

# THE SALIDA RECORD



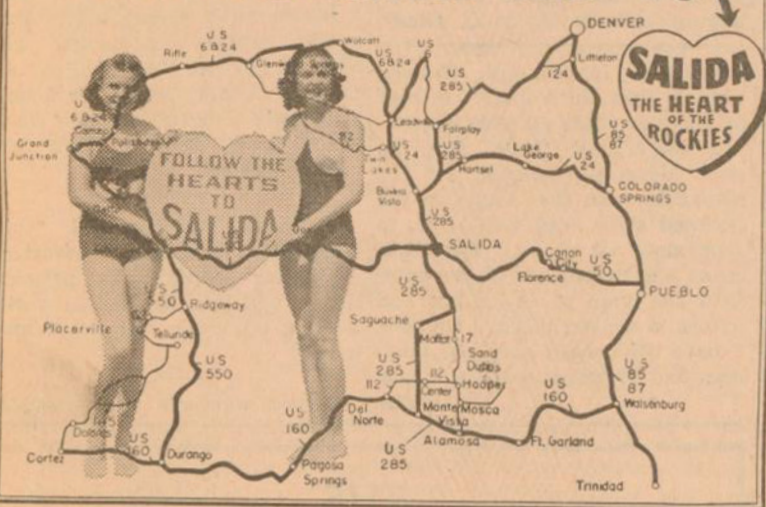
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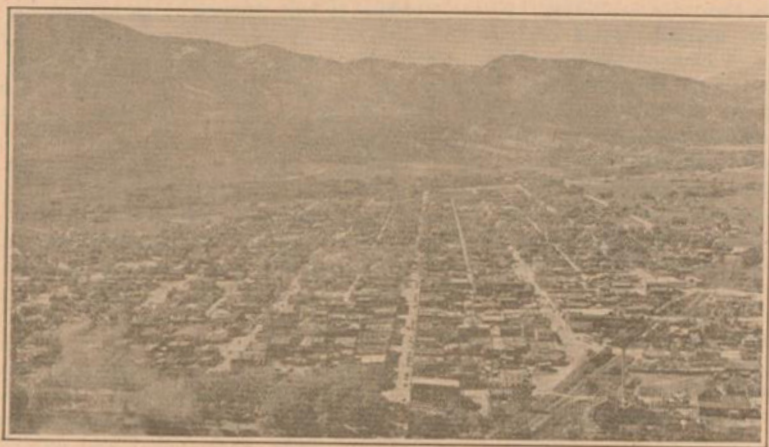
NUMBER 24

## SALIDA "THE HEART OF THE ROCKIES"

### A FINE DAYS CIRCLE TRIP TO



### Salida As Seen From Tenderfoot Mountain



The Place From Which To "Do" The Rockies

### THE PLACE TO GO FROM WHICH TO GO PLACES IN THIS SCENIC WONDERLAND

By WILBUR B. FOSHAY

Secretary Salida C. of C. Yes, Salida is truly "The Heart of the Rockies" in more senses than one.

While originating near Leadville, from Salida the Arkansas River flows east and nourishes thousands and thousands of acres in the country that it flows through and in years to come, will do a much greater job and benefit more people when the wonderful development now being started, known as the Caddoa Dam, is completed, and in operation.

On this wonderful Arkansas River, about sixty miles from its source is Salida, in a most ideal location, surrounded by high mountain peaks in the Sangre De Cristo, the Collegiate and Continental Divide ranges, and with mountains, though not so high, on the north and east of it.

In this little valley, the Arkansas River acts as an air-conditioner, moderating the temperature from the extreme heat in the summer and the extreme cold in the winter. The high mountain ranges protect this little valley from storms with the result that Salida really has an "Ideal All Year Climate," with only a few rainy or stormy days throughout the year, and the sun shines almost every day in "Salida in the Valley of the Arkansas."

Fine fishing streams are numerous in the area and there are many wonderful lakes in which to fish, for the best sporting fish there is—the trout.

There are too many things in this locality that are of interest to mention them here, but to speak of a few, there is Tenderfoot Mountain with a road circling it three times to the top, the only such road that we know of in the world, and from the summit of Tenderfoot you can look down 500 feet to the City of Salida and the Arkansas River, rippling along in the beautiful sunlight.

Then there is the wonderful drive up Ute Trail and over into Hartsel, Gucey or Canon City by that route and then there is wonderful Poncha Springs, five miles up in the mountains southwest of Salida, and the Frantzhurst Trout Farm, the largest in the world, just west of town, and here in Sa-

lida, is the new Municipal Hot Springs Pool, with Mineral Hot Water with radio active properties, from the famous Poncha Hot Springs.

There is the North Fork and the Little Arkansas river where you can fish and then you can go up to Chalk Creek and fish in it and visit the Hot Springs or go on up to old St. Elmo, and then if you like, hike up to Grizzly Lake for more fishing there. The Chalk Cliffs at Mt. Princeton in Chalk Creek Gulch are a wonderful sight to see and these enhance the pleasure of your trip up Chalk Creek.

If you are more venturesome, you might try Tincup Pass over to the Western Slope, but this is a trip for only the sturdy.

Up from Monarch are the Dog Lakes, and here again, you can fish to your heart's content, and of course, there is the wonderful Arkansas from Leadville to Canon City—120 miles of gorgeous scenery through wonderful mountains along this beautiful rippling Arkansas, and from Salida to Canon City, you go through the Salida Canyon in which is some of the finest scenery in the country—a wonderful scenic drive of 120 miles on improved oiled roads, and then you can drive over Poncha Pass into the wonderful San Luis Valley.

Then there are the three Cottonwood Creeks, North, Middle and South, out of Buena Vista, and beautiful Cottonwood Lakes, and from Salida over Poncha Pass you can reach Cochetopa Pass, Wolfe Creek and La Veta Pass.

Over Monarch Pass, westward, you can go on over Blue Mesa and Cerro Summit or over Independence Pass through Aspen into Glenwood Springs, or up through Leadville and over Tennessee Pass and down the Glenwood Canyon on a gorgeous trip, or you can go to Leadville and over Fremont and Loveland and on to wonderful country beyond over Berthoud and up to Gran Lake and over Trail Ridge Road, or you can go up to Buena Vista and out into South Park and over Kenosha Pass to Denver or over Wilkerson Divide to Colorado Springs.

Truly, Salida is, when it comes to highways as well as to Mountain Ranges and Streams, actually the "Heart" of the Rockies.

During the past two years, Salida has shown a marked improvement.

More homes have been built than in the previous twenty years and great improvements have been made on F and First where more than half of the store fronts have been modernized, and there are numerous others that are about to be improved.

All of this home-building and installation of modern and up to date new store fronts gives Salida a wonderful appearance, bigger than most communities of its size anywhere.

Salida is located in Chaffee County and is the County Seat, and here is a beautiful modern Courthouse.

Chaffee County was named after Jerome B. Chaffee who secured the cession of right of way for the D. & R. G. W. railroad and who was largely responsible for Colorado's admission to the Union as a state in 1876, and he was then elected as the first United States senator from Colorado.

Salida is also the junction of the D. & R. G. W. narrow gauge system with its main line between Pueblo and Salt Lake City, and it is an important railroad point.

Salida has some fifty blocks of pavement and over 100 blocks of curb and gutter. It has a new swimming pool and the county has its new court house, and yet, both Chaffee county and Salida have operated for years on a cash basis without issuing a distress warrant, and their bonded indebtedness is lower now than at any time during the past fifteen years.

All of the street improvements were made without the issuing of (Continued on Page 8)

### SALIDA POOL IS BIGGEST IN STATE BUILT BY WPA

When vacation days roll around again this summer, there won't be any of swimmin' hole for small boys in eleven Colorado towns, WPA officials said today.

The "swimmin' hole" has gone the way of the horse and buggy and the kerosene lamp, through approximately \$323,000 spent for modern concrete pools by the

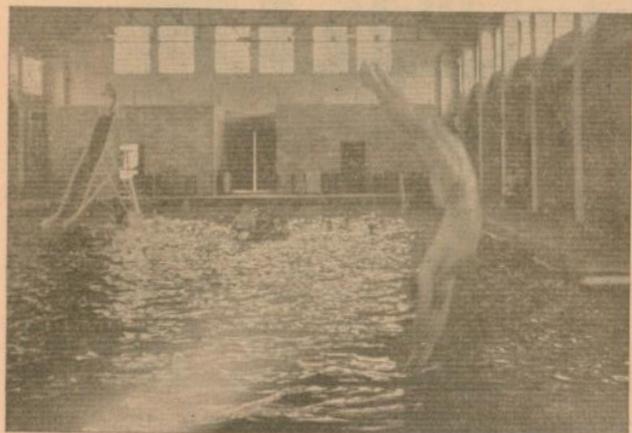
works progress administration, Administrator Paul D. Shriver announced.

The largest of the WPA projects undertaken during 1938 was the construction of a \$164,000 pool and bath house at Salida, near trans-continental highway U. S. 50. The pool uses hot water piped through more than five miles of new pipe

laid from Poncha Hot Springs, Shriver said. Other concrete pools and bath houses were constructed by WPA crews at Hugo, Haxton, Cheyenne Wells, Holyoke, Burlington, Agular, Deer Trail, Akron, Cripple Creek and Victor, Shriver said.

The Salida pool is a typical example of modern swimming "holes." The 45-by-105-foot pool is housed in a two-story natatorium built of concrete blocks and reinforced concrete. Water at a temperature of 150 degrees is piped from Poncha Hot Springs and flows into the pool at the rate of 150 gallons per minute, after being cooled to 110 degrees. Floodlights are placed under the water to give a unique lighting effect.

### Salida Hot Springs Swimming Pool



### NEW STATE HIGHWAY MAPS AVAILABLE TO PUBLIC ON JUNE 12

The 1939 edition of Colorado highway map-folders published by the State Highway Department will be available to the Public Monday, June 12, and may be secured after that date at the Salida Record office or by sending a post card request to the State Highway Department, State Office Building, Denver.

The map-folders, entitled "Travel Colorado Highways," are attractively printed in five colors. On the back cover page appears the State Capitol with its gold dome, a picture of Governor Ralph L. Carr and a message from him addressed to "Mr. and Mrs. America" inviting one and all to visit Colorado.

The folder section includes brief descriptions of national parks, monuments and forests and other points of interest, other in-

formation about Colorado scenic pictures along main highways through Colorado's Rockies, location and elevation of mountain highway passes, a list of Colorado's 50 highest peaks and a mileage table.

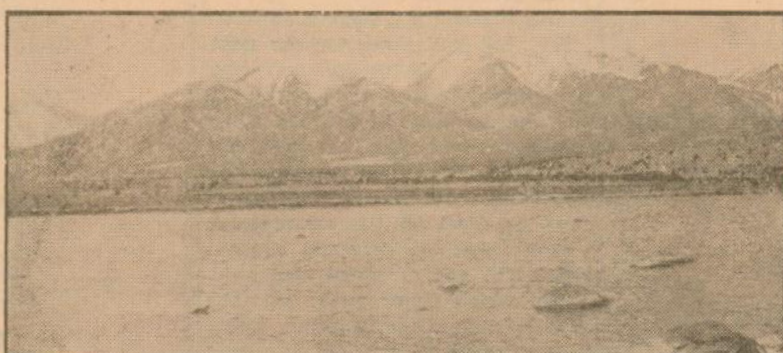
The map itself, in five colors, shows Colorado's state highway system of 12,209 miles, including 3,700 miles of hard-surfaced and 4,770 miles of gravel-surfaced highways.

The maps serve as an official record of the state highway system for the year 1939, according to Chas. D. Vail, state highway engineer. "It is also expected they will aid in promoting travel on Colorado highways," he stated.

The maps are being distributed to 2,000 automobile clubs, Chamber of Commerce and other travel agencies throughout the country, according to W. M. Williams, director of publicity of the State Highway Department, and who prepared the map-folders for publication.

"The maps have been delayed five weeks by the printers, but it is hoped they will still be effective in promoting travel to and thru Colorado this year," Williams stated.

### MT. HARVARD



# SALIDA

the Heart of the Rockies



THE ANGEL OF SHAVANO



# Height Of Colo. Peaks Question Hard To Answer

## WHAT IS SEA LEVEL AND WHERE IS IT? ASKS WRITER

By CHAUNCEY THOMAS  
in Colorado Magazine

"How high is Pikes peak?" It is easy enough to smile patronizingly, look in a book and murmur in a bored sort of way, "Fourteen thousand so-un-so." Also, that Mount Massive is sixteen feet lower than Mount Elbert. Now when it comes to saying that one Colorado mountain is one foot higher than some other mountain, that is getting it down very fine, somewhat like saying certainly how many inches it is through the earth from Denver to Peking. But how high are the Colorado mountains?

Geographic heights are rated as so many feet above sea-level. But what is sea-level? Also where? "Mean sea-level for fifty years at Blackwell's island, New York harbor" (according to the United States, including Alaska, are measured from mean sea-level at Blackwell's island, New York harbor) is not a sufficient answer. Sea-level at the poles is, in round

numbers, some thirteen miles nearer the center of the earth than is sea-level at the equator. If Pikes peak is measured from sea-level at Boston, the difference will be disconcerting to one who longs to know how high the peak is. The difference would be perhaps a mile or more. And what is the so-called center of the earth? That would not be difficult to say if the earth were a sphere, but it is not. As near as we can tell, the earth is shaped like a hard-boiled egg, pressed on two sides, where the poles are, and due to this indescribable shape it is called a special name, "Geoid," or "earth shaped."

Now just what is sea-level? No one knows exactly, but apparently the middle of the Pacific ocean is farther above sea-level than is the summit of Pikes peak. And just to make things interesting, certain measurements, the best ones we can make, anyway, indicate if not prove that there are so-called "hills" of water in all oceans, due, some think, to heat and cold and currents.

Now if the summit of Pikes peak is below the middle of the Pacific ocean surface, how high is it above sea-level? Measuring heights by sea-level is a good deal like measuring things with a rubber band. In my short residence of sixty-six years within sight of Old Pikes, I have noticed official changes in the relative heights of the Colorado peaks. They cannot all be right. And just how high are they? And are some higher than others at different times?

This brings up another question—do they stand still? Do the peaks rise and fall from inches to some feet at various times? And do the summits sway, like the tops of masts on vessels at anchor in a harbor that is not glass-still? I think so. We can measure the swaying, due to wind, sun heat and all that, of the tops of skyscrapers, because they are small, so why assume, without one iota of proof,

that the tops of the peaks stand rigid? The chances are a thousand to one that they do not stand rigid, but do rise and fall and sway here and there, due, in case of the peaks, mostly to astronomical attractions. Also, the Rockies are probably rising as fast as they ever have, and far from the same rate in different places among them.

It is said that there is a tide in the granite as in sea water, and some have estimated this stone tide at about nine inches in Colorado. Experienced miners, in Aspen especially, many years ago, expected more cave-ins during certain positions of the moon and sun than at other times. And these seemed to occur as expected. Which bears out, in a way, the theory of a tide in the granite, as in the oceans. Now, if this is so, how does it all affect the peaks?

So when some soul from Missouri like me wants to know how high Pikes peak is or just why Mount Massive is a few feet lower than Mount Elbert and why both of them are higher than Evans or Longs, let him who would answer produce something more convincing than five digits on a piece of paper. How did they get there? Who put them there? And how did they do it? And what do they know about it? Also, what is the human and instrumental error when it comes down to one foot a thousand miles from any sea shore?

Anyway, how high is Pikes peak? High above what? And why?

Travelers have more names than kings. Travelers are tourists, voyagers, wanderers, excursionists, pilgrims, globe-trotters, gypsies, rovers, explorers, adventurers, seafarers, wayfarers, passengers, not to mention tramps, vagabonds, hoboes and straphangers.

Nearly one half of Holland lies below sea level, protected from the ocean waves only by great dikes which must be constantly kept in repair by industrious Dutchmen.

A \$1,800,000 beet sugar factory is planned at Winnipeg.

## METEORITES NOT UNCOMMON IN STATE IN LAST 6 YEARS

By FLORENCE STOTTER  
in the Pueblo Star-Journal

Report of the descent of a meteorite into the Pueblo region or San Luis valley recently isn't as uncommon an event in this state as many persons would believe.

Only four meteorites were recorded for Colorado prior to 1909, and only eight more fell during the next fourteen years. However, since 1933 the meteor business in this state has shown a rapid increase, and twenty-one additional meteorites have been reported. This does not necessarily mean that more meteorites have fallen here recently.

In 1933 the American meteorite laboratory began a field program which was carried on mainly by means of lectures in high schools, through the distribution of leaflets on the recognition of meteorites, and through the medium of the newspapers. School children are given an opportunity to examine specimens of meteorites and are taught the difference between them and ordinary rocks. This campaign may account to a great extent, for the increased number of meteorites that have been found.

Meteorites are metallic or stony masses of matter falling from the sky. Most meteorites are covered with a blackish glaze, as if fused during their passage through our hemisphere. Their light is due to incandescence caused by the heat generated by the resistance of air. Because of this heat, most meteors are dissipated into gas before reaching the ground. However, those that aren't dissolved hit this earth at a terrific rate of speed which usually causes them to become buried unless they are very light.

Meteorites may be composed of meteoric iron, or stone or a combination of both.

The most interesting account of the fall of a meteorite in Colorado is that of the Johnstown meteorite which fell two miles west of Johnstown on July 6 1924, about 4 p. m. At the time of its descent, a funeral service was being conducted about 200 feet from where this thirty-five-pound meteorite fell. More than a hundred persons heard the explosion over their heads, saw the stone fall, and heard the report when it struck. The meteor was recovered less than one-half hour after it fell, and it was found to have buried itself twenty inches in the ground.

At the same time, in Mead, approximately ten miles from the cemetery where the meteor fell, a shower of stones ranging in size from a walnut to a pea struck the roofs of many homes. Another one fell in a beet field two miles east of where the first fell. This stone, weighing fifty pounds, buried itself five feet in the ground, just a few rods from where an irrigator was working. Residents in this area must have thought it was raining rocks, for at the same time a seven-pound meteor struck in a newly-mowed alfalfa field due south of the cemetery, just ten feet in front of a farmer, and two others, weighing approximately three and one-half pounds each, fell in another field, barely missing another irrigator.

Major and minor explosions accompanied the falling of these meteors, with dense smoke accompanying each explosion. The meteorites were collected and turned over to the Colorado museum.

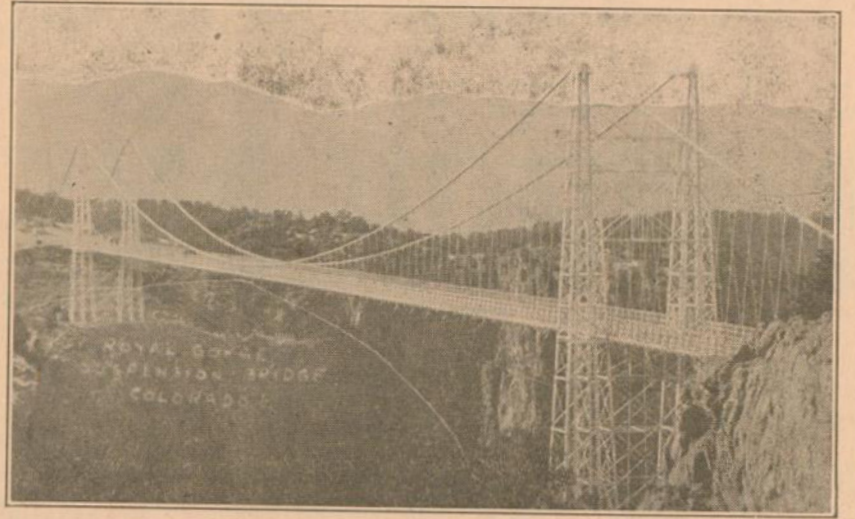
In 1937 a four-pound meteorite was found near Alamosa, and last week a one-pound stone was picked up two miles from the location of the first fall, presumably from the first fall.

Of the meteorites listed for this state in 1933 only two were stony meteorites, out of a total of twelve. Irons are more easily recognized than stony meteorites, because the stony meteorites resemble ordinary rocks. Out of twenty-one reported in January, 1939, seventeen are stones.

The two largest meteorites found in Colorado are the Bear Creek iron, which weighs 500 pounds, and the Guey iron, which weighs 682 pounds. The largest single stony meteorite is the Kelly, Logan county meteorite, which weighs 87½ pounds. Two small meteorites of the Pallasite, or stony-iron variety, have been found in Colorado.

The American meteorite laboratory in Denver buys meteorites for research and museum purposes. The prices vary a great deal, depending on the variety, size, whether they were seen to fall or were accidentally found.

## ROYAL GORGE BRIDGE



Within an hour's drive from Salida over fine oiled highways one may reach this wonder of the world.

### THINK A BIT!

If everyone who drives a car could lie a month in bed,  
With broken bones and stitched up wounds, or fractures of the head, And there endure the agonies that many people do,  
They'd never need preach safety anymore to me or you.

If everyone could stand beside the bed of some close friend,  
And hear the doctor say "No Hope" before that fatal end,  
And see him there unconscious, never knowing what took place, And laws and rules of traffic I am sure we'd soon embrace.

If everyone could meet the wife and children left behind,  
And step into the darkened home where once the sunlight shined, And look upon "The Vacant Chair" where Daddy used to sit, I'm sure each reckless driver would be forced to Think A Bit.

If everyone would realize pedestrians on the street,  
Have just as much the right-of-way as those upon the seat, And train their eyes for children who run recklessly at play, This steady toll of human lives would drop from day to day.

If everyone would check his car before he takes a trip,  
For tires worn, loose steering wheels and brakes that fail to grip, And pay attention to his lights while driving roads at night, Another score for safety could be chalked up in the fight.

If everyone who drives a car would heed the danger signs,  
Placed by the highway engineers who also marked the lines, To keep the traffic in the lane and give it proper space, The accidents we read about could not have taken place.

And last, if he who takes the wheel would say a little prayer,  
And keep in mind those in the car depending on his care, And make a vow and pledge himself to never take a chance, The great crusade for safety then would suddenly advance.  
Author unknown.

and the number of persons who witnessed the fall.  
The study and search for meteorites is a fascinating but elusive one, but if you decide to go looking for these celestial bodies, be sure you know how to recognize them—and look out for falling stars.

The most characteristic plant of New Zealand is the fern, which flourishes in great variety everywhere. The so-called tree fern often reaches a height of 40 feet.

Operation of new cars involve many taxes; there are 27 in the purchase price, 117 in upkeep charges and 201 in the cost of gas and oil.

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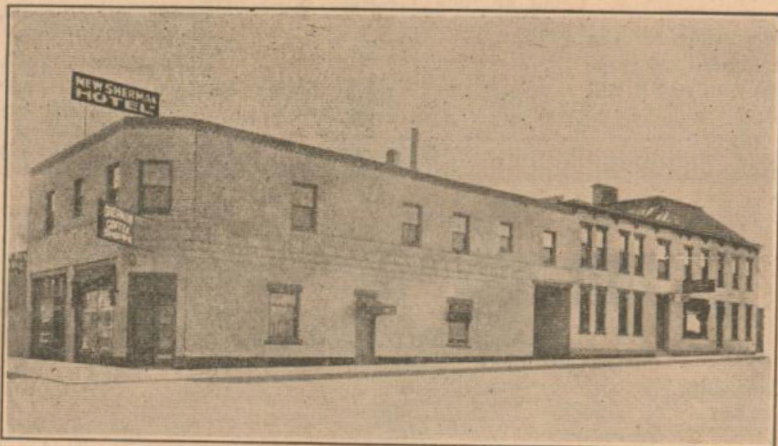
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● Grocery Store

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# A Fourth of July Walk Over Marshall Pass

## D. J. McCANNE TELLS OF INTERESTING TRIP DURING EARLY-DAY STRIKE

(Gunnison News-Champion)  
D. J. McCanne tells of an interesting walk from Salida to Marshall pass, July 4th, 1894, accompanied by Dick Ball, a mine foreman of the C. F. & I., of Crested Butte, a D. & R. G. W. engineer whose family lived in Gunnison at that time, and the express messenger between Gunnison and Crested Butte.

"My short-hand diary of the event does not record names of my companions, and my recollection of names is not nearly as good as that of my old friend, J. E. Phillips," says Mr. McCanne. "He seems to be able to recall the names of most of the old pioneers of whom he writes. I know the engineer, and also the express messenger, but their names, I cannot recall. If any of my party on that 4th of July walk remember what a thrilling hand-car ride we had coming down from Marshall pass to Sargents I would be delighted to hear from them."

Mr. McCanne continues:  
A few of the pioneers of Gunnison may remember that, after making my home in Gunnison from 1882 to the fall of 1892, I moved my family to Denver, as Dr. Norman MacIntosh advised me to take my daughter, Arloa, to a lower altitude. However, I continued to manage the company's business at Gunnison for another ten years, making monthly trips and often more frequent journeys when necessary.

The fireman railroad strike on July 1, 1894, called off the brakemen and firemen, but did not affect the engineers. I left Denver at 7:30 p. m. and went to bed as usual in the Pullman sleeper, hoping to breakfast at Salida and reach Gunnison about 10:00 a. m. Instead, I found we were held up in Pueblo with no prospect of getting out without a fireman.

There happened to be a young man in one of the D. & R. G. of-up lodgings for the night, hoping

for news of a settlement of the strike before the Fourth of July. During the next day, July 3, we hunted up the Rio Grande engineer, who had a wife anxiously waiting for him in Gunnison. Dick Ball and the express messenger had families waiting in Crested Butte for their return.

I was overdue for my usual monthly round-up of meter reading, bill collecting and general supervision of business in Gunnison, but we had the Rocky mountains between us and our goal and no prospect of trains moving soon.

Fortunately we were all closely allied with the Rio Grande railway. We knew and were known by the officials of the railway. We visited the offices several times during the day and elicited their sympathy. We all knew Superintendent Ridgway, familiarly known as "Old Tige," and conferred with him and with the train dispatcher, Rockwell, about prospects of getting the strike settled. After we had decided our only hope of getting over to Gunnison was to walk to the top of the range at Marshall pass, Mr. Ridgway told us he would provide our transportation down the western slope by the help of section gangs. He authorized me to keep him advised by telegraph, how we progressed and what we needed. He told us we might stop over night at Mears Junction, but cautioned us not to scare the young woman station agent, but to explain to Dispatcher Rockwell and he should assure her that she might safely allow us shelter in the waiting room. With this assurance of making our adventure feasible, we all ate a big supper and left Salida at 6:30 p. m. We followed the track, and as the grade is light, we made good and easy progress and reached Mears at 10 p. m. A drizzling rain had begun and it was very dark when we reached Mears. There were a lot of farm implements on the platform, which we noisily stumbled over in trying to find the door of the waiting room. We knocked on the door of the office and told the operator who we were and asked her to call up the dispatcher and he would vouch for our statement. In a moment

we heard her telegraphing and she answered us. "It's all right, make yourselves as comfortable as you can." We slept on the floor and seats and at 4 o'clock started on our hike to the top of the Rocky Mountain range.

I suggested that we take the trail that led straight up the gulch, which had a grade of perhaps eight or ten feet per hundred feet, instead of following the track, which had a grade of 4 feet per hundred, but which was more than twice the distance to travel. We were all getting along fairly well except Dick Ball, until we came to the crossing of the railroad a second time, when Dick complained of his feet hurting so bad that he decided to follow the track. He said he thought he could make twice the distance easier and quicker than his tired feet could lift his heavy body ten feet in every hundred. As I recall our experience that Fourth of July morning, I think our express messenger was also somewhat lame, and he decided to take the railroad route, too. The engineer and I continued to follow the shorter trail up the gulch, but when we reached Grey's Siding, also about half way to the summit, the track boys were ahead of us. I had had enough experience climbing mountains, carrying a twelve-pound transit, to train my speed to my strength, and we took plenty of time, stopping at short intervals to rest. We were really glad that Dick and his lame companion had beaten us, because we had begun to fear they might not keep up with us to the top.

At Grey's Siding was the boarding station for two section gangs, and the men had just finished their breakfast when we arrived at seven o'clock. The woman in charge soon gave us a regular laborer's breakfast of hot bacon, eggs, potatoes, rolls and coffee. After a short rest, we resumed our hike following the same choice in our trails. With half of our four thousand feet climb already finished and with our stomachs well-filled, we felt equal to reaching our goal in fine shape. When our engineer and I reached the next crossing of the track, we again found Dick and his companion there awaiting us. Dick was sitting on the end of the ties with his shoes off, rubbing his feet and padding them inside his shoes with handkerchiefs. We asked him: "Dick, how are you coming? Can you make it to the top?" He answered, "Oh, yes, I'll be all right with this padding on my feet." We cheered him up and said: "From here on we'll all follow the track with you and we'll not hurry. Take it easy and we'll soon get there."

We reached the summit at 10:00 tired, but still eager for our next thrill. We wired Mr. Ridgway, and he immediately instructed the section foreman to take us down the mountain slope by push car. On these four per cent grades, the ordinary pump-power hand car is not practical for the use of track repair men, so they use a plain platform car of about the same size, which they push up the grade and brake it when going down grade with a heavy lever about five or six inches in diameter and about eight feet long. They put this lever thru a hole in the platform against the underside of one of the car wheels and put the proper man weight on the lever to control the speed of the car. The section men are so expert in thus controlling their push car that they permit it to go down at a speed that felt dangerous to us until we caught onto the knack of overcoming the centrifugal force, threatening to throw us off at the outer side of the curve, by leaning our bodies toward the inner side of the curve. When we saw how easily and carelessly the section men took this hair-raising ride, we began to feel the thrill of it. Oh, it was a thrilling ride, but one had to watch the next curve to be sure he was not leaning out instead of in, and sometimes a reverse curve struck us before we had adjusted our center of gravity to it.

I have often wished we had timed that ride from Marshall Pass to where we reached the light grade of the Tomichi valley, a few miles below Sargents. When I think of it, I am reminded of the Swede who was describing to his pastor a hurricane which had carried him with his chickens, pigs, and farm implements and scattered them for miles away. His pastor asked: "Well, Ole, did you feel that the Lord was with you all that time?" His reply was: "Vell, Aye dond know if He been with me, but if He bane, He bane goin' some."

When we got down to the level of the valley, our car slowed down so we had to push it to the next station where we wired Mr. Ridgway our condition and he wired instructions for the section gangs

to get us on to Gunnison. We were glad to help pump the hand cars to get there, and we reached Gunnison at six o'clock. It had been a strenuous Fourth of July for us, but one every member of the party will remember. I don't know if any of my companions of that day are still in the land of the living, I would love to hear from them, and learn what they still recall of that adventure.

During the ten years I managed the Gunnison business from my Denver home, I had other unforgettable experiences. On One trip to Denver, our train was snow-bound in the snow shed on Marshall Pass, and a train of cattle just behind us. Among the passengers on our Pullman sleeper was a blind man, and an Episcopal minister from Ouray, who entertained us for hours reciting funny experiences he had in his ministerial work. One of his stories related how the minister of a little pioneer church answered an advertisement of an eastern firm offering to furnish free of charge to rural churches that needed hymnals, a very good collection of the well-known favorite hymns if they did not object to a small amount of advertising in them. The minister supposed, of course, that the advertising would be on the covers and perhaps on the fly leaves where it would not be objectionable, so he ordered a supply of the books to be delivered by Christmas. The choir had been advised of the order and were hoping they would arrive in time for the Christmas service. The books did not arrive until just about time for the service to start. The minister hastily glanced over the index and found they contained his favorite Christmas hymn, but there were shocking changes in its wording, and they had to postpone further use of the new hymnals until some corrections could be made. The first stanza read like this:

"Hark the herald angels sing,  
"Beechams pills are just the thing."  
"Peace on earth and mercy mild,—  
"Two for man and one for child."

We all laughed heartily over this story, but the blind man awoke us all just before day next

but only two or three issues were published, as the camp did not rise to the dignity of a town until 1880, when the name was changed to Tincup and located some miles farther up Willow creek.

"The placer miners had no scales to weigh and divide their gold among the partners, so they took a tincup, filled it full of nuggets and gold dust, handed it to one partner, then refilled it until each partner had his share. This gave rise to the name of Tincup for the town. The paper at Hillerton, first actually printed sheet in Gunnison county, was called the 'Occident.'"

Doreen is of French origin and means "gilded." Although pronounced the same as Dorine or Dorinne (Dorina is another form) it is quite a different name since Dorine is of Hebrew origin and means "perfect."

Benjamin Franklin said, "Our constitution is in actual operation, everything appears to promise that it will last, but in this world nothing is certain but death and taxes."

Record want-ads bring results.

D. J. McCANNE.

## TOWN OF TINCUP ONCE KNOWN AS HILLERTON

Gunnison—The town of Tincup in Taylor park was known as Hillerton in the late seventies, according to J. E. Phillips, retired newspaperman of Gunnison, now residing in southern California.

In an extended reminiscence letter to the Gunnison News-Champion recently, he spoke of the settlement's origin, named for one of the early prospectors, adding: "A paper was issued there that summer of 1879 by Henry C. Olney,

morning, by calling out, "Parson, what is that third line?" A roar of laughter made all wide awake.

It was a good thing that we were suddenly awakened, for the monoxide from the engine in the enclosed snow shed was about to asphyxiate all of us. The train crews had backed out of the snow shed the train of cattle, but had left us to use our heads, I suppose. I have often been glad the blind man had forgotten that third line.

D. J. McCANNE.

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Buena Vista, Colorado

for news of a settlement of the strike before the Fourth of July. During the next day, July 3, we hunted up the Rio Grande engineer, who had a wife anxiously waiting for him in Gunnison. Dick Ball and the express messenger had families waiting in Crested Butte for their return.

I was overdue for my usual monthly round-up of meter reading, bill collecting and general supervision of business in Gunnison, but we had the Rocky mountains between us and our goal and no prospect of trains moving soon.

Fortunately we were all closely allied with the Rio Grande railway. We knew and were known by the officials of the railway. We visited the offices several times during the day and elicited their sympathy. We all knew Superintendent Ridgway, familiarly known as "Old Tige," and conferred with him and with the train dispatcher, Rockwell, about prospects of getting the strike settled. After we had decided our only hope of getting over to Gunnison was to walk to the top of the range at Marshall pass, Mr. Ridgway told us he would provide our transportation down the western slope by the help of section gangs. He authorized me to keep him advised by telegraph, how we progressed and what we needed. He told us we might stop over night at Mears Junction, but cautioned us not to scare the young woman station agent, but to explain to Dispatcher Rockwell and he should assure her that she might safely allow us shelter in the waiting room. With this assurance of making our adventure feasible, we all ate a big supper and left Salida at 6:30 p. m. We followed the track, and as the grade is light, we made good and easy progress and reached Mears at 10 p. m. A drizzling rain had begun and it was very dark when we reached Mears. There were a lot of farm implements on the platform, which we noisily stumbled over in trying to find the door of the waiting room. We knocked on the door of the office and told the operator who we were and asked her to call up the dispatcher and he would vouch for our statement. In a moment

we heard her telegraphing and she answered us. "It's all right, make yourselves as comfortable as you can." We slept on the floor and seats and at 4 o'clock started on our hike to the top of the Rocky Mountain range.

I suggested that we take the trail that led straight up the gulch, which had a grade of perhaps eight or ten feet per hundred feet, instead of following the track, which had a grade of 4 feet per hundred, but which was more than twice the distance to travel. We were all getting along fairly well except Dick Ball, until we came to the crossing of the railroad a second time, when Dick complained of his feet hurting so bad that he decided to follow the track. He said he thought he could make twice the distance easier and quicker than his tired feet could lift his heavy body ten feet in every hundred. As I recall our experience that Fourth of July morning, I think our express messenger was also somewhat lame, and he decided to take the railroad route, too. The engineer and I continued to follow the shorter trail up the gulch, but when we reached Grey's Siding, also about half way to the summit, the track boys were ahead of us. I had had enough experience climbing mountains, carrying a twelve-pound transit, to train my speed to my strength, and we took plenty of time, stopping at short intervals to rest. We were really glad that Dick and his lame companion had beaten us, because we had begun to fear they might not keep up with us to the top.

At Grey's Siding was the boarding station for two section gangs, and the men had just finished their breakfast when we arrived at seven o'clock. The woman in charge soon gave us a regular laborer's breakfast of hot bacon, eggs, potatoes, rolls and coffee. After a short rest, we resumed our hike following the same choice in our trails. With half of our four thousand feet climb already finished and with our stomachs well-filled, we felt equal to reaching our goal in fine shape. When our engineer and I reached the next crossing of the track, we again found Dick and his companion there awaiting us. Dick was sitting on the end of the ties with his shoes off, rubbing his feet and padding them inside his shoes with handkerchiefs. We asked him: "Dick, how are you coming? Can you make it to the top?" He answered, "Oh, yes, I'll be all right with this padding on my feet." We cheered him up and said: "From here on we'll all follow the track with you and we'll not hurry. Take it easy and we'll soon get there."

We reached the summit at 10:00 tired, but still eager for our next thrill. We wired Mr. Ridgway, and he immediately instructed the section foreman to take us down the mountain slope by push car. On these four per cent grades, the ordinary pump-power hand car is not practical for the use of track repair men, so they use a plain platform car of about the same size, which they push up the grade and brake it when going down grade with a heavy lever about five or six inches in diameter and about eight feet long. They put this lever thru a hole in the platform against the underside of one of the car wheels and put the proper man weight on the lever to control the speed of the car. The section men are so expert in thus controlling their push car that they permit it to go down at a speed that felt dangerous to us until we caught onto the knack of overcoming the centrifugal force, threatening to throw us off at the outer side of the curve, by leaning our bodies toward the inner side of the curve. When we saw how easily and carelessly the section men took this hair-raising ride, we began to feel the thrill of it. Oh, it was a thrilling ride, but one had to watch the next curve to be sure he was not leaning out instead of in, and sometimes a reverse curve struck us before we had adjusted our center of gravity to it.

I have often wished we had timed that ride from Marshall Pass to where we reached the light grade of the Tomichi valley, a few miles below Sargents. When I think of it, I am reminded of the Swede who was describing to his pastor a hurricane which had carried him with his chickens, pigs, and farm implements and scattered them for miles away. His pastor asked: "Well, Ole, did you feel that the Lord was with you all that time?" His reply was: "Vell, Aye dond know if He been with me, but if He bane, He bane goin' some."

When we got down to the level of the valley, our car slowed down so we had to push it to the next station where we wired Mr. Ridgway our condition and he wired instructions for the section gangs



# TAYLOR LAKE LARGEST IN COLORADO

## OVER THE TRAILS OF YESTERDAY

### THE DISSEMINATED PIONEERS.

(By The Hermit of Harbor-Villa)  
Ashes to ashes, dust to dust and bones to build the highway grade. Take one last look at the fallen headboards, rotted fences and sunken mounds, that connected the historical past with the indifferent present.

No more reminders of a colorful past that recalls memories, so fancy may dwell on the happenings of the good old days, so it is doubtful if ever again I hear the thump, thump of Peg Leg Wilson over the old board walks, yet I fear in the dark of the night the spirit of this restless old character may haunt his desecrators as the old wooden leg with the iron shoe, goes clank, clank, clank up and down the paved highway, ever in search for his scattered bones. And as I see no more the markers that awakened memories, neither in fancy or spirit, will I hear the human mockingbird, Tressa Wendell, the star character at the Palace of Pleasure (Bill Goards night club in Chaffee City) sing to me the old sweet songs of yesterday.

Yes, I lament, bewail and mourn the passing and desecration of this sanctified spot, yet I cannot censure the highway engineers and constructors too greatly, for they like Nubuchadnezzar cannot see the handwriting on the wall, but must in their wild frenzy and in the name of progress, destroy everything in their path to meet the demands of a crazed speed public, and highway racketeers.

No, the valley will never look the same and as I gaze over the site of old Junction City, I see not the John Toms, Nigger Auntie and Isherwood hotels, nor the Arcade. Miners' Delight and Doc Bengé saloons and dance halls, (called night clubs now), but I do see myriads of little doll houses on wheels, occupied by a great army of nomads and gypsies, that are but wanderers on God's footstool with no spot left to call their own. The pity of it all, no Indian was ever less secure, the men

know not where home will be tomorrow, perhaps breakfast in Junction City, dinner in Grand Junction and supper in Salt Lake City. No wonder women wear but few clothes held together by zippers, and wives must be on the order of quick change actresses—ready to change and travel on a minute's notice. Here today is a city of perhaps fifty families, all stream-lined modern women, with but ten scholars in school, contrasting greatly to the good old days when just ten ordinary old-fashioned buxom mothers would have supplied 50 children of school age.

And now over the Junction City graveyard (and not through, I hope), the spirits of Jim Baker, Two-Gun Spike Murphy, Two-Fingered Mike and One-Eye (patch eye) Pedro, and including the second edition of Wyoming Kate, awaits in great suspense to see if their bones too, are to be scattered along the highway grade and great would be the surprise if that engineer of that mechanical ogre, (the power shovel) should uncover a few petrified bones of those bad men of old, and never forget if they do, the spirits unleashed will bring them many sleepless nights. And Irish Jimmy that now lies buried 100 feet under water in his own mine, The Fenian Chief (common belief), will be buried 100 feet deeper with the muck and rock from the new highway grade, but after all Jimmy's inclination was to travel toward the nether regions, so I suppose this will cause him no great inconvenience.

And now I commend my friend Whitney, for preserving the grave of Irish Jimmy's little girl, the three-year-old Joan of Arc who once upon a time in a fracas begades, took Irish Jimmy by the tween the villgantes and renehand, led him away and said, "Come on home Daddy, and leave them bad mens' be," thus avoiding much bloodshed. Heaven knows, I might forgive but cannot approve of building highways going up hill in a valley going down,

but perhaps if it were not for Samson (my jackass) lugging the heavy cart with me and my aching joints, I, too, might see where a small obstacle like a 6 per cent hill would mean nothing to a 90 horsepower car, providing I had the car.

Thanks again, engineers, for letting the dead at Arbourville cemetery lie in peace, and the addition of a few more feet of earth on top of the graves will arouse no great ire in the sleepers there, and I'm hoping the spirits of Munnis and McMannus and Moccasin Jim will not disturb my rest in the future.

As for you, Stella DeChane, 'tis a long, long time since the applause of the multitude encored your song to the rhythm of dancing feet, now the carry-alls have softly and gently covered your grave with new earth, so as not to disturb your years and years of sleep.

In fancy I may hear the rattle of the poker chips manipulated by Wyoming Kate (the first) and hear the sweet melody of "The Bridge" as sung by the little New England Puritan school mam, the song that came from the lips of a maid so afraid that her body trembled in fear, yet the pathos of that voice reached the hearts of a thousand bewhiskered and savage-looking men, all with hearts of gold as she was to find out later. Yes, one thousand men desired this frail, timid little miss, but fate decreed that none were to have her.

Truly the puritan maid was safer in Junction City than in her own room in the old New England touch a lock of her hair he would State, and if any man had dared have been torn limb from limb, and his carcass cast to the buzzards. Yes, in the good old days virtue was extolled and glorified, chastity rewarded with respect and adulation, while depravity was condemned yet glamorized to a certain extent, all in great contrast to present day sex familiarity, parading under the head of emancipated single standard equality.

### IMPRESSIVE SIGHT IS WORTH DRIVING TO SEE

Gunnison—Taylor park lake was officially full at 1:45 p. m. Thursday, May 25, when the first water ran over the spillway. A small group of Uncompahgre Water users' officials and others watched the crowning incident, the culmination of years of dreams and activities.

Pat O'Fallon, caretaker for the property of the Water Users since the establishment of the first camp at the site in May, 1934, had seen the dam project approved, watched and assisted with the actual construction of the big dam, and then watched it fill up.

The reservoir created by the dam will store 106,000 acre feet of water at capacity, and covers 2,033 acres, or slightly over three square miles. This is about 3 times the size of Grand Lake. The shore line is approximately ten miles. Water at the deepest point is 160 feet. There is enough water stored to cover every acre now under cultivation on the Uncompahgre project to a depth of 16 feet.

Some 600 feet of water has been flowing into the dam and it is expected the inflow would cause a depth of perhaps a foot over the spillway.

Coming from Montrose for the occasion were W. J. Dodd, president of the Uncompahgre Water Users' Assn., Jesse Thompson, superintendent; John B. Tobin, hydrographer; Fred Hotchkiss, division irrigation engineer, Ray Thompson and W. F. Wilcox.

Arriving early in the morning and finding time to be awaited before the water filled the fraction of an inch remaining before the lake overflowed the spillway, Dodd, O'Fallon, Hotchkiss and the two Thompsons took a motor ride of one hour and 50 minutes across and around the lake. Tobin and the writer motored along the lake and up Taylor river to Dorchester. A trip was also made thru the thousand foot diversion tunnel, which penetrates the dam and extends out into the lake with 150 feet of water above. This is a thrilling experience for a neophyte.

A very appetizing dinner of delicious comestibles served by Mrs. O'Fallon in the comfortable log cabin provided for the caretaker and family was an outstanding incident of the day. The cabin has modern plumbing and one of the largest, most beautiful and pretentious fireplaces of unusual rocks gathered from various places, to be found anywhere.

Taylor reservoir is a show place of western Colorado and destined to be the mecca of untold thousands of tourists, motorists and anglers. The road is good. A government surveying party is at work making a survey for a 20-foot highway the Forest service is said to be planning from Almont to the reservoir. All streams were crystal clear, quite in contrast to a year ago.

Those witnessing the flowing of the first water over the Taylor reservoir spillway will remember 1:45 p. m. May 25, 1939 as a memorable one in their book of memories.

The lake lying in front of the continental divide is a fit subject for an artist. In the front of the lake toward the dam, is reflected in the clear water the fleecy clouds and then the snowcapped range, inverted and over all suffused with the most delicate colors, such as are found only in the Rockies. The huge mirror of the lake and the coloring attracted attention of all. And the Park is enclosed on all sides with white-mantled peaks, truly a spectacle of rare beauty, with the turquoise lake a fit setting for such an unparalleled picture in such a gorgeous frame. It is a trip of delightful association, surprise vistas at every turn, awaiting you this summer.

### SALIDA HAVING BUSINESS BOOM

Increase in quarrying of a promising new interior finish—travertine—for nation-wide production, led other industries in a Chaffee County business revival.

Although the industry is in its infancy, sales of the travertine product throughout the United States are growing rapidly, it was reported. Quarried at Salida, the stone has begun to rival the city's monumental gray and rose pink granite, marketed in virtually every part of the country.

Other industries reporting increases included metal mining and livestock and sheep raising. After many years of inactivity, mines in the Monarch and St. Elmo districts have experienced a revival. Operators predicted the best business in years as many unemployed laborers went back to work in the diggings.

The county ranks nineteen among Colorado's sixty-three counties in value of metals produced by mining.

Center of a large ranching area, with dairy herds predominant, Salida is the shipping point for cattle and sheep. Stockmen have predicted they will have a good year, with prices at a good level and demand expected to be better. The county is rated forty-third in Colorado in production of range cattle.

The tourist industry also should

be the best in many years in the county, it was predicted. Records of past years indicate that an ever-increasing number of visitors are viewing Colorado's scenic beauty. Chaffee county, with numerous hot springs, yearly attracts thousands of vacationists who take advantage of its beneficial mineral baths equipped with the most modern facilities.

To the visitor who prefers fishing, it has to offer some of the best streams in Colorado. Trout in large numbers abound in most sections of the country, which

ranks fourth among the sixty-three in the state in abundance of fish.

The wave from one layer to the next in the air resonating from low "C" on the piano measures about seventeen feet. The next higher C measures about 8 1/2 feet and for middle C it is about 4 1/2 feet. Human ears can not hear a pitch much higher than two octaves above that which a piano can play.

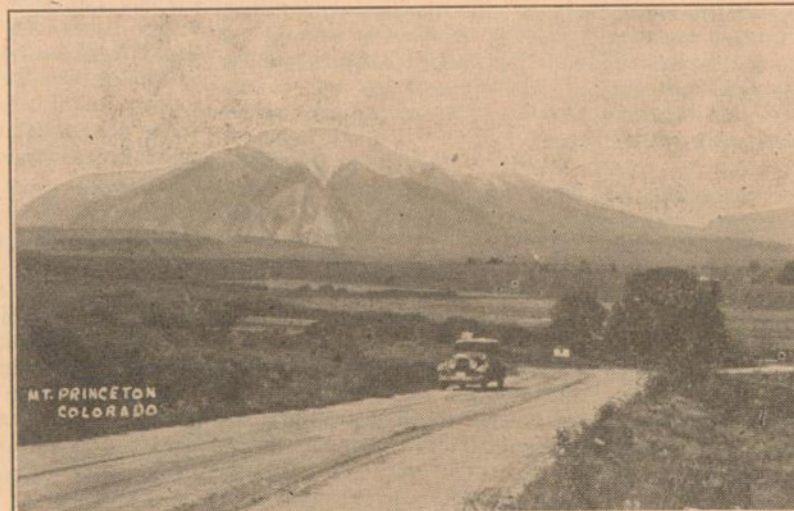
There are fifty islands in Lake Champlain.

## Heart Floral Shop

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COMPLIMENTS OF

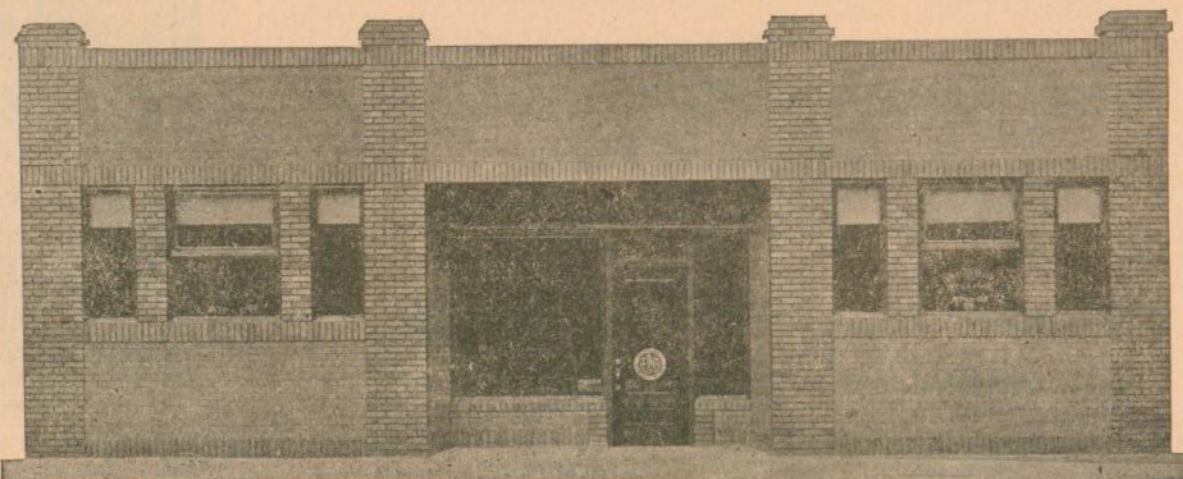
# WHITCOMB SERVICE

G St. and Highway 50

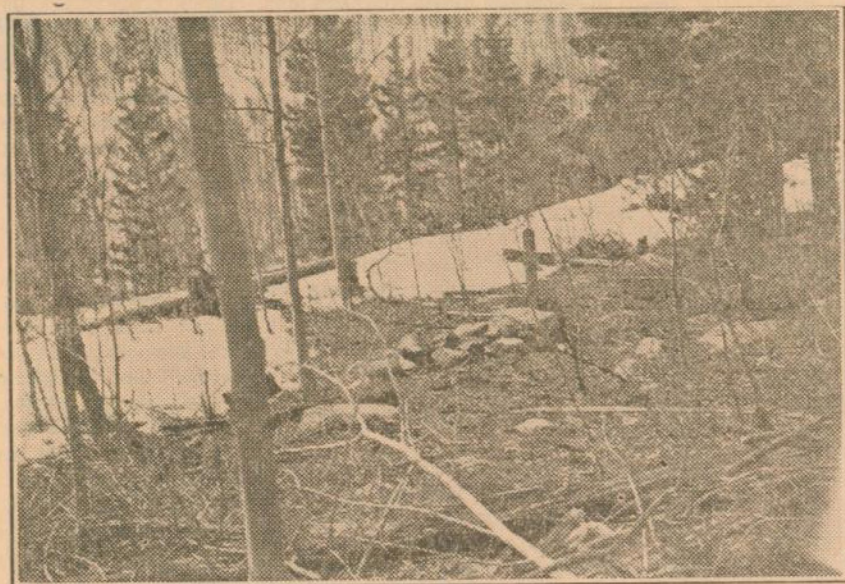
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Here lies at rest  
A Tiny Joan of Arc  
Irish Jimmy's little girl  
This grave a sacred mark.

### THE LAMENT OF THE HERMIT

Samson (my jackass) treads carefully; I'm singing a song,  
Wandering down Highway 50, toting my earthly goods  
along;  
But when we reach the City of Maysville, ye old ghost  
town,  
I find a 2 per cent hill to climb, in a valley of 3 per cent  
going down.

Step from the cart, the task is great for Samson, I fear,  
But with encouraging words I push mightily from the rear  
With much effort, and both dead tired, seem ready to drop,  
Finally master the up-hill going down and reach the top.

Again we travel down the valley, toward the City of Gold;  
Salida, it's called, where lies riches of Croesus, we're told.  
But alas and alack now again we find ourselves in a hole  
And facing a 6 per cent hill, we cannot master to save our  
soul.

Samson remember, is aged, with creaking and aching bones  
From climbing yesterday's trails, over miles of stones,  
While I, too, look through dimming eyes, toward the East;  
'Tis useless, this hill cannot be mounted by man or beast.

If perchance you should happen along this highway grade  
In the near future, tarry a minute by our camp in the  
shade;  
But if you delay too long in reaching this fateful spot  
You'll find two mounds, a man and jackass engineers  
forgot.

So by the mistakes of yesterday's we improve our way,  
But highway engineers are repeating errors each day.  
In a prayer to the Highest I would ask but for a crown  
For engineers that don't build roads up hill going down.

### THE HERMIT OF ARBOR-VILLA.

The cigar originated in the Spanish West Indies.

A good disinfectant for the kitchen sink is made by mixing two tablespoons of soda, a tea-

spoon of ammonia and a gallon of boiling water. Pour down the sink while the solution is still very hot.

Help Prevent Forest Fires.

Ponce de Leon named the Dry Tortugas islands for the tortoise he found swarming them.



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and Colors

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# U. S. PRAISED FOR HANDLING OF ITS INDIAN POPULATION

Washington—Countries having the problem of an aboriginal population might well study the new day for Indians instituted in the United States, declared Mr. A. Grenfell Price, author and scholar from the University of Adelaide, Australia, after a visit to the Department of the Interior and its Office of Indian Affairs.

Dr. Price, after returning from an extensive tour of the southwestern Indian reservations, in connection with his study of the treatment of native peoples by English-speaking populations, spent considerable time studying documents available in the interior department library. Data assembled here will be used to compare similar conditions in Australia, Canada, New Zealand, and Alaska. It will form the material for another volume to add to his previous publications: "White Settlers in the Tropics," "Foundation and Settlement in South Australia," and "History and Problems of the Northern Territory."

After thanking the secretary of the interior for the courtesies extended to him, Dr. Price gave an eye-witness account of the work he found in progress in Nevada, California, Arizona, New Mexico, and elsewhere.

"It is clear that historically the

Indians of the United States suffered as greatly, and for many of the same reasons, as the aboriginal peoples in Australia, New Zealand and many other countries in the possession of colonizing groups. "In the United States the incursions seized the lands of the Indians; repeatedly pushed them in poorer and poorer country; slaughtered such assets as the buffalo; frequently violated solemn treaties; murdered them; riddled them with white men's diseases, and in other ways destroyed them."

He pointed to the allotment system as an example of "the misguided efforts of enlightened members of the government to help the Indian." Although designed to give individual Indians land and absorb them into the white population, he showed how actually it resulted in the creation of a landless and indigent class

## Record Catch



SYDNEY, Australia. — A tiger shark weighing 1382 pounds, is shown after it was caught by Lionel Bagnard, off Sydney Heads, N. S. W., recently. This is the world's largest fish to be caught on a regulation tackle.

and enabled the Indians to dispose of their resources for ready cash.

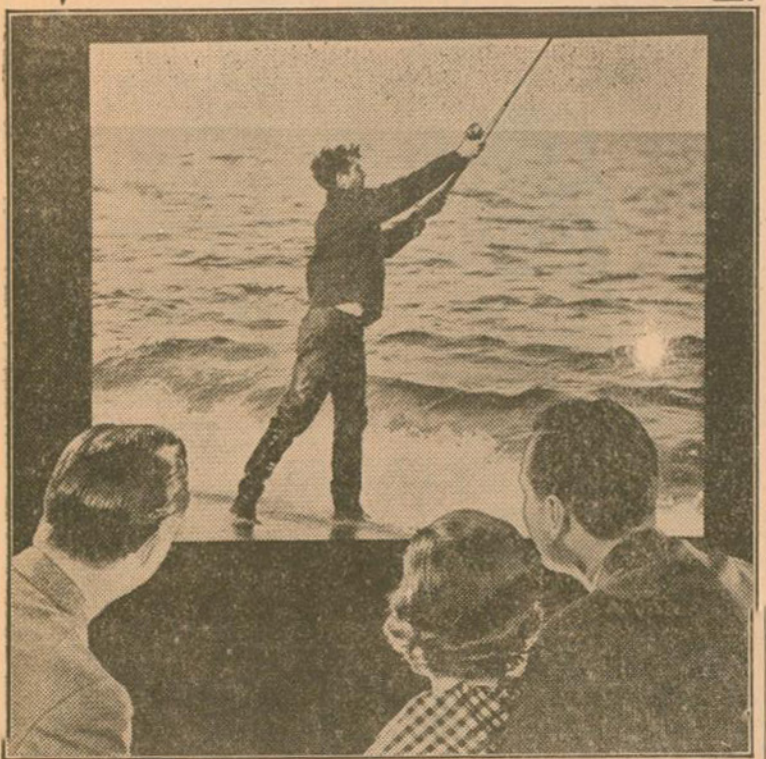
Five grave dangers faced the present administration in 1933: an increase in Indian population; an alarming decrease in Indian land as a result of the allotment system; decreased productivity due to soil erosion; an accumulation of Indian paupers on the outskirts of towns and agencies, and the deplorable state of Indian health, with high frequency of tuberculosis and trachoma. Rehabilitation in the short period since then and its significant results interested Dr. Price greatly.

"Attempts are being made to meet Indian needs by re-purchasing for them a little of the land torn from them in previous decades, and by preventing further alienation by allotment. So long as congress appreciates the rights and needs of the aboriginal peoples, and the danger of reducing their small remaining resources, the tribes will be able to retain their existing lands.

"As the Indians are increasing and are mainly dependent upon primary production, they will need additional land or more productive land in the years to come. These needs are being faced by a splendid emergency effort to stop erosion by engineering, vegetation work and grazing control. Grazing regulations entered into by the Navajo to reduce their stock to the approved carrying capacity of their ranges are a good example of Indian office tact. An authoritarian government would have sent out its officers to destroy the vast numbers of useless horses and other stock contributing to the erosion. Instead, the Indian office quietly educates a people, most of whom cannot write or speak English, to carry out the reforms of their own accord. In some cases pressure has been necessary, but after seeing the country and the urgent need of action, I feel that even more pressure would be justified.

"I will not attempt to deal at length with the ideology which underlies this interesting attempt to rehabilitate the Indian in the United States," Dr. Price concluded. "except to say that those who now promote it believe that the Indian people and their native civilization can make a real contribution to the nation, and that the former efforts to destroy everything Indian and to merge these folk in the white population were detrimental both to the Indians and to the Whites."

## The SNAPSHOT GUILD PICTURES IN COLOR



You can now make full-color transparencies with some inexpensive miniature cameras—and project them in large size on a home screen, bringing out all the beauty and richness of a colorful subject.

In the past few years, many thousands of amateur camera hobbyists have started taking pictures in full color. This spring and summer, thousands more will take up this fascinating form of photography, using full-color films.

It is hard for some of us, who are used to black-and-white snapshots, to imagine taking a picture in full color as easily as in black-and-white. Yet these color films enable us to do just that. Moreover, the pictures are not prints on paper but film transparencies, ideal for viewing color at its best. With simple projection equipment, these transparencies can be shown on a home screen magnified to almost any desired size.

Thousands of such color pictures are being shown this year at the New York World's Fair—projected on enormous screens so that each picture is enlarged approximately 50,000 times. Until one sees such an exhibition, it is impossible to realize

how much the presence of color can add to photography.

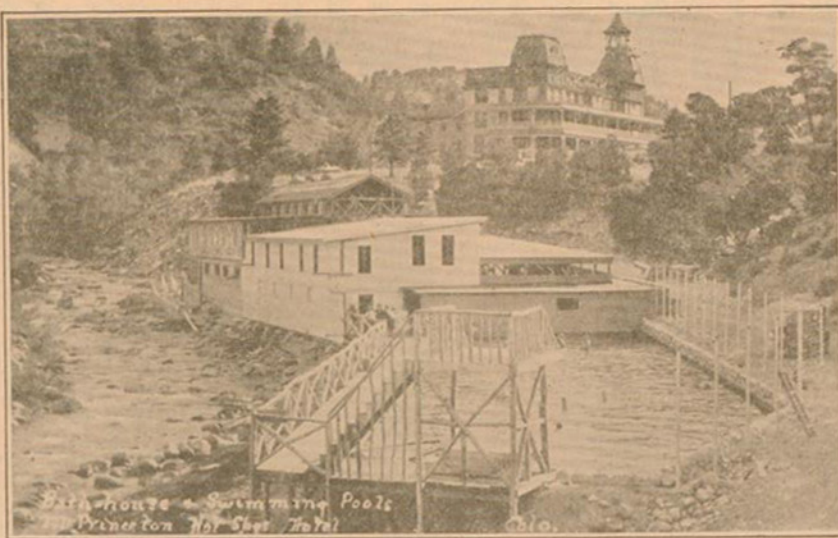
Relatively few of the subjects we choose for pictures are lacking in color. Count them over—children, flowers, scenes about the home, landscapes, picnics, and sports events, water scenes, sunsets, and the like. Study such subjects, and you begin to understand how much more life and realism they retain when pictured in full color.

Miniature cameras are used for taking these full-color pictures. Until recently, inexpensive cameras of this type were not made, but now they are available at prices as low as \$14, and suitable for taking pictures in black-and-white as well as in color.

Full-color picture taking will spread greatly in the next few years, and wide-awake hobbyists will plan now to take full advantage of this amazing development.

John van Guilder

## MT. PRINCETON HOT SPRINGS



Another of the three famous Hot Springs within a few minutes drive from Salida.

## RAILROAD CAMPAIGNS TO STOP TRESPASSING AND CUT MISHAPS

There were 300 fewer fatalities in 1938 because of trespassing upon railroad property than occurred the year previous, and although this is an encouraging fact to the railroads, nevertheless far too many persons many of them of school age or under, are being killed and injured because they needlessly expose themselves to great danger.

J. E. Tunnell, claim agent for the Burlington railroad, said the Burlington has resolved to carry on without relaxation the intensive campaign his company has been waging to combat the trespass evil. He pointed out that six out of every ten of those persons killed or injured while trespassing upon railroad property are local people; that is, their homes are in or near the community where the casualty occurs. He said that quite naturally the railroad has a great interest in these folks and, therefore, greatly desires to minimize these uncalculated tragedies.

Burlington officers and employees have just concluded a program which carried their anti-trespass message into all of the schools in the territory served by that railroad, and Mr. Tunnell said that over 2,000 schools were visited and the message given to nearly one-half million school students, ranging from the primary to the high school grades and their teachers. Great results are expected from this campaign, which so greatly needs the support of parents and local governing bodies, because children of school age or under are still, either with or without the knowledge and consent of their parents, found trespassing upon railroad tracks and in yards.

To illustrate the hazard of trespassing upon the railroad, Mr. Tunnell said: "Recently an eighteen-months old boy—just a toddler—in company with some other under-school-age children, clambered upon a track elevation, was struck by a train, and suffered injuries from which he died. Four little girls returning from a flower-picking excursion attempted to cross a railroad bridge, were trapped on the bridge by a train. One of the girls laid down in the middle of the track and miraculously escaped with injuries; two of the other girls suspended themselves from the ends of the bridge ties and thus saved their lives, but the fourth apparently became panic-stricken remained on the track and was struck by the train and killed. A father, carrying a several-months-old baby, was walking along one of our tracks accompanied by his seven-year-old daughter. An engine approached and warning whistle was sounded, but the little girl evidently became confused and ran onto the track in the face of the approaching locomotive; the father, in his desperation, ran after. The three were struck by the engine and the father was killed. The little girl suffered greatly from shock but the baby escaped injury."

According to the I. C. C. reports more than six persons are killed every day while trespassing upon railroad property.

Florida interests are trying to popularize a bread made largely of grapefruit.

Rubber like pads and the sharp edges of the hoofs aid mountain goats in their agile mountaineering.

Many historical facts and stories about milk have been found on wall panels and murals from excavated ruins.

The United States produced 1,200,883,000 barrels of crude oil in 1935.

Boston Latin school the first school in this country was started in 1635.

ka common, Colorado common, Grimm and Hardistan. For growers wanting to keep alfalfa stands in longer than three years, Hardistan is recommended, according to Dr. D. W. Robertson, agronomist for the college experiment station. Hardistan is resistant to bacterial wilt which shortens the time that good stands of alfalfa will persist on many Colorado irrigated farms. Hardistan maintains a good stand from 1 to 2 years longer than the other non-wilt resistant varieties and produces 96 per cent as much hay as Meeker Baltic.

There is only one live plant of Argentine alfalfa to the square meter in the test plots at the college experimental farm this spring. The alfalfa was planted four years ago. There are only 17 live plants of Chilean alfalfa still living to the square meter, 25 of Colorado common and 49 of Turkestan. A stand of less than 20 plants per square meter should be plowed up, according to Dr. Robertson and Dr. Ralph Wehling, assistant agronomist for the station.

Several tons of Meeker Baltic seed has been purchased by Chaffee county stockmen and ranchers. Meeker Baltic has perhaps done better in this region than any of the other varieties.

The noise of canon at the Battle of Waterloo was said to be so loud that it could be heard in Dover, 180 miles from the battlefield.

Record want-ads bring results.

## MEEKER BALTIC ALFALFA IS HIGH YIELDING

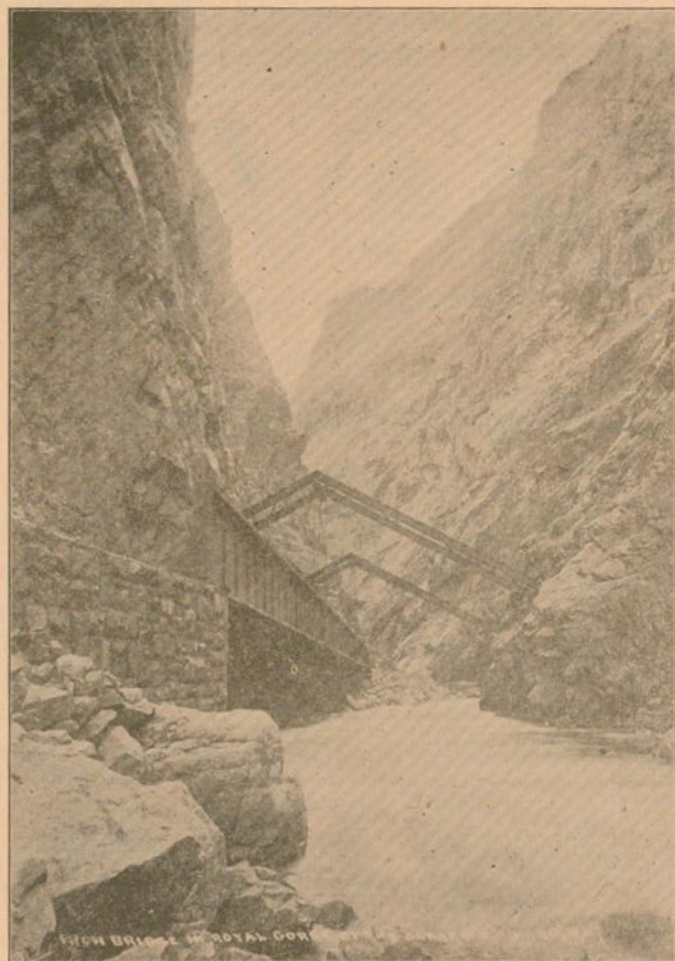
Argentine and Chilean Varieties Are Poor Yielders and Do Not Live Long.

If the weather is not too severe, Argentine, Chilean and other southern alfalfa varieties may seem to do fairly well in Colorado for three years, but they produce from one-half to one ton of hay less per acre than the hardy varieties, according to tests at Colorado State college experiment station, Fort Collins.

"This is too big a price to pay for saving about 10 cents a pound on seed, or about \$1 an acre," declares Rodney H. Tucker, agronomist for the college extension service.

Varieties Are Compared Meeker Baltic is the highest yielding variety of alfalfa for 3-year rotations, followed by Nebraska

## Hanging Bridge In Royal Gorge Short Drive From Here



## ST. JOSEPH'S PAROCHIAL SCHOOL

Continued Preceding Page children to take their place in society.

Students Doing Well St. Joseph's school has endeavored to prepare children for their life work. In many instances the professions of medicine, law and education have been followed. Among these students are William O'Brien and Alex Keller, attorneys-at-law, Leonard McNamara, attending Western State College at Gunnison, and Clifford Dailey of St. Louis university, both of whom will enter the medical college next fall; Agatha Ahern (Sister Mary Jude), Amelia McKenna (Sister Rose Caramel), and Mary Elizabeth Dailey, who are teachers.

There are others who are working to help suffering mankind. Edna Beauregard is a nurse at St. Joseph's hospital, Denver, and Miss Bessie Jensen, now Mrs. Clark Winey, nurse at St. Mary's hospital, Pueblo; Miss Margaret Mullins, nurse trained at St. Joseph's hospital, Denver. Others on the road to greater knowledge are Catherine Bender, attending Northwestern university, Evanston, Ill., and Mary Emily McNamara, a student at Western State. There are many others, too, ascending the ladder of education. Here is wishing them all success in their career.

Aim of Education If the Catholic school existed for the sole purpose of imparting knowledge on secular subjects, it would cease to exist. For the aim of education is the development of the child in all his capacities—not only in his intellectual and physical but also in his moral and social nature. The acquisition of accurate knowledge and the instilling in virtuous habits in the children are inseparably associated one reacting upon the other. Among the subjects which each child assimilates and learns, religion should have a large place. It is interrelated with all things, for God alone is the explanation of all things. Religion answers all important questions as why we exist in the world, why there is society why there is property, why there must be social works, usually called by us works of charity. Religion explains the fundamental nature of our being, of society, of authority in society, of economic relationships, and of sociological principles. In this sense religion is the philosophy which underlies all other philosophies whether educational, governmental, economics or sociological.

St. Joseph's school, therefore, not only endeavors to produce citizens of heaven, but also loyal citizens for our country.

The number of stock sheep in the North Atlantic states dropped from a peak of 9,627,000 in 1867 to 870,000 in 1939.

If a good face is a letter of recommendation, a good heart is a letter of credit.—Bulwer-Lytton.

The FELLOW WHO LAUGHS AT SAFETY IS HEADED FOR AN ACCIDENT

NATIONAL SAFETY COUNCIL

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# Inter-American Tourist Trade Boom

## IS PREDICTED BY TRAVEL CONGRESS AT SAN FRANCISCO

A new era in travel development among the Americas and an ever-increasing volume of motor travel between countries of the western hemisphere were among prophecies made at the conference between leading American automobile club officials attending the first Inter-American Travel Congress at San Francisco.

Unsettled conditions abroad, increased motor car use, and improved facilities for vacationing in the Americas were among the reasons cited for greater travel. Discussion of motoring questions was led by representatives of the American Automobile association, and affiliates of the Western Automobile Clubs conference, of which Rocky Mountain Motorists, the local A. A. A. club, is a member.

Hailed as a new step in cooperation among American countries in furtherance of the "good neighbor" relationship, the congress was attended by travel authorities of practically every nation of the western hemisphere.

The International Pacific highway, eventually to extend from Alaska to the southernmost tip of South America, is already open from Hazelton, British Columbia, 800 miles north of Vancouver, through the United States into Mexico. Rough trails, fair road and good highway south of Guaymas make it possible to and beyond Mexico City. Many other long stretches are completed and open in Central and South America.

This fact was emphasized by automobile club officials, who predicted that the entire route would be linked together in the not far distant future.

Among travel deterrents that should be eliminated, it was pointed out, are border restrictions and delays. The congress was impressed with the fact that cutting of red tape at inter-national boundaries brought a great upsurge in European tourist travel. This resulted from agreements worked out through the international alliance of automobile clubs. Providing good accommodations at reasonable cost, maintaining efficient sanitation, and protecting the health of the traveling public were other problems cited at the congress.

Heights of 1905 mountains on the moon have been measured.

## BABY DOE WANTED TO HAVE "HUNDREDS OF CHILDREN"

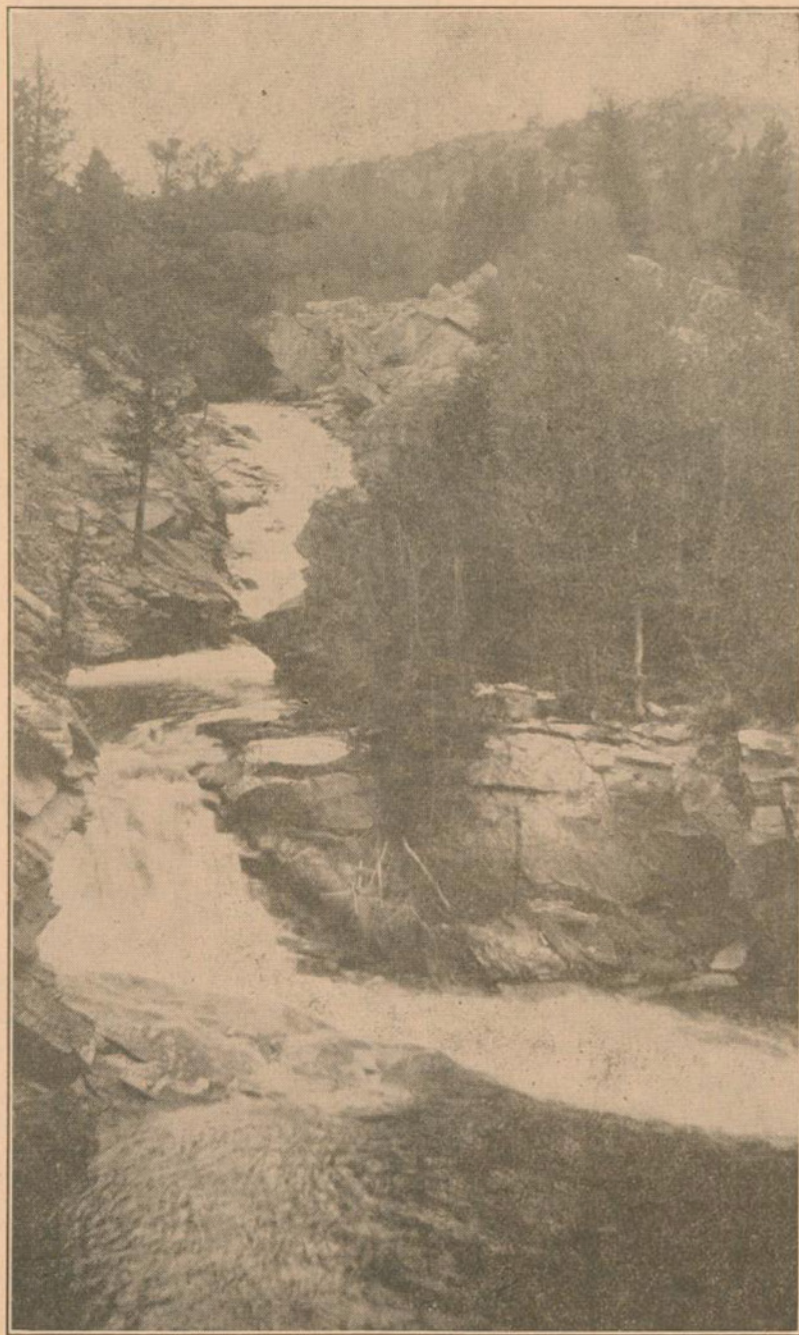
By MERLE M. McCLINTOCK  
In Grand Junction Sentinel

One of them was a young woman of 28 who was married to a man of 60, one was a Swedish girl of 18; one was mistress of a home which occupied a whole block in the city of Denver, one was part of its staff of servants; one had millions to spend, the other was rich only in youth and health, good looks and hope; one died alone and in poverty a few years ago in Leadville, the other still has health and vigor and a family of children and grandchildren to love; one of them was "Baby Doe" Tabor whose history makes one of the fascinating romances in the early day history of Colorado; the other is Mrs. Jennie Sandline of Steamboat Springs, who spent the winter in Grand Junction and will return next month to enjoy the summer at home.

Jennie Roadstrom, born in Sweden in 1871, did not come to this county to work in anyone's home. She was 16 when she sailed from her home—Norel, near Ornsveek—for the United States, landing with her uncle in Philadelphia—she does not remember the name of her boat, nor how long the journey required. She came west to Holdrege, Neb., to live on her uncle's farm and to go to school in Holdrege. But she explains simply, "My aunt and I did not agree," and she left to go to Denver and find the sort of work that could be done by a girl who did not understand very well the language of her adopted country—in an era when jobs for women were scarce.

And it was thus that she found,

## GET AWAY FROM THE HEAT



Hundreds of beautiful falls and cascades similar to the above, with cool grassy nooks and wild flowers in profusion along the banks of our many streams, add to the cool comfort of this vacation land.

at 18, the position in the household of H. A. W. Tabor who had returned from Washington after his brief term as United States senator and was living with his wife and two little daughters at the ornate place on Sherman avenue—since torn down to make way for apartment houses.

"When I went there I was the only servant they had," she said. "They got others, tho—two men and two girls. The cook was named Annie, and she was a first rate cook; but on Fridays, when

they did not eat meat, I had to go down to the basement where the cooking was done to make tomato soup. 'Nobody can make tomato soup like Jennie,' Baby Doe used to say.

"She was not hard to work for, and she was not extravagant in her dress. He was homely looking, and so much older than she was that I would never have expected her to cling to his memory as she did in the years after he and his money were gone.

"The film Silver Dollar came to Steamboat Springs a few years ago and I went to see it, to see whether it was like what I remembered. But it wasn't. The people didn't look the same, and they didn't do the same things.

"I helped take care of the children—they always called the littlest one Baby Tabor, I remember that their mother told us she would like to have 'hundreds of children, all dressed in white.' "She used to have me say she was not at home when she didn't want to see callers, and I told more lies in the few months I worked there than in all the rest of my life. Some of the callers knew I wasn't telling the truth, tho, and they used to tell me so.

"Mr. Tabor owned the Tabor Grand Opera house and the Metropole theatre, and he used to give us tickets for the shows there. I was so tired at night, tho, that I didn't go more than once a week, if as often as that. They went to Leadville while I worked for them and we girls were left to look after things until they got back. There wasn't so much work to do then, and we had more time to go out in the evening. And many's the time we have ridden in their fine carriage.

"My hair was just the same color as hers, and when she wanted more hair for a switch or something of that sort I had mine cut and she bought it from me. Mine grew out again soon and I would have known it had ever been cut."

There was the hint of a romance which Baby Doe didn't like in the story Mrs. Sandline told. She doesn't know the end, for the young man in the case, and she didn't go into details as to the beginning. The young man was William McCourt, a brother of Baby Doe and of Peter McCourt. He was young, and spoiled by the money his sister lavished on him. He liked the young Jennie Roadstrom and used to ask her to go out with him—"I dressed pretty well, and I wasn't bad-looking, if I do say it myself," was an explanation that is easy to believe.

But Baby Doe didn't want any romance for her brother, and Mrs. Sandline does not know what happened to the brother later. She herself fell in love with a young man from Finland and married him in Denver, to go with him to live in Cripple Creek.

"He was manager of the Grant

Transfer company in Cripple Creek—there were no cars then, and freight and passengers had to be hauled by wagon. Many a time I have seen 16 head of horses taking loads up to Cripple Creek from Colorado Springs. We stayed there two years, and then I found the altitude was 'too high for me, so we went back to Denver. (He had lived there before, and had had the contract to haul the stone for the capitol building when it was put up.) He was still working for the transfer company when we went back.

"I have lived in all parts of

Colorado, it seems to me. He was manager for a mine in Alma, and we lived there. We also lived in Boulder and in Crawford. He later had a ranch near Steamboat Springs, and he died there several years ago. I still keep my apartment there, and will open it when I go back next month. I am going to Crawford first, to visit relatives there."

Mrs. Sandline has been back to Sweden once, the year of the World's Fair at Stockholm, and her oldest son, Carl Augustus Sandline, who manages the Steamboat Springs ranch, was born there. The other sons are LeRoy S. Sandline of Denver and John E. Sandline of Steamboat Springs. The only daughter, Mrs. Hazel Cramer, lives near Hayden. There are six grandchildren.

In her apartment here, at the Anderson home, 955 Ouray avenue, Mrs. Sandline does the beautiful needlework that is characteristic of women of the Norse countries—along with the kind of skill she showed so long ago in making tomato soup for the Friday dinner of H. A. W. Tabor. She has pictures of her children, and likes to talk of them—and of the grandchildren who fill so large a place in her heart. These are the details usual in the lives of her

countrywomen, that make them valuable and useful citizens in the country they chose as their own so long ago.

But when we talk to her we overlook those rich and fruitful years of her married life and ask details of the household where she worked as a girl, when she may have considered herself poor and her young mistress rich. It is not everybody who knew Baby Doe when she was young and glamorous, before she began the long vigil at the Matchless mine near Leadville, obeying the injunction of her aging husband when on his deathbed he counselled her to hang on to the mine for which he hoped so much.

Not everybody remembers the spinning wheel that stood on a shelf over the mirror—painted gold; nor the orange cups she was so particular about—scallop-ed baskets hollowed out from the fruit, with handles left on the rind, and filled with custard, to be eaten by guests at the Tabor house in the days when famous men and women went there to talk with the host and hostess and to play with the little Silver Dollar Tabor whose end was to be one of the great sorrows that had to be borne by the chatelaine of the Matchless mine at Leadville.



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**SALIDA**, in the very heart of Colorado's scenic playground, extends a cordial invitation to you and your family to make this city your vacation headquarters.

Every facility for enjoying a vacation that is "made to order" is here at your command. Rest and relax if you wish, at some quiet resort far removed from city activities. Explore backwoods trails on foot or horseback. Fish for the game rainbow trout. Motor over mountain landwards to the nearby points of scenic and historic interest. See modern gold mines in operation. Hear from eyewitnesses the thrilling stories of early Colorado history.

"Rough it" only to the extent that you care to, for all of the comforts provided by modern electric service in a modern city are yours if you wish. This company takes pleasure in helping to provide a year-round vacation from household drudgery for its many patrons. We take an equally sincere pleasure in inviting you and your family to spend those most precious days of the year—your vacation days—in this beautiful city, and we shall delight in helping to make them stand out in your memory as among the most memorable and altogether finest vacation days which it has been your good fortune to experience.

Come early for a long stay. There is much to see and to do.

C. H. KELLEHER,  
District Manager.

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We are not here to repair your car in case of a major breakdown . . . our purpose is to prevent these excessive and unnecessary repair bills on your car. We carry the best grade of gas and oil . . . we'll wash and lubricate your car perfectly, check your tires, and watch your oil.

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# Service Station

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3rd & F Streets      Phone 398-R

Better and Complete Service at the Same Price as Ordinary!

Not only do we carry the finest grades of oil, but we know the proper grade for every car and every condition — more protection for you.

We use an approved greasing chart for every car. We use the right lubricants in every spot. You don't have to watch us, the job is perfect.



# Salida Jr. C. of C. Active Organization

## Many Worth While Projects Started and Accomplished

(By Kenneth Barnhill)  
A Junior Chamber of Commerce is a supplementary educational organization wherein the young men of Salida may join together in a friendly spirit to inculcate civic consciousness in its membership by means of active participation in constructive projects which will improve the community, state and nation.

The above quotation gives a comprehensive definition of what a Junior Chamber of Commerce is. Its purposes are as follows:

To promote business success; to teach civic responsibility; to express the young man's point of view; to encourage cooperative action between and among local Junior Chambers of Commerce; to foster a closer working relationship between local junior and senior organizations; to support the senior organization by providing trained man power.

Why does Salida need a Junior Chamber of Commerce?

A city is alive and progressive to the extent that its citizens participate in the activities for community development. The Junior Chamber of Commerce brings into action a group of men interested to a greater degree perhaps than any other group in the future of their city. By virtue of the fact that he has longer to live there a young man should be more interested in the present welfare and future progress of his city.

Prior to the advent of the Junior Chamber, no medium was provided for young men to participate in the affairs of their city and as a result a great force for civic good was lost. Every community should welcome an opportunity to use its young man power in civic service.

The Salida organization was started on January 9, 1936 the first president was Jack Doveton, with Dudley Crawford as secretary. That year the activity highlight was the action taken on the river pollution by the placer mines. Erection of road signs at Pueblo and Colorado Springs and the printing of pamphlets for distribution, advertising Salida.

In 1937 Richard McKinley was elected president, with K. E. Barnhill as secretary. Theo. M. Jacobs

filled out the term as president when McKinley left Salida. This year Tru-View machines with films of Salida and Chaffee county were purchased and donated to the delegates to the national convention in Denver. An information booth was established for the convenience of tourists. Supplied milk to needy children in the schools. Gave food boxes at Thanksgiving time and started the Santa Claus club, providing every worthy youngster in the community with toys at Christmas time.

In 1938 Leonard Skipton was chosen president with Barnhill holding over as secretary. Arranged for flash signals at narrow gauge railroad tracks on three crossings. Erected monument on Tenderfoot. Ran information booth again. Milk to the needy children. Held Days of '59. Gave baskets at Thanksgiving time and toys again at Christmas.

This year C. E. Wright was chosen president with Barnhill as secretary. This year's activities so far have been the bicycle safety club, sponsoring of dances at Wellsville. State board of directors meeting here in Salida. And plans are now under way for the second annual celebration for Salida, this year the "Days of '59," commemorating the finding of gold in Chaffee county.

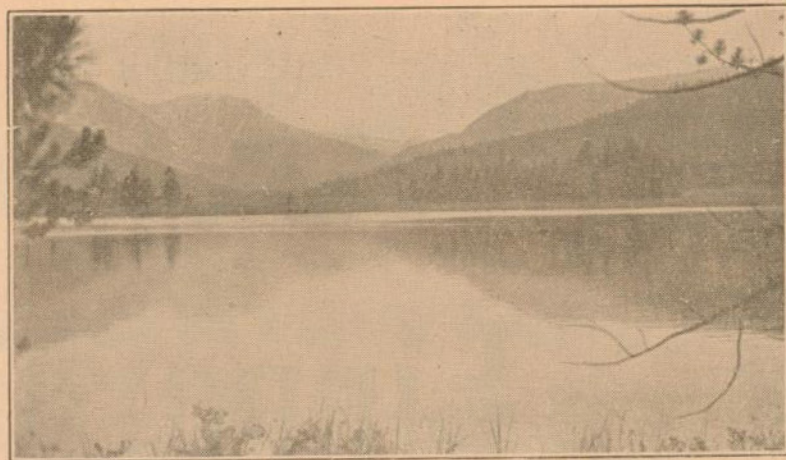
Salida has a very active organization locally and has been very influential in the state organization, having placed a man this year as vice-president on the executive council of the state. This one phrase suits the local boys about as well as anything that

The dog has three eyelids. The third eyelid is situated in the inner corner of the eye and was devised by nature as protection against weeds, seeds, flying insects, etc. It is used very freely and can cover the entire eye when the upper and lower lid are open.

On various Seventeenth and Eighteenth maps, the Ohio river is labeled Oliphin, Sapon, Dono Albacha, Oubach, Oho, Ockio, Labelle, Sogonungo.

Help Prevent Forest Fires.

### TWIN LAKES



A short distance from Salida. The Early fisherman's paradise.

could be said for them. "Young Manpower at Work"—emphasis on work.

I saw them tearing a building down,  
A gang of men in a busy town.  
With a ho-heave-ho and a lusty yell,  
They swung a beam and the sidewalk fell.

I asked the foreman: "Are these men skilled,  
As the men you would hire if you had to build?"  
He laughed and said, "No, indeed,  
Just common labor is all I need.  
I can easily wreck in a day or two,  
to do."

What builders have taken a year

I asked myself as I went my way,  
Which of these roles have I tried to play?

Am I a builder who works with care,  
Measuring life with a rule and square?

Or am I a wrecker who walks the town,  
Content with the labor of tearing down?

The Salida boys are trying to be Builders—not Wreckers!

## SALIDA, HEART OF THE ROCKIES

(Continued From Page 1)  
a bond and on a pay-as-you-go basis.

Salida is favorably known throughout the area and more visitors are coming to Salida from other states this year than any year heretofore.

Yes, Salida has improved, is improving and will continue to improve. It is a good place to live in. Its savings deposits are the highest that they have ever been and its bank deposits, as a whole, are almost as high as they ever were.

The school enrollment exceeded all records last year and there are more telephones and more electricity consumers and water consumers than ever before, and there are practically no vacant stores or houses in the city, so from every standpoint, Salida is forging ahead

## MANY BEAUTY SPOTS IN THIS REGION



and if this article is read by someone who has never visited Salida, whether they be in Colorado or some other state, they should plan their vacation so as to route their

### To Govern Puerto Rico



WASHINGTON, D. C. — Admiral William D. Leahy, retiring naval chief of operations, whom President Roosevelt has selected to be Governor of Puerto Rico. Mr. Roosevelt told his press conference Admiral Leahy would take the post this summer.

trip through "Salida, The Heart of the Rockies."

Watch on the highways for our heart-shaped signs. They are on nearly 4,000 miles of highways in the state of Colorado, inviting everyone to "Follow the Hearts to Salida," and don't forget to stop and see the now internationally famous fur-bearing trout specimens on exhibit at the office of the Chamber of Commerce on Third street, where you can also get any information you desire about roads and any other information that it is possible for the Chamber of Commerce Information bureau to give you, and it will be considered a favor to have the

privilege of assisting you in making your trip through Salida a pleasant one, and everyone in Salida will be glad to see you and to wish you a pleasant "Howdy" and "Come Again."

John Alden, hero of Longfellow's "Courtship of Miles Standish," accompanied the Pilgrims from Southampton as a cooper. He was the youngest of the Pilgrims, and afterwards became a magistrate of the colony, a position he held for more than fifty years.

Canada has approximately 42,000 miles of railroad.

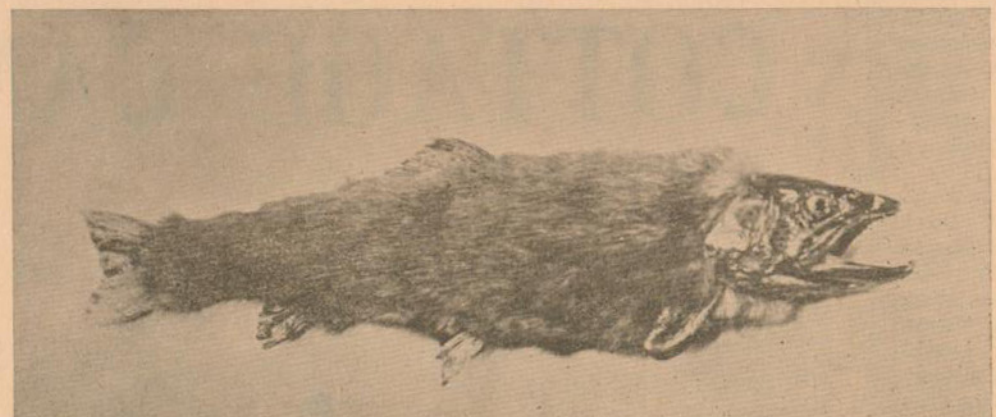
The first cashew nut came from Trinidad. The trees were transplanted to India and East Africa where hundreds of millions of pounds of nuts are harvested annually, but Trinidad remains its birthplace.

There are thirty bones in the arm. The humerus, radius, ulna, eight carpal bones, five metacarpals and fourteen phalanges.

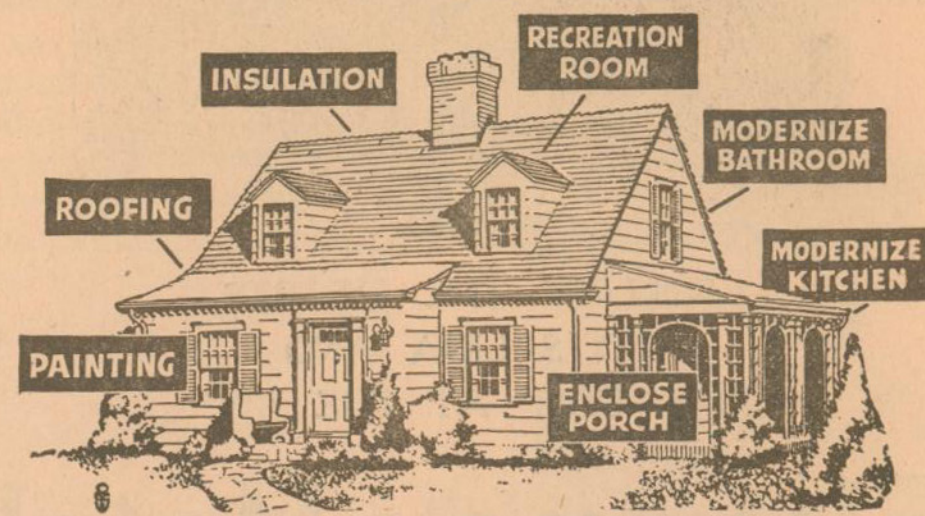
It is over 300 years since the white man adopted quinine to his use. The Peruvian Indians knew of its value and had used it for an undetermined time.

Record ads bring results.

## "Fur Bearing Trout?" Anglers



How's this for "proof" about the Fur-Bearing Trout of the Arkansas River at Salida, Colorado?



## How To Make a Good Home a Much Better Home

Are you capitalizing fully on your home's potentialities? Is it completely modern in convenience . . . livability . . . and in beauty? Are you proud of it when you have guests visit you?

Check your home for additional "livability" possibilities. Or, better yet, drop in at the Gibson Lumber Co. and let us make suggestions for improving it. Our long experience in all types of remodeling and

modernizing will be of great use to you.

Under our long-term easy-payment plan you may have any work done by merely making a 10 per cent down payment and pay the balance in easy monthly installments from 5 to 10 years. Hence practically anyone can afford to improve his home. Drop into our office or phone in for complete, free information now!

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PHONE 107

# Gibson Lumber Co.



# Nearly 1,400 Enrolled In Salida's Fine Schools

## CONSIST OF TWO GRADE SCHOOLS JUNIOR HIGH AND HIGH SCHOOL

(By L. A. Barrett)

Nearly fourteen hundred pupils have been enrolled in the Salida public schools this year to set a new all-time record with the senior high having soared nearly seventy higher than its record-breaking total of last year.

The public schools consist of two grade schools: Longfellow and McCray, a junior high composing the seventh and eighth grades and a senior high with the ninth to the twelfth grades, inclusive. The senior high is fully accredited and has been continuously for years. L. D. Hightower, a former Hoosier, has headed the Salida schools since 1930, and was high school principal seven years prior to that time. Hightower is a graduate of the Indiana Teachers' college and came to Salida from Montrose in 1922.

Matters of policy are decided by a board of education of which Dr. G. W. Larimer is president, with Dr. C. Rex Fuller, vice-president. G. E. Lines is secretary of the board with Mrs. Marion Travers, as members. Dr. Larimer is now Joe Stewart and William S. Rush rounding out a twenty-five-year term on the local board and was recently re-elected as president for another two-year period. Dr. Larimer has served as president since 1922.

During the past few years, the local schools have been put in excellent physical condition without the necessity of a bond issue and should a government grant be made for the proposed shop addition this summer, that building also can be constructed without bonds.

Plans have been submitted for a one-story addition to the north side of the present shop which will exactly double the shop floor space. The building would be built of yellow brick and would house junior high shop and junior high home economics classes according to present plans.

McCray was completely remodeled and new rooms were added as was the Longfellow school within recent years. New toilets and a fireproof roof and a stoker were added to the high school within a short time, also.

The phenomenal growth in the system has been in the senior high which has gained nearly 49 per cent in enrollment in the last ten years during which time, due to

depression finances have become much curtailed with a result that high school classes have increased and teaching loads have soared. The senior high ten years ago was scraping the 300 mark whereas in the year just closing a total of 472 was reached with a chance of the 500 mark being hit next year.

The school has a thirty-piece band which meets three times a week on school time. New purple and white uniforms were bought for the group last season. As a feature, too, three baton twirlers were added last year and attracted much attention.

The glee club and choir also appeared in several programs in and about the city during the year and both the band and the glee clubs traveled to Pueblo to take part in the music festival there.

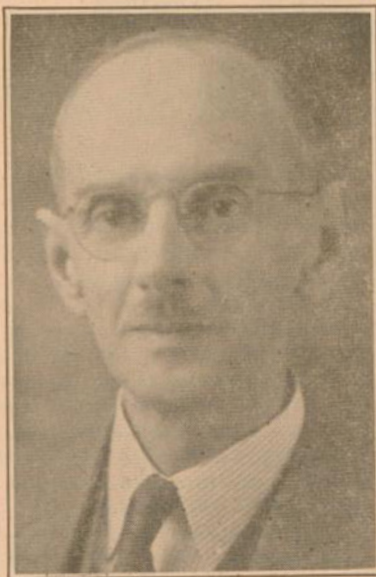
The athletic program at the school has been growing in recent years with several men devoting time and effort to the work. The Spartans play in the strong South Central league in football against such teams as Colorado Springs, Trinidad, the two Pueblo schools, Walsenburg and Canon City. In basket ball the Spartans play in the West Central league. Last year they copped a pennant in the West Central in the hoop sport, while the home boys have taken five buntings and three state titles in the grid sport.

Much interest has been aroused of late in tennis and with the addition of new tennis courts at both the grade schools, a number of the students as well as the towns people are playing the net sport.

About 25 per cent of the Salida high school's graduates go on to college. Last year, 82 alumni were in colleges scattered from Stanford to Johns Hopkins. Former students were in over two dozen different colleges and universities.

The school offers four different courses: the college preparatory, the general, the industrial and the commercial. The former offers the tradition work in English, math, history, science and foreign language and prepares one for higher education. The other three courses do not shape toward college admission but are designed to offer worth-while material for young people who want something more practical.

The vocational shop work is



L. D. HIGHTOWER  
Superintendent

being stressed these days with two full time shop men on the faculty. Woodshop, mechanical drawing, welding, forging, auto repair work, brass and leather work all are touched in this field.

The commercial field also is given much prominence too with work in shorthand, typing, commercial law and bookkeeping being stressed.

The school has received much favorable publicity this last year through its cooperative industrial program. A number of nationally circulated magazines and several metropolitan newspapers have carried stories sent out from the school relative to the plan whereby seniors who wish to do so may work in shops or stores during the last part of their senior year to the end that they might be more nearly employable upon graduation. Inquiries have been received by the school from all over the country about the plan which is under the direction of the state board of vocational education.

The number of teachers with masters degrees has been on the increase in recent years and a goodly number of the Salida teachers go to summer school nearly every summer.

Miss Ruth Hoddle, principal at McCray, is a former Missouri resident and took her college work in one of the Missouri teachers colleges.

Mrs. Elsie Coulter, principal at Longfellow, is a Western State alumnus and taught in Delta before coming here. She succeeded Miss Nellie Buck who was serving as principal of the Longfellow school at the time of her marriage.

Miss Mary J. Mitchell, principal of the Kesner junior high has both a bachelors and masters de-

gree from Denver university and taught foreign languages in the senior high before being chosen to head the junior high. L. A. Barrett, senior high principal, has a bachelors degree from the Kansas State Teachers and a masters degree from Colorado university plus some little work toward a doctorate at scattered institutions.

Whereas formerly most people thought of the Salida teachers as a transient group who came here in the fall and left with the closing of school in the spring, now the situation has materially altered and most of the teachers consider Salida as "home." Nearly all the men teachers, for instance, in the highschool are married and maintain homes and pay taxes here and take active parts in the community and its activities.

Salida teachers take part in lodge work, civic organizations, committees and help in many ways in church activities. Salida high is one of the few highschools in this section having more men than women teachers and curiously enough the number of boys is showing the effects of the masculine element. The graduating class of 1939 contained forty-five boys and thirty-six girls.

The senior high has a splendid stage which is used for community as well as school functions. A beautiful purple and white curtain was bought by the students last year and students have bought and installed footlights on the front of the stage in recent years. Active, functioning P. T. A. organizations are to be found in the public schools here, too. All the buildings present "open house" demonstrations each year at which time the public is invited to visit the schools and see the work on display. By actual count, over eleven hundred persons attended the open house at the senior high this spring.

Accurate records of grades, attendance, etc., are kept in each of the principal's offices. These records move from building to building as the pupil advances and upon graduation are filed at the senior high.

The first graduation class from the senior high consisted of two persons and received diplomas in 1890. This spring 81 diplomas were presented to show an enormous growth in the half century of service to the community.

**Personnel of the Salida Public Schools**  
General officers: L. D. Hightower, superintendent; Stella Churchill, office secretary; Mrs. L. E. King, art supervisor; Miss Marion Staley, music supervisor; Neal Mehring, coach and physical education.

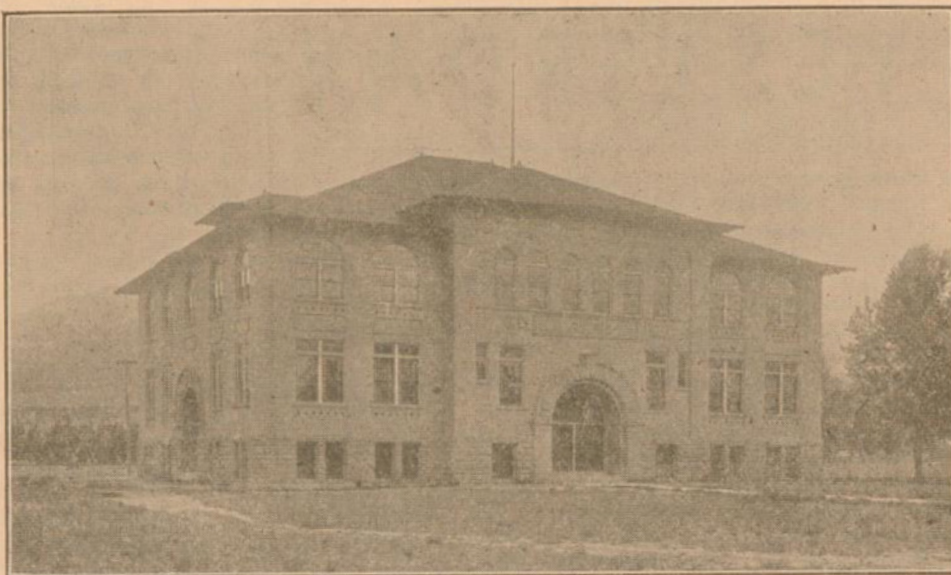
Senior high: Lawrence A. Barrett, principal. Faculty members include: John Burgener, Beth Irwin, E. C. Gruenler, Doris Halverson, A. A. Hampshire, L. E. King, W. Mobeck, Helen Mosgrove, Dean

Millionth Visitor



NEW YORK, N. Y. — Grover A. Whalen, president of the New York World's Fair corporation, welcoming Mrs. Joseph Munaso, 20, of Philadelphia, Pa., as she entered the fair to be the millionth visitor since the fair opened. She and her husband are in New York for their honeymoon.

### SALIDA HIGH SCHOOL



L. A. BARRETT  
Principal

### ST. JOSEPH'S PAROCHIAL SCHOOL

(By the Benedictine Sisters)

St. Joseph's school opened its portals in September, 1922, with an enrollment of one hundred twenty-two pupils. Three Benedictine Sisters constituted the staff: Sister Mary, fifth and sixth grades; Sister Clare, third and fourth grades, and Sister Magdalene, first and second grades. The next year the number of pupils increased and Sister Evangelista came as the fourth teacher, accepting also a limited number of music pupils. Now, there are four teachers in the school: Sister Mary, Sister Magdalene, Sister Bonaventure and Sister Anita, with Sister Annella as instructor in music.

Thirty minutes daily is devoted to religious instruction in our school. The curriculum is very carefully planned and certain standards must be attained. Uniforms: Wilma Scott, Joe Soles, Geneva Woodward, Neal Mehring and Munro McPhetres.

Junior High: Mary Mitchell, principal with Jane Evans, Beth Irwin, Bryon Shipp, Laurena Massard and Eleanor Rupp as teachers.

McCray: Ruth Hoddle, principal with Helen Bloomberg, Pearl Cope, Frances Hayden, Christina Holtorf, Victoria Benjovsky, Leah Murdock, Rosalie O'Hara and Eleanor Larson as teachers.

Longfellow: Elsie Coulter, principal with Mary E. Dally, Reva Holman, Helen Ewart, Faye Newton, Dorian Smith, Lela Starbuck, Dorothy Waggener and Victoria Benjovsky as teachers.

#### Growth of the Local Schools During Past Ten Years

	Senior high	Total in all schools
1928-29	316	1106
1929-30	322	1191
1930-31	341	1253
1931-32	340	1219
1932-33	321	1160
1933-34	342	1166
1934-35	352	1197
1935-36	359	1256
1936-37	395	1301
1937-38	406	1306
1938-39	472	1373

Increase of 49%      Increase of 24%  
During this same ten year period, while enrollments were increasing 24 per cent school costs shrank a total of 19 per cent and valuations of property shrank 29 per cent.

form textbooks are used throughout the state. Two high school subjects, Latin and algebra, are taught in the eighth grade, preparatory to future work. The seventh and eighth grades have an English club called "The Alerts." This club is carried on according to parliamentary law. They also publish a newspaper periodically. Project work is done in correlation with class lessons.

The number of graduates yearly average about sixteen.

The Rev. Bernard Gillick is the principal of the school.

The teachers of St. Joseph school belong to the oldest teaching order in the church. For fourteen centuries the Benedictine order has been the guiding light of a numerous family of religious men and women who have sacrificed their lives for the education and guidance of children.

St. Benedict established in A. D. 529 at Monte Cassino, Italy, an institution which became the most celebrated house of learning and religion the world has ever known. It is usual to decry the monks, but the fact must ever remain that through them whatever of classic lore or ancient or mediaeval history we have, has been preserved.

The followers of St. Benedict have rendered inestimable service to the church by educating her young, and to the world by converting and civilizing. Benedictine monasteries became not only the homes of learning and science, but around them sprang up thriving communities where the natives were instructed in the arts of agriculture. Deserts, marshes and mountains become beautiful gardens. To this order belongs whatever is left of ancient civilization.

We are privileged then at St. Joseph's school to have the teaching sisters who are rich in the traditions of the centuries and who are so generously devoting their lives, education, talents and abilities to the service of our children.

#### Catholic Position

The Catholic position in education may be briefly stated as follows:

1. Secular education must not be separated from moral and religious education. To impart knowledge without building up moral character is fatal both to the individual and to society.
2. Religion should be an essential part of education because it is the one subject which is of chief importance.
3. Sound moral instruction is impossible apart from religious education.
4. Religious education is more

than instruction in the dogmas of faith or the precepts of the Divine Law. It is a practical training in the exercises of religion, such as prayer, attendance at Divine worship and reception of the sacraments. Only a Catholic, therefore, can give religious training to Catholics. Consequently, religious teachers are necessary.

5. An education which united the intellectual, moral and religious elements is the best safeguard for the home and for the state, for it ensures the performance of social.

6. It is an axiom that a good Catholic is a good citizen. Therefore, the welfare of the state and the continuance of our free institutions demand that the child be trained in the practice of virtue and religion no less than in the pursuit of knowledge.

#### No Public Aid

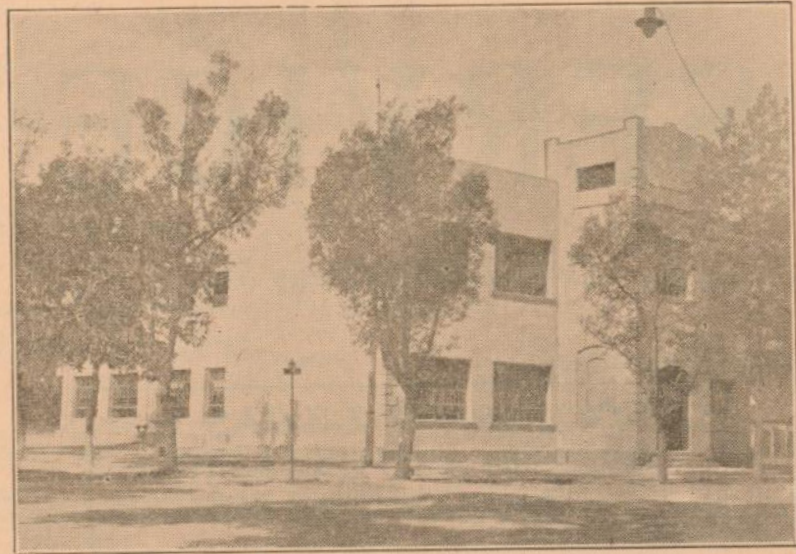
The greatest religious fact in the United States today is the Catholic school system, maintained without any aid except from the people who love it. That schools are necessary to aid parents in the rearing of their children is to a large extent due to the complexity of our social structure.

Society is built upon an intricate foundation of scientific knowledge; upon highly developed arts, such as literature, music, painting, sculpture and architecture; upon extremely involved economic relationships; upon complicated government machinery; upon a very comprehensive system of social work; and, for members of the Catholic church, upon an extraordinarily complete religious society. Our social organization not only depends upon all these things, but all these things constitute it. To take their place in such a society, children consequently need instruction that no one person alone can give, and which only those with special training are capable of giving. This special training must include knowledge not only of the subject-matter to be imparted, but knowledge also of the nature of the children and of the method of imparting knowledge.

It is because the members of a school system have been given by experts a precise knowledge of the child far beyond that which any person can gain through his or her individual experience, and because they have been instructed in some fields of knowledge by masters, ed by specialists in the technique also because they have been trained in classroom teaching and of administering the educational system that schools are able to train the

Continued On Next Page

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