

Keep Backing the Attack—Buy War Bonds



The North Coaster



Vol. XV Number 3

NORTHERN PACIFIC RAILWAY—Main Street of the Northwest

May, 1944

Paradise Inn, Rainier, Open June 24-Sept. 4; Daily Bus from Tacoma

Hotel to Operate Through Labor Day—Special Transportation Rate for Armed Forces

Paradise Inn, Rainier National Park, will operate from June 24 through Sept. 4 (Labor Day), with full services, European plan, P. H. Sceva, general manager of the Rainier National Park Co., announces

There will be one round trip daily bus service between the Park Company ticket office, 772 Commerce street, Tacoma, and Paradise. Busses will leave Tacoma 9:30 a. m., arrive Paradise 12:30 p. m. Returning, leave Paradise 3:30 p. m. and arrive Tacoma 6:30 p. m.

Paradise Inn rates, subject to 10 per cent discount on rooms for stay of one week or longer, are:

- Room without bath (hot and cold running water) single - - - - \$3.00
- Each additional person in room - 1.50
- Room with private bath, single - 4.00
- Each additional person in room - 2.00
- Meal service at Paradise:
- Breakfast - - - - \$1.00 and \$1.25
- Luncheon - - - - 1.00 and 1.50
- Dinner - - - - 1.50 and 2.00

A la carte service also available. All meals are subject to state sales tax.

Round trip bus fare is \$9.00 for civilians and \$6.75 for members of the Armed Forces. Both fares are subject to Federal tax.

N. P. Boston Office Moves To Room 8, Little Building

Room 8, second floor of the Little Building, 80 Boylston street, is the new address of Northern Pacific's traffic office in Boston.

The move will be made about May 15 from the Old South Building, which has housed the N. P. office for many years. The Little Building is centrally located at Tremont and Boylston streets and faces the Boston Common on Boylston. The office telephone numbers, Liberty 9699 and 8367, will remain the same.

Jared Jernegan is District Passenger Agent and W. T. Sampson is New England Agent, in charge of freight service and sales. Mary Di Cecca is chief clerk.

N. P. Agent Hears Telegraph Report Army Son's Death

Standing in the depot office at Sumner, Wash., Fred C. Rockway, Northern Pacific agent, heard the telegraph instrument tapping out his own address.

The message which followed told him that his son, Sergeant Ernest P. Rockway, had been killed in England in an automobile accident.

Fifth War Loan Campaign June 12—July 8; Record Sale of 16 Billion Dollars is Goal



BUY ONE OF THESE BONDS TODAY!

The Treasury Department has announced a goal of 16 billion dollars for the Fifth War Loan campaign to be conducted June 12 to July 8. Most readers of The North Coaster are purchasing bonds regularly through payroll deductions or directly from the banks, but during the coming campaign, more than in any previous drive, small investors must buy additional bonds if the quota is to be reached.

How to finance such purchases is, of course, the problem of each individual, but make your decision with your eyes on the fighting fronts throughout the world—and let your conscience be your guide.

Yellowstone to Operate On About Same Basis as in '43; No Park Bus Service

Yellowstone National Park will be operated this summer on approximately the same restricted war-time basis as in 1943, Superintendent Edmund B. Rogers announced following a conference of National Park operators in Chicago in April.

Hotels and lodges will not open, nor will there be bus service within the park, but limited meal and lodging accommo-

dations will be provided at Old Faithful and Fishing Bridge (on Yellowstone Lake) by the Hamilton Stores and at Mammoth by the Pryor Stores. The Yellowstone Park Co. will operate its tourist cabins at Fishing Bridge.

Northern Pacific Transport Co. buses operate the year 'round between Livingston, Mont., on the main N. P. rail line, and Gardiner, northern gateway to Yellowstone. There will be no Northern Pacific passenger train service to the Park gateways this summer.

The North Coaster

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GOOD WILL— What is It?

The U. S. News recalls that the Supreme Court of the United States defines GOOD WILL as being "the disposition of the customer to return to the place where he has been well served."

Railroad men and women might well bear this definition in mind constantly, considering the millions of new customers we are serving in these war times.

3 More Pacific N. W. Plants Win Army-Navy "E" Award

Award of the Army-Navy Production "E" pennant to three additional Pacific Northwest plants for outstanding achievement in the production of war materials, is announced by the Under-secretaries of War and the Navy. The plants are:

International Pacific Pulp & Paper Co.,
Multnomah Lumber & Box Sales Co.,
Portland.

Wauna Lumber Co., Wauna, Oregon.
Westport Lumber Co., Westport, Ore.

I'm counting on you!



**DON'T DISCUSS
Troop Movements . . Ship
Sailings . . War Equipment**

What Becomes of Empty Tin Cans at Navy Station?



OFFICIAL U. S. NAVY PHOTOGRAPH

What becomes of tin cans at Farragut Naval Training Station, Idaho? They're cut and flattened for shipment to a de-tinning plant, the same as "civilian" cans. The picture shows trainees filling a Northern Pacific car with two weeks' accumulation of cans. A carload weighs about 40,000 pounds.

Worth Smith, Now a Lt. Col., Reminds Us His Outfit is in Iran, Asia, Not Africa

The editor of The North Coaster has been bawled out by a Lieutenant Colonel, no less!

Worthington C. Smith, former N. P. TPA at Portland, Ore., and more recently trainmaster in Montana, was a Major in the American Railway Operating Battalion in Iran (Persia) in January, when, in a story in The North Coaster, we inadvertently placed the scene of his operations in Africa.

Worth, who was promoted to Lieutenant Colonel in February, recently wrote Matt Harlan, AGPA:

"Here I've been in Iran long enough to run for governor and The North Coaster puts me in Africa. What an outfit!"

So Iran is in Asia. Asia or Africa, it's a long way from the "Main Street of the Northwest".

In his letter, written March 26, Col. Smith reported that the same day his promotion came through, he met with a "slight" accident and suffered two broken ribs, but had returned to his post after spending two weeks in a hospital.

Pullman cars carried 17,435,110 of the armed forces in mass movements from December 7, 1941, to January 1 of this year. During 1943, the monthly average was 812,833 and the daily haul averaged 28,367.

The Yellowstone Comet Now Operates in South Pacific



When Lt. James A. Wood was a young fellow, he worked summers on dining cars attached to the Yellowstone Comet, famous Northern Pacific train which operated between St. Paul and Yellowstone Park.

Which explains how the Army plane above got its name. Lt. Wood is shown with his ship. He has been in troop carrier service in Australia and New Guinea the past two years. His father, L. S. Wood, is chief clerk in the N. P. Agricultural Development department in St. Paul.

Ships Will Continue To Be Chief Means Of "Touring" Alaska

Indications are that Military Highway Never Will be Used for Civilian Travel

Would-be travelers, who are patriotically taking their pleasure trips via the "armchair route" during wartime, and are dreaming up visions of driving to Alaska in the family car along the much-talked-of Alaska Highway the day after peace is declared, are in for a change of plans, recent developments show.

The Alaska part of this vacation dream will work out splendidly, but the driving part is—to put it mildly—doubtful. Even the most enthusiastic supporters of the Alaska Highway make no bones over the fact that it will be many post-war years before this route could be considered a practical tourist route to America's last great frontier. While those not quite so enthusiastic are expressing the opinion that the Alaska Highway, at least as it is now located, will never prove an important commercial or tourist route.

Recent developments which have changed the Alaska Highway picture to a great extent include new outlooks as to military strategy and the revelation that British Columbia officials have declined to assume the enormous cost of maintaining after the war the 600 miles of the highway which lie within that province.

As the road has many grades and is subject to slides and wash-outs, it would soon become impassable unless carefully maintained, and, as British Columbia has declined its large part of this honor, the work would have to be carried on either by the Dominion of Canada or by the United States, or both. As yet, no action has been taken by either government. Title to the portion of the road in Canada passes to the Canadian government six months after the signing of the peace, but officials believe the United States would have to assist Canada with maintenance costs if the highway is to be kept open.

British Columbia has estimated that the cost of maintaining its 600 miles of the Alaska Highway at from four million to five million dollars a year, and the cost of maintaining the whole 1,400 miles from Dawson Creek, B. C., to Fairbanks, Alaska, at from 8½ million to 10 million dollars a year.

While Canadian officials are chary about criticizing the route chosen for the location of the Alaska Highway, pointing out it was undertaken at a time of military emergency when the Japs were still in the Aleutians and was primarily designed to link and supply military airports, it is clear that they do not feel it the best location for a commercial road to Alaska. And, in Seattle, "Gateway to Alaska", much louder and less polite comment can be heard in any gathering about the choice of the route.

Whether or not the Alaska Highway is maintained for military purposes in post-

Puget Sound "Lumberjill" Goes to Washington



Attractive Mary Shade, "Dogger" at Enumclaw Plant, is Honored in National Capital

Mary Shade, attractive 19-year-old, who holds down a man's job in a Puget Sound sawmill, was one of six American women selected by the War Production Board to be honored during Women's War Production Day, March 6, in the National capital.

Miss Shade, a "dogger" in the White River Lumber Company plant at Enumclaw, Wash., represented women in the lumber industry—a well-deserved honor, according to men who work alongside Mary.

Until shortly after the first of the year, Miss Shade was believed to be the only woman in the country handling a "setter's" job. A setter handles the gears that swing a log into the saw and gauges the spot at which the cut will be made. And that's back-breaking work, mill workers attest, when she's pushing her gear against a five and one-half ton log.

war years, it is agreed that its tourist possibilities are likely to be slow in developing due to the miles of virtually uninhabited wilderness through which it passes for much of its route. There are stretches far beyond a day's driving with no hotels, inns, gasoline stations, or stores. These accommodations will come in time, if the highway is kept open, but not overnight.

The day may dawn when North Coast ticket agents will be selling "Grand Circle Combination Tours" to Alaska, via rail, steamship and highway, but that day is still far off.

However, our armchair traveler, with his packet of War Bonds, may continue to dream his dreams of an Alaska vacation and know that he can fulfill them easily and comfortably once the Victory has been won. Then the steamship companies, whose ships are now carrying men in uniform and work clothes instead of the carefree tourists of pre-war days, will again offer their varied selection of vacation cruises to Alaska.

The pictures show the transformation of Miss Mary Shade from a sawmill worker to a Lady on a Mission to Washington, D. C. At the left she is shown at her job at the White River Lumber Company mill; center, as she boarded the N. P. North Coast Limited at Seattle, for the East, and, right, as she relaxed in the North Coast Limited club car.

When Mary went on the day shift in February, she taught a friend, wife of a coast guard seaman, how to do the job and now there are two women setters at the mill. As a dogger, Mary handles a 30-pound hook and lever combination, throwing the hook into a log to hold it to the carriage about five times every four minutes.

She loves it, according to word from the coast. She used to think she wanted to be a dress designer but that was before she went to Enumclaw to visit her grandmother and found out about the lumber business. Now her chief interest is in overalls, plaid shirts and heavy duty boots.

Grand Coulee Capacity, Third Largest in World, Goes 98 Per Cent to War

Installation of a tenth generator at Grand Coulee Dam, on the upper Columbia river in Washington, brings the installed capacity of the plant to more than 900,000 kilowatts—third largest in the world and second largest in the U. S., according to H. W. Bashore, Commissioner of Reclamation.

"The importance of this great block of Columbia river power to the prosecution of the war is emphasized by the latest distribution figures," Mr. Bashore said. "These show that about 98 per cent of the energy being produced at Grand Coulee and at Bonneville Dam, downstream, is going directly or indirectly to war industries or vital military activities."

Grand Coulee Dam is served by the Northern Pacific.

U. S. railroads' 1943 fuel bill was \$527,000,000, up nearly 24% over 1942.

7th Farragut Camp, Soon to Open, Named For Submarine Hero

**Commander Howard W. Gilmore
Sacrificed His Life To
Save Craft and Crew**

FARRAGUT, IDAHO—Honoring a submarine commander who sacrificed his life to save his craft and its crew during a battle with a Japanese gunboat, the seventh training camp at this U. S. Naval Training Station has been named Camp Gilmore.

The designation is to pay tribute to the late Commander Howard W. Gilmore, USN, of New Orleans, La. The camp, a service school area, is scheduled to be completed in June.

Commander Gilmore posthumously was awarded the Congressional Medal of Honor for his heroic action during a Pacific engagement.

It was while surface cruising that Commander Gilmore's ship encountered the enemy craft. The submarine swung aside as the Japanese ship attempted to run it down, then maneuvered so that it in turn rammed the gunboat, tearing a hole in its hull. The Medal of Honor citation gives this summary:

"Commander Gilmore calmly gave the order to clear the bridge, and refusing safety for himself, remained on deck while his men preceded him below. Struck by the fusillade of bullets and having done his utmost against the enemy, in his final living moments, Commander Gilmore gave his last order to the officer of the deck, 'Take her down!' The submarine dived; damaged but under control, she was brought safely to port by her well-trained crew inspired by the courageous fighting spirit of their dead captain."

Selection of the name of Camp Gilmore, approval of which has been given by the Navy Department in Washington, follows the custom of naming the separate camps at Farragut after Naval heroes killed in World War II.

Farragut, second largest naval training station in the U. S., is located on Lake Pend Oreille in Northern Idaho, 4½ miles east of Athol, Idaho, which is on the main transcontinental line of the Northern Pacific.

Third Liberty Train Added To Farragut-Spokane Run

An additional round trip has been added to Northern Pacific Liberty Train service between Spokane, Wash., and Farragut Naval Training Station, Idaho. There are now three round trips daily. The schedule:

Westbound

Lv. Farragut 2:30 am 10:00 am 5:00 pm
Ar. Spokane 4:00 am 11:30 am 6:30 pm

Eastbound

Lv. Spokane 12:30 am 6:00 am 3:00 pm
Ar. Farragut 2:00 am 7:30 am 4:30 pm

The North Coast Limited, Trains 1 and 2, makes regular stops at Athol, Idaho, which is 4½ miles west of Farragut.



"Hey, Mac... how do you spell opportunity?"

"DEAR SIRS:"—the letter ran—"We're sitting under some busted-up palm trees now, a long way from the good old U. S. Some of the boys are thumbing over a last year's copy of your very interesting magazine. We hope you can mail us new issues, right away. I guess we are all pretty hot "prospects" for those western farms. Mostly, the fellows want places with streams, but we all think a little farm will give us a real..."

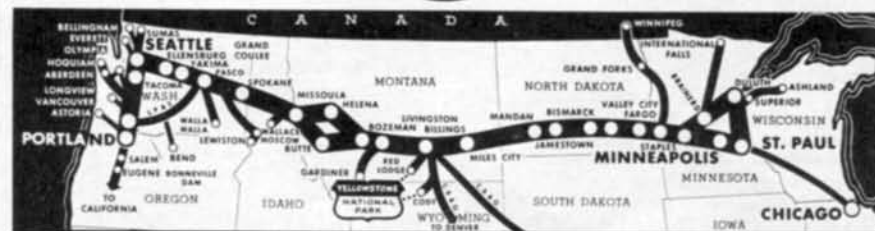
The "very interesting magazine" is *The Northwest*, a little 8-page monthly, published by the Northern Pacific Railway. It's not very fancy, as magazines go. No jokes, no pin-up girls... mostly just short articles on farming and ranching. Page 7 is always a listing of "Farm and Home Opportunities", describing farms and lands for sale in our western states.

As we get the picture, Page 7 is one of the best-read features in any literature reaching the war fronts. From a Fleet Post Office address comes

proof: "Although I'm from New York State, I'm very much interested in that logged-off land in Washington. Please send details." From the Amphibious Force Boat Pool: "It's difficult to make plans, but am very much interested in ranches in Northern Idaho." One letter closes this way: "So you see, your magazine may be the missionary which will bring... some of Uncle Sam's doughboys out West where the sun settles to sleep over fields of golden grain."

These letters seem to tell us what our men are fighting for. They are fighting for opportunity. Isn't it our duty to safeguard that opportunity for them?

There is a special, unwritten Bill of Rights that every American carries in his heart. It declares his privilege to take his own risks, in his own way... to use his strong, skilled hands to shape life as he wants it. That is the essence of free enterprise. And free enterprise, now and forever, spells *Opportunity*.



NORTHERN PACIFIC

MAIN STREET OF THE NORTHWEST



MADE IN U. S. A.

6280