At various times he became interested in politics and in 1924 was elected Governor on a Non-partisan platform. He is particularly well known for his activities in building better roads and bridges throughout North Dakota.

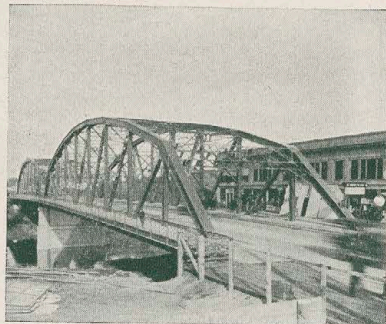
For the dedication ceremonies a North Dakota national guard unit was the guard of honor for Governor Shafer and the North Dakota party, while a similar unit from Crookston escorted the Minnesota party.

Twelve

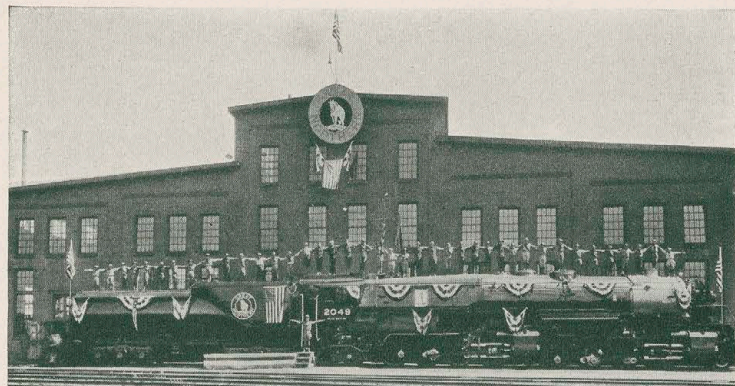
These two groups met at the center of the bridge, where a speaker's platform had been erected.

Tracy R. Bangs presided at the dedication and introduced the speakers. First on the program was music by the Great Northern quartette, the Grand Forks band and the Legion drum corps. This was followed by the address of welcome in behalf of Grand Forks by Mayor Hulteng and by T. A. Sullivan, speaking in behalf of the people of East Grand Forks. Various members of the Minnesota and North Dakota highway departments made short talks and were followed on the program by Congressmen Burtness of North Dakota and C. G. Selvig of Minnesota. Governor Shafer, speaking for the State of North Dakota and Wm. Lamson, official representative of Minnesota, were the final speakers on the program.

The unveiling of the bronze tablet at the east end of the bridge by a guard of honor from the East Grand Forks Legion post, and the unveiling of a similar tablet at the west end by a legion unit from Grand Forks brought the ceremonies to a close



Sorlie Bridge.



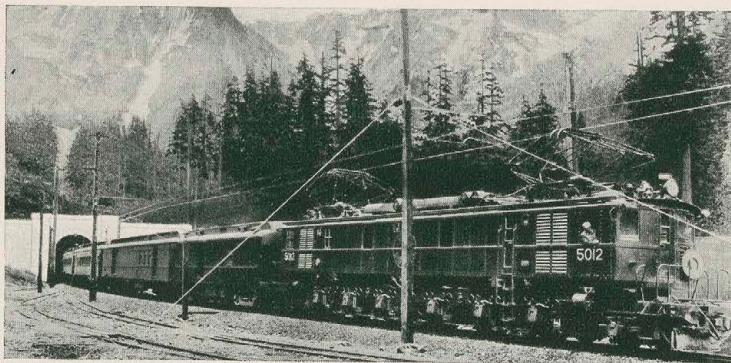
Forty members of a Spokane Scout Troop find plenty of room on the broad back of one of the new freight locomotives built in the Great Northern's Hillyard shops.



During the early part of October the Great Northern Railway handled between the Simmons Company factory at Kenosha, Wis., and the Inland Empire the first solid trainload of mattresses ever shipped into that district. This shipment consisted of 7,000 mattresses in 35 cars.

Thirteen





One of the new type electric locomotives hauling the Empire Builder in the Cascades.

## Great Northern Buys Electric Locomotives

By John Thomas

THE Great Northern Railway has just recently purchased four 3,000 horsepower electric locomotives to be used in passenger service on the electrified division of the railroad over the Cascade Mountains. The addition of these huge locomotives was made necessary by the increased passenger travel which followed the opening of the Cascade tunnel.

Coincident with the completion of the 8-mile Cascade tunnel last January, the railway's entire route through the Cascades was changed from steam to electrical operation. The saving in time afforded by these and other improvements enabled the Great Northern to cut nearly seven hours from the time of its transcontinental trains.

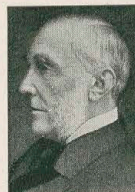
Other developments in its passenger ser-

vice were the addition last June of the Empire Builder, a new de luxe fast transcontinental train between Chicago and the Pacific Northwest, and last month of the Cascadian, a daylight train between Spokane and Seattle.

The new locomotives will be the same type as those now handling the railway's passenger trains. They weigh approximately 530,000 pounds each and are 75 feet long. They are built so they can be operated in multiples, each unit being capable of handling a 1,000-ton train on any of the grades. Each locomotive has six traction motors which deliver power to six axles. The driving wheels are nearly five feet in diameter. They will be built by the General Electric Company.

## The Empire Builders

The cars on the Empire Builder have been named after men famous in the history of the Northwest. Brief biographies of some of these men follow:

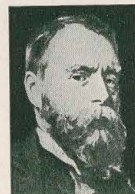


1832-1907

**DANIEL WILLIS JAMES** was born in Liverpool, England, and in his youth he migrated to New York City, where he entered the employ of Phelps, Dodge & Company.

From 1882 to 1889 he was a director of the St. Paul, Minneapolis and Manitoba Railway, a forerunner of the present Great Northern Railway system, and a close associate of James J. Hill in all of his later undertakings.

In his later life Mr. James became known for his benefactions, although he gave without ostentation and often anonymously, an outstanding contribution being \$1,000,000 to the Union Theological Seminary for the erection of new buildings on Morningside Heights in New York City. Williston, North Dakota, was named after him.



1829-1921

**GEORGE STEPHEN** was born at Duftown, Banffshire, Scotland, and in 1850 migrated to Canada. Entering the dry goods business in Montreal he succeeded there as a cloth manufacturer and became wealthy.

From 1876 to 1881 he was President of the Bank of Montreal and, having been success-

**GENERAL GEORGE A. CUSTER** was born in New Rumley, Ohio, and graduated from the U. S. Military Academy, West Point, in 1861. He served with distinction through the Civil War, taking part in many major engagements and rising to the rank of Brevet Major General of Volunteers in 1864.

In 1865 he was made a Lieutenant Colonel in the Seventh Cavalry and served with that regiment in the West. He saw action in Indian warfare against the Cheyennes in 1867-68 and in the Black Hills and along the Yellowstone in 1873-76. On June 25, 1876, he fought in the Battle of the Little Big Horn against the Sioux under Sitting Bull where Custer's command was annihilated.

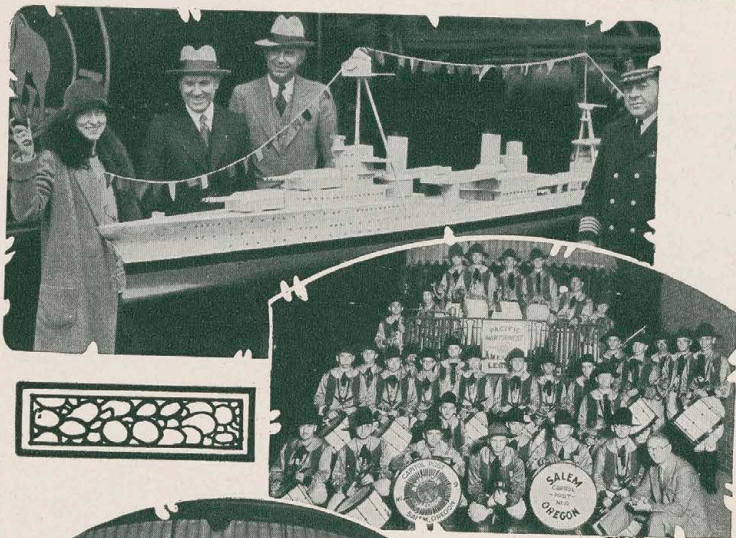


1839-1876

ful in railway operations in Manitoba and with James J. Hill in the organization of the predecessor of the Great Northern Railway, he later was conspicuous for his share in carrying through to completion the Canadian Pacific Railway, of which he was President from 1881 to 1887.

For this task he was made a Baronet by Queen Victoria in 1886. In 1888 he went to England and in 1891 was created a Baron, Lord Mount Stephen, a title taken from a peak in the Rockies named for him during the construction of the Canadian Pacific Railway.





When the Pacific Northwest Legionnaires set out for their annual convention at Louisville, Ky., they, of course, traveled Great Northern. At the top delegates from the Department of Washington are shown with the model of the Cruiser Louisville which they are taking to the meeting. The cruiser itself is now under construction in the Bremerton Navy Yards. Immediately below is the Salem, Ore., drum corps, and at the bottom some of the delegates.

## The Klamath Basin

By E. C. Leedy

THE Klamath Basin in Southern Oregon is one of the largest and most important agricultural regions in the whole State of Oregon. There are over 300,000 acres of irrigable and irrigated land, about one-half

of which is now supplied with water for irrigation, under the supervision of the U. S. Reclamation Bureau. There is an abundant supply of water and a large amount of land yet to be placed under irrigation. Improved land is used mostly for alfalfa, grain and potatoes. About 100,000 tons of alfalfa are annually produced on the project. Several thousand cattle that are grazed during the summer months on the ranges are fed on alfalfa and grain in the valley and finished for market. Thousands of range sheep and lambs are also wintered in the valley. Many farmers grow a large acreage of alfalfa for stock feeding. The smaller ranches have their own livestock and feed on a smaller scale, usually on grain and alfalfa and keep dairy cattle.

In September of this year alfalfa averaged from \$12 to \$15 a ton in the stack. About 40 to 50 million pounds of potatoes are now produced annually on the project, ranging from 200 to 500 bushels to the acre. The grower received \$2.00 per cwt. for potatoes at harvest time this season. This is higher than the average price but as the yield is large and a high quality of potatoes is grown, there is usually good profit in potatoes.

Dairying is one of the most profitable industries and is increasing steadily. Farmers usually receive a good price for butter and there is a very large demand on account of a large percentage of the population being employed in industrial work. Fifteen large saw mills and several smaller plants are located in and near Klamath Falls. Klamath Falls has a population of about 15,000 people and is growing steadily.



Potatoes on the Klamath Irrigation Project yield 250 to 500 bushels to the acre.

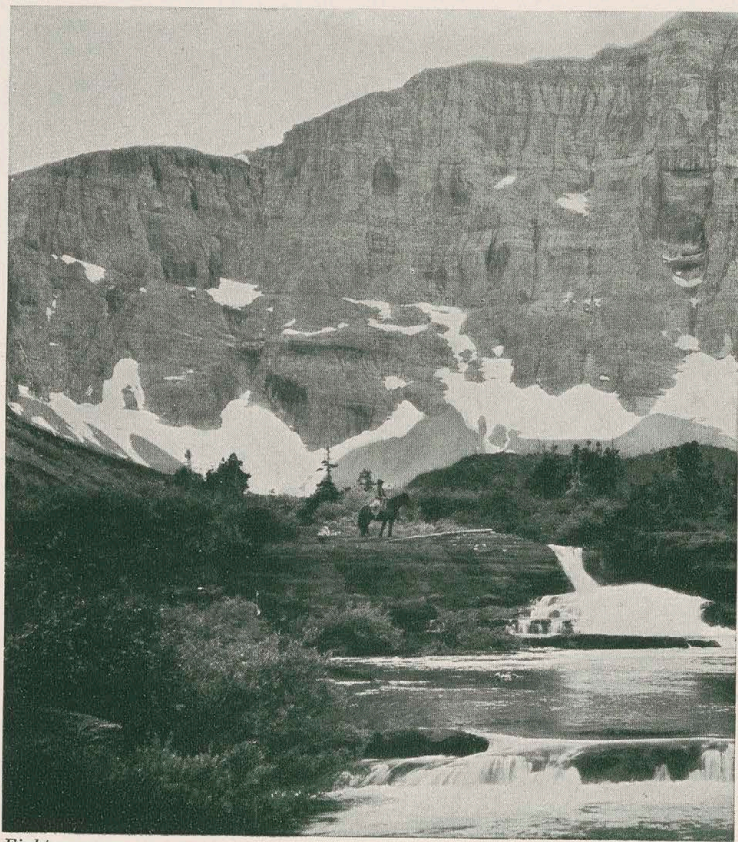
There is ample room for expansion in agricultural production as there is considerable undeveloped irrigated land, convenient to transportation and good local markets. The Klamath Basin also has the benefit of good markets in California for surplus agricultural products.

Improved land throughout the project can be purchased at prices ranging from \$75.00 to \$125.00 per acre and unimproved land from \$35.00 to \$50.00 an acre, in addition to the water right.

The Great Northern completed its line through to Klamath Falls last year and through its interest in the Oregon, California and Eastern Railway services a considerable part of the Klamath Irrigation Project tributary to Klamath Falls.

The Agricultural Development Department is preparing a descriptive pamphlet about the Klamath Basin which will be sent free to anyone who will write for it.





Eighteen

## Streams

Streams that run through the level countries, that flow along in a smooth lazy way and scarcely make a sound, somehow do not appeal to me like the streams of the rougher country.

To me the streams of the mountains have a lure that is not found elsewhere, there they are always in a great hurry, as the waters laugh and leap and glint in the sunlight.

Take for instance the upper St. Marys River in Glacier National Park whose birthplace is the Blackfeet Glacier where the waters have been held in its prison of ice for centuries.

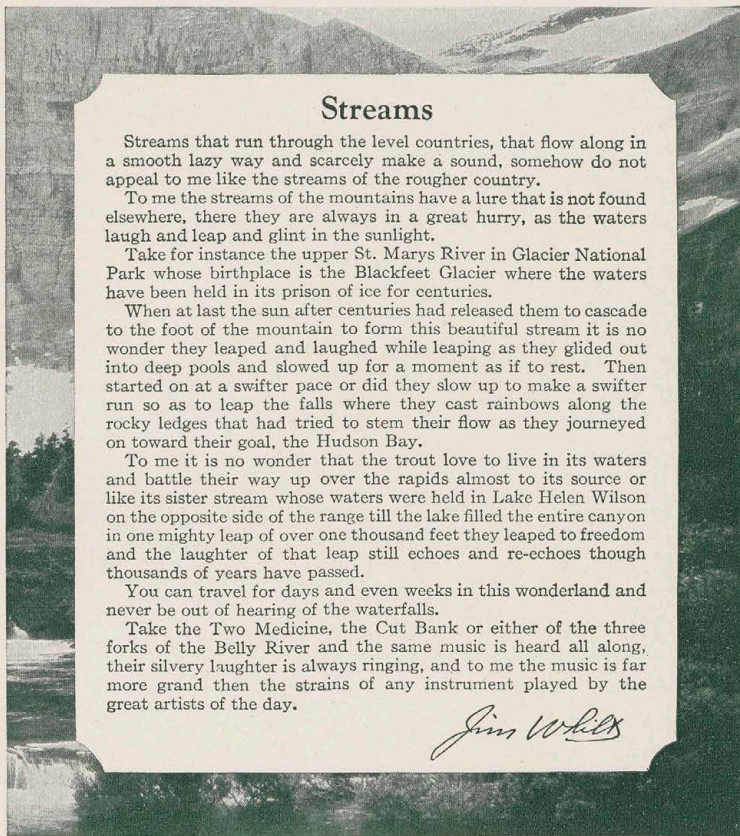
When at last the sun after centuries had released them to cascade to the foot of the mountain to form this beautiful stream it is no wonder they leaped and laughed while leaping as they glided out into deep pools and slowed up for a moment as if to rest. Then started on at a swifter pace or did they slow up to make a swifter run so as to leap the falls where they cast rainbows along the rocky ledges that had tried to stem their flow as they journeyed on toward their goal, the Hudson Bay.

To me it is no wonder that the trout love to live in its waters and battle their way up over the rapids almost to its source or like its sister stream whose waters were held in Lake Helen Wilson on the opposite side of the range till the lake filled the entire canyon in one mighty leap of over one thousand feet they leaped to freedom and the laughter of that leap still echoes and re-echoes though thousands of years have passed.

You can travel for days and even weeks in this wonderland and never be out of hearing of the waterfalls.

Take the Two Medicine, the Cut Bank or either of the three forks of the Belly River and the same music is heard all along, their silvery laughter is always ringing, and to me the music is far more grand then the strains of any instrument played by the great artists of the day.

*Jim White*



Nineteen





*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*

H. E. WATKINS

507 ROYAL BANK BLDG.

GENERAL AGENT

TORONTO, ONT.



Now comes the month of frosty  
nights, and crisp but sunny  
days,

Of brightly colored leaves and  
shrubs, that glow through au-  
tumn's haze.

Vast streamers of aurora spread  
their gleaming lights on high—

Each elder thinks of winter's chill,  
but kids dream pumpkin pie.

Much action in the kitchen shows,  
'mid energetic puffing,

But all the youngsters know those  
signs mean turkey and its stuf-  
fing.

Each popcorn ear, or cider jug,  
makes all of us remember,

Regardless of the weather's state,  
the month is now November.

C. W. MELDRUM  
Assistant Gen. Passenger Agent

M. J. COSTELLO  
Western Traffic Manager  
Seattle, Washington

W. A. WILSON  
Assistant Gen. Passenger Agent

F. T. HOLMES  
Assistant Gen. Passenger Agent

E. H. WILDE  
General Passenger Agent

E. C. LEEDY  
Gen. Agricultural Dev. Agent

A. J. DICKINSON  
Passenger Traffic Manager  
St. Paul, Minn.



# The Great Northern Goat

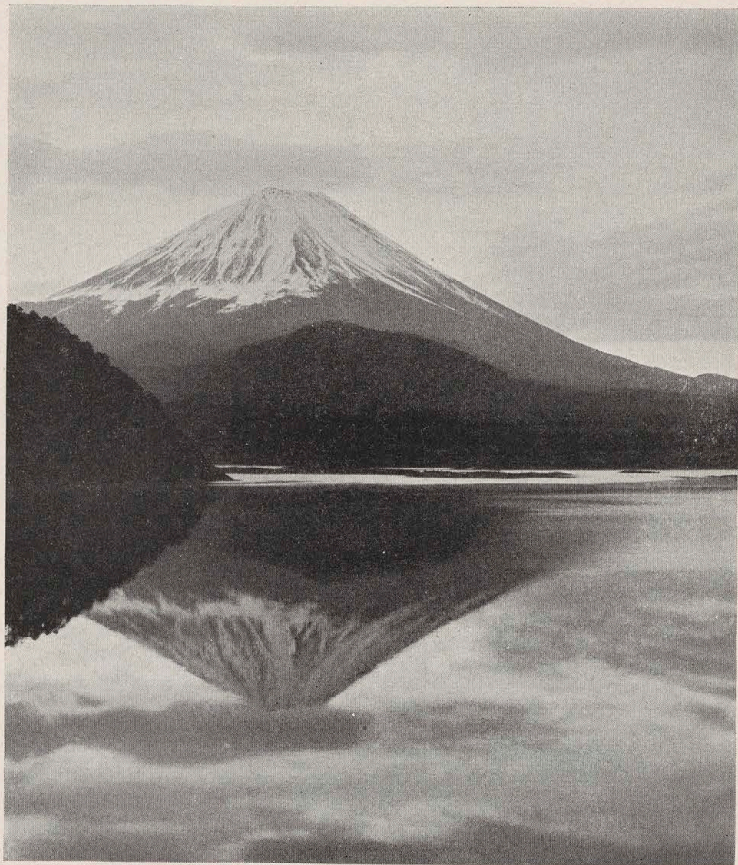
VOL. 7: No. 1

JANUARY 1930



HAWAII





*Looking across Shojin Lake to Mount Fuji, Japan.*

# The Great Northern Goat

VOL. VII

JANUARY, 1930

No. 1

## The Opulent East

By J. K. Steele

THERE is a lure and an appeal in the mystic lands that lie on the other side

of the world that awakes a thrill of longing in the minds of everyone. Just the names are enough to set one's foot itching to be on the road. There is magic in the syllables that fall so unconcernedly from the lips of those who have been "out beyond;" Yo-ko-ha-ma; Ky-o-to; Mi-ya-ji-ma; Na-ga-sa-ki; Tai-ho-ku; Woo-sung; Sungar-i; Pei-ta-ho; Tsing-tao; Sing-a-pore; Angkor; Soer-a-bay-a; Colom-bo; Tu-ti-co-rin; Tji-bu-ti; So-co-tra. There is a tug at the

heartstrings as one reads or hears or dreams of the booming surf on the coral reefs, of the sun-drenched beaches hemmed in by the shadowy jungles, of the pilgrims' chant as they plod up the sacred slopes of Fuji-san, of the boom of temple bells dying away into sobbing wistfulness beneath the misty woods, of the lofty grace and beauty of the "Snowy Heron Castle" or the ponderous magnificence of the panoplied elephants of

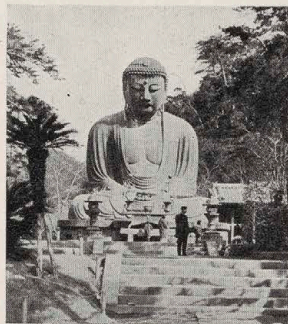
Bangkok's gilded court, or the overpowering majesty of the Angkor Wat seen at sun-

down, purple and black against the sunset's orange afterglow.

The influence of the Far East comes sweeping up to us from history's page; Marco Polo, Genghis Khan, Magellan, Jimmu Tenno, Empress Jingo, Francis Xavier, names that were great when Europe was barbarous. It is borne into our daily life by fabrics, by decorations, by a wealth of arts and crafts imitatively done. The names of its ancient teachers, the message of their doctrines, sounding down the centuries

devoutly followed in the daily life by millions, find a responsive echo in the hearts of the seekers after truth—Buddha, Brahma Lao-tze, Confucius, Kobo Daishi.

There is another element, however, that gives a more intriguing charm to the Orient than these surpassing examples of topographical distinction. It lies in the sharp difference in history, in background, in custom, in trends of thought, in language and



*Daibutsu Kamakura.*





*The Kiuke Kuji, the famed Golden Pavilion set in a beautiful garden near Kyoto, Japan.*

in the people themselves. Elsewhere as we travel about this world, the differences are largely those of language, of climatic condition, of material environment. In the Far East all this is changed. The differences are fundamental. They go back to the dawn of a civilization older than that in the West. They are founded on certain circumstances, on specific geographical necessities. For this reason the Far East—which is a comprehensive term that includes everything between Japan and Suez—is today the world's most inviting vacation land, the land of the different, the place of violent contrasts.

Here the youth of the younger west impinges upon the stolid bulwarks of time. Here camels collide with Fords; here swift electric trains rush past villages carrying on as did the fathers before them; here the sound of the hand looms working in the homes continues as it has from earliest

time, while just around the corner perhaps lies a huge modern plant with every modern machine for doing the same thing. Everywhere contrast and change, the new and the old jostling each other in daily life, but underneath all the innovations, the great heart of the Orient is as it was. The change is surface rather than fundamental. The attitude of mind remains the same, the heritage from the ancients passes on practically unchanged to posterity.

To see these things is to open the windows of the mind, to expand the horizon of one's experiences; to contact with them even a little is to arrive at a new and better understanding of the motives that attend certain actions; to see how the others live, to enjoy their hospitality, to appreciate their problems is to broaden one's outlook, increase one's humanity and develop fuller sympathy and kindness toward those of other lands.

## The Great Northern Radio Programs

By Malcolm Breese

A romance of early day California, the marvels of modern engineering and a story of the city of St. Paul will be the variegated themes behind the Empire Builder series of radio programs, which will be on the air the four Monday evenings in January.

The first of these tells of an American prisoner of war, in the California of years ago, who is saved from death by a Senorita. He finally overcomes all difficulties and marries the charming Senorita. This story has a historical background and will be broadcast January 6th.

The program of January 13th will mark the first anniversary of the Great Northern's eight-mile tunnel under the Cascade Mountains and will deal with characters who were employed in that gigantic undertaking.

The third program of the month will tell of Butte, Montana, a mile high and a mile deep, whose immense copper mines total many hundreds of miles of underground workings.

The last program of the month (January 27th) will relate some of the early day history of St. Paul, Minnesota. Here was the terminus of the early day steamboat on the Mississippi, here the Red River ox cart started on its long trek into the Northwest

and here the first ten miles of the present Great Northern Railway were built.

Andy Sanella's orchestra will provide the musical theme for these programs and Robert MacGimsey, the harmony whistler, will again be featured. The time of the broadcast will be from 10:30 to 11:00 P. M., Eastern Standard Time; 9:30 to 10:00 P. M., Central Standard Time; 8:30 to 9:00 P. M., Mountain Standard Time; and 7:30 to 8:00 P. M., Pacific Standard Time. They are being broadcast over the following stations:



*Virginia Gardiner, Ingenue in "Empire Builders."*

Boston, Mass., WBZA; Chicago, Ill., KYW; Cincinnati, Ohio, WLW; Dallas, Fort Worth, Texas, WBAP; Denver, Colo., KOA; Detroit, Mich., WJR; Houston, Texas, KPRC; Kansas City (Lawrence), WREN; Los Angeles, Calif., KFI; Milwaukee, Wis., WTMJ; New York, N. Y., WJZ; Oklahoma City, Okla., WKY; Pittsburgh, Pa., KDKA; Portland, Ore., KGW; Rochester, N. Y., WHAM; St. Louis, Mo., KWK; St. Paul, Minneapolis, Minn., KSTP; Salt Lake City, Utah, KSL; San Antonio, Texas, WOAI; San Francisco-Oakland, Calif., KGO; Seattle, Wash., KOMO; Spokane, Wash., KHQ; Springfield, Mass., WBZ; Superior-Duluth, WEBC; Tulsa, Okla., KVOO.



## When It's Time to Junk Things

*Reprinted from the Seattle Post-Intelligencer*

**N**EARLY thirty years ago the Great Northern Railway spent ten million dollars to drive a three-mile bore through the Cascades in this state. It was—and is—a perfectly good tunnel, but trains had to twist around too much and climb too high to reach it. Early this year it was replaced by an eight-mile bore at lower level, costing \$25,000,000. Now company officials have received permission from the interstate commerce commission to write it off, charging it to profit and loss.

Seattle has four transcontinental rail lines, each of them spending large sums to facilitate traffic to and from Puget Sound. This may safely be taken to mean that railroad executives have confidence in the future of Seattle and the Pacific Northwest.

But it is not often that even great transportation systems junk ten-million-dollar traffic facilities. It is an outstanding instance in a trend which characterizes modern industry. Old equipment is expensive equipment. When your modern executive surveys a piece of obsolete machinery, he does not think about how much it would cost to scrap it; he figures the cost of KEEP-ING it. \* \* \*

And the principle has personal application. Nearly every person of maturity has acquired tastes and appetites at great cost. Personal efficiency and the battle for success probably indicate that some of them should be junked. Never mind what they cost to cultivate, they will cost MORE to keep.

Go over your inventory now in preparation for the new year.

## Martin Joseph Costello

1861—1930



**I**T is with deep sorrow and sincere regret that the members of the Traffic Department and the editorial staff of the Goat announce the passing of Mr. M. J. Costello, who for

many years has been Western Traffic Manager of the Great Northern Railway with headquarters in Seattle, Washington. His death occurred suddenly on January 3rd, while on a business trip in St. Paul, Minnesota.

Mr. Costello was one of the best known traffic men in the West having served in the Traffic Department of the Great Northern Railway for thirty-five years.

He was born July 29, 1861, and when only fifteen years old started working for the Great Northern, being employed during the summer months as a water boy on the section at Elk River. In 1878 he became a telegraph operator and later was made a station agent. In 1894 he was transferred to the Traffic Department as a Traveling Freight Agent and subsequently rose to the position of Western Traffic Manager in 1920.

## Burlington Installs New Trains

By A. M. Johnston

**D**URING the latter part of December the Chicago, Burlington and Quincy Railroad installed four new trains to

more suggestive of a reading lamp than the usual type of berth light. Carpets are harmoniously colorful; vestibules between cars

are carpeted with aisle runners having the Burlington trade mark woven into the pattern; vestibule doors are divided so that top and bottom open and close independently of each other.

A full length lounge car—equipped with radio and terminal telephone, will be carried on the rear of all four trains, in addition to which the Ak-Sar-Ben and the New Blackhawk will have a mid-train salon (next behind the diner) containing four single rooms with stationary beds, two compartments and one drawing room which may be had individually or en suite—the latter an entirely new feature. In addition to



Salon of the New Blackhawk.

The New Blackhawk, Aristocrat and the Ak-Sar-Ben have all new matched Pullmans decorated in light grey with ornamentation in gold, blue, maroon and black, upholstered in pearl green with rose undertone, and give to the train a color harmony that is unsurpassed anywhere. All Pullmans are of the semi-compartment type, the ends of the seats have a graceful flare suggestive of wings; dressing rooms are unusually spacious and feature such new things as chandelier lighting, porcelain fittings, sea foam soap, expansive mirrors. The ladies' room has revolving chairs. Window sash is of solid brass and has a new type of ventilator adjustable by a mere touch. Glass panes are set in channel rubber to obviate any squeak or rattle. All berths have coil spring mattresses and individual lights with attractive shades

such sleeping accommodations, the salon cars have 26 feet of lounging space accommodating 18 people. The salon cars are magnificently trimmed in walnut, beamed ceilings, windows surmounted by arched molding—most impressive.

There are new dining cars for the Blackhawk and the Ak-Sar-Ben, artistically ornamented in harmony with the other equipment, and there will be radio entertainment here through connection with the lounge cars.





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Published by GREAT NORTHERN RY., ST. PAUL, MINN.  
DONALD MACRAE, Editor.

## Flynn's Minute Editorials

### This Month—Resolutions



Edw. F. Flynn

SHAKESPEARE in his "Masque of Pandora" says, "Resolve and thou art free;" and again, in "King John" he advises, "Grow great by your example and put on the dauntless spirit of resolution."

New Year's time is resolution time. Making resolutions is no doubt a commendable habit, but herein lies a danger. Resolving doesn't make one free; believing that it does, we may make many resolutions, and then forget all about them.

The "spirit of resolution" means the continued consciousness that one has made a resolution, and the determination to keep it inviolate. Merely making it to break, which seems to be a January first pastime, is an idle undertaking.

Now comes New Year, 1930! Why not, this year, instead of making sweeping resolutions to effect general or specific reformatations, just resolve seriously to correct some one fault, and then, putting on "the dauntless spirit of resolution," resolve to wear it for one full year.

Eight

## The Goat's Mail Bag

The following letter was received from the owner of the champion steer mentioned in the December Goat.

Angus, Minn.  
Nov. 19, 1929.

Mr. O. J. McGillis,  
St. Paul, Minn.  
Dear Sir:

I want to thank you for the courtesy of sending me the pictures of Mr. Plechner, Buster and myself. They are the clearest pictures I have seen of us.

I wonder if all boys are as lucky as I am. I feel sorry for Buster; he has to be killed and I receive the honor he won or deserves.

Maybe you remember that this is the third calf the Great Northern Railway Company has purchased from me. Each time I have received a price that has given me a large profit.

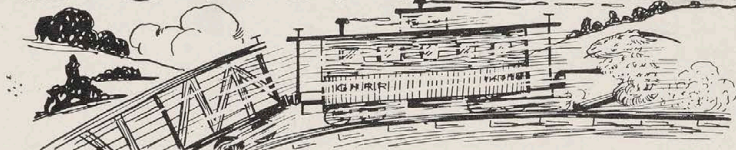
I hope Buster will serve your purpose. I am

Yours truly,  
(Signed) ROYAL CAMPION

### Special Notice

At some time or other every ticket agent has something unusual happen in his business. Believing that these will be of interest to other ticket agents, the "Goat" is offering \$5.00 for each one printed. The copy should be about 250 words in length.

# DOWN GRADE



## Kill Yourself—Who Cares?

Down in Houston, Texas, a man has discovered that danger signs are based on the wrong psychology. He says tell a man to "Stop, look, listen" and he is impelled to do none of the three. He suggests for railroad crossings:

"Come ahead. You're unimportant."

"Try our engines. They satisfy."

"Don't stop. Nobody will miss you."

"Take a chance. You can get hit by a train only once."

And darned if we don't think he is about right!

—Cherry Circle

## Exactly

Man (over telephone)—  
May I speak with Mr. Smith?

Self-important Secretary—Mr. Smith is out; what can I do for you?

"Hang up the receiver."

—Boston Transcript

Policeman—"As soon as I saw you come around the bend I said to myself, 'Forty-five at least.'"

Lady Driver—"How dare you? It's this hat that makes me look so old."

—Patton's Monthly

## Is your friend Scotch?

How do you know?  
He licked his spectacles after eating his grapefruit.

—Spokane Elk

## An Honest Engineer

The engineer was having his trouble getting over Oshkosh Hill and at the next Station received a message from the superintendent, reading: "Why the delay at Oshkosh Hill?" The answer was short but plain—"Out of sand." At the next telegraph office he received another message: "What were you doing on Oshkosh Hill without sand?" The reply was still short, but full—"Slipping."

—Cooperative News

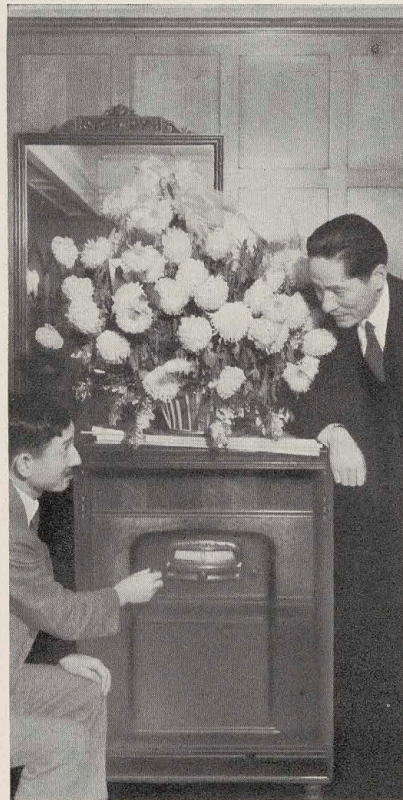
"Alfred," said his mother in a low, tense voice, "if you disobey me, I will spank you right here on the street."

The little fellow looked up, "Mother," he inquired with interest, "where would you spank me?"

—Motor Stage

Nine





During December the Great Northern Railway had the honor of transporting the Japanese delegation en-route to the Five Power Naval Conference at London for the great part of their journey across the United States.

This party of more than fifty Japanese leaders, headed by former premier Reijero Wakatsuki and Admiral T. Takarabe, Japanese Minister of Marine, traveled from Seattle to Chicago on a special section of the Empire Builder.

In the pictures on this page Admiral Takarabe, Mrs. Takarabe and former premier Wakatsuki are shown in the lounge and in the sun room. The Admiral and his wife are also shown enjoying a Great Northern meal, while the fourth picture shows two of the other members of the party listening to the radio on the train.





Chief Two Guns White Calf.

Twelve

## A Glacier Park Letter

"ENTRANCE"

GLACIER NATIONAL PARK  
July 7, 1929

Cheerio, my dear Alice:

You will be surprised no doubt, to learn that I am again at the Entrance. I came in to meet Anne, who arrived Wednesday to be my companion of the trails for the next six weeks, and who is determined so far as possible, to take advantage of all that lies within this scenic playground of fourteen hundred square miles. We both agree that Uncle Sam had an appreciative eye for beauty when he placed this Park at the disposal and for the enjoyment of mankind.

Coming up the poppy-bordered path leading from the Station to this beautiful Hotel, Anne was entranced and well she might be, what with the rugged silhouette of mountains in the distance softening in the purple haze, and the sky a kaleidoscopic mass of colors from the setting sun. One would have thought she had evoked particular favor from the Gods, judging from the colorful reception which greeted her.

After dinner we talked with Chief Two Guns White Calf, an imposing character and a figurehead in every sense of the word.

Tomorrow we start for Going-to-the-Sun Camp (generally termed Sun Camp) taking the bus to St. Mary Chalets, there to catch the Launch which will take us to the head of Lake St. Mary. I have purposely waited until Anne came, before again taking that never-to-be-forgotten nine mile ride on the Lake, where with a two-fold joy I shall watch her react to the variety of mountain scenery which is unsurpassed in this country.

Lovingly,  
Dorothy

## Salem, Oregon

By Jim Preble

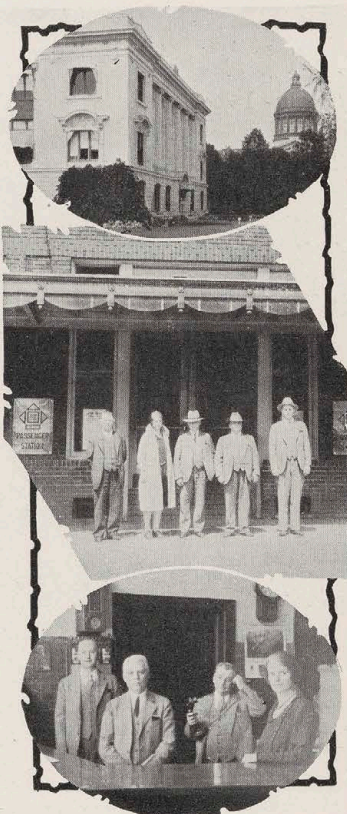
ONE of the most beautiful cities in a wide and fertile valley of beautiful western Oregon is Salem, capital of the state. Salem is served by the Oregon Electric railway, which runs from Portland through Salem to Albany, Corvallis, and Eugene, all prosperous cities in the Willamette valley.

Salem is the center of a great new textile industry—linen. The Willamette valley is capable of producing the finest flax straw and this is worked up into fiber, which is finished in two linen mills located in Salem, so that the entire cycle from field to fabric takes place in the immediate district.

There are 11 great canneries in Salem, which is the center of a rich fruit and vegetable-growing region. Sawmills operate on timber cut within the county. There is ample water for two paper mills, and the paper is manufactured into finished products in a converting plant.

As the center of state government Salem is the location for many important state institutions. It is also the home of Willamette University, founded in 1841, and the oldest institution of learning in the west.

At the right are three views taken in Salem. The top one shows the Supreme Court Building and the dome of the State Capitol. The middle picture shows the force of the Oregon Electric station at Salem. They are, from left to right: V. H. Ritchie, station baggageman; Mabel Rutherford, ticket clerk; S. A. Whitford, city passenger agent; J. W. Ritchie, agent; and H. W. Winkler, ticket clerk. The picture at the bottom shows Miss Rutherford and Messrs. Winkler, Whitford, and Ritchie in the ticket office of the station.



Thirteen





For the convenience of its many patrons and in order to keep pace with its expanding business, the Nippon Yusen Kaisha Line has established an uptown Ticket and Information Bureau at 545 Fifth Avenue, New York, N. Y., between 44th and 45th streets.

The main office of the N. Y. K. Line in New York is situated at 10 Bridge street, near the Customs House, where Mr. T. Ishitani is General Manager.

Fourteen

## The New Leopold, Bellingham, Washington

By Arthur L. Scott

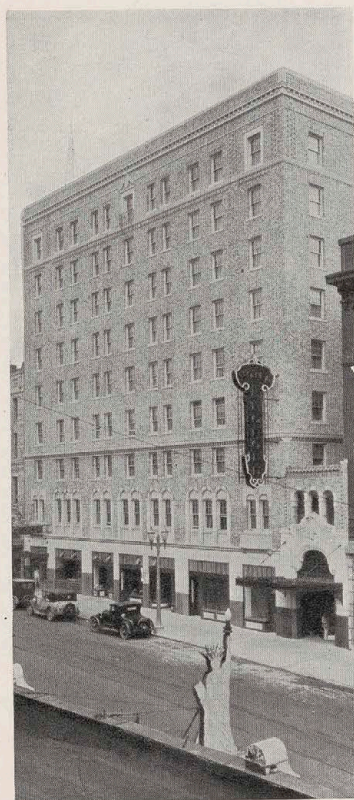
THE citizens of the Tulip City are justly proud of their new hostelry—The New Leopold—which was formally opened on November the second by Puget Sound Hotels, Inc., operators of the New Washington Hotel in Seattle, the New Governor in Olympia and the Hotel Henry in Bellingham.

It is difficult for the visitor to believe that he is in a city of but 40,000 inhabitants for those who live in larger metropolitan centers agree that the new Bellingham hostelry could be set down in the center of any great city and grace that city's hotel facilities with credit and distinction.

The amount of space in the Leopold devoted to public use—the large lobby, Palm Court, Lounge, Rainbow Room, Rose Room, the Crystal Ball Room, Coffee Shop and the various private dining rooms indicate that the builders desired to make the hotel a true community center.

The \$500,000 structure is of reinforced concrete, fireproof, and towers nine stories into the air. The exterior of the building is in full harmony with the pleasing Italian decorative design of its lobby, and is faced with buff brick, with stone trimmings and cornices. The new building adjoins the old Leopold, facing on Cornwall Street, and is on the site of the old Byron Hotel.

With an excellent staff to work with Manager G. O. Madison will undoubtedly be able to keep the services of the New Leopold fully up to the standard set by the modern appointments and equipment. With this truly metropolitan hotel and real hospitality your stop in Bellingham will surely be a pleasure.



The New Hotel Leopold.

Fifteen



## The Empire Builders

*The cars on the Empire Builder have been named after men famous in the history of the Northwest. Brief biographies of some of these men follow:*



1821-1879

**GENERAL ALFRED SULLY** was born in Philadelphia, Pennsylvania, and graduated from West Point in 1841. His first assignment was to the Second Infantry Regiment, with which unit he took part in the Seminole War and served through the war with Mexico in 1846-47.

He also served in the Rogue River War in Oregon in 1853.

In the Civil War he was made Major General of Volunteers. In 1863 he was placed in command of the Department of Dakota and distinguished himself in campaigns against hostile Indians, especially the Sioux of the Dakotas.

**GENERAL EDWARD RICHARD SPRIGGS CANBY** was born in Kentucky, and graduated from West Point in 1839. He was Second Lieutenant in the Seminole War from 1839 to 1842, Captain in the Mexican War in 1846-47, being brevetted Major and Lieutenant Colonel for gallant conduct at Contreras, Churubusco and Belen Gate. He then served as Assistant Adjutant General of the Pacific Division from 1849 to 1851, and in the Adjutant General's office from 1851 to 1855, participated in the Utah expedition of 1857-60 and commanded the Navajo expedition of 1860-61.

During the Civil War he commanded the Department of New Mexico from June,

Sixteen

**GEORGE B. WINSHIP** was born in Saco, Maine, in 1847. He moved to Minnesota with his parents when ten years old and later served in the Second Minnesota Cavalry during the Civil War.

He settled in Caledonia, Minnesota, in 1877, and established the Courier, and two years later moved to Grand Forks, North Dakota, where he published the Grand Forks Herald, a leading newspaper in promoting the best interests of the state and taking first place for progressive policies and wise conservatism. He is now living in San Diego, California.



1847

1861, to September, 1862, successfully defending his territory from the attacks of the confederate general, Henry H. Sibley. He was raised to the rank of Brigadier General of Volunteers in March, 1862, commanded various other military divisions and departments, and at the close of the Civil War was made Brigadier General in the regular army.

In 1868 he was made Military Governor of South Carolina. On April 11, 1873, while commanding the Division of the Pacific, he was treacherously killed by the Modoc Indians during a conference with them near Van Bremmer's Ranch, Siskiyou County, California. Fort Canby at the mouth of the Columbia River is named after him.



In Cleveland, Ohio, a \$150,000,000 new Union Station project is rapidly nearing completion. The new station, which is located on the Public Square, was put in partial operation on Dec. 1, and will be in complete operation soon after Jan. 1, 1930. Trains will be operated in and out of the city under electric power and above the new project a group of modern office buildings have been constructed.

Seventeen



# Special Exhibition Train to Tour Red River Valley

By E. C. Leedy

A SPECIAL free exhibition train demonstrating the value of livestock, sweet clover and alfalfa as a basis for permanent agriculture will be operated on the Great Northern lines throughout the Red River Valley in Minnesota and eastern North Dakota in January, February and March.

The train will carry three carloads of exhibits to demonstrate and emphasize the value of livestock, sweet clover, and alfalfa as a foundation for permanent agriculture. They will feature the successful methods used by farmers throughout the territory to build up and improve the fertility of the soil and grow more profitable grain crops and at the same time secure new revenue from livestock and feed crops.

The purpose of the train is to develop permanent and profitable agriculture by showing the methods that are used by successful farmers and the profits they are securing from their land. The northwest is not going out of grain growing, only making it possible and profitable.

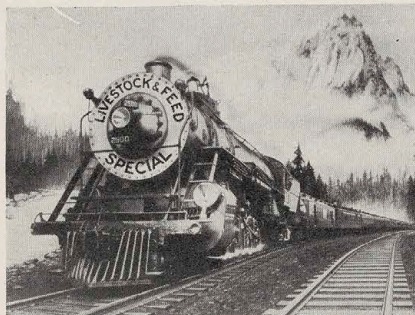
The special train will make from two to three stops each day and be open for in-

section and program about three hours at each place. From January 6th to January 23rd, inclusive, the train will visit 34 stations in Minnesota, from Fergus Falls and Breckenridge on the south to Roseau and Humboldt on the north and Fosston on the east. From January 24th to March 14th it will visit 94 stations in North Dakota from Lidgerwood and Hankinson on the south to Bathgate on the

north and Minot on the west, including all main and branch lines.

The train will include a large auditorium car in which the program will consist of an address on permanent agriculture illustrated by stereopticon views from farms throughout the country upon which sound progressive and profitable methods are practiced.

The exhibits and entire program of the train have been built up with the active cooperation and assistance of practical farmers, business men, the Agricultural Colleges, and the Great Northern Agricultural Development Department, and are based upon the actual practices and experience of many successful farmers in northern Minnesota and North Dakota.



The Special Train.



Keeping fit is one of the major problems of a football team, so when the boys from the Oregon State College came east to hand Detroit University its first trimming in three years, they eliminated travel strain by journeying on the Oriental Limited, from Portland, Ore., to Chicago, Ill.





*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*

H. E. WATKINS

507 ROYAL BANK BLDG.

GENERAL AGENT

TORONTO, ONT.



**J**ust a little snowstorm, followed  
by a little breeze,

**A**dds a coat of glistening white to  
all the shrubs and trees.

**N**ever heed thermometers, for  
though the nights be cold,

**U**pon the snowy landscape crimson  
sunsets gleam like gold.

**A**nother year has come, to lend  
new life, and charm and hope,

**R**enewing our ability with problems  
new to cope.

**Y**oung New Year, once again we bid  
you enter, and be merry,

We're glad you're here  
To usher in  
The month of  
January

C. W. MELDRUM  
Assistant Gen. Passenger Agent

M. J. COSTELLO  
Western Traffic Manager  
Seattle, Washington

W. A. WILSON  
Assistant Gen. Passenger Agent

F. T. HOLMES  
Assistant Gen. Passenger Agent

E. H. WILDE  
General Passenger Agent

E. C. LEEDY  
Gen. Agricultural Dev. Agent

A. J. DICKINSON  
Passenger Traffic Manager  
St. Paul, Minn.



# The Great Northern Goat

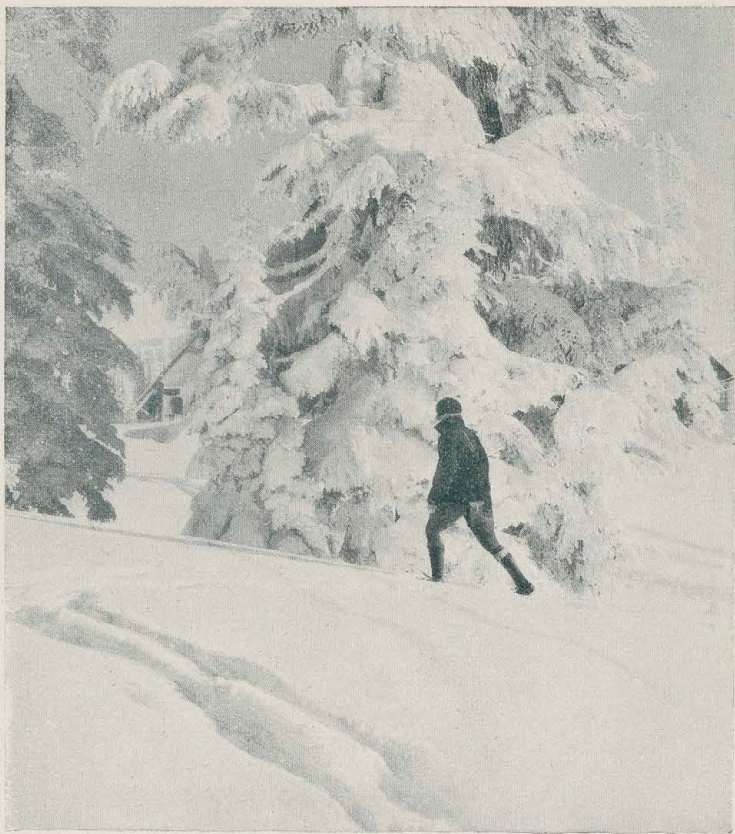
VOL. 7. NO 2

FEBRUARY 1930



GLACIER PARK IN WINTER





# The Great Northern Goat

VOL. VII

FEBRUARY, 1930

No. 2

## The Pacific Northwest

By James Matthew O'Connor

NATURE, that inscrutable old landscape gardener of the ages, was pleased to give particular attention to the four extremities of the United States. Like

less august designers of the scenery, she expended her best efforts in the American plot at the fence corners, and there she attained her supreme effects. In Florida and California she was in exotic mood, and in the luminous atmosphere prevailing there, selected from the brilliant hothouse of the tropics the most vermilion reds and the most sapphire blues to give strong contrast to a setting which had a tendency to get too brown with sun. That done, a little wearied with the gold of the orange and the purple of the grape, she sought the restful serenity of the north woods, reflected green in tranquil lakes, and built herself cool rockeries by the sea. One is the State of Maine, but the more sublime is on Puget Sound, in Washington. And this extends to the seacoast of Washington's neighboring province of British Columbia.

On Puget Sound this eminent old artist was quite as lavish, if more restrained, as in the glare of the southern sunlight. As though one mountain range were not enough,



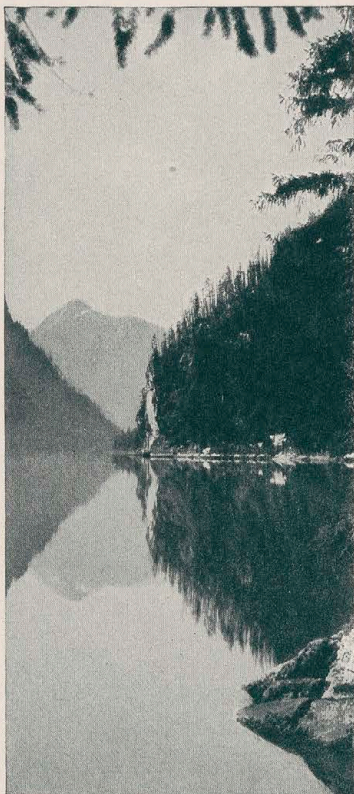
Mount Shuksan.

she heaped up two, and made them rivals in rugged magnificence. One, the Cascades, she crowned with sublime peaks—Mount Baker and Mount Rainier, and decorated with the shining jewel of Lake Chelan. With the other she made a jagged silhouette along the western sky, and hid therein the cobalt depths of Lake Crescent. Between

them she placed the green inlets of the Sound, and in festive spirit created in its northern waters a riot of isles and islets—the San Juan Archipelago. Then on the east she carved the gorge of the Columbia, and led that river's restless waters to the sea, to form a moat around a land of charm. These are the seven wonders of Washington—Mt. Rainier, Mt. Baker, Puget Sound, the San Juan Islands, the Olympics, Lake Chelan, and the Columbia.

Mount Rainier in Western Washington, about 96 miles southeast from





Jervis Inlet near Vancouver, B. C.

© L. FRANK

Four

Seattle and 60 miles from Tacoma, is the third highest mountain peak in the United States. Its highest crest is 14,408 feet above sea level.

Sixty miles east of Bellingham, Washington, lies Mount Baker National Forest, an area of 75,000 acres in the heart of the Charmed Land. Mount Baker, worshipped by the Indians of old, as the "Great White Watcher," a feature of the landscape, rises 10,827 feet above sea level.

The Columbia is a sculptor of scenic grandeur from its source in the mountains of Canada to the broad estuary where it flows into the Pacific, and its gorges mark its final victory over molten lava and seemingly impenetrable plateaus. As the Columbia does its landscaping in the grand manner, it provides the highway builder with gorgeous opportunities.

Between the Cascade and Olympic mountain ranges lies the basin of Puget Sound, with its tortuous bays and inlets, like Scotland's firths or Norway's fiords.

In the Pacific Northwest Nature has a way of summing up everything all at once in a grand tableau. Thus at Lake Crescent and again at Lake Chelan she has grouped together the beauties of the lake, the forest, rocky cliff, mountain range and glacier. Civilization has not detracted from nature's handiwork in the Pacific Northwest. Man has turned deep valleys into opulent orchards, and sage-green hillsides, under his sway, have become gold with wheat. He has draped prosperous cities along the bays of Puget Sound, and on the plains of the inland, and cut cool highways through forests that remain evergreen. He has found his way into the mountain recesses, and built commodious retreats at the brink of glaciers. Trails lead him where wheels fail. Visitors find the results enchanting, and know it as the Charmed Land of America.

## The Great Northern Radio Programs

By Malcolm Breese

THE Empire Builder series of nationally broadcast radio programs which the Great Northern Railway is sponsoring every Monday evening, are planned to appeal to a wide diversity of tastes and personal preferences. Essentially a dramatic series, each production nevertheless is set against a rich musical background and embellished with vocal and instrumental ensembles, solos and novelties.

The first of the four February programs is a romance that follows the trails from the picturesque Many Glacier Hotel in Glacier National Park.

The program of February 10th is the story of a city under a city—the copper mines underlying Butte, Mont.—a thrilling melodrama, part fact and part fiction.

The third program of the month is a railway melodrama, with a bank robbery frustrated through the resourcefulness of the heroine, a telegraph operator. The Fast Mail enters just in the nick of time.

The February 24th program will be an intimate and delightful summertime experience in Glacier National Park, replete with the feeling of the great out-of-doors, romance, music and adventure.

The orchestral setting of these little dramas are furnished by Andy Sanella and his recording orchestra and a musical novelty is offered each week in the harmony whistling of Robert MacGimsey.

These programs will be broadcast from 10:30 to 11:00 p. m., Eastern Standard Time; 9:30 to 10:00 p. m., Central Standard Time; 8:30 to 9:00 p. m., Mountain Standard Time; and 7:30 to 8:00 p. m., Pacific Standard Time, over the following stations:

Boston, Mass., WBZA; Chicago, Ill., KYW; Cincinnati, Ohio, WLW; Dallas, Fort Worth, Texas, WBAP; Denver, Colo., KOA; Detroit, Mich., WJR; Houston, Texas, KPRC; Kansas City (Lawrence), WREN; Los Angeles, Calif., KFI; Milwaukee, Wis., WTMJ; New York, N. Y., WJZ; Oklahoma City, Okla., WKY; Pittsburgh, Pa.,

KDKA; Portland, Ore., KGW; Rochester, N. Y., WHAM; St. Louis, Mo., KWK; St. Paul, Minneapolis, Minn., KSTP; Salt Lake City, Utah, KSL; San Antonio, Texas, WOAI; San Francisco-Oakland, Calif., KGO; Seattle, Wash., KOMO; Spokane, Wash., KHQ; Springfield, Mass., WBZ; Superior-Duluth, WEBC; Tulsa, Okla., KVOO.



Ben Hur Lampman, Portland, Author of two of the Empire Builder stories.

Five





En route to Iceberg Lake.

## Breedin' the Buck Out of Bronchos

By Hoke Smith

**H**ALF-BREED saddle horses are the latest innovation in the far West. And they are not to furnish mounts for half-breed Indians either.

Geo. Noffsinger, President of the Glacier Park Saddle Horse Company, has long worried about breaking in the bronchos each spring so they'd be rideable for eastern tourists. Two years ago he introduced a couple of Arabian stallions on the range at the Bar X Ranch. Half bronchos appeared as docile colts and Noffsinger believes he has solved the problem of taking the shimmying buck and kick out of the western pony. He doesn't know what worked this transformation conquest of the East over the West, but says the 38 half-blood broncho-Arabian colts now on the range are all shy this rearing, jumping, twisting trait that helped to make the cowboy famous.

Whether the introduction of this modified western pony will mean the passing of the picturesque cowboy guide, Noffsinger said he didn't care to predict. He's a westerner himself, and apparently does not relish the idea of being marked as the man responsible for obliterating such a romantic human-herd as this type makes up. Nor would Noffsinger say whether he intends to ultimately displace the broncho of the Western plains! He has 1,000 horses which are used as mounts for side trail trips in the Park.

The company has 30,000 acres of pasture land under fence, running almost the length of lower St. Mary's Lake, across Hudson Bay Divide, eight miles to the old stage road and north seven miles, with headquarters at Babb, Montana.

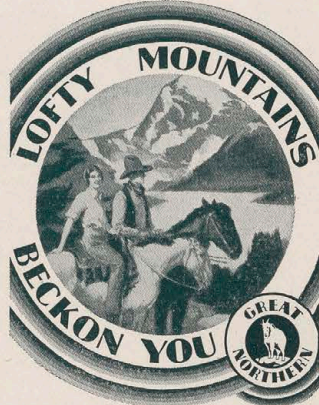
## Telling the Story of Adventure-land in G. N. Advertising

By A. M. Johnson

(This is the first of a series of articles on Great Northern advertising. A second will appear in an early issue.)

**G**REAT Northern advertising, which will appear in newspapers and national magazines beginning early this year, will tell the story of the Great Northern country in a new and highly interesting fashion. A new type of layout has been approved, which carries a striking illustration in a circular frame, greatly similar to the well-known Great Northern "goat" trademark. Intriguing headlines encircle the illustration. It was felt that the advertising this year should tell the story of the great outdoors, rather than descriptive copy relating to the road. Of course there is plenty of reference to the "twin aristocrats of the rails"—the Empire Builder and the Oriental Limited. But in the main the copy is an exhilarating invitation to wonderful vacations in Glacier Park and the Pacific Northwest.

A great deal of care has been devoted to the selection of the artists who illustrate the advertisements. The large illustrations have been divided amongst three nationally-known painters, whose work has been a feature of national magazines for years. An interesting fact was brought out recently in connection with the work of one of the artists. A bystander in the studio commented on a painting just finished by Malcom D. Charleson. "That fellow certainly can do horses, can't he?" "Huh, he ought to be able to," was the reply. "Charleson was born and raised in Winnipeg; he's hunted and fished all over Glacier Park and the Waterton Lakes District; he served in the Canadian Horse Artillery during the War; and he has two brothers in the Royal Canadian Mounted Police!"



## to this great Vacationland

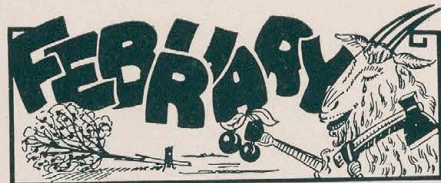
Who can describe a mountain? You may talk of lofty crags pushing the clouds aside ten thousand feet up, but language falters at the spectacle. Come and see them, you city-dwellers. See your vaulted towers and your street canyons pale into insignificance beside these sky-tearing mountains! Exult at the sublime panorama of glacier-carved peaks in Glacier Park and the Waterton Lakes district across the border in Canada. Pause in rapt awe at Mount Rainier's tremendous slopes; at the snow-wrapped shoulders of Mount Baker, eternally watching over Puget Sound.

Play, rest, study, in the very shadow of these great friendly mountains... know life as you've never before lived it—and come back to textbooks and blackboards with a new enthusiasm for your America!

Great Northern trains—the new *Empire Builder* and the luxurious *Oriental Limited*—bear you in superlative comfort to these wonderlands of the great Northwest. Booklets and information from your local ticket office, or direct from travel headquarters at Saint Paul.

**The New  
EMPIRE BUILDER  
The Luxurious  
ORIENTAL LIMITED**





VOL. 7 FEBRUARY, 1930 No. 2  
Published by GREAT NORTHERN RY., ST. PAUL, MINN.  
DONALD MACRAE, Editor.

## Flynn's Minute Editorials This Month—Prudence



Edw. F. Flynn

ONE of George Washington's greatest qualities was prudence. Prudence is the first requisite of a leader. Prudence perhaps can be cultivated. One can be trained to be prudent.

If we are prudent we know the things to seek and the things to let alone; the things to study and the things to cultivate.

Some men are nearly great, but they lack prudence, thinking of the present, seeing only the present, while the successful man visions far ahead because of this great characteristic, prudence.

The difference between a prudent man and an imprudent one is the difference between the ant that looks to the future, and the grasshopper that thinks only of his present needs.

As men grow older they are likely to become more prudent, because of knowledge gained through years of experience. It is said that young men seldom profit from the experience or advice of older men. Free advice, the young man thinks, is poor advice, and so he waits and learns, unless he be prudent.

If you would be prudent, think, deliberate; do not jump at conclusions, for, says Coke, "Precaution is better than cure."

Eight

## The Goat's Mail Bag

The following comment about Great Northern train service has been taken from a letter on file in the editorial rooms:

PHILADELPHIA, PA.—"I have ridden on every train from Chicago to San Francisco, Los Angeles, Portland, Seattle, Tacoma, Vancouver, etc. The 'Empire Builder' is the finest train that I have ever ridden on. The Dining Car service, the Sleeping Car service, the light that showed us the mountains and the beautiful snow-white tunnel, and, last but not least, the courtesy of the employees on this train—words are inadequate to express the surprise that such a thing could be possible in these hustling days when service is generally sold through the medium of magazines, newspapers and radio and never evidenced in actuality. . . . I intend in the future to use no other train but the 'Empire Builder' on my three trips to the Coast each year."—J. H. H.

## The Cover

This month's cover is a winter time scene of the St. Mary Lake section of Glacier National Park taken from the Blackfeet Highway. The photographer is T. J. Hileman of Kalispell, Montana.



### O. K. By Her

"Did you know, dear, that tunnel we just passed through was eight miles long and cost \$14,000,000?" said the young man to his sweetheart.

"Oh, really, did it?" she replied, as she started to rearrange her disheveled hair. "Well, it was worth it, wasn't it?"

—Boston Transcript

\*\*\*

American (at a Scottish football game): "Why don't they start? They ought to have kicked off half an hour ago."

Scotsman: "Ay, something serious has happened."

American: "Not a player taken off ill?"

Scotsman: "No, worse than that—they canna find the penny they tossed up with."

—Trumbull Cheer

### A Lesson for Shrimps

Pat's left eye was badly discolored. His wife asked who did it.

"Mike Murphy," he replied sadly.

"What!" she exclaimed, "do you mean to let a little shrimp like Mickie Murphy black your eye?"

"Martha," said Pat, holding up his hand reproachfully, "don't spake disrespectfully of the dead."

—Hi-Lites.

Small Brother—Ha! Ha! I just saw you kiss Sis.

Suitor—Here. Keep still. Put this quarter in your pocket.

S. B.—Here's ten cents change. One price to all, that's the way I do business.

—Two Bells

\*\*\*

In a certain western town, a beautiful chorus girl sued a rich banker for breach of promise and was awarded ten thousand dollars. Shortly after leaving the court room, she was hit by a street car and had eight ribs broken. The same judge awarded her eight dollars.

Moral—Never play with a woman's heart—kick her in the ribs.

—Clipped.

Nine

### The How

"Do you know how to make a peach cordial?"

"Sure, send her a box of flowers."

—The Gateway





Ten



Above is the new Baltimore City Ticket Office of the Pennsylvania Railroad and, at left, the personnel. They are, from left to right, front row: H. L. Watts, Jr., Ticket Seller; W. E. Ford, Chief Clerk; H. P. Lane, City Ticket Agent; Ira B. Yeakle, Division Passenger Agent; G. Brown, Information Clerk. Second Row: R. R. Jenkins, W. J. Malone, and R. F. Kress, Ticket Sellers; C. J. Gernersausen, Chief Accountant; W. T. O'Brien and W. R. Fox, Ticket Sellers. Back Row: L. P. Hammack and G. E. C. Garrett, Pass. Representatives; H. G. Herbert, Clerk; and W. M. Bolton and C. L. Merriman, Representatives.

Eleven



## The Empire Builders

The cars on the Empire Builder have been named after men famous in the history of the Northwest. Brief biographies of some of these men follow:



1836-1910

In 1876, the year that he was promoted Colonel of the Fifth Cavalry, he served in the Big Horn and Yellowstone Indian campaigns in Wyoming, Montana and the Dakotas. From 1882 to 1887 he was Superintendent of U. S. Military Academy, West Point. He was promoted to Brigadier General (1887) and Major General (1895).

Was in command of the Department of the East in 1897-98 and in 1898 commanded U. S. forces in the Philippines and later was at Paris with the American Peace Commissioners. Thereafter until his retirement in June, 1910, he commanded the Department of the East.

GENERAL LEWIS MERRILL was born in New Berlin, Pennsylvania. He studied at Lewisburg University and graduated from West Point in 1855. He served in Missouri, in Kansas Territory and with the Utah expedition.

In the Civil War (1861) he organized Merrill's Horse to oppose guerrillas in Missouri. Later he commanded the Department of St. Louis and that of northern Missouri. In 1864 he was commander of

Twelve

JAMES NETTLE GLOVER was born in Lincoln County, Missouri. When twelve years old his parents started from a place near Independence, Missouri, traveling with wagon and ox team. They were on the road six months and then settled near Salem, Ore.



1837-1921

For several years Glover was engaged in mining operations in eastern Oregon, and subsequently engaged in the steamboat business in Oregon. In 1873 he moved to Spokane Falls, arriving there on May 11, and started a sawmill on the site of the present Phoenix Mill and built a general store, around which Spokane grew.

He was a member of the City Council in 1883 and Mayor of Spokane in 1884 and 1885 and president of the First National Bank for ten years. He was called the "Founder of Spokane."

the Cavalry Bureau at St. Louis, and the next year was sent against guerrillas in northern Georgia and Alabama and was brevetted a Brigadier General.

After various western assignments, in one of which he commanded the troops guarding railway surveyors, for the line through Dakota to the Rocky Mountains, he was placed in command of a military district in South Carolina. In 1875 he commanded the Red River district of Louisiana.



Across the continent and back again, with a 10-hour stop in New York to conduct one performance of the New York Symphony Orchestra on the Atwater-Kent Radio Hour, is the rather unusual distinction that fell to Mr. Willem van Hoogstraten, conductor of the Portland Symphony Orchestra. In the photograph above Mr. van Hoogstraten, left, is being congratulated by Mr. W. F. Turner, president of the Spokane, Portland and Seattle Railway, and Mayor George Baker of Portland. Mr. van Hoogstraten broadcast for Empire Builders last spring. He travelled on the Empire Builder both ways.

Thirteen





Dr. W. C. Kintner, Tyee Man for 1929—Weights of fish, 56¼ lbs., 40 lbs., and 30 lbs.

## They Guarantee Fish Stories!

By Frank Giolma

IT must have been because fishermen and even fisherwomen found the world at large simply would not believe the stories they told of catching tyee salmon weighing 30 pounds to 50 pounds up at Campbell River on the East Coast of Vancouver Island that the Tyee Club was founded at that little settlement.

Today the Club guarantees its members' statements (if found correct) by issuing a bronze button to the angler landing a tyee weighing over 30 pounds; a silver button for a salmon of 40 pounds or more; a gold but-

ton for one over 50 pounds; and a diamond button for one over 60 pounds; while the championship medallion goes to the man landing the biggest fish of the season, he being duly elected Tyee man for that year.

The Tyee Club is a non-profit sharing international organization counting among its members, anglers from many countries. Its fees are nominal, its avowed object being to induce all sportsmen to use light tackle when fishing for that king of fighting fish, the Tyee Salmon of British Columbia.

Fourteen

## A Glacier Park Letter

GOING-TO-THE-SUN CAMP  
July 22, 1929

Dearest Alice:

Bless your heart! It was thoughtful of you to write a birthday letter which was so welcome and did much to make my anniversary a happy one.

Daily I seem to stand at the threshold of the door to Happiness, which at my touch, opens and reveals untold beauty and grandeur. Romanticist, you say? Well, perhaps, but under like circumstances you would be too.

Anneleft Tuesday for the five day North Circle, but I take my pleasure in hiking, and follow the familiar trails in leisurely fashion, thoroughly content to do so.

Today I walked to Sun Rift Gorge. Oh, Alice, it is lovely beyond words, and all that its musical name implies—this miniature canyon, through whose narrow sides torrential icy waters churn into foam while seeking an outlet over the rocky bottom.

No man can withstand the terrific force of this stream, scarcely three feet wide, yet for two hours I watched a water ouzel dive repeatedly into the whirling rapids in dauntless efforts to feed her young; always bobbing up serenely several feet downstream with a precious morsel which she placed in the open mouth of her eager little one, standing by. These ouzels, the very color of the rocks themselves, walk with a queer little "dip" and are intensely interesting.

Have been writing in the glow from the open fire here in the Lobby until I am too drowsy to pen another word.

Affectionately,  
Dorothy



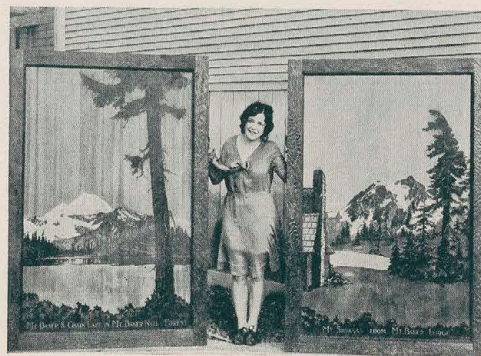
Little Chief Mountain from  
Baring Creek.

Fifteen





*These are not kangaroos as might be supposed at first glance. They are two deer battling at one of the hay feeding stations Uncle Sam maintains in Glacier National Park during the deep snow months of winter. At this season of the year the deer find their natural food is scarce and they have been educated to come down into the valleys and eat at the government "outdoor boarding houses,"*



*Two wood etchings showing scenes in Mt. Baker National Forest.*

## Unique Etchings Decorate Bellingham Station

By P. E. Kendall

PICTURES and designs comparable in appearance to oil paintings, tapestries and stained glass are being etched into wood by a process developed by The Long-Bell Lumber Company, at Longview, Washington. The new process has been entitled Grainart. The picture panels, or xylograves, are created by means of stencils and a process of sand etching. The stencil is drawn and cut and attached to a Douglas Fir panel which is then submitted to the sand etching treatment. The sand, power driven, eats away the soft grain, accentuating the hard, but it does not affect that part of the panel covered by the stencil. Thus, when the etching is completed and the stencil removed, the design is left standing in bold relief against a delicate hachure of raised and

lowered grain. Life, color and perspective are added to the scene by use of stains and wax.

Two beautiful wood etchings of Mt. Baker and Mt. Shuksan, which feature Mt. Baker National Forest, were recently completed by the Grainart department for the Great Northern Railway station in Bellingham, gateway city to the Mt. Baker playground. The panels are 4 x 6 feet in size and portray the lines and coloring of the two scenes with striking clarity and truth of detail. The two panels are framed with slash grain Douglas Fir etched in such a way that the natural grain patterns have been raised in relief, accentuating the inherent beauties of the wood.





*The 1929 Eagle Scout "Trail Builders."*

## Glacier Park's Eagle Scout Trail

By Edgar G. Maclay

EAGLE Scout trail building as an activity for older boy scouts of Eagle rank has been carried on in Glacier National Park for four of the last five years.

This activity is based on the ideal of the Daily Good Turn, which is one of the fundamental principles in the program of the Boy Scouts of America. It was originated by the North Central Montana Council of the Boy Scouts of America. The first camp was held in Yellowstone Park at which there were 32 Eagle Scouts from the Northwest. The following year camps were held in Yellowstone, Glacier and Mount Rainier National Parks. Since then camps have been held only in Glacier Park.

Scouts recommended by their Councils are eligible to attend and are met at Glacier Park by National Park service trucks and

taken to their camp. There under the leadership of Scout Officials they place themselves for a period of two weeks at the service of the Government, building trail. The Government in turn furnishing food, tools and shelter, for which the scouts work 5 hours each working day.

The first trail, built in 1925, was from Rockwell Falls in the Two Medicine country toward Two Medicine Pass. Since then the scouts have been working on a trail from Red Eagle Landing on St. Mary Lake along the shore toward the upper end of the lake. This trail, though it follows the shore line, is at some distance back, maintaining an elevation of 50 to 100 feet above the water.

The project has met the warmest indorsement of the Government and the National Park Service.

## Mountain Whispers

By Olga Lakela

A morning cloud of vapory wings  
Going-to-the-Sun airily clings.

The rising sun above the mountain fold,  
St. Mary's Lake trembles in gold.

Its sapphire depths of shimmering blue,  
Even the heaven's image renew.

Lacy Saxifrage, Parnassia and all,  
Responding to life's urge and call,

Softened the rocky nooks with flowers,  
To please the wind-blown butterfly showers.

High-born streams flash and leap,  
From ledge to ledge through gorges deep,

And here in the heart one summer  
Still million winters linger.

These unyielding rocks of untold time  
My fingers grip on upward climb,

Molded of dust, I am bound fast  
To this scheme of nature of ages past,

But through spirits immortal chain,  
A glimpse of eternity I attain.

Here the winds unmitigated, rage and blow,  
And fierce rains come and go,

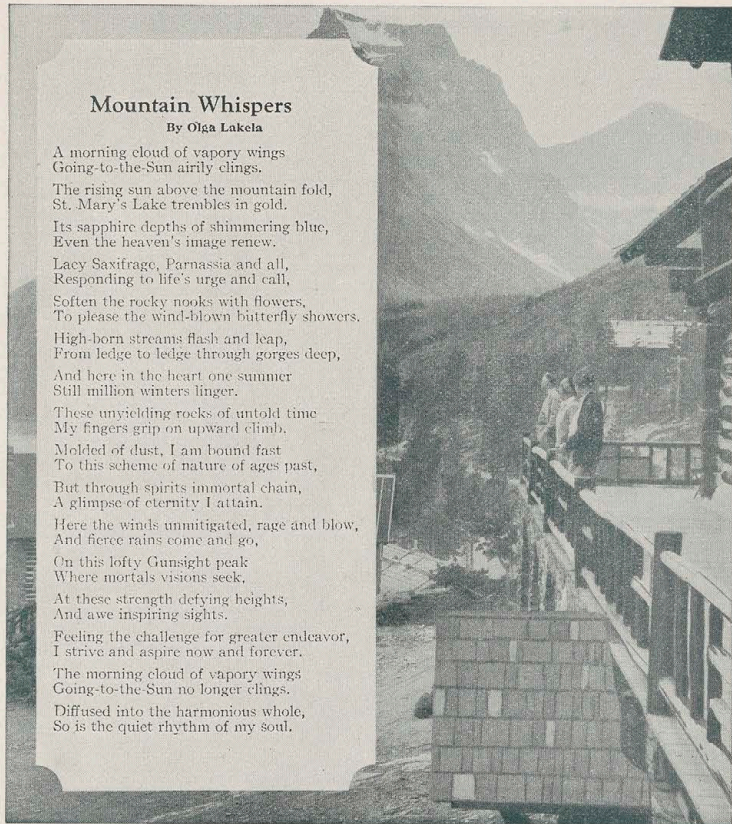
On this lofty Gunsight peak  
Where mortals visions seek,

At these strength defying heights,  
And awe inspiring sights.

Feeling the challenge for greater endeavor,  
I strive and aspire now and forever.

The morning cloud of vapory wings  
Going-to-the-Sun no longer clings.

Diffused into the harmonious whole,  
So is the quiet rhythm of my soul.







*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*

H. E. WATKINS

507 ROYAL BANK BLDG.

GENERAL AGENT

TORONTO, ONT.



Frosty mornings, hills for coasting;

Each tree snow-white raiment  
boasting.

Buckwheat cakes with clover honey

Radiating cheer that's sunny.

Unexpected pleasure meets us,

As a tinkling sleigh bell greets us.

Rough-voiced Jack Frost is no fairy

Yet he governs February.

C. W. MELDRUM  
Assistant Gen. Passenger Agent  
Seattle, Washington

W. A. WILSON  
Assistant Gen. Passenger Agent

F. T. HOLMES  
Assistant Gen. Passenger Agent

E. H. WILDE  
General Passenger Agent

E. C. LEEDY  
Gen. Agricultural Dev. Agent

A. J. DICKINSON  
Passenger Traffic Manager  
St. Paul, Minn.



# The Great Northern Goat

VOL. 7, NO. 5

MAY 1930



GLACIER  
NATIONAL PARK





*The secluded depths of the Parks' valleys, the dim caverns of their forests, the snowy expanses of their glaciers and the marvelous panoramas that lie unfolded from the high passes will ever be for the hiker and rider.*

# The Great Northern Goat

VOL. VII

MAY, 1930

No. 5

## The Land of Shining Mountains

By L. Sacrison

IN their simple, poetic eloquence the Indians called it the "Land of Shining Mountains"; scientists seeking traces of the earliest known forms of life know it as the section of our country least changed by the hands of man; to visitors who measure time in weeks of pleasure rather than the eons of science, it is the international playground of Glacier and Waterton Lakes Parks, a vacation land of awe-inspiring beauty.

These shining mountains take their name from the sixty miniature glaciers that move slowly down the sides of towering peaks—miniature, that is to say, in contrast to the enormous ice-rivers of the arctic. High along the Continental Divide they make their tortuous progress, feeding at last into a myriad of silvery streams and limpid lakes. The largest one, named Blackfoot, covers only an area of five square miles on the north slopes of Mt. Jackson.

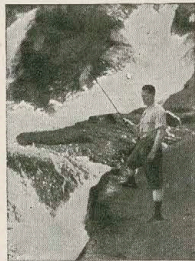
Crammed into this area of some 1,750 square miles you will find more spectacular beauty and natural wonders than it would seem possible for a limited space to hold; the most fantastic, rugged, majestic peaks

of the entire Rocky Mountain range; numberless varieties of wild flowers contrasting their seasonable beauty with the everlasting snow-caps that loom above; hundreds of brooks, rushing rivers, cascades, plunging waterfalls; heavily wooded valleys and colorful canyons; lakes as blue as a June sky.

This garden of the gods begins in northwestern Montana and extends into Alberta. It was set aside by the United States and Canadian Governments as an international summer playground for you and a permanent sanctuary for wild game. On the Canadian side it is known as Waterton Lakes Park, and the U. S. area is Glacier National Park. The two sections are linked together by highway, mountain trails and launch routes into an area that is distinctive as the truly great scenic paradise of North America.

To enable the citizens of both countries to enjoy this outdoor treasure-trove the two Governments co-operated in providing roads, trails and public camping grounds.

The Great Northern Railway, which alone serves this area, worked through its subsidiaries to provide stopping places where



*Trout fishing abounds.*





*Lake McDonald dominates the west side of Glacier Park.*

roads, trails and launch routes coverage. Four of these are thoroughly modern hotels which, though constructed in rustic style that harmonizes perfectly with their majestic surroundings, provide the visitor with strictly metropolitan accommodations. They are the Glacier Park Hotel at the eastern entrance, the Many Glacier Hotel in the heart of the mountains, the Prince of Wales Hotel overlooking Waterton Lake and the Lake McDonald Hotel in the west side of the Park.

At other points of interest in Glacier Park chalet groups have been built. They vary in size, but all follow the same general plan. There is a central building housing the dining and recreation rooms and a number of smaller ones containing the sleeping rooms. The Going-to-the-Sun Chalets, located near the upper



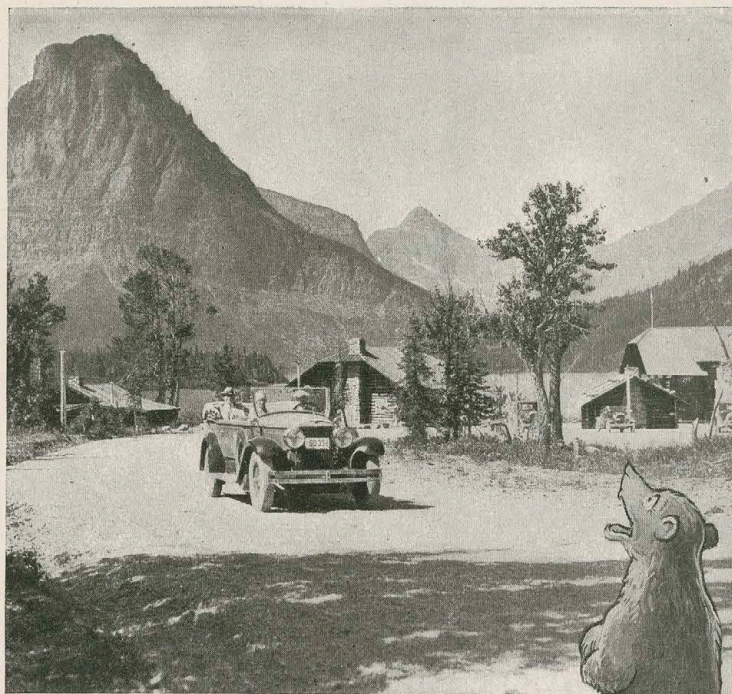
*The Glacier Park golf course.*

end of St. Mary Lake, are the largest and most important of these groups which include the Two Medicine Chalets, Cut Bank Chalets, St. Mary Chalets, Granite Park Chalets, Sperry Chalets and Belton Chalets.

In still other sections the saddle horse company maintain camps. One of these is on Red Eagle Lake and the others are in the North country.

Transportation in the Parks is according to your individual likes, with the Glacier Park Transport Company and the Park Saddle Horse Company ready to serve you. Other recreations such as golf, tennis, fishing, mountain climbing, and just plain loafing await your arrival.

The Land of Shining Mountains is beckoning.



Along the lower slopes of the mountains and into the larger of the "Inside Valleys," as they have been designated by the Blackfoot Indians, wide, surfaced highways connect the principal scenic centers. On these highways comfortable busses are operated on daily schedules during the season.





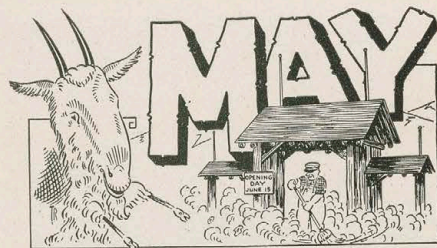
On St. Mary, Waterton and McDonald lakes launches provide essential transportation and at the same time afford the passenger a most delightful view of the mountains, while two other routes, on Two Medicine Lake and in the Many Glacier region, sightseeing launches are operated.



In Glacier and Waterton Lakes Parks innumerable trails beckon to the horseman. Some lead to nearby mountain tarns, some to vantage points high above the timber line, while others cross through the cloud-swept passes to connect hotel and chalet.







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Published by GREAT NORTHERN RY., ST. PAUL, MINN.  
DONALD MACRAE, Editor.

## Flynn's Minute Editorials

### This Month—Mirth



Edw. F. Flynn

**H**ENRY WARD BEECHER says: "A man without mirth is like a wagon without springs, in which one is caused disagreeably to jolt by every pebble over which it runs."

Mirth surely is like oil that lubricates your automobile. Life without mirth would be full of squeaks and noises like a rusty spring; would even fail perhaps, if this wonderful lubricator, mirth, were entirely lacking.

It is well then to take part in the affairs of life that give us mirth and joy, the clean comedy, the good moving picture that has many a laugh.

Yet we should remember that oil alone will not make an automobile run. It needs the power given it by gasoline or steam, just as in life mirth alone would soon wear us all out, make us worthless and useless. We need just the proper mixture of mirth and seriousness. Seriousness comes to most of us naturally and easily in our daily lives, but mirth not always.

Mirth! Give it its place, but not too much space!

Eight

## The Goat's Mail Bag

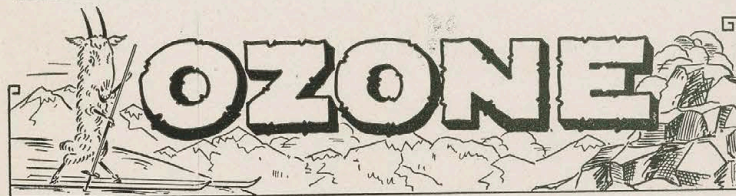
The following comments about Great Northern train service were taken from letters on file in the editorial rooms:

**BUFFALO, N. Y.**—"May I take this opportunity of expressing to you my very sincere appreciation for the wonderful service which was given to our party in connection with our trip to Los Angeles, California, over your line. Everyone in our party was very enthusiastic over the manner in which you handled your service, and you may rest assured that it is very much appreciated."—J. H. B.

\*\*\*

**ROSEBURG, ORE.**—"The appointments in your car are very nice; the food was excellent and well cooked; the steward was courtesy itself; the waiter at station No. 1, or top station as I understand he calls it, was a very excellent man. I do not see how dining car service could be any nicer than was yours."—R. B. C.

The center spread of this issue is taken from the new Glacier Park map published by the Great Northern. The original is in seven colors and copies may be obtained from the Editorial Offices of the Goat.



## Fish

The novice at trout fishing had hooked a very small trout, and had wound it in till it was rammed against the end of the rod.

Pupil—"What do I do now?"

Instructor—"Climb up the rod and stab it."

—Patton's Monthly

**A man wrapped up in himself makes a very small package.**

—Doughty News

An old negro preacher was explaining to his congregation the difference between faith and knowledge. "Now, my breddren," he said, "hit's like dis: Dar's Brudder Johnsing a-sittin' on de front seat wid Sister Johnsing and de five little Johnsings. She knows dey's her chillen—dat's knowledge. He believes dey's his chillen—dat's faith."

—Civic Opinion

**"Your wife does so remind me of my eldest sister."**

**"She reminds me a great deal of her first husband."**—Tit Bits

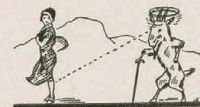
*B. W.*: "They say if there's anything in a man, travel will bring it out."

*Friend*: "You tell 'em! I found that out my first day at sea. Why, the first trip I made I never knew there was a dining room to the ship: all I ever saw was the rail."

—Trumbull Cheer

**Herbie calls his new sweetie Dauntless, because she keeps saying, "Oh, Dauntless, do this and Dauntless do that."**

—A. O. Moore



Two Scotchmen went fishing with an understanding that the first one to catch a fish was to buy the "soda." One got a bile that almost broke his pole, but refused to pull up. The other was fishing without bail.

—Clipped

## A New One

A lady advertised for a maid, and was showing an applicant for the place over the house.

She had been very liberal in her promises of privileges—afternoons off, evenings out and so on—and it looked as though the two had come to an agreement, when just as she was leaving the house the girl asked:

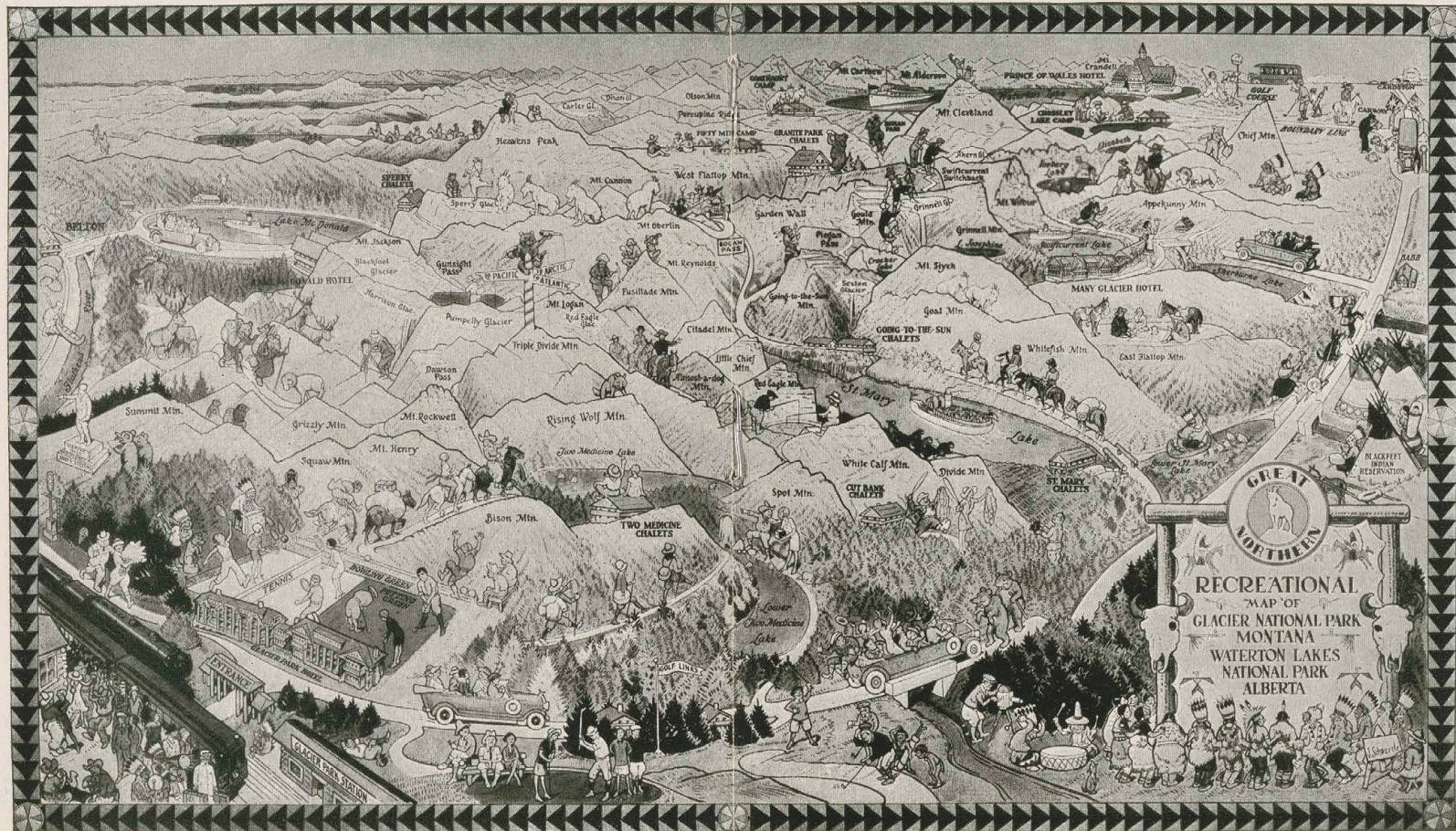
"Do you do your own stretchin'?"

"Do we do what?" asked the puzzled mistress.

"Stretchin'," repeated the girl. "Do you put all the food on the table at dinner and stretch for it, or must I pass it around?"—Clipped

Nine







## The Great Northern Radio Programs

By Malcolm Breese

THE Empire Builder series of radio programs, which the Great Northern is sponsoring each Monday evening are planned to appeal to a wide diversity of

tastes and personal preferences. Essentially a dramatic series, each production nevertheless is set against a rich musical background and embellished with vocal and instrumental novelties, so that their appeal may extend even to those listeners whose preferences run to music. This is apparent when you look over the programs planned for May.

In the first May program the Old Timer participates in a pageant that is being staged by summer visitors at Lake Minnetonka and the story is about the final dress rehearsal. Henry Bokhof was the author.

The second, or May 12th, program will have its locale on the heavily forested slopes of Mt. Baker. It will be a program of vacation joys in northwestern Washington and the neighboring city of Bellingham will be represented. The author was George Redmond.

The record-breaking run of the Great Northern's silk special will provide the dramatic background for program May 19.

One of the almost legendary romances of the Canadian Royal Mounted Police will form the basis for the last program of the

month, which will be broadcast May 26. It was the work of E. H. Bierstadt.

Empire Builder programs are arranged, written and produced under the direction of the Great Northern Railway. They are released from the New York studios of the National Broadcasting Company, each Monday night, from 10:30 to 11:00 p. m., Eastern Standard Time; 9:30 to 10:00 p. m., Central Standard Time; 8:30 to 9:00 p. m., Mountain Standard Time; and 7:30 to 8:00 p. m., Pacific Standard

Time, over the following stations:

Boston, Mass., WBZA; Chicago, Ill., KYW; Cincinnati, Ohio, WLW; Dallas, Fort Worth, Texas, WBAP; Denver, Colo., KOA; Detroit, Mich., WJR; Houston, Texas, KPRC; Kansas City (Lawrence), WREN; Los Angeles, Calif., KFI; Milwaukee, Wis., WTMJ; New York, N. Y., WJZ; Oklahoma City, Okla., WKY; Pittsburgh, Pa., KDKA; Portland, Ore., KGW; Rochester, N. Y., WHAM; St. Louis, Mo., KWK; St. Paul, Minneapolis, Minn., KSTP; Sault Lake City, Utah, KSL; San Antonio, Texas, WOAI; San Francisco-Oakland, Calif., KGO; Seattle, Wash., KOMO; Spokane, Wash., KHQ; Springfield, Mass., WBZ; Superior-Duluth, WEBC.



Sanella and his orchestra.

## A Glacier Park Letter

TWO MEDICINE LODGE  
August 25, 1929

My dear Alice:

For two days, we have "looked upon a world unknown. On nothing we could call our own." You will testify that I've seen many a snowstorm, but never until now, have I seen one such as must have inspired Whittier to write his immortal poem.

Lofty peaks about us are now overwhelming in their splendor—pine trees are fringed with flakes and chalet roofs are blanketed with snow. It is a spectacle I would not have missed for all my weeks in the Park. My one regret is that Anne could not stay long enough to see it, for she left Wednesday.

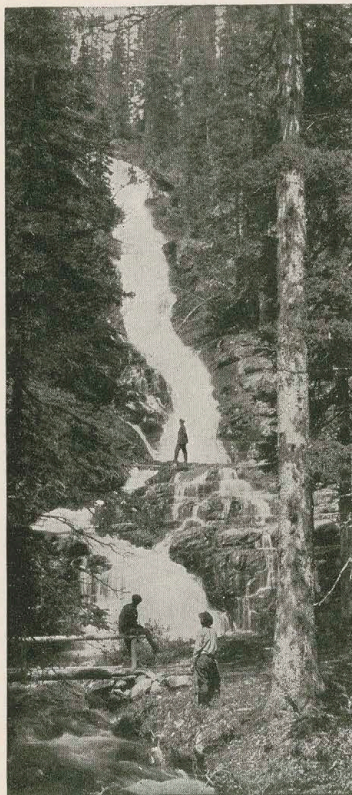
Tonight after dinner, when it had cleared, E. L., a young girl artist who is in Camp, walked with me down the motor road several miles. It was exhilarating after the storm and in the light of full moon, our path was bright as day. A pungent odor of burning pine filled the air and in the distance we could hear the crackling of fire. Just then, Mr. H—, the Ranger, came and explained that the land had to be cleared of hewn timber and he had chosen this wet day, for safety's sake, to burn them.

We have just returned to the Lodge and are sitting here "toasting our toes" after the five mile walk. I am sad at the thought of leaving these beloved mountains, but deep within my heart is that peace and calm, born of silent communion in the "open spaces;" indelibly etched upon my memory is the beauty of all that I have been privileged to see these many weeks and I shall return to you all, well fortified for the year ahead of me.

As ever,

Dorothy

Thirteen



Right Fork—Twin Falls.



## The Wenatchee Apple Blossom Festival

By A. M. Johnson

WENATCHEE, Apple Capital of the World, will pay tribute to the crop that makes Washington the leading commercial apple producing state of the Union on May 8, 9 and 10, when the famous Apple Blossom Festival will be held in this rapidly growing city on the east side of the snow-turbaned Cascade range.

The date selected for the Festival is expected to find the thousands of acres of apple orchard in the Wenatchee district in full bloom painting the whole landscape a delicate pink and filling the air with their sweet scent.

Following the annual custom, a Wenatchee High School girl has been selected as Queen of the Festival. This year the honor has been bestowed upon Miss Shirley Foster, 17, who was one of Queen Rosella's attendants at last year's Festival. Miss Helen Carroll and Margaret Bird have been selected by Queen Shirley as her attendants.

This year's Apple Blossom Festival, which is the eleventh to be held in Wenatchee, will provide many picturesque and entertaining bits of pageantry, including the arrival of the Apple Princesses from neighboring communities, the coronation of Queen Shirley, dancing by school children,

parades of blossom decorated floats and numerous other events.

Wenatchee's location almost in the exact center of the State of Washington, makes it an ideal place for such a carnival and it is expected that the city will be host to a large number of visitors during the three days of this year's Festival.

Apple raising is a specialized business with the growers of the Wenatchee District. Most of them devote their entire time to fruit growing. The yield per acre is high, 300 to 1,000 boxes per acre. 3,000 growers specialize in the production of such well known and popular Wenatchee Apples as the Delicious, Winesap Spitzenberg, Staymen Jonathan, Rome Beauty, Winter Banana,

Yellow Newton and White Pearmain.

This specialization has made the Wenatchee Valley the largest apple shipping section in the world, shipping out annually in the neighborhood of 20,000 carloads of apples. These go to all parts of the United States and to many foreign countries. During the apple shipping season the Great Northern often handles from three to five solid train loads a day; nearly 400 solid trains of refrigerator cars being required to move out a normal year's crop.



Miss Shirley Foster, Queen of the 1930 Apple Blossom Festival.



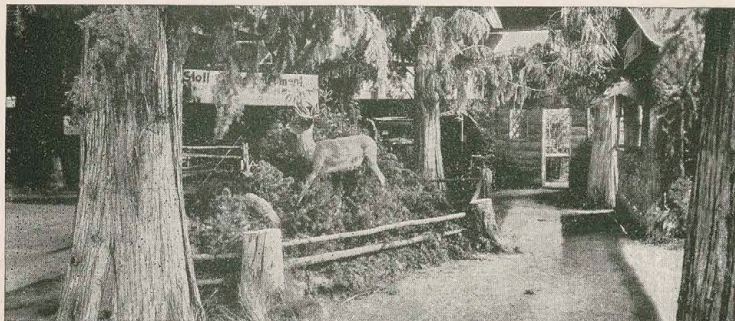
At the left is pictured the members of the Russian Railway Commission which recently made a tour over the Great Northern. Mr. D. E. Sulimov, Vice Commissariat, who headed the group is pictured above with two of the other members.



At the right are the Chinook Sugar Beets, the Montana High School champions, who journeyed to Chicago on the Empire Builder to take part in the National Basketball Championship.







A Corner of the Spokane Sportsmen's Fair.

## Spokane Sportsmen's Show

By W. G. Oves

THE Eleventh Annual Spokane Sportsmen's Show which each year sells better and better, the outdoors, the resorts of the Inland Empire, and scenic beauty to the tourist, is to be held May 12-17.

Kalispell, Flathead, Wenatchee, Pend Oreille, Sandpoint, and Colville are once more putting on district displays, for the publicity value of the Sportsmen's Show—which draws an attendance of 75,000—is great to the Inland Empire as a whole as well as to Spokane, and Spokane feels that the ability to stage the event comes from her position among outstanding scenic resources. The show's purpose is to bring these before the citizens themselves, and to make the traveling public familiar with the pleasures which are available.

There will be as usual, the cleverly built woodland with all its inhabitants of bird and beast. There will be a new feature in

the reconstruction of Spokane House, the first trading post of the fur trappers in Washington, and there will be the exhibits of numerous resorts, the commercial displays, and educational features that tie in with the use of the vacation lands and their preservation.

The idea for the Sportsmen's Show was first conceived by James A. Ford, executive of the Spokane Chamber of Commerce, and has since been sponsored by that group. It is held in the city center and with such a nominal charge that any visitor in Spokane, no matter how brief his spare time, will feel repaid by even a quick walk through the grounds. But these grounds are so skillfully made over into forestland that he is little apt to leave without a very active hankering to return or right then to visit the scenic attractions whose promotion is the main objective of the Sportsmen's Show.

## Over the Ticker Counter

### The Oriental Complex

"Say, you savy, me wanna catchem sleep shelf," said an old Chinaman, to me one day.

"You want a what?" I asked.

"Me wanna catchem sleep shelf."

"I'm afraid I don't understand," I replied.

Evidently disgusted at my dumbness, he became very much excited and said, "You savy, take em off shoes, take em off hat, take em off coat, ketchum sleep."

"All right, Charlie," I said, "I think I savy what you want, you wish a berth on the sleeping car."

"How muchee him cost to Los Angeles?"

"Well, there are two kinds of berths, a lower and an upper, the lower is a little higher than the upper," I explained.

"Gee Klistmas, whatsa mattee you," he interrupted, "You ketchum lower, higher than upper, you heap damn fool."

"Well," I said, "That's the way it works. The higher is lower than the upper."

"I savy," said the Chinaman, as a cunning Oriental smile lit up his features, "I ketchum higher sleep shelf, then I use em lower and fool em."

Roy H. Davis, S. P. Ry. Co.,  
Watsonville, Calif.

\*\*\*

### Change at Spokane

Back in 1900 a young man drove up to the depot with an elderly gentleman. The

train was whistling for the station when the old gentleman rushed up to the ticket window and asked for a ticket to Seattle, Washington, via Spokane and the Great Northern.

I gave him the ticket and he gave me a twenty dollar william and while I was reaching in the money till to give him back his change, I remarked, "Change at Spokane."

"Change at Spokane!" the old gentleman replied. "I gues not, young fellow, I'll get my change right here."

R. E. Nicholson, Agent  
O. W. R. & N. R. R.,  
Latah, Wash.

\*\*\*

### Deadhead Passenger?

The ticket seller made up the ticket and the man left the office. That evening a rather

decrepit individual boarded the night train for Chicago and when the conductor came around for tickets, the shabby one presented his.

The conductor looked same over and said, "Where is your ticket?"

The shabby one looked rather surprised and replied, "That's the only ticket I got; it was bought by a friend of mine and given to me."

"By the way," he added, "What's wrong with that ticket?"

"Well," said the conductor, "This ticket is stamped 'Corpse.'"

E. J. Glasier, L. & N. R. R.,  
Nashville, Tenn.



## Low Home-Seekers' Fares

By E. C. Leedy

OPPORTUNITIES for profitable diversified farming on low priced land in the Northwest are steadily attracting new settlers, and to further encourage prospective new settlers to acquaint themselves with the agricultural possibilities of the Northwest, the Great Northern Railway during 1930 will offer special low fares to home-seekers.

For the cost of the regular one-way fare, plus \$2, home-seekers will be able to purchase round-trip tickets to points in Minnesota, North Dakota, Idaho, Eastern Washington and Oregon. Connecting lines south and east of the Twin Cities and Chicago are co-operating in extending these home-seekers' fares.

It is expected that this inducement will attract a large number of persons from the older states where land is costlier and opportunities not so great.

The year 1929 was a profitable one for the livestock industry in Great Northern territory. There has been a steady increase in livestock raising and dairying in all parts of the country, especially on farms of North Dakota and Montana.

Prices received for hogs, sheep, dairy products and poultry have been good and the amount marketed has been increased each year. The income is dependable and is a sound and permanent foundation upon

which agriculture of the Great Northern territory is building.

At no previous time have farmers grown so large acreages of alfalfa, sweet clover, and corn from which new resources of the land are realized and its capacity to produce grain increased. Agriculture in the Northwest has made substantial progress in permanent diversification and from a financial standpoint is on a very sound basis.

Many owners have increased their holdings by the purchase of additional land in the past year and numerous renters have purchased farm homes. New settlers have moved into our territory from other states and either purchased or rented farms.

They are farmers of experience in the care of livestock and growing of feed crops. New settlers will find that they can produce livestock and finish it for market on the low priced land of the Northwest cheaper than in the older states and have a better opportunity to become home owners.

The special fares for homeseekers will be available every Tuesday to points in Minnesota, North Dakota and Montana, and on the first and third Tuesday of each month to points in Idaho, Eastern Washington and Oregon. Three weeks are allowed for the trip and the tickets are good for stopovers in both directions.



*Sheep prosper on sweet clover.*

## To Sun Mountain

Sun Mountain in your beauty  
As you tower up so high,  
Your sharp fangs rising upwards  
Till they seem to pierce the sky.

If you could only tell us  
Of the many years since fled,  
When the only ones who knew you  
Were the silent men of red.

Who sought your peaks for ages past  
For the spirit great to give  
Instructions to you his children here  
That they might forever live.

For many moons you would watch and wait  
For certain signs you knew,  
Till he would come in spotless robes  
And there commune with you.

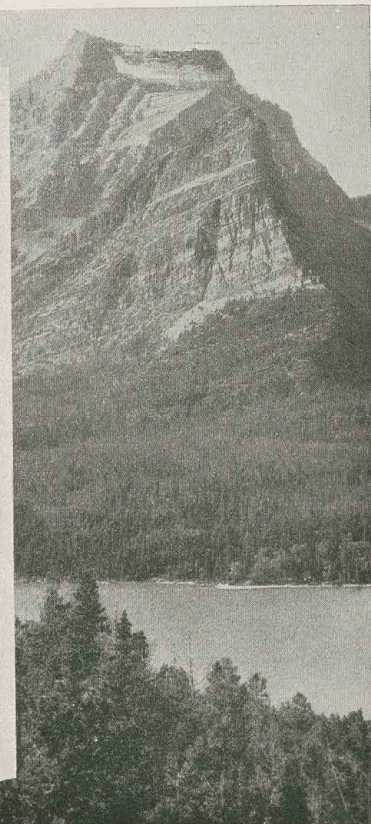
Bathed in the fiery sunset,  
Kissed by the fleecy cloud,  
That envelops all your higher peaks  
Just like a funeral shroud.

Now people come and people go  
What change has taken place,  
But tell me do you ever sigh  
For that disappearing race?

Who ever worshipped at your shrine  
But now, they too have gone,  
Whose signal smoke ascended high  
To meet the coming dawn.

But Sun Mountain you are just the same  
And us mortals here below  
Still worship you as those red men did  
Some thousand moons ago.

*Jim White*







*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*

H. E. WATKINS

507 ROYAL BANK BLDG.

GENERAL AGENT

TORONTO, ONT.



**M** is for May, with flowers so fair,

Which cheer through their beauty and perfume the air.

**A** is for apple-trees laden with bloom,

A promise of fruit when some-  
ber days loom.

**Y** is for youth whose thoughts are of love,

When the air rings with bird songs,

And the sun shines above.

**C. W. MELDRUM**  
Assistant Gen. Passenger Agent

**P. H. BURNHAM**  
Western Traffic Manager  
Seattle, Washington

**W. A. WILSON**  
Assistant Gen. Passenger Agent

**F. T. HOLMES**  
Assistant Gen. Passenger Agent

**E. H. WILDE**  
General Passenger Agent

**E. C. LEEDY**  
Gen. Agricultural Dev. Agent

**A. J. DICKINSON**  
Passenger Traffic Manager  
St. Paul, Minn.



# The Great Northern Goat

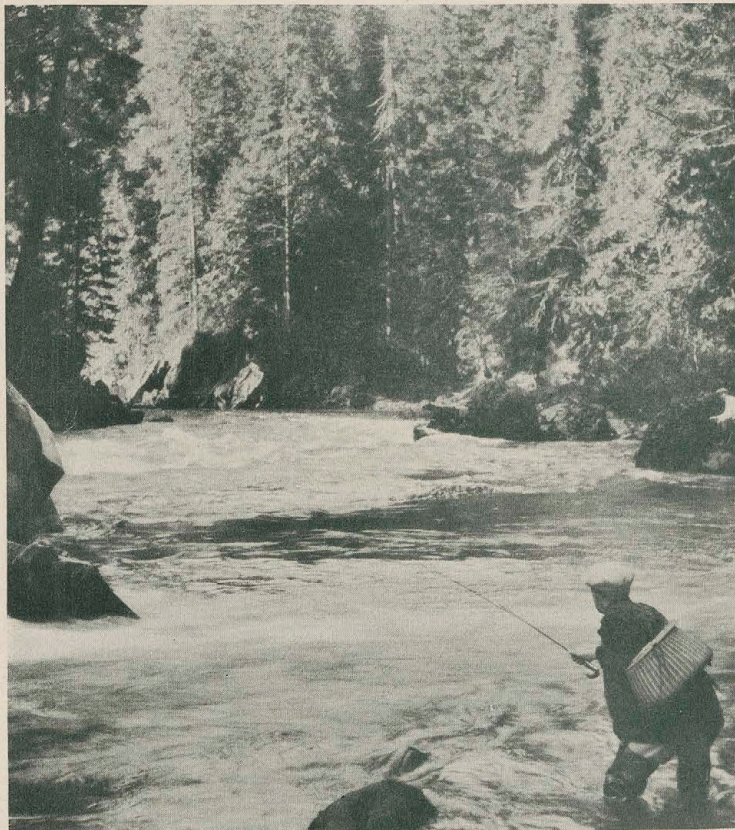
VOL. 7 No 9

SEPTEMBER 1930



LAKE MC DONALD





*Fishing in Toulle River, Washington.*

# The Great Northern Goat

VOL. VII

SEPTEMBER, 1930

No. 9

## Vacationing in Southwestern Washington

By P. E. Kendall

A CITY which is not only an amazing sight in itself but which is also becoming increasingly popular as a tourist headquarters in the Pacific Northwest is Longview, Washington, the new city which in seven years has sprung from the floor of an unpopulated valley to a beautiful city of 15,000.

Features of never failing interest to the visitor are the city's wide streets and boulevards, spacious residential districts and many acres of parks and playgrounds, the result of careful plans laid out in advance; the fine architecture, floral beauty, great industries and docks with their ocean going commerce. Here, too, is famous Hotel Monticello, recognized as one of the finest hotels in the West. Beautifully set among its own gardens and fronting on a six-acre civic center park, Hotel Monticello offers quiet, charm and a hospitality which annually draws hundreds of vacationists to its portals.

Longview is located midway between nature's greatest sanitariums, the mountains and the ocean. Other cities are closer to one or two of the major attractions of the

Pacific Northwest, but few if any enjoy such a central location in relation to a variety of playgrounds.

Sixty miles westward from Longview and reached by rail, highway or passenger boat on the Columbia are a variety of beach resorts on the Oregon and Washington coasts. Here are beaches for every mood—gay resort cities, quiet secluded resort hotels, long stretches of sand, one, Long Beach, Washington, being an unbroken stretch of beach 27 miles long.



*A Big One.*

Rainier National Park, one of the most beautiful spots known to man, is but 100 miles from Longview and daily service to and from the park is provided Longview by stages of the Rainier National

Park Company during the park season.

Fifty miles east of Longview is the Spirit Lake and Mt. St. Helens country, a majestic land of forests, lakes, streams, all reposing in the shadow of the glistening summit of this 9,600 foot peak. Standing with Hood, Adams and Rainier are one of the great sentinel peaks of the Pacific Northwest, Mt. St. Helens has long been admired from afar but due to road conditions only the more





*Jefferson Square, Longview, Washington.*

venturesome have known of the delightful land which lay at its base. Road conditions are being improved now and while it is still a bit rough going in spots, the motorist feels more than repaid for his trip once he has seen the myriad beauties of this new uncommercialized playground.

Fifty miles south of Longview, and one of the points of interest for the tourist making his headquarters here, is the famous Upper Columbia River highway and the Mt. Hood area.

Northward are the manifold attractions of the Puget Sound and British Columbia areas for which Longview is the southern gateway city.

Longview is a fishermen's paradise. Within a few minutes' to a few hours' drive from the city are more than a score of streams, rivers and lakes so abounding with gamey trout or fighting Chinooks that

the Longview fisherman's tale is generally a true one.

One of the unusual experiences afforded by a visit to Longview is a trip through the vast lumber manufacturing plants of The Long-Bell Lumber Company, which, with the new plants of the Weyerhaeuser Timber Company, make Longview the home of the world's two largest lumber plants. Visitors are welcome at the Long-Bell plants and guide service and other arrangements have been made to make the trip safe, clean and interesting. More than 25,000 persons make this trip annually.

Interspersed among the more spectacular trips which can be enjoyed by those making Longview a headquarters, the vacationist finds plenty of diversions in the city itself. Golfing on a sporty and scenic course, boating, horseback riding, motoring or hiking to nearby picnic spots and points of interest, are included among the sports at his command.

## The Great Northern Radio Programs

By Malcolm Breese

**B**EGINNING Monday, September 29, the Great Northern Railway will again be on the air broadcasting a weekly half-hour program over the Blue Network of the National Broadcasting Company's chain. The time of these broadcasts, which for two years have become widely known as the **Empire Builders**, will be the same as heretofore, namely from 10:30 to 11:00 P. M., Eastern Standard Time; 9:30 to 10:00 P. M., Central Standard Time; 8:30 to 9:30 P. M., Mountain Standard Time and from 7:30 to 8:00 P. M., Pacific Standard Time.

The purpose of these programs, aside from their primary aim of entertainment, is to advertise the Northwest—to direct the attention of the radio listeners throughout the country to its advantages as a vacation land, its magnificent scenery and recreational opportunities, to suggest its industrial and agricultural benefits, and its advantages as a place to live, work and play in.

This year the Great Northern Railway, with the co-operation of a number of Western broadcasting stations, is conducting a series of radio story contests to obtain continuities for the **Empire Builders** series.

In each of these contests there will be three prizes of \$250.00, \$150.00 and \$100.00, respectively, and in addition other stories which can be successfully adapted will be purchased on terms arranged directly with the authors.

The prizes will be awarded to those stories which, in the opinion of the judges, will make the best radio entertainment and at the same time portray in the most effective way something of the romantic lure of the territory served by the Great Northern Railway, the wonderful growth of that territory, its spirit of progress and its opportunities for investment and living.

Stories that are out-and-out propaganda are not wanted. They will not hold the interest of the national radio audience which **Empire Builders** reaches. Entertainment value is paramount, and stories will be judged on the basis of 80 points for maximum entertainment value and 20 points for publicity value.

These contests are open to everyone and if any of the readers of the "Goat" are interested, leaflets giving complete information about the contests will be forwarded to them upon application to the editorial offices.



*A scene from last year's Empire Builders.*





Passengers on the "Flyer," the Great Northern's crack transcontinental train back in the gay nineties, had access to many conveniences that even now are considered innovations in long distance travel. Two of these were barber and bath. The barber shop is seen through the open door and adjoining it was the tin tub that comprised the bath.

Today these travel comforts have been much improved in the Empire Builder and the Oriental Limited and the quiet richness of the club lounge, as pictured at the left, is more pleasing to present day travelers than the scroll work of the earlier period.

## Keeping Car Windows Clean

By R. Stockwell

**S**MOOTHLY the train slows to a stop at the station; passengers destined for this city congregate near the exits, while others hurry across the platform to their appointed cars. The engine that has hauled us for many miles drops its burden and, almost imperceptibly, another takes its place.

As we gaze through the windows on this busy scene, we note still another group descending on the train with hoses, buckets, long handled mops and other utensils of their trade. These are the window cleaners, whom we have noticed at a number of the stops en route.

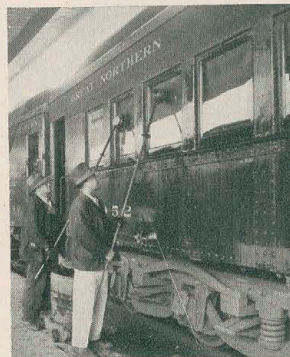
Swiftly they work, for the schedule of the train must be maintained. A swish of water against the window, a rapid scrubbing, another dousing with water, a quick drying and the men move on to the next window.

Autoists who drive long distances in all kinds of weather can appreciate the amount of labor involved in keeping the windows clean. They know that even while driving on pavement in the best of weather a certain amount of road film collects on the windshield. On a transcontinental train this same holds true, even when the roadbed is of washed gravel and the train is hauled by electric or oil-burning locomotives for over 1,200 miles of the distance, as is the case

with the Empire Builder and the Oriental Limited.

These trains are thoroughly cleaned at both termini of the journey but to keep the windows free from dirt it is necessary to have them washed several times en route. On the Empire Builder washing crews go over the train at St. Paul, Minot, Havre, Whitefish and sometimes at Spokane. The Oriental Limited, of course, receives similar service.

Typical of these car cleaning crews is the one which meets the Empire Builder at Havre, Mont. It is composed of a chief inspector, a carman who changes engines and tests air, three carmen, two helpers, two apprentices and four laborers who water the train and wash the windows, two oilers and brassers who ice diners and spoon all journal



Two members of the Crew at work.

boxes. This may seem like a large crew but the time available for this work is limited as both the Empire Builder and the Oriental Limited operate on fast schedules between Chicago and the Pacific Northwest. The scheduled stop in Havre for the Empire Builder is just fifteen minutes and in that time the men have to wash a great many windows as there are about forty windows to a car and the train may run from ten to sixteen cars or more.




## Flynn's Minute Editorials

### This Month—Salesmanship



Edw. F. Flynn



Edw. F. Flynn

The following comments on Great Northern train service were taken from letters on file in the editorial rooms:

CHICAGO, ILL.—“We want to tell you about the nicest trip we ever have taken, and that was on the “Empire Builder.” In all we covered 5,000 miles, and found nothing to compare to that service and foods dispensed on your diners. We consider that “Seeing America First” on “The Empire Builder” is the last thing in railroad service.”—C. H. W.

\* \* \*

NEWARK, N. J.—“I want to take the liberty of expressing satisfaction with the trip (Seattle to St. Paul), and especially commenting upon the uniformly courteous attitude that was displayed by members of the train crew of the Oriental Limited on which I traveled.”—G. L. B.

## The Cover

Lake McDonald, largest of Glacier Park's many lakes, is depicted on this month's cover. In the right foreground is shown a portion of the new transmountain highway. The photographer was T. J. Hileman of Kalispell, Mont.



A man was standing in front of Einstein's as a funeral procession went by.

"Whose funeral?" he asked of Einstein.

"Chon Schmidt's," replied Einstein.

"John Smith!" exclaimed the man. "You don't mean to say John Smith's dead?"

"Vell," said Einstein, "vot you dink tey is doing mit him, practicing?"

—*Staley Journal*

Teacher: "James, what is the opposite of misery?"

James: "Happiness."

Teacher: "And what is the opposite of sadness?"

James: "Gladness."

Teacher: "Fine. Now give the opposite of woe."

James: "Giddap."

—Clipped

The plaintiff Sisson by name, was on the stand. Unfortunately, he stuttered.

"What is your name?" the judge asked.

"S-s-s-s-sis-s-sis-s-s-ah's —" he was growing red in the face.

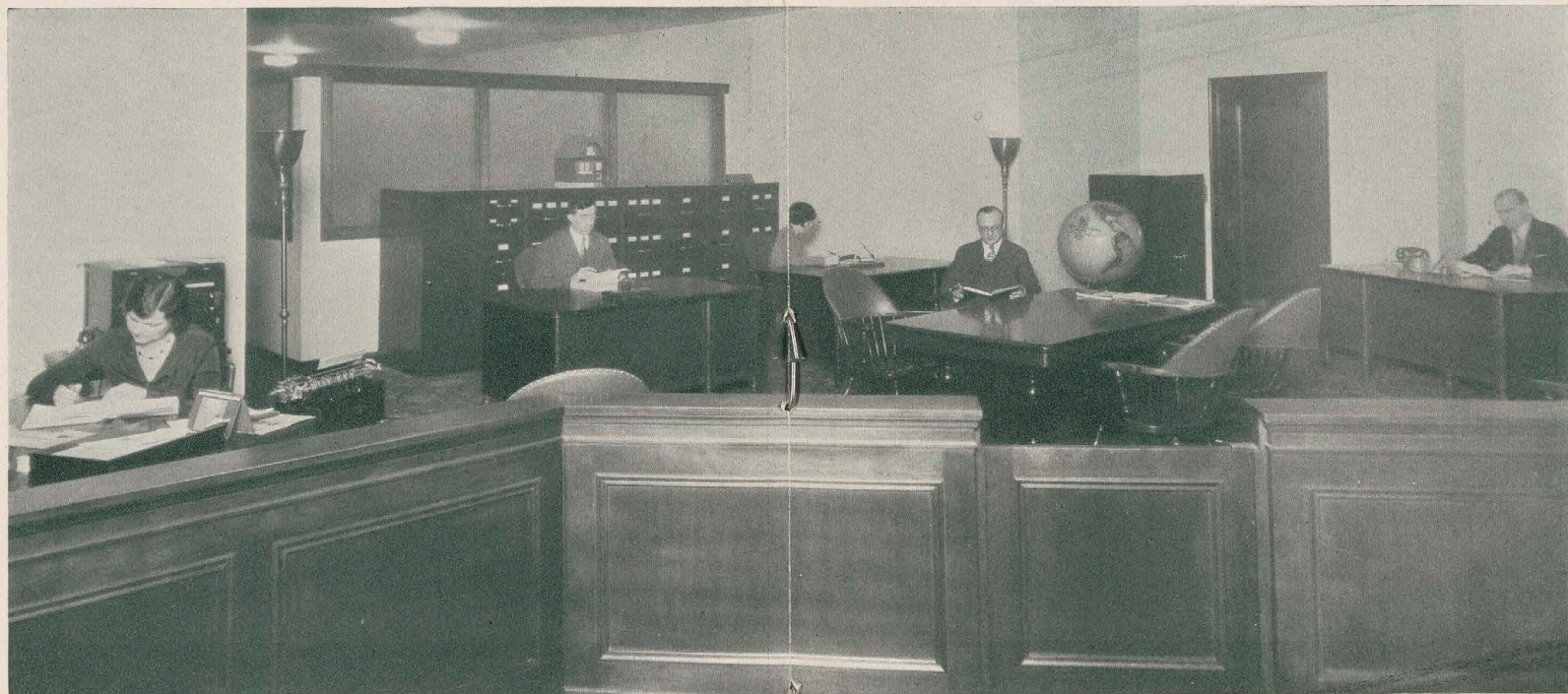
"What is this man charged with?" the judge demanded of the bailiff.

"Sure and I think it must be soda water, your honor."

—Clipped

Deek McDonald of the Seattle Rotary Club tells about being on a train when a stout lady called to the conductor and asked his assistance in getting off. "What's your trouble," asked the conductor, and the lady replied: "You see I am stout and it is necessary for me to get off the train backwards. The porter thinks I am getting on and gives me a shove back on again. I am five stations past my destination now."





*This pleasant looking office is the headquarters of Storey, Patterson, Wenz, Inc., Tourist and Steamship agents at 131-132 Terminal Tower Arcade, Cleveland, Ohio. The occupants, reading from left to right, are: Miss Frances Huskey, T. M. Storey, R. C. Patterson, Catherine Meilink and Carl W. Wenz.*





Messrs. Harrar and Grondal of Washington U. comparing ancient log with modern timber.

## A 35,000-Year Old Log

by J. B. Fitzgerald

**A** REMARKABLY sound Western red cedar log which had been buried for between 35,000 and 50,000 years has been uncovered 98 feet underground by workmen excavating a hill in this city.

Scientists at the University of Washington stated that the log undoubtedly was washed down from the mountain slopes during the glacial age. The tree from which the log came probably was between 300 and 400 years old before it was uprooted, according to Professor Bror L. Grondal, of the University of Washington school of forestry. The irregular spacing of the rings indicated that there were cycles of dry and rainy years many thousands of years ago just as are recorded in the present era.

The log had been pressed to an elliptical

shape by the tremendous weight of the ancient glacier, but the characteristics of the present day cedar trees were easily traced in the rings and texture of the prehistoric log. A section of the log was sawn off and taken to the school of forestry laboratory at the university, where it will be further studied.

While cedar logs have been found sound after lying buried in swamps for centuries, the record of this glacial age log almost eclipses all other known records of this wood's durability.

The excavating work was being done in connection with cutting down a hill in the business section of Seattle so that the area would be more suitable for commercial buildings.

## Over the Ticket Counter

### Right of Weigh

**A** short time ago a lady came into the station with a small boy, purchased a ticket and received with her change some pennies; she walked over to the weighing scale, located in the waiting room, placed the boy upon the platform, deposited a penny in the slot and pulled the trigger; she quickly and angrily returned to the ticket window and demanded her stick of chewing gum. On explaining to her that was only a weighing machine, she says, "you can't fool me, I have travelled enough to know that when you put a penny in one of these machines that you get a stick of gum." Luckily the Agent had a package of gum in the office and we politely gave one stick to the little boy and one to the lady; she left the window remarking "the darn old railroad companies try to beat you out of everything they can."

E. O. Jarstad, Agent  
Chicago Great Western Railroad  
Elysian, Minnesota

### Change

**O**NE slightly inebriated came into the ticket office at Pensacola, Florida, to buy a ticket to Mulat. He appeared dissatisfied with the change.

"What's the matter with the change?" we asked him. "The ticket costs 39 cents,

a penny makes 40, a dime 50, and a half dollar the one dollar bill you gave us."

"Well, that all may be so, but it ain't the change I want."

"Why not?" we inquired.

"Well, look-a-here. I bought a ticket to Pensacola this morning and gave Mr. Brent a half dollar. He gave me a penny and a dime. Now, I'm giving you a dollar—that's twice as much, ain't it?"

We admitted it was.

"Well, then, I want twice as much change. I want two pennies and two dimes, and I ain't gonna take anything else but!"

We took back the 50 cent piece, gave him a penny and a dime in exchange, and he walked away perfectly content.

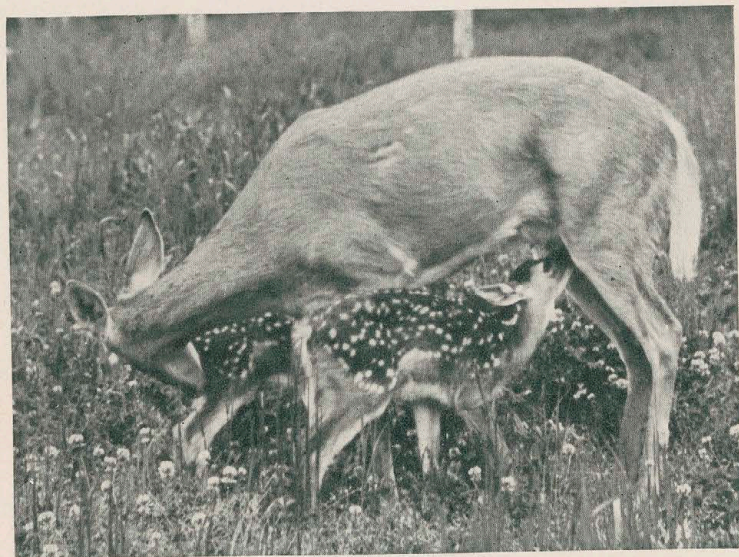
Donald Schwegel, C. P. A.,  
Florida East Coast Ry.,  
New York City



Messrs. Wilday, Main, Reynolds, Pinkel, and Klinck of the Buffalo Consolidated Ticket Office visit Niagara Falls.



## The Great Northern Goat



**I**N Glacier National Park the wild life has been under the protection of the Government for twenty years with the result that most of the animals have become exceedingly tame. To many of the tourists this fearlessness evinced by even the shyest wild animals is one of Glacier's greatest attractions.

This fearlessness has resulted in many unusual incidents throughout the Land of Shining Mountains, one of which has had as its principal character the doe pictured above.

*Fourteen*

According to the chief wrangler at the Lake McDonald Hotel this doe has converted the horse corral at that place into sort of a maternity hospital. Each spring for the past three years she has had her young in the corral and has kept them there each time until they were old enough to care for themselves. During the day she takes them out to feed and in the evening she brings them back, waiting at the gate until the wrangler opens it. This year, as the picture shows, she was the mother of twins.

## The Great Northern Goat

### New Observation Cars

By A. Henry

**N**EW sun room-observation cars have recently been placed in service on the afternoon train which the Great Northern Railway operates as part of the pooled train service between Seattle, Wash., and Portland, Ore.

These cars, which embody all the latest travel refinements, are an adaptation of the design which has proven so popular on the new Empire Builder. They do not include such transcontinental necessities as barber and valet and shower baths for men and for women, however, as the Seattle-Portland run is made in a little over five hours.

Like those on the Empire Builder these new observation cars have two separate lounges and an enclosed observation platform. In addition there is a drawing room containing two deeply upholstered davenport and a comfortable chair for those who insist on exclusiveness.

At the right are three interior views of these new cars; reading from top to bottom they are, the forward lounge, the observation lounge and the sun parlor.

In the forward lounge there are twelve huge revolving chairs like those pictured while in the observation lounge comfortable divans and chairs are provided for the patrons. In the sun parlor the windows, like those in an automobile, may be raised or lowered by a convenient lever, almost instantly converting the room into either a snug winter solarium or an open air summer platform. Wall brackets and, in the observation lounge, table lamps set on console and end tables, provide illumination in harmony with the design of these rooms.

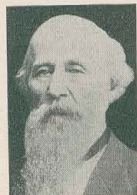


*Fifteen*



## The Empire Builders

*The cars on the Empire Builder have been named after men famous in the history of the Northwest. Brief biographies of some of these men follow:*



1814-1888

He was a member of the Territorial Legislature from 1851 to 1855 and Mayor of St. Paul in 1858. Later he established a line of steamers and barges known as the Red River Transportation Company.

He became a partner of James J. Hill in the steamboat business and later in the organization of the St. Paul, Minneapolis and Manitoba Railway, a forerunner of the present Great Northern Railway. Kittson County, Minnesota, was named after him.

**GENERAL FRED-ERICK WM. BEN-TEEN** was born at Petersburg, Virginia. He was educated in Virginia and at the outbreak of the Civil War went west to Missouri and organized a company of Union Volunteers. He was made a First Lieutenant in the Tenth Missouri Cavalry, finally rising to rank of Colonel. He was mustered out of the volunteer service January 6, 1866.



1834-1898

On July 28, 1866, he entered the regular army and was commissioned a Captain in the Seventh Cavalry, and in 1876 led the command that saved Reno's troops after the battle of the Little Big Horn. His most brilliant successes were in his campaigns against the Indians, on account of which he was rapidly promoted.

**ALEXANDER RAMSEY** was born in Harrisburg, Pennsylvania, and was educated at Lafayette College. He took a prominent part in politics as a member of the Whig party and in 1843-47 was a Whig representative in Congress from Pennsylvania.

In 1849 was appointed Territorial Governor of Minnesota. In that capacity he made treaties with the Sioux and Chippewa Indians by which large tracts of valuable land



1815-1903

were opened up for settlement.

As Civil War Governor of the State of Minnesota 1859-63, he was the first Governor to offer volunteers to Lincoln. For the next twelve years he was a member of the United States Senate as a Republican Senator from Minnesota (1863-75). He was also Secretary of War under President Hayes from 1879 to 1881 and from 1882 to 1886 was Chairman

of the Utah Commission.



**A**MONG the many groups that visited Glacier National Park this summer were the members of the Oskaka-Mainichi Baseball team of Japan, who are pictured above with some of their Blackfeet friends.

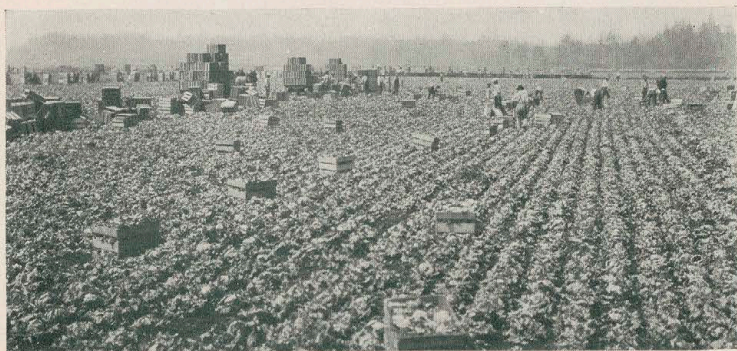
At the right is Mr. B. C. Forbes, noted financial writer and editor of Forbes Magazine, who used the Great Northern recently to travel from Vancouver, B. C., to Spokane to learn something of the great Columbia Basin irrigation project and then returned to Seattle via the Great Northern.

Mr. Forbes was accompanied on the trip by Mrs. Forbes and James G. Doyle, publisher of the Seattle Post-Intelligencer.

Forbes' articles, descriptive of the Pacific Northwest and its opportunities, have been appearing in more than sixty metropolitan newspapers throughout the United States and further comments on his western trip are expected to appear in early issues of his magazine.







*Harvesting Lettuce on the Frye Farm, Monroe, Wash.*

## Washington Lettuce Development at Monroe

By F. W. Graham

THE lettuce lands of Snohomish county bisected by the Great Northern mainline west of Monroe have become, like the famed Wenatchee apple orchards, an outstanding show place along the road. Seventeen hundred acres are in lettuce with some peas, celery, onions and carrots. The largest holding is that of Chas. H. Frye, who has about 1000 acres in lettuce mostly. It is a new crop but promises to become one of the leading agricultural developments of Western Washington. The rich peat river bottom lands well fertilized yield heavy crops of superior Iceberg lettuce, which finds a ready market in Chicago, New York and other eastern centers. That the lettuce area will expand is certain as there are 12,000 to 15,000 acres of highly suitable lettuce

land in Snohomish county. The crop is harvested in June and July in which months the production from other lettuce growing states is at the minimum being between the early crop of California and Arizona and the late crop of the higher altitude states.

A car per acre is a fair average crop on these rich lands. A light railroad serves the lands and a \$100,000 iceplant supplies ice for the refrigerator cars and cracked ice in the lettuce crates. Hundreds of men and women are employed in the fields and in packing and loading.

In quality lettuce, Washington ranks supreme, and will become a formidable contender in quantity production in a few years with the older and heavier producing lettuce states.

## "The Pack Saddle"

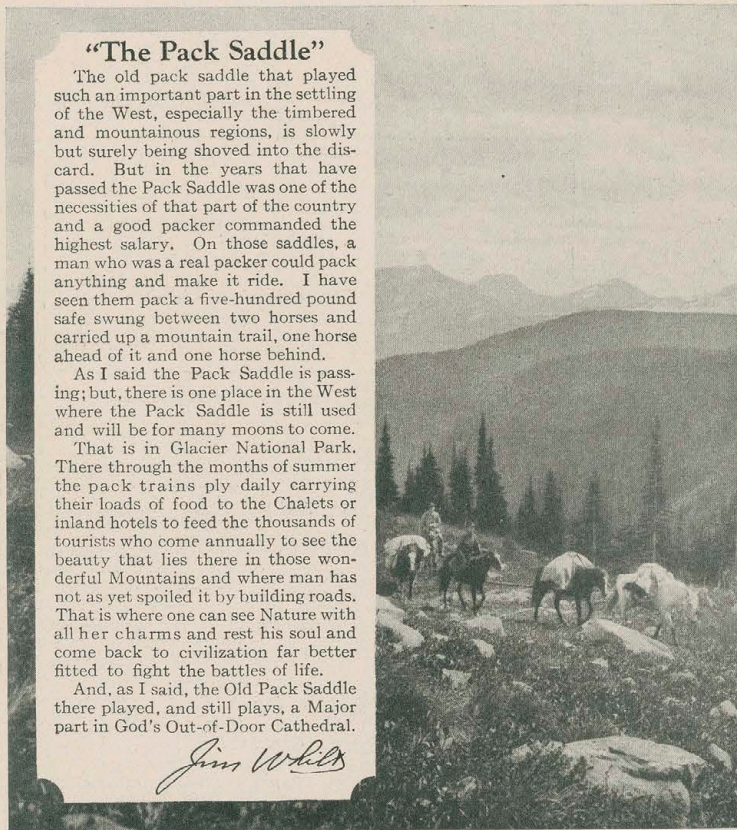
The old pack saddle that played such an important part in the settling of the West, especially the timbered and mountainous regions, is slowly but surely being shoved into the discard. But in the years that have passed the Pack Saddle was one of the necessities of that part of the country and a good packer commanded the highest salary. On those saddles, a man who was a real packer could pack anything and make it ride. I have seen them pack a five-hundred pound safe swung between two horses and carried up a mountain trail, one horse ahead of it and one horse behind.

As I said the Pack Saddle is passing; but, there is one place in the West where the Pack Saddle is still used and will be for many moons to come.

That is in Glacier National Park. There through the months of summer the pack trains ply daily carrying their loads of food to the Chalets or inland hotels to feed the thousands of tourists who come annually to see the beauty that lies there in those wonderful Mountains and where man has not as yet spoiled it by building roads. That is where one can see Nature with all her charms and rest his soul and come back to civilization far better fitted to fight the battles of life.

And, as I said, the Old Pack Saddle there played, and still plays, a Major part in God's Out-of-Door Cathedral.

*Jim White*







*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*

H. E. WATKINS

507 ROYAL BANK BLDG.

GENERAL AGENT

TORONTO, ONT.



Softly the leaves on the trees  
talked together,  
Early fall fashions and colors  
their theme;  
"Paint us, Jack Frost, in the latest  
and gayest,  
The tints of the sunset's red  
gleam.  
Each goldenrod yellow, her color  
will bring,  
Matchless brown and orange take  
from the butterfly's wing."  
But we need not all be alike they  
agree, so  
Each chooses a color, some two  
or three.  
Round and round the orchard  
they danced,  
when Jack Frost the beauty of  
each had enhanced.

C. W. MELDRUM  
Assistant Gen. Passenger Agent

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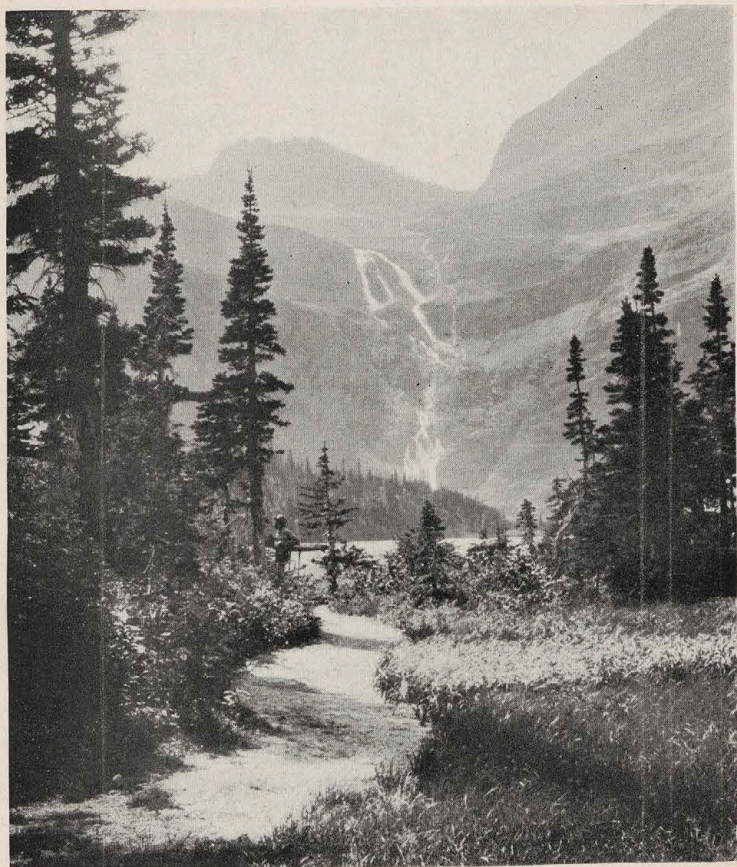
# The Great Northern Goat

VOL. 7 No 11

NOVEMBER 1930







Grinnell Lake, Glacier National Park.

# The Great Northern Goat

VOL. VII

NOVEMBER, 1930

No. 11

## Glacier Park Picture Contest

By P. J. Spencer

IN the June issue of the "Goat" it was announced that the Great Northern Railway would sponsor a photographic contest to select the best pictures taken in and adjacent to Glacier and Waterton Lakes National Parks during the 1930 tourist season.

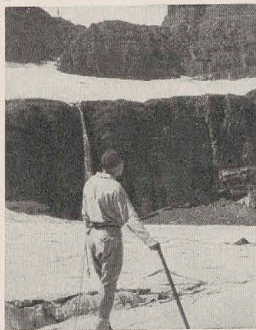
A large number of the visitors to the Land of Shining Mountains this past season took advantage of this contest and hundreds of entries were received. These ranged through all the varied sizes of cameras, from the so-called Vest Pocket Kodak to the larger view cameras. Every phase of the Parks' activities—hiking, motoring, riding, wild life, etc.—were represented as were all of the better known scenic spots.

These were judged for three things, namely, photographic quality, composition and interest and the excellence of the many pictures made the ultimate decision very difficult. A number of the pictures were so well matched that it was finally necessary to have about twenty-five of the entries enlarged to 8 by 10 inch size to select the winners of the four major prizes.

The winner of the first prize of \$50.00 was Mr. S. Knox of Colfax, Washington, whose picture of Heaven's Peak taken through a tunnel of the new transmountain highway is reproduced on the cover of this issue of the Goat. It was taken by an ordinary

3¼" by 5¼" camera and while there were a number of similar views entered in the contest this was judged the best because of the human interest included.

The frontispiece of this issue of the Goat is a reproduction of the picture that won the second prize of \$25.00. It was taken on the trail to Grinnell Lake and shows a portion of the lake with the waterfalls from Grinnell Glacier appearing in the background. Miss Gertrude Schroeder of Flushing, N. Y., took this picture with a 2¼" by 3¼" camera.



The Glacier Guide.

Third prize, \$15.00, was won by Mrs. N. E. Siken of Helena, Mont., with a picture of mountain sheep near the Many Glacier Hotel, and fourth prize, \$10.00, was won by Mr. H. J. Holliday of Wheeling, W. Va., with a picture of St. Mary Falls.

Miss Bess Gropengieser of Onida, So.



## The Great Northern Goat



Third prize picture.

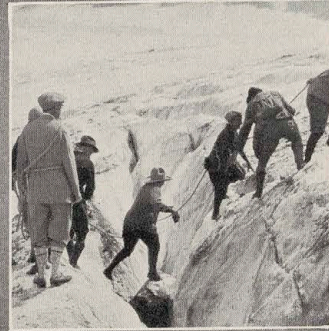
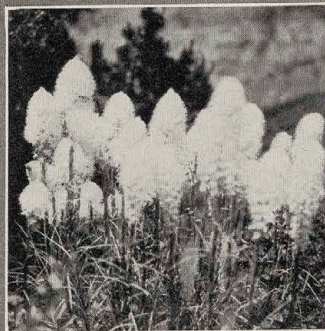
Four

Dak., led the winners of the \$2.50 prizes, taking six of these awards. The others who participated in one or more of these minor prizes were:

Mr. L. Arnold - - - - Excelsior, Minn.  
 Miss Marion D. Clause - - Canton, Ohio  
 Miss Lorraine Davidson - - Chicago, Ill.  
 Mr. P. Doepper - - Kew Gardens, N. Y.  
 Mr. Almon C. Greenman - St. Paul, Minn.  
 Mrs. T. A. Hendley - - - - Peoria, Ill.  
 Mr. R. S. Holden - - - - Evanston, Ill.  
 Mr. H. J. Holliday - - Wheeling, W. Va.  
 Mrs. R. P. Holme - Minneapolis, Minn.  
 Mr. G. U. Huber - - Santa Monica, Calif.  
 Mr. Henry Hubert, Jr. - - Butte, Mont.  
 Miss Margrette Jung, - San Francisco, Calif.  
 Miss Mary F. Kelly - - Big Fork, Mont.  
 Miss Florence E. Kersten - - Chicago, Ill.  
 Mr. Karl E. Kersten - - - Chicago, Ill.  
 Miss Emma Kunschik - Cincinnati, Ohio  
 Mr. Allan Landkamer - - Mankato, Minn.  
 Mr. E. S. Martin - - Indianapolis, Ind.  
 Mrs. V. D. Martin - - Indianapolis, Ind.  
 Miss Ethel B. McKay, - Winfield, L. I., N. Y.  
 Mr. W. T. McLaughlin - Madison, Wisc.  
 Mr. W. L. Metcalf - - - Dallas, Texas  
 Mr. Harry A. Moore - - Chouteau, Mont.  
 Mrs. Myrtle Neeley - - St. Paul, Minn.  
 Mr. Alfred Sauer - - Thiensville, Wisc.  
 Miss Irma K. Schoffnit - - Bellevue, Pa.  
 Mr. Frank E. Sutton - - Tecumseh, Mich.  
 Mr. Jack Thompson - Great Falls, Mont.  
 Dr. Jar E. S. Vojan - - - - Chicago, Ill.  
 Miss E. Walters - - - - - Chicago, Ill.  
 Bishop Herbert Welch - Pittsburgh, Pa.  
 Mr. Gordon J. Wolff - - Cincinnati, Ohio

Mr. Holliday's picture, winner of third prize, is reproduced at the top of the group on page five, while the other pictures of that group and in the groups on pages six and seven are a few of the \$2.50 prize winners.

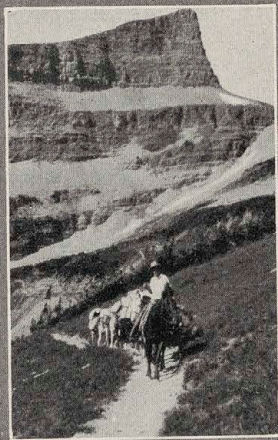
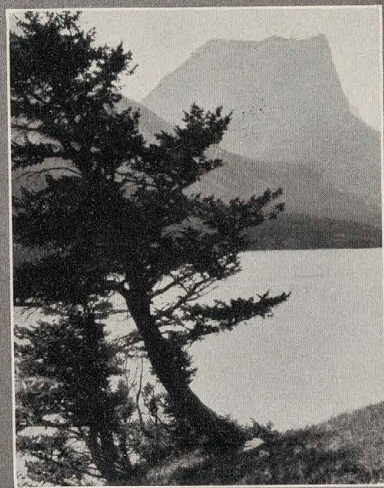
## The Great Northern Goat



Five



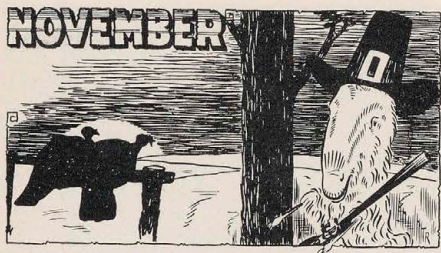
# The Great Northern Goat



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VOL. 7 NOVEMBER, 1930 No. 11  
Published by GREAT NORTHERN RY., ST. PAUL, MINN.  
DONALD MACRAE, Editor.

## Flynn's Minute Editorials This Month—Mistakes



Edw. F. Flynn

**C**HANNING, in his address on "The Present Age," said: "Mistake, error, is the discipline through which we advance."

No man makes mistakes purposely, thinking that through his mistakes he will be disciplined into advancement, but possibly his advancement into the sphere of fewer mistakes may come from the fact that he knows he has erred, and is trying to prevent a recurrence of

the blunder. There is hope for a man who may profit by mistakes he has made, if such experience precludes his making the same error again.

If we err while making an effort to do something really worth while, and the possibility of an error could not be foreseen by a reasonably intelligent and thinking person and if we suffer through the mistake, then perhaps that error may be used as a stepping stone for betterment, because that mistake will not be made again.

Eight

## The Goat's Mail Bag

The following comments on Great Northern train service have been taken from letters on file in the Editorial Rooms.

**BREMERTON, WASH.**— "My husband, small daughter and myself were returning from a trip to the British Isles and France. We had had about two months' steady travel and in that time we ate in many different hotels and on many different trains. I am happy to tell you that the very best we had in food and service came on your Great Northern train home from Chicago."—Mrs. J. R.

**WASHINGTON, D. C.**— "Particularly fine did we find the food on the Oriental going west and the Empire Builder coming east. I think that other railroads may occasionally reach the high plane you set in the matter of comestibles, but I have never found, either in a hotel or on a diner any more polished and efficient service."—P. F. H.

**CHICAGO, ILL.**—"I left Glacier Park last Sunday on the Oriental Limited and although I have travelled on a number of roads in the country and eaten in a great number of diners, I have never had such courteous and friendly service as I received from your steward and his crew of waiters."

—Miss G. R. W.



## Tough World

A little girl said to her mother: "Mama, if I grow up and get married, will I have a husband like father?"

"I don't know, dear. Very probably you will."

"And if I grow up and don't get married, will I be an old maid like Aunt Mary?"

"Perhaps," answered the mother.

The little girl thought it over for a moment. "Mother," she said, "it's a tough world for us women, ain't it?"

—Junior Safety Special

## Truth in Advertising

**Installment Collector:** "See here, you're several installments behind on your piano."

**Purchaser:** "Well, the company advertises, 'Pay as you play.'"

**Collector:** "What's that got to do with it?"

**Purchaser:** "I play very poorly."

—U. P. Magazine

**Judge:** Are you sure he was drunk?

**Minion of the law:** Well, his wife said he brought home a man-hole cover and tried to play it on the phonograph.

—Clipped

**Son persuading his father to see a prize fight.** "You'll get more excitement for your \$10.00 than you ever got before in your life," said the son.

"I don't know about that," replied the father, "\$10.00 was all it cost me to get married."

—Fritz Cross Service

"Hello," called a feminine voice over the telephone, "is this the Humane Society?"

"Yes," was the reply.

"Well, there's a book agent sitting in a tree, teasing my dog."

—Transit News

During the furnace-cleaning operations in a large steel works the workmen occasionally had to walk across a plank high in the air. One of them would cross it on his hands and knees.

"Are you frightened of walking on the plank?" the foreman said to him once.

"No, sir," replied the man; "'tis frightened I am of walking off it!"

—The Crescent

"Do you always look under your bed before you say your prayers?" asked the flapper niece.

"No, darling," said the old maid, "first I say my prayers."

—C. & O. Magazine

Bert Izzard of the Seattle Rotary Club was famed for saying: "Egotism is the anesthetic which nature administers to deaden the pain of inferiority."

Nine







## The Ticket Agents' Convention

By J. H. Kenney

THE Twelfth Annual Convention of the American Association of Railroad Ticket Agents was held in Boston, Mass., September 15th-18th. All sessions were held in the Copley-Plaze Hotel.

Representatives from every state in the Union were present. A unique feature of program were the topics of discussion in the Open Forum where free

discussion was held on the following subjects:

- (1) Rail and air service.
- (2) How to capitalize on National Parks.
- (3) Developing the sale of round-trip tickets.
- (4) Automobile and bus competition and how may we meet it?
- (5) How shall we capitalize on advertising matter?
- (6) Traffic tips between passenger and freight departments, and
- (7) New rate on Pullman section and its effect.

The national convention was given official recognition through the opening address of Hon.

J. E. Warner, Attorney General of Massachusetts, representing the Governor, and the address of welcome by Mayor J. M. Curley. Other addresses were delivered by the following: Mr. E. R. Oliver, Vice President, Southern Railway System; Mr. L. W. Landman, General Passenger Traffic Manager, New York Central Railroad; Mr. A. H. Shaw, Passenger Traffic Manager,

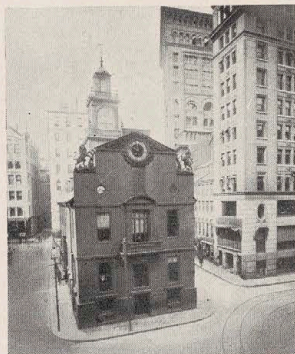
Pennsylvania Railroad; Mr. A. P. Hardy, Ticket Agent, Southern Pacific Lines, and Mr. F. M. Hartman, Ticket Agent, La Salle St. Sta., Chicago, Ill.

Boston, the birth place of the nation, of commerce and of liberty, presented a rich field for the visiting Agents to explore. Replete with historic lore, its shrines were

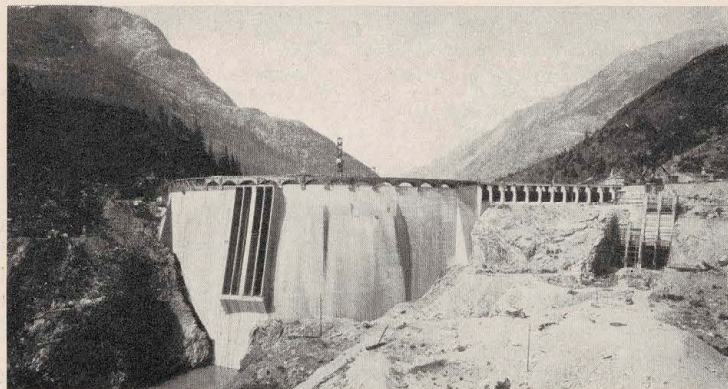
the mecca of the Ticket Agents during the entire meeting. It was the consensus of opinion that the Twelfth Annual Session was among the most delightful and that hospitable Boston will leave with them pleasant memories and a desire to again return.

San Antonio, Texas, was selected for the next meeting and the following officials were elected for 1930-31:

President, Mr. C. F. Gourley of the B. & M. Railroad; Vice President, Mr. F. M. Hartman, of the La Salle St. Sta., Chicago; Secretary-Treasurer, Mr. E. R. Hutton of the N. Y. C. Lines. Executive Committee: Mr. W. A. Bailey, Atlanta Terminal, Atlanta, Ga.; Mr. E. J. Butterwood, Union Station, Columbus, Ohio; Mr. C. F. Hallsman, U. P. Ry.; Mr. A. T. Gaines, Southern Railway; Mr. A. T. Harding, S. P. Lines; Mr. J. N. Minturn, Penn. R. R.; Mr. H. F. Bare, Dearborn Station, Chicago.



*The Old State House, Boston.*



*Diablo Dam on the Skagit River in Washington.*

## Diablo Dam Dedicated in Washington

By F. W. Graham

THE \$4,000,000 Diablo Dam, largest of its kind in the world, was recently dedicated with appropriate ceremonies. It is located on the Skagit River, second largest river in Washington state, in the extreme eastern part of Skagit County. It is part of the second unit of the City of Seattle's huge hydroelectric development. The dam is 389 feet high, 1180 feet across the crest and 140 feet thick at the base. It impounds the river water creating a six-mile long reservoir. Power is already being transmitted 105 miles to Seattle from the 320,000 H. P. first unit, the Gorge power plant. The next step is the building of the Diablo Dam power plant which will

have 320,000 H. P. also. The third and last unit, the Ruby plant, still farther up the river of 480,000 H. P. will comprise the ultimate development of 1,120,000 H. P. The total estimated cost is about \$75,000,000. The City of Seattle owns and operates its thirty-mile railway connecting the power development with the Great Northern Railway's Skagit branch at Rockport. Winston Brothers Co. of Minneapolis, contractors, began the Diablo Dam work in January, 1928. A Great Northern special train carried the 250 distinguished guests to the scene of the dedication after which an elaborate banquet was served in the contractors' main mess hall.



## The Empire Builders

By Malcolm Breese

EMPIRE Builders, the nationally broadcast radio program sponsored by the Great Northern Railway, is being broadcast from the Chicago studios of the National Broadcasting Company this season—from the largest and most modern broadcasting studios in the world, which, incidentally, are located in the world's largest building, the Merchandise Mart. Here we will be able to give the programs closer supervision and also it seems particularly fitting to originate a program such as Empire Builders at the threshold of the country with which these programs deal, and from the city which is the eastern terminus of the Great Northern's luxurious transcontinental train—the Empire Builder.

In continuing the present type of program—the playlet—we have not been unmindful that there is a section of the radio audience that prefers music. But we feel that no good purpose would be served by adding another musical program to the many that are already on the air.

It is preferred, therefore, to make available every Monday evening a program that is different from anything else—a program that will fill the same place in the evening's entertainment that a half-hour playlet does

in a vaudeville bill.

We confidently believe that even those who have had scant patience with radio playlets will soon come to look forward to Monday nights if they will but invite the "Old Timer," on two or three Monday evenings, to join their family circle.

These programs will be on the air from 10:30 to 11:00 P. M., E. S. T.; 9:30 to 10:00 P. M., C. S. T.; 8:30 to 9:00 P. M., M. S. T.; and 7:30 to 8:00 P. M., P. S. T. They will be broadcast over the following N. B. C. stations:

Boston, Mass., WBZA; Chicago, Ill., KWY; Cincinnati, Ohio, WLW; Dallas-Fort Worth, Texas, WFAA; Denver, Colo., KOA; Detroit, Mich., WJR; Houston, Texas, KPRC; Kansas City, Mo., WREN; Los Angeles, Calif., KECA; Milwaukee, Wis., WTMJ; New York, N. Y., WJZ; Oklahoma City, WKY;

Phoenix, Ariz., KTAR; Pittsburgh, Pa., KDKA; Portland, Ore., KGW; Rochester, N. Y., WHAM; St. Louis, Mo., KWK; St. Paul-Minneapolis, Minn., KSTP; Salt Lake City, Utah, KSL; San Antonio, Texas, WOAI; San Diego, Calif., KPFD; San Francisco, Calif., KGO; Seattle, Wash., KOMO; Spokane, Wash., KHQ; Springfield, Mass., WBZ; Superior-Duluth, WEBC.



Harvey Hayes being greeted by members of Empire Builders, upon arrival in Chicago.

## The Great Northern Way to California

By R. Stockwell

BEAUTIFUL as the Rockies and Cascades are in summer, in winter they are sublime, for under the artistic finger of Old Man Winter they become huge cathedrals of virgin white, frescoed with bold outcroppings of shale and granite, towering high above an all-embracing carpet of green firs and spruce.

The grandeur of these mountains, however, is but one of the many reasons why more and more California visitors each year are selecting the Great Northern way to the land of sunshine and flowers. From Chicago to the Pacific Northwest and down the Pacific coast to California it is a route of great scenic attraction.

For mile after mile great rivers are followed. First the mighty Mississippi—Father of Waters—rich in historical romance; then the Red River of the North, home of the cumbersome oxcart; and the Missouri and the Milk, flowing through the Indian country. The green-white torrents of the Marias and the Flathead lead the way across the continental divide and then the Kootenai and the Pend Oreille, hemmed in by green clad peaks. Now comes the great river of the West, the Columbia, followed for scores of miles en route to Portland or

crossed just before passing through the famous Wenatchee valley on the way to the new Cascade Tunnel.

The Cascade Tunnel crossing of the main range of the Cascades is an experience in itself. Eight miles long and straight as a rifle barrel it is spotlessly clean throughout. Electric locomotives haul all Great Northern trains over the entire Cascade crossing thereby eliminating any possibility of escaping engine gases collecting in the tunnel.

For the journey to the sunshine state the Great Northern offers its patrons two superb transcontinental trains, the Empire Builder and the Oriental Limited. Trains

which represent the fruition of years of constructive study of railroading—anticipating and providing for the likes and dislikes, the needs, comforts and conveniences of the people and the country they serve.

In the dining cars of these two trains the patron will find a perfect expression of hospitality, and a quick attentive staff of waiters, captained by an experienced steward, ready to be of service. And, of course, cuisine is of the same high quality that has made Great Northern diners famous the world over.



Great Northern cuisine is justly famous.





*Sitka, the oldest settlement in Alaska.*

## Sitka—the Oldest City

By Caroline Todd

SITKA, Alaska, is the oldest city in the entire Northwest. Doubtless, before the white man knew about the existence of the Americas, it was the home of the Seetkah-Kwan, a clan of the Thlinget Indian Tribe whom the early explorers found in this section of the country. About the time that Lewis and Clark started on their long tedious journey (1804) to explore, under President Jefferson's orders, the then unknown Northwest, the manager of the Russian American Company was busy re-establishing his fur trading post on Sitka Bay, after it had been destroyed by a hideous Indian massacre. At the time that Fremont had wrested California from the sovereignty of Mexico, Sitka was enjoying the privilege of being the greatest commercial and industrial center in the

Pacific. In fact for nearly a hundred years Sitka was the seat from which first Russia, and then America exercised their administrative powers over Alaska.

Perhaps that which will first attract the visitor's attention, after he has observed the beauty of Mt. Edgecumbe's white cone—America's counterpart of Fuji-Ami—and the sky-tinted, island-dotted waters of Sitka Bay, will be St. Michael's Cathedral, with its belfry of silver-toned chimes surmounted by a green spiral holding aloft the Greek Cross. This church is one of the few last traces of old Russia left in Alaska. Over the doorway ticks a clock made by Father Veniamenov, the first great Alaskan missionary. But nevertheless the exterior gives no promise of the Cathedral's rich contents. Silver fixtures twinkle in the

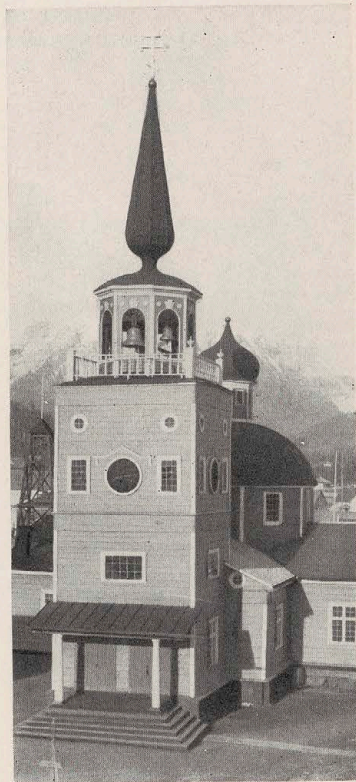
dim light, two beautiful oil painted and gold inlaid icons separated by massive doors of carved bronze hang on either side of the rostrum. There are also rich sacramental vessels, beautiful hand embroidered vestments and finely woven tapestries for the visitors to see when calling.

From the Cathedral one will doubtless go to the Sheldon Jackson School. This is the oldest educational institution in Alaska. At present it is maintained by the Presbyterian Board of Missions as a native school. Here will be found the chapel where President Harding last worshipped and a museum, which is the oldest and most interesting in Alaska.

Another point of keen interest, especially to those romantically inclined, is Lover's Lane. It leads through the moss-grown forest of Indian Park. On one side is the most interesting collection of totem poles to be found anywhere. On this path stands the old witches tree where the Indians hung their members who were supposed to be possessed with evil spirits.

But Sitka not only offers food for the historical lover and the romantic but also pleasure for the sportsman, hiker and rest for the weary in mind and body. Both salt and fresh water fishing is plentiful and the woods are full of bear, deer, moose, grouse and ptarmigan. The trails leading up Mt. Edgecumbe and Verstovia are easily hiked. Also the lovely quiet bays and camping grounds offer peace and quiet.

Indeed no one will ever visit Sitka without arousing love and enthusiasm for this little metropolis of former years. Always he will carry with him a vision of beauty, pleasant memories and a desire that this little town of the far Northwest will again occupy an important place among the cities of our great land.



*Saint Michael's Cathedral.*



## Over the Ticket Counter

EDITORIAL NOTE—Below are some interesting experiences that have occurred to ticket agents. The "Goat" is offering \$5.00 for each one published.

## Contempt of Court

JUDGE DIETZ, Judge of the City Court of Moline, Ill., called on the phone and inquired the rate to Parkers Prairie, Minnesota. I told him to wait just a moment and I would look it up. After finding the rate, I went to the telephone and found he had either hung up or had been cut off the line, so I jotted the rate down on a piece of paper, to be ready for him when he called again. The phone rang in just a few minutes, and—

"Well, this is Judge Dietz. Did you find that rate?"

"Yes, Mr. Dietz," I replied, "it is \$18.18."

"All right, now what time do I leave here and what time do I arrive there?"

Horrors of horrors! I had completely forgotten the name of the town. Two or three trips around the office, and other ways of "stalling," did not refresh my memory. Finally, I went to the phone and said, "Let's see, Mr. Dietz, what is the name or the place you are going to?"

Then he roared, "How in heck can you name the rate to a place if you don't know where I am going?"

M. L. Aringdale, Ticket Seller,  
C. B. & Q. R. R., Moline, Ill.

## Knowledge is Power

YEARS ago when I was selling Tickets at Marceline, there was an old man located in that town who at one time was supposed to have been a well-to-do doctor and public speaker. Things hadn't gone so well with him, however, and at the time of this story he was down and out and in rags.

One day he came into the station and purchased from me a ticket to a nearby local station.

When the train came in and the passengers were boarding the train this party kept well in the center of the crowd. The conductor, watching them, called to him, "Where are you going?" But there was no reply and as soon as the train was moving the conductor went to this man first thinking that he was a bum and would have to be put off, saying, "Here, where are you going?"

Much to the amusement of the other passengers the old man stood up and said, "Oh! Ho! And unto all men—when you see MY ticket, then YOU will know."

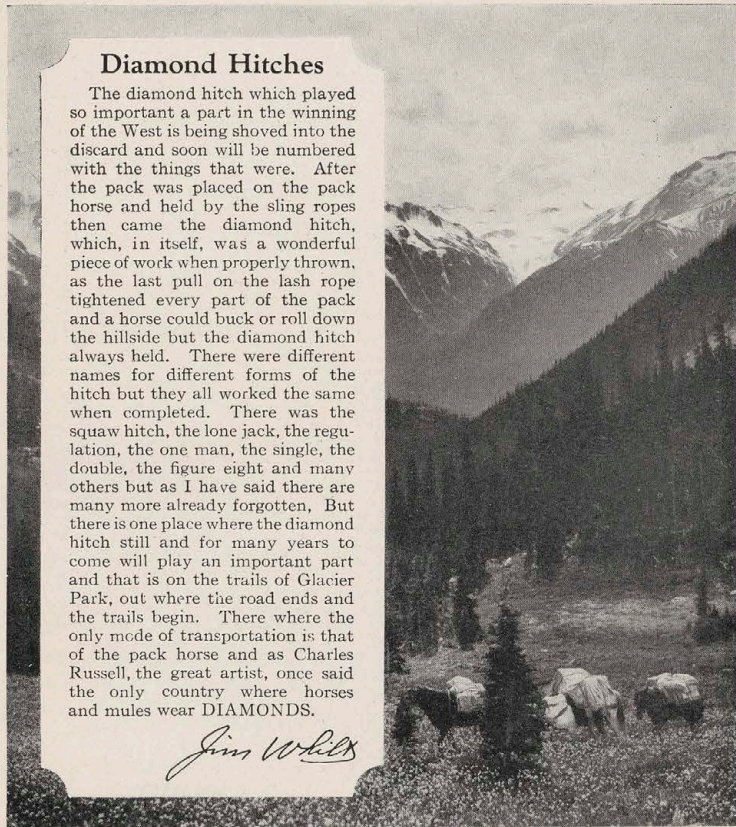
S. H. Townsend, Agent,  
Santa Fe Railway,  
Bucklin, Mo.



## Diamond Hitches

The diamond hitch which played so important a part in the winning of the West is being shoved into the discard and soon will be numbered with the things that were. After the pack was placed on the pack horse and held by the sling ropes then came the diamond hitch, which, in itself, was a wonderful piece of work when properly thrown, as the last pull on the lash rope tightened every part of the pack and a horse could buck or roll down the hillside but the diamond hitch always held. There were different names for different forms of the hitch but they all worked the same when completed. There was the squaw hitch, the lone jack, the regulation, the one man, the single, the double, the figure eight and many others but as I have said there are many more already forgotten. But there is one place where the diamond hitch still and for many years to come will play an important part and that is on the trails of Glacier Park, out where the road ends and the trails begin. There where the only mode of transportation is that of the pack horse and as Charles Russell, the great artist, once said the only country where horses and mules wear DIAMONDS.

*Jim White*







*This copy of the*  
**Great Northern Goat**  
*is sent you with the compliments*  
*of*

H. E. WATKINS

507 ROYAL BANK BLDG.

GENERAL AGENT

TORONTO, ONT.



N ear the mountain's highest peak,  
O ut upon the rocky cliff,  
V eriest friend of solitude,  
E rect, with kingly mien he stood.  
"Mountain Goat, you represent a  
B uilder's dream for a continent;  
E mblem of honor that ever shines,  
'R ound Great Northern Railway  
lines."

C. W. MELDRUM  
Assistant Gen. Passenger Agent

P. H. BURNHAM  
Western Traffic Manager  
Seattle, Washington

W. A. WILSON  
Assistant Gen. Passenger Agent

F. T. HOLMES  
Assistant Gen. Passenger Agent

E. H. WILDE  
General Passenger Agent

E. C. LEEDY  
Gen. Agricultural Dev. Agent

A. J. DICKINSON  
Passenger Traffic Manager  
St. Paul, Minn.