

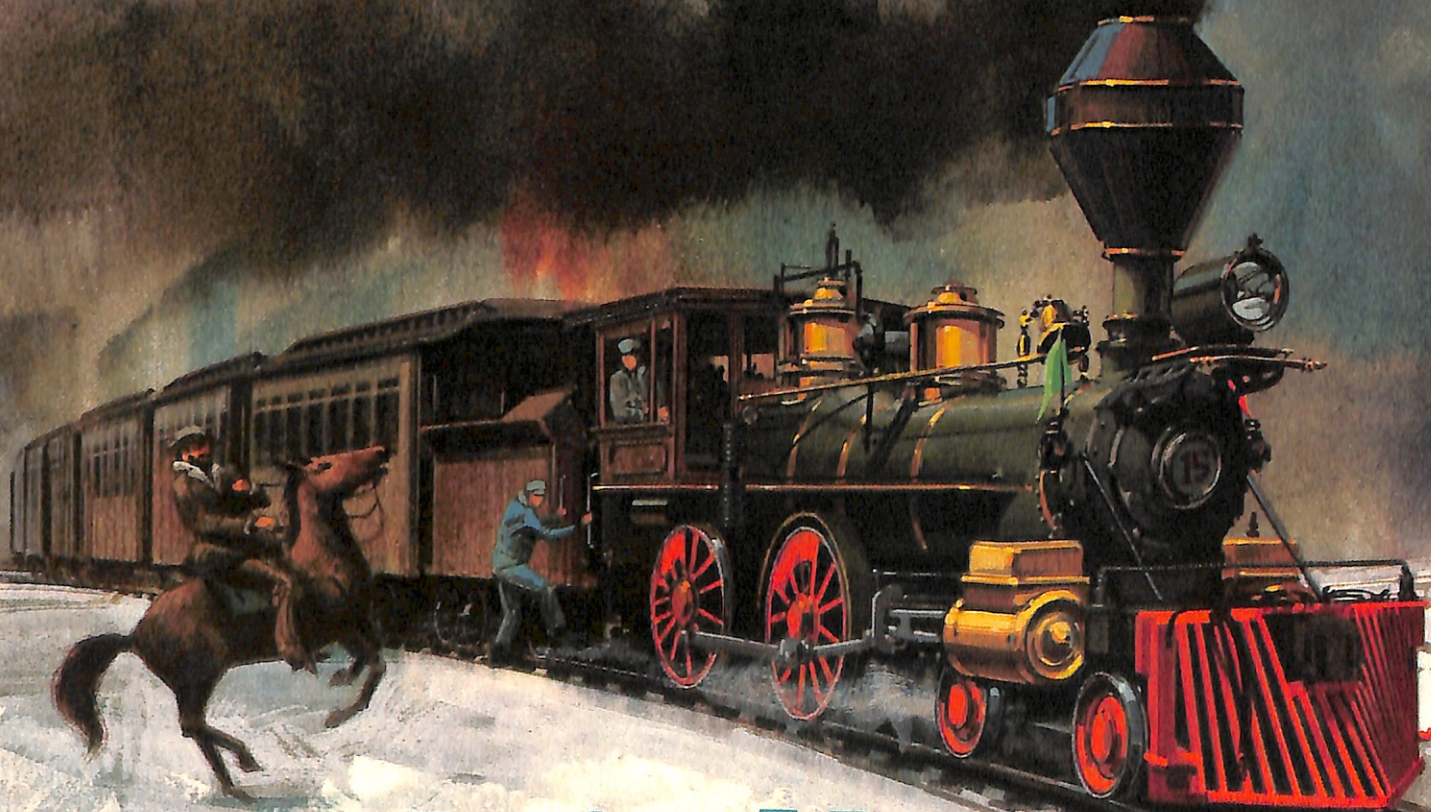
the
Elks

magazine

MAY 1977



**The Blimp
Returns**



When The First Train Came To Town

W



Bally FIREBALL!

PLAYERS 1 2 3 4

SCORE 293250

BALL IN PLAY

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Pinball Computer

Your home, apartment or office can become an action entertainment center with America's first commercial-home pinball machine.

It's you against a computer. And the action and excitement from Fireball, your own computerized pinball machine, is nothing short of spectacular.

Fireball's computer replaces many of the mechanical, scoring, conventional electronics and sensing devices of a standard pinball machine. It's a dramatic change in pinball devices and the start of a new consumer electronics revolution.

DESIGNED FOR ACTION

Fireball contains flippers, bumpers, thumpers, flashing lights, sounds and a full-sized playfield. The glass covering the playfield is safe, shatterproof and specially tempered.

From one to four players can compete. Turn the unit on and simply program the computer with the number of players by pressing the start button up to four times. Each player's score is kept separately in a memory and appears on the display for each player's turn and at the end of the game.

The ball is automatically ejected and you pull the plunger to project it into action. The ball bounces from side to side from bumper to thumper. Lights flash and the scoring begins. You use the separately controlled flippers by pressing the flipper controls on the sides of the playfield which are low enough so that even a five year old can reach them.

Flip a switch and Fireball can be programmed for beginner or advanced skills although pinball is the only game everybody knows how to play within seconds after they step up to a machine.

"WE'RE IN THE MONEY"

The thrill of winning a bonus score or extra ball is enhanced by Fireball's songs and scoring tones. The computer's synthesizer plays seven songs—everything from "We're in the Money" when an extra ball is awarded to "The Party's Over" when the game ends. Various scores sound five additional tones making the game a total sight and sound experience. A volume control lets you keep it loud at a party or turned down in quieter surroundings.

COMMERCIAL PARTS AND FEATURES

Fireball contains the same heavy-duty devices and scoring features as a commercial pinball machine. The game has a tilt feature—tilt Fireball and a tilt sign glows and the scoring stops. The full-sized, full-color commercial playfield even has a special friction silk-screened surface so the ball will roll and not slide. Fireball differs from an arcade unit only by the start button which has replaced the coin slot and its new electronics. In fact, all future commercial machines will resemble Fireball within a year.

MANY NEW FEATURES

Fireball's computer is as powerful as the million dollar IBM computer sold in 1964. The solid-state LED scoreboard replaces the old electromechanical pinball scoring wheels so Fireball's backboard is thinner and its scoring more reliable. Its memory not only keeps track of everybody's score but the exact playfield configuration and extra bonus balls—something present arcade games can't do.

The American-made Bally Fireball—the first computer pinball machine designed for both home and office entertainment centers.

Although the playfield is just as large as the commercial machines, the entire unit has less weight, less bulk, and practically no service requirements making it ideal for the home or office. It takes up a space 2 feet by 4 feet and weighs 160 pounds.

HOW TO JUSTIFY PINBALL (TAKE THIS TEST)

If you paid more than \$600 for either your TV set, stereo system or pool table—you should consider a pinball machine. You'll have more fun and action than watching TV, listening to your stereo or playing pool.

And when guests pop in, your Fireball will be the talk and highlight of their visit. Your TV and stereo are used primarily for private viewing or listening. Your pinball machine is for all times—from your personal family enjoyment to big parties. It's the great new idea in home entertainment.

TAX DEDUCTIBLE

Consider Fireball for your office as either an executive toy or a free new benefit for your office or factory employees during their breaks. You get both an investment tax credit and depreciation. Fireball combines participation, action and entertainment. A pinball machine is so intriguing that people pour dollars into them at arcades. It requires skill, sharpens responses and can become the single most talked about entertainment product in your home or office.

LASTING PLAY VALUE

Fireball, unlike the new TV games, is partially a game of chance and thus can never be mastered. Even an experienced professional can lose to a youngster. A daughter can beat her father, grandma can beat grandpa and the surprise of an upset is what adds to the long lasting play value. A professional pinball machine is an amusement game that you rarely get tired of—no matter how good you get, no matter how long you've played. Ask any arcade operator. His customers will tire of his video games which he continually rotates with newer models but his pinball machines are played and played and played.

Don't be confused. There are other games made by toy designers selling for one half the price. Fireball is not a toy and is built by a company that specializes in pinball machines. With all its sophistication it is the most service-free, quality pinball machine ever produced.

When you buy an expensive product you must be absolutely satisfied that you get the service and a solid company standing behind your purchase for many years to come. Fireball is backed by a substantial company, Bally—in business since 1931 and now the world's largest manufacturer of coin operated amusement games. JS&A is America's largest single source of space-age consumer products and also a substantial company—further assurances that your investment is well protected.

A FRANK DISCUSSION OF SERVICE

Fireball is a solid-state computer with its electronics condensed on integrated circuits—all hermetically sealed and all pre-tested for a lifetime of service. Fireball is also self-diagnostic. Let us say something goes wrong with the system. Simply press the test button on the back panel of your machine and the exact

problem is displayed on your scoreboard in digits. Check the instruction booklet and simply remove the designated plug-in circuit board, light bulb or part and send it to the service department closest to you for a brand new replacement. Even your TV or stereo isn't that easy to repair.

Please don't think service requirements are common. They're not. But we wanted to assure you that service was such an important consideration in its design that Fireball practically repairs itself. And any defective component will be replaced free-of-charge during its one year limited warranty.

SHIPPING AND THE TRIAL PERIOD

Each Fireball comes in two sections with four metal legs. The two sections quickly bolt together with the top portion also plugging into the bottom to make all electrical connections. Within minutes after it arrives, your unit is ready to operate.

Attach the metal legs, plug it in and start playing. Don't even read the instructions on how to play it—you should know how within minutes. Then after you've played Fireball for awhile, go to your local arcade and play a standard \$1500 pinball machine. It's only then that you'll realize how much more value you are getting with Fireball.

But let's be realistic. What if you don't like what you get? Simple. A toll-free call to JS&A and we'll arrange for the pick-up of your unit and we'll pay all the pick-up and return costs. And you can play Fireball for one month before you make up your mind.

A GUARANTEE OF SATISFACTION

The cost for your own pinball machine is \$795 (Illinois residents add \$39.75 sales tax) plus the freight which you pay upon receipt and which will run approximately \$34 from our facilities in Northbrook to Los Angeles or less if you live closer. You can order Fireball with any major credit card by calling our toll-free number or you can send your check for \$795 to the address shown below. We will then promptly ship your unit and advise you.

We back Fireball with an outstanding service program made possible by plug-in commercial components. We provide the opportunity to use Fireball for one month without obligation and if 1) it does not live up to every one of your expectations 2) for any reason you get tired of playing it, or 3) you don't find it more challenging after one month than when you first played it, give us a call and we'll pick it up at your door at our expense and refund your money. We provide fast service turnaround time should service ever be required and we have been in business for over a decade providing the same conscientious service that has built our company into America's largest single source of quality space-age products.

Why not let the fun and action of your very own pinball machine add to your home or office entertainment picture? We'll make just trying Fireball the best entertainment move you've ever made. Order one at no obligation today.

JS&A NATIONAL SALES GROUP

Dept. EL One JS&A Plaza
Northbrook, Ill. 60062 (312) 564-9000

CALL TOLL-FREE... 800 323-6400
In Illinois call (312) 498-6900

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Digital Watch Breakthrough

There are several big changes taking place in digital watches. Here are all of them in one product.

Your digital watch is either too thick, uses up batteries quickly, has just a few functions or is hard to read under certain lighting conditions. You still have to press a button, flick your wrist, or hold your watch at just the right angle to read the time.

The digital watch industry has gone through four years of rapid change, but the disadvantages cited above have finally been resolved in one totally new product—the Sensor Laser 440 Digital. The Laser 440 is so different that it represents a dramatic departure from conventional digital watches.

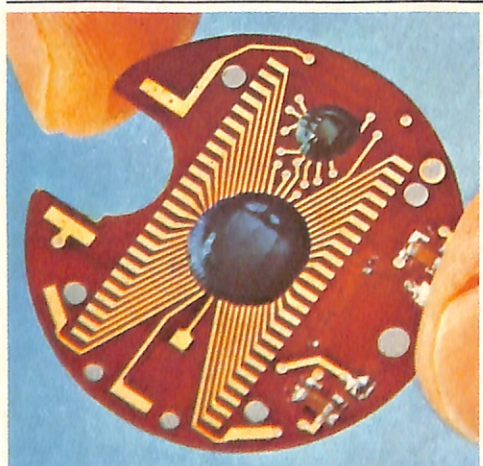
NO BUTTON TO PRESS

There is no button to press since the display glows in the dark. A glass ampoule, charged with tritium and phosphor and sealed by a laser beam, is placed behind the new CDR (crystal diffusion reflection) display. When room lights dim, the self-contained tritium light source will compensate for the absence of light by glowing brightly and illuminating the display.

No matter when you wear your watch—day or night—just a glance will give you the correct time. There's no button to press, no special viewing angle required, and most important, you don't need two hands to read the time.

CHANGE YOUR OWN BATTERIES

The Laser 440 is only 8 millimeters thick—thinner than many of the so called thin digitals being advertised today. The new CDR display draws 100,000 times less current than an LED watch when displaying the time so your single commercially-available Union Carbide battery lasts years longer. In fact, part of our warranty includes all the batteries you'll ever need, free of charge, for five full years. To replace a battery, simply open up the battery hatch on the back of your watch, tap out the old battery and drop in the new one.



Most digital watches have dozens of electronic components. The Laser 440 has only six—two integrated circuits, a crystal and three micro-capacitors. All components are bonded directly on the printed circuit board. By hermetically sealing the integrated circuits and using fewer components, the Laser 440 is considerably more reliable than other watches that do not yet have this complete integration.



The new Sensor Laser 440 digital watch glows in the dark so there's never a button to press to read the time in darkness or in sunlight.

THE ULTIMATE ACHIEVEMENT

Other manufacturers have devised unique ways to produce a watch you can read at a glance. The \$300 LED Pulsar requires a snap of the wrist to turn on the display, but the Pulsar cannot be read in sunlight and its display uses 100,000 times the current of the Sensor display. The \$400 Longine's Gemini combines both an LED and liquid crystal display. (Press a button at night for the LED display, and view it easily in sunlight with the liquid crystal display.) But you must still press a button to read the time. All these applications of existing technology still fail to produce the ultimate digital watch: one you can read under all light conditions without using two hands. Until the new Laser 440.

And if you've owned a digital watch for a year, chances are you've had it in for repair more than once—a very common consumer complaint. The Laser 440 is so service-free and has such high quality that it should rarely, if ever, require service. It is backed by a solid five-year warranty—your assurance of our commitment to this outstanding new product.

The Laser 440 has both time and stop watch functions. Six digits are on display—four large digits and two small ones. You choose between hours, minutes and seconds or hours, minutes and date by pressing a button. The Laser memory remembers the number of days in a month and resets automatically on the first day of the new month.

The 440 is also available in an 11 function chronograph (stop watch) and is truly the ultimate Laser timepiece. You can time two separate laps of a multilap race keeping one lap in memory. You can accumulate time; you can view the time of one lap while con-

tinuing to time a lap stored in memory. As a business executive, you can time long distance phone calls and interviews. Lawyers can keep track of their services, and doctors can time the vital signs of their patients. Even while the chronograph is functioning, you can still view the time—something even many of the expensive digital chronographs cannot do.

BUILT DIFFERENTLY

All wires have been replaced with circuitry printed on one single thin surface. On this same surface are two integrated circuits which use gold contacts and are hermetically sealed to protect their several thousand micro components. The American-made Laser is shock resistant and uses a tough mineral glass crystal to protect the rugged electronics from the everyday water and humidity tortures normally given any watch.

NEW QUARTZ BREAKTHROUGH

Digital watch accuracy depends on the quartz crystal. Even the best crystals change frequency with shock or age (especially when first produced). The Laser 440 uses the new and very expensive, tuning fork crystal. It is first aged to not shift frequency more than five parts per million per year (more accurate than most radio or TV time signals) so the extreme accuracy you expect is built into your watch from the first day you wear it. The crystal is cushioned and solidly bonded to the crystal carrier eliminating all fine wires that may break from shock. In short, the advanced design of the crystal will assure guaranteed accuracy greater than 5 seconds per month—year after year after year.

The Laser 440 is ideal for pilots because of its cockpit visibility and chronograph functions, perfect for the businessman who depends on his watch for split-second accuracy and the ultimate watch for anybody who wants unquestionably the finest digital watch ever offered at any price.



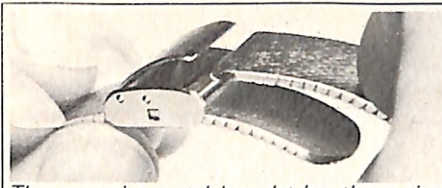
The Laser 440 is not only thin but is designed to conform to the contour of your wrist. A bulky digital watch can become annoying to wear—especially if you have a thin wrist.

HOW WE PROVIDE THE FINEST SERVICE

Can our company provide better service than even your local jeweler? We think so. If your Laser malfunctions during its unprecedented five-year warranty, just call us on our toll-free line. We have made arrangements with United Parcel Service to pick up your Laser at your door, at our expense, and we give you a loaner watch to use while your Laser is repaired. You pay nothing to have your watch serviced during its five-year warranty (that is if service is ever required) and we are as close as your phone or door.

WHO WILL BACK YOUR 5 YEAR LIMITED WARRANTY

Two solid companies are behind your new Laser. JS&A is America's largest single source of space-age products—a substantial company and a leader in electronics for over a decade. Our commitment to the consumer and to service is a matter of record. Check with the Better Business Bureau in your very own community, the Northbrook, Illinois Chamber of Commerce (312) 498-5555, or any of the 100 national magazines and newspapers in



The expensive metal bracelet has the equivalent of 92 finely-hinged links and is completely adjustable. Simply slide the adjustment mechanism to the most comfortable position on the band for your wrist size and lock it in to place. Then, whenever you have to put on your watch, simply hook the strap into the already pre-set adjustment mechanism and snap it shut. It's fast and simple and gives you the most comfortable fit of any watch by conforming exactly to the contour of your wrist.

which we advertise. We realize that a quality watch warranted for five years is a serious investment and our reputation for service and customer satisfaction must be unsurpassed. Most important, check with our customers. For almost two years we have sold and serviced the Sensor watch. We are proud of our record and will gladly share it with anyone who inquires.

The Sensor Laser 440 is manufactured exclusively for JS&A by Micro Display Systems, a leader in the new emerging watch technology and a well-financed company backed by one of the world's major manufacturers.

STANDING BEHIND A PRODUCT

The Laser 440 is everything you would want in a digital watch: a major advance in digital watch technology, all the really important functions you'll need, a service contract so solid that you'll never have to leave your home if service is ever required, and a product of unsurpassed quality and accuracy. But it is only after you receive it that you will convince yourself of its beauty, its design, its fit and the accuracy of our claims. For that reason we give you a one month trial period. Wear the Laser 440 for one full month. Check its accuracy, its feel and show it to others. Compare it to all other digitals. If you are not totally convinced that the new Laser is the finest digital watch at any price, then return it for a prompt and courteous refund.

To order your Laser 440 for a personal trial, simply call our toll-free number below and give us your credit card number or send us your business or personal check. There are no postage or handling charges (Illinois residents add 5% sales tax) and it will be sent to you promptly by United Parcel Service unless you specify otherwise.

A REVOLUTION IN TECHNOLOGY

There is a revolution taking place in the watch industry. Some digitals are getting thinner, some have dozens of new functions and some claim exceptional visibility. None have all the features in one quality timepiece. The new Laser 440 does. Order yours at no obligation today.

White Gold With Time and Date \$139
 Gold-plated With Time and Date 159
 White Gold With Chronograph 199
 Gold-plated With Chronograph 219

JS&A ranked first among all watch manufacturers in total unit sales of quality digital watches during 1976.

JS&A NATIONAL SALES GROUP

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8 THE BLIMP RETURNS

For science and luxury, there's a renewed interest in airships. One way or another, there may be a blimp in your future.

Mike LeFan

12 WHEN THE FIRST TRAIN CAME TO TOWN

A century ago there were two classes of cities, those with trains and the rest . . .

Earl Clark

24 THE GREATEST AUTOMOBILE RACE EVER

"Everything . . . is going to be bigger and better than ever before . . . This is going to be the greatest crowd attraction of all time."

John and Barbara Devaney

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A message from the Grand Exalted Ruler

Honor Our Youth



Again this year, as we have for so many years in the past, we honor the youth of our nation during the month of May. Our "*Elks National Youth Week*" commences on May 1. Throughout our Order the subordinate lodges are planning programs to recognize and honor our youths. It is my hope that each lodge does its share in support of this activity.

This week of observance is the culmination of the programs that are carried out during the entire year and not just a one time affair to discharge our responsibility to our young people. This year we have seen special emphasis placed on such programs as the "Teenager of the Month," Scouting and the Eagle Scout Recognition Ceremony, and the "Hoop Shoot." All of these activities and many others have been designed not only to recognize youth but to provide outlets for their vast energies and talents.

So often in the media the actions of the hoodlum element get top billing while the majority of the young people go largely unnoticed. It is not too often that we hear or read of the accomplishments of the majority. I have been privileged in the past to have reviewed the brochures of students competing for scholarship awards and I never cease to be amazed at their accomplishments. They are the top students in their class, competitors in the field of athletics, class officers, leaders in their churches and Sunday Schools, and in addition to this, many have part time jobs so that they may help themselves in getting an education. These are our future leaders and we should take pride in our programs we sponsor to help, guide, and recognize them.

Let us by our actions as Elks and Americans let our young people know we are behind them 100 percent and they will respond to the challenge by becoming useful citizens and our leaders of the future. So much depends on them in years to come that we must fulfill our obligation to them now.

Geo. B. Klein

George B. Klein



Now there is a special kind of protection for business owners.

It's called a Kemper Businessowners Policy.

And it's the most simple, most comprehensive package policy we know of.

What's so good about our policy?

There is no coinsurance. If you have a loss, we'll pay 100% of that loss, minus your deductible. The full replacement value of your building and contents up to your policy limits.

If your business cannot operate because of damage from an insured peril, your income is protected up to twelve months.

An automatic inflation guard on buildings and an automatic peak season guard on inventory are built into the policy.

And you can budget your payments either monthly or annually.

Who is the Kemper Cavalry?

We're the Kemper Insurance Companies. And we've been riding hard to protect our customers for over 60 years.

The scout, the man in buckskin, is an independent insurance agent. He's an impartial judge of your insurance needs because he doesn't work for us. He works for you.

Want to understand insurance better?

Send for Kemper's free "Businessowners' Guide to Insurance"—a comprehensive, common sense guide to your business insurance needs.

Kemper Insurance Companies, Communications Services, D-1 Long Grove, Illinois 60049
Please send me your free **Businessowners' Guide to Insurance**.

Name _____

Name of Business _____

Address _____

City _____ State _____

Zip _____



We're riding hard to serve you better.

CANDIDATES

FOR GRAND LODGE OFFICE

Menominee, MI, Lodge Presents Carl H. Fernstrum for Grand Inner Guard



Whereas: Brother Carl H. Fernstrum was a Charter Member of Menominee Lodge No. 1755 in 1948. He has served his Lodge, the State Association and the Grand Lodge continuously with devoted interest and distinction for 29 years; and

Whereas: Brother Fernstrum has served his Lodge faithfully for many years, serving on many committees, the Board of Trustees, chair officer and for two terms as Exalted Ruler. He is the only Honorary Life Member in the Lodge; and

Whereas: He has served the State Association with enthusiasm and dedication, serving on numerous committees, two terms as District Vice President, two terms as State Trustee, as Vice President and State President in 1963-64. He has also served as President of the State Advisory Committee; and

Whereas: Brother Fernstrum was a Founder of the Michigan Elks Major Project in 1957. He has served continuously as a Commissioner and as Treasurer for 20 years; and

Whereas: He has served the Grand Lodge as District Deputy Grand Exalted Ruler, and as a member of the Grand Lodge Committee on Registration and Credentials for three years. He is a Participating Member and an Honorary Founder of the Elks National Foundation; and

Whereas: Brother Fernstrum has a long and distinguished record of service in all phases of Elkdom. He has demonstrated his personal interest and leadership in preserving and strengthening the Cardinal Principles of our Order.

Now therefore be it resolved that Menominee, Michigan, Lodge No. 1755 is honored and privileged to present to the Grand Lodge Convention of 1977, the name of Carl H. Fernstrum as a candidate for election to the office of Grand Inner Guard of the Benevolent and Protective Order of Elks for the year 1977-78.

Thomas Zeratsky, Exalted Ruler
Ron E. Cooney, Secretary

Salem, OR, Lodge Presents Hal M. Randall for Grand Esteemed Leading Knight



Whereas: Brother Hal M. Randall has served Salem, Oregon, Lodge No. 336 for 33 years, as chair officer, as Exalted Ruler in 1951-52, and in many other capacities, all with honor and distinction, and is one of very few Honorary Life Members; and

Whereas: Brother Randall has been active in the Oregon State Elks Association, having been a member of the Major Project Committee from its inception in 1949 until 1963; a trustee of the Elks Youth Eye Service, Inc., since 1963 and Treasurer of the Oregon State Elks Association since 1952; and

Whereas: He has further distinguished himself by serving as District Deputy Grand Exalted Ruler in 1955-56; served four years on the Lodge Activities Committee, the last year as Chairman; five years on the Grand Forum, the last two as Chief Justice; and has assisted in the formation and institution of many subordinate lodges in the State of Oregon.

Now therefore be it resolved that Salem Lodge No. 336 is honored and privileged to present to the Grand Lodge Convention to be held in New Orleans, Louisiana, in July, 1977, the name of Hal M. Randall as a candidate for election to the office of Grand Esteemed Leading Knight of the Benevolent and Protective Order of Elks of the United States of America.

Darrell Ulrich, Exalted Ruler
Eugene Ross, Secretary

Newport, KY, Lodge Presents Garland F. Guilfoyle for Grand Esteemed Lecturing Knight



Whereas: Brother Garland F. Guilfoyle, in 25 years of continuous membership, has served the Benevolent and Protective Order of Elks with honor and distinction at the levels of his local Lodge, the Kentucky Elks Association and the Grand Lodge of the Order; and

Whereas: He is an Honorary Life Member of Newport Lodge No. 273 and has served his Lodge in the subordinate offices, as Exalted Ruler in 1957 and a Trustee for 3 years; and

Whereas: He has for more than 12 years held the office of Secretary and Treasurer of the Kentucky Elks Association; and

Whereas: Brother Guilfoyle is a Past State President of the Kentucky Elks Association; and

Whereas: He served as District Deputy Grand Exalted Ruler, in 1959-60 for Kentucky East under Past Grand Exalted Ruler William S. Hawkins; and

Whereas: He served as Grand Inner Guard 1974-75 under Past Grand Exalted Ruler Gerald Strohm.

Now therefore be it resolved that the officers and members of Newport Lodge No. 273 of Cold Springs, Kentucky, do hereby present to the delegates assembled at the Grand Lodge Convention in New Orleans, Louisiana, in July, 1977, the name of Garland F. Guilfoyle as a candidate for election to the office of Grand Esteemed Lecturing Knight of the Benevolent and Protective Order of Elks of the United States of America.

Chandler Powell, Exalted Ruler
Thomas B. Finley, Secretary

Aberdeen, SD, Lodge Presents Donald D. Balvin for Grand Esteemed Loyal Knight



Whereas: Brother Donald D. Balvin has for the past twenty years faithfully served Aberdeen Lodge No. 1046 in various capacities, including State Director and Exalted Ruler in 1962-63, and continues to actively serve as an advisor, committee member, and a ritualistic coach; and

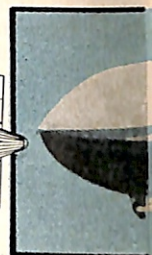
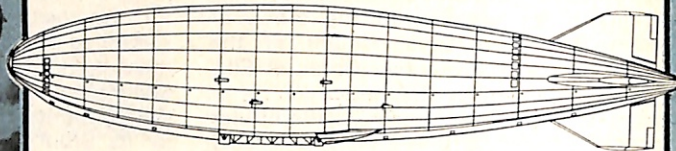
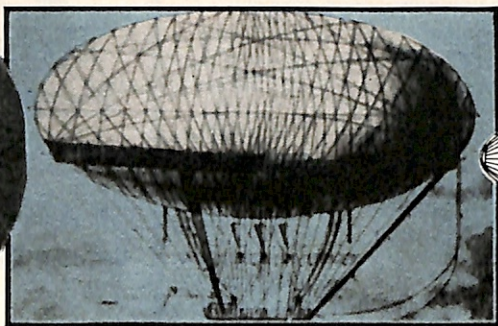
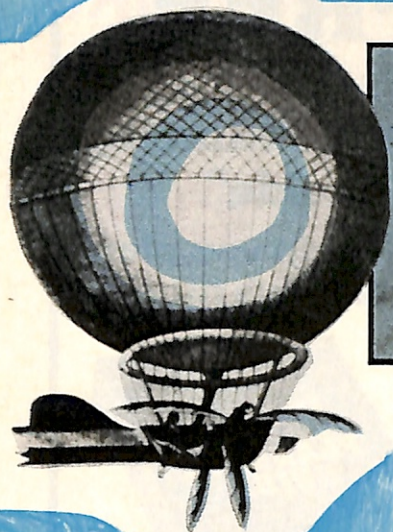
Whereas: He has served the South Dakota State Elks Association on numerous committees, as State President in 1966-67, is currently serving on the State Advisory Board, is a member of the Business Practices Committee, the Charitable and Welfare Committee, and is Chairman of the New Lodge Committee; and

Whereas: Brother Balvin has further distinguished himself by serving the Grand Lodge as District Deputy Grand Exalted Ruler-East in 1969-70, member of the Grand Lodge New Lodge Committee in 1971-72, and as Chairman of that Committee in 1972-73; and

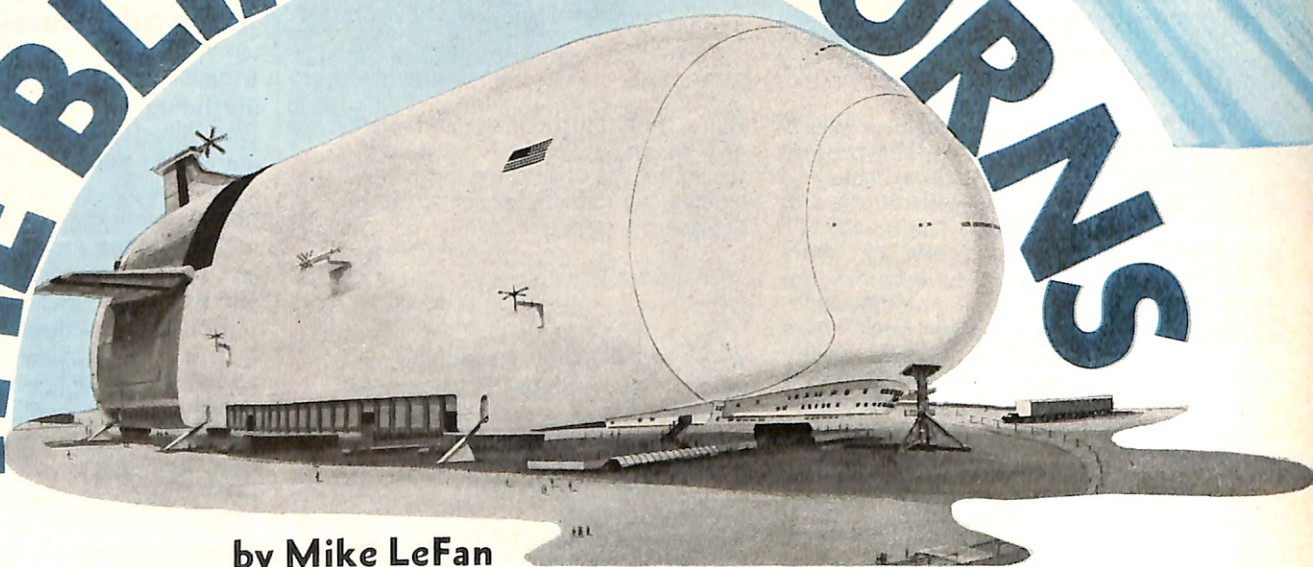
Whereas: By numerous personal accomplishments, he has distinguished himself in his community and in his state, as well as in his profession, serving as National Director of the Independent Colleges and Schools, Past President of Midwestern Business Schools, and currently serving as an Ambassador in the Governor's Diplomatic Corps of South Dakota; and

Whereas: Brother Donald D. Balvin has at all times displayed the true qualities of an American gentleman and has constantly demonstrated effective leadership, and a continuing devotion to the Order of Elks.

Now therefore be it resolved that Aberdeen Lodge No. 1046 is honored and privileged to present to the Grand Lodge



THE BLIMP RETURNS



by Mike LeFan

□ These days everybody from Hollywood moviemakers to NASA scientists seems interested in blimps and other lighter-than-air crafts (LTAs). Motion pictures like *Zeppelin* and *The Hindenburg* have flicked across the nation's movie screens in recent years. There's renewed interest in LTAs for science, and somewhere in the future your new car may be delivered to you by some sort of airship. You may even take an aerial cruise on a luxury airship. One way or another, there may be a blimp in your future.

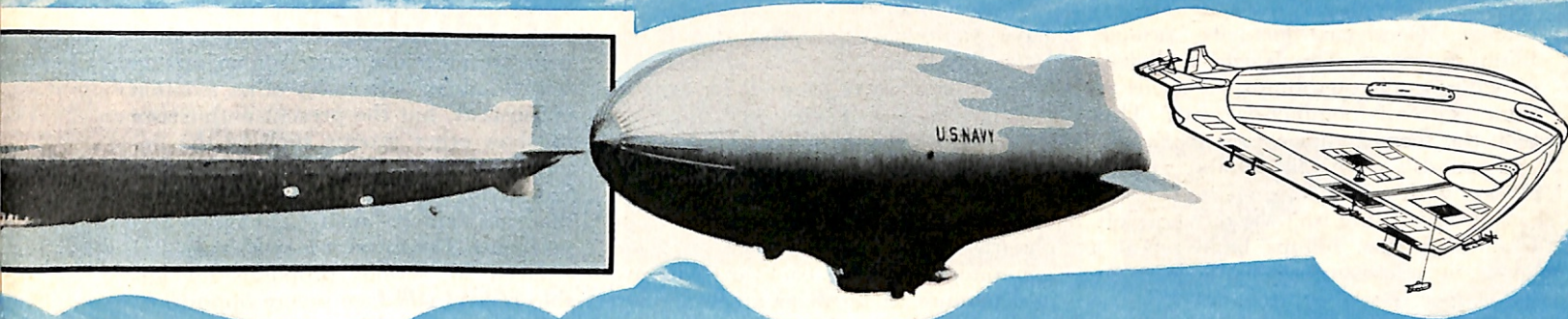
Even if you have no particular interest in the things, airships still have

a romantic aura about them. There's something intriguing about the notion of floating effortlessly through the skies. However, most people think of airships as only a picturesque—and outmoded—means of travel. But lately even sober-minded future planners have been taking a second look at blimps as a means of solving some of our energy and transportation problems.

No one under middle-age can remember seeing those great airships of the past. Maybe you've seen the Goodyear blimp at a football game, and even that seems to recall another time—like seeing a full-rigged clipper ship

slicing through the high seas. It seems from a bygone era. It's nostalgic, only hinting at what the real thing must have been like.

Even in their heyday, airships were not used to their full potential. One of the problems was that early airships relied on extremely flammable hydrogen for their lift. The much safer helium wasn't commercially available until seventy years after the airship's birth, and then it wasn't available outside the United States. Despite the fact that most airship accidents have been caused by human error, the spectacular crashes gave airships a bad name. The



very word “airship” probably makes you think “*Hindenburg*” or shot down Zeppelins in wartime. Truly the *Hindenburg* tragedy of 1937 created an overreaction which cleared the skies of commercial airships.

Buoyant flight was first suggested in 1250 by Roger Bacon who envisioned a hollow globe filled with “liquid fire” and floating in the atmosphere like a boat floats on water. But Bacon didn’t do anything with his idea, and 500 years passed before the concept became a fact. The big delay came because of the difficulty in capturing enough of that “liquid fire.”

In 1782 the Montgolfier brothers of France developed the basic hot air balloon and other experimenters used their designs to lift men off the earth. These early forays were full of adventure and danger. Jean-Francois de Rozier and Pierre Romain earned the dubious honor of being the first known aviation casualties when their hot air and hydrogen balloon exploded and crashed during an attempt to cross the English Channel in 1785. The trouble with the hot air balloon was that it seemed unsteerable and at the mercy of any prevailing wind. It wasn’t until the development of lightweight gasoline engines that balloons became powered and steerable. The French word for steerable—“dirigible”—has become the general name for all sorts of lighter-than-air craft.

Where the French pioneered, the Germans perfected. Count Ferdinand von Zeppelin created a series of German airships after studying tethered military observation balloons while he was an observer of our Civil War. Zeppelin saw the military potential of airships, and by 1894 he’d completed the basic design for his first model. It was over 400 feet long and had a rigid framework of girders to hold its many gas bags. During World War I, Zeppe-

lins were used for observation, scouting, and even for bombing England, but high flying airplanes and incendiary bullets ultimately drove the Zeppelins from British skies.

Meanwhile, the British, French, and others were designing non-rigid airships—blimps—for coastal patrol and other war duties. They retained their shape by means of the gas pressure. Even though blimps were smaller than Zeppelins and carried less payload over shorter distances, they were cheaper to build and so were turned out in quantity.

The period between World War I and World War II was the golden age of the airship. After WW I, the victorious Allies stopped the Germans from making or using airships and confiscated all surviving craft. This probably would have been the end of the Zeppelin story except that the United States, which had not received any of the confiscated airships, arranged an order for a new airship from the Zeppelin factory. This ship, called the *Los Angeles*, kept the Zeppelin Works in business until after the post-war restrictions were lifted.

In 1925, free of restrictions, the Zeppelin Works began the most famous airship of all the *Graf Zeppelin*. This airship made over 590 flights, flew over one million miles, and spent more than 17,000 hours aloft. The *Graf Zeppelin* maintained regular service between Germany and South America and is the only airship ever to circle the globe. She was grounded after the *Hindenburg* disaster and finally scrapped in 1940.

American interest in rigid airships peaked between the world wars. In 1919 the Navy approved construction of the *Shenandoah*, based on designs of a captured Zeppelin and some British refinements. The *Shenandoah* took to the air in 1923 for a short but successful 2-year career.

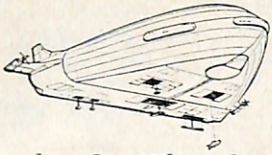
Maybe you’re one of the thousands of Americans who saw the *Shenandoah* glide overhead during its cross-country cruises in 1925. Gazing skyward at that silver, cigar-shaped object three city blocks long was an awesome marvel. This slow-moving, five-engine airship had a crew of 40 and flew twice over the Rockies and around three sides of the U.S. on a 9,317 mile and 19 day trip out of her base at Lakehurst, NJ. In late 1925 the *Shenandoah* encountered bad weather and broke up over Ohio. Fourteen crewmen died. Fortunately, the *Shenandoah* and all U.S. airships contained non-flammable helium.

In 1935 the Navy suffered another airship grief with the *Macon*. Soon the *Los Angeles* was grounded and dismantled and this country was officially out of the rigid airship business.

Blimps, the non-rigid airships, were another story. Goodyear was building blimps for the Navy as well as using them for advertising and limited passenger service. There weren’t any regular passenger routes, and there were no more around the world voyages, but the Goodyear blimps plodded on, running up a perfect safety record.

As American involvement in World War II looked more and more likely, the Navy began assembling a fleet of blimps for sea patrol duties, a task they had done well during WW I. The blimps didn’t disappoint. During all of World War II, no ship guarded by blimp patrols was lost to enemy ships or submarines. Blimps could operate in weather that grounded other aircraft, they refueled and exchanged crews from aircraft carriers, and they remained aloft for days at a time.

Despite these contributions, blimps slowly but surely got eased out by airplanes and new technologies. In the early 1960s the few remaining Navy blimps were retired from service.



This would have been the end of the blimp story except for the Goodyear Tire and Rubber Co. When the Navy quit ordering blimps, Goodyear lost its primary blimp customer. They faced a choice—either give up on blimps, or focus on some sort of commercial use. They took the second choice, and that's why you can still see a blimp today (nearly always with advertising on it).

But advertising isn't the only job left. If nothing else, blimps have found a home in televising sports events like the Super Bowl or auto races. The Goodyear blimps *America* and *Columbia* are famous as airborne camera platforms, and the British-owned *Europa* provides the same sort of high flying TV coverage for British television fans. The *Europa* was set to provide airborne coverage during the 1972 Olympic Games in Munich, but the idea was dropped at the last minute for fear that her presence might recall bad memories of the Nazi-organized games of 1936, where the *Graf Zeppelin* floated overhead.

But even these TV duties seem too trivial for such craft with their illustrious past. Do airships have a future—other than circling above football stadiums? Some people think so, and

Congressman George Brown, Jr., of California, is one of the airship's true believers. In October of 1975, he introduced a Congressional Resolution calling for a Government study on the use of lighter-than-air craft. He says that LTAs have a proven safety record and can save significant amounts of fuel. He knows that they're scorned because of their slow speeds and because they seem "old fashioned." But he believes that newer isn't necessarily better.

"Old technologies have been dusted off for modern use," says Brown. "The electric car, solar energy heaters, wind generators, bicycles, backyard gardens, and manure as fertilizer are examples. We need to get the country moving backward toward values and technologies which have unwisely been abandoned."

Congressman Brown is realistic though. He knows that before commercial airships are revived there must be proof that they'll turn a profit. That's why he is calling for money to finance research and development needed for showing the commercial value of LTAs.

"Bring Back the Airship" is the battle cry. Actually, the airship never really went away. Since they were first developed nearly 100 years ago, airships have continually been in some sort of service somewhere in the world. Britain, Canada, Italy, Japan, the Soviet

Union, West Germany, and the U.S. have all had operational civil airships since the end of WW II. Interest in airships is now in the midst of one of its periodic revivals. The interesting thing about the current renaissance is its endurance and magnitude. Ex-airshipmen are eternally eager for an airship rebirth, along with many other aviation enthusiasts, but the present enthusiasm involves other groups such as the environmentalists. They see airships as fuel-saving, low-noise, and low-pollution answers to many environmental problems. The interest is worldwide.

Even so, serious proposals for airship revival still face severe opposition. Whether the goal is cargo or passenger airships, the idea butts heads with the regular aircraft industry and a skeptical public. The general feeling is that airships are a gimmick and basically unsafe. The "average" man on the street sees airships as a nice idea, but nonetheless only a romantic, old-fashioned dream. The usual attitude is that airships had their chance and blew it, so now it's time for progressive, forward looking plans. We may be sentimental about airships, but sentiment won't plunk down hard cash for building more airships. Most of us have been brainwashed with the idea that "new" is better.

Airship proponents say that this attitude must go before plans for modern airships can get off the ground. Success depends on a sustained effort and public support. If those elements can be nailed down, the scientists and engineers are ready to do their part. In the mid-1960s, for instance, the Aereon Corporation was formed to develop a prototype for a 150 mph. diesel-powered airship. They ran out of money on that project, but since then they've studied the idea of a part-LTA and part-airplane craft. This deltawinged design would be filled with lifting helium and powered by turbo-prop engines. If it proves out, the craft would be economical as a long haul cargo hauler.

Another remarkable plan calls for a three-way hybrid with the characteristics of an airship, a winged airplane, and a lifting body (a shape that lifts as it moves through the air). The thing looks surprisingly like a porpoise. It was designed by engineers of the Megalifter Company in Goleta, California, after the National Aeronautics and Space Administration (NASA) requested ideas on LTAs for transporting heavy, bulky payloads. With seven million cubic feet of buoyant helium and four jet engines, the *Megalifter* could carry cargoes of 200 tons at speeds up to 200 mph.

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(Continued on page 31)



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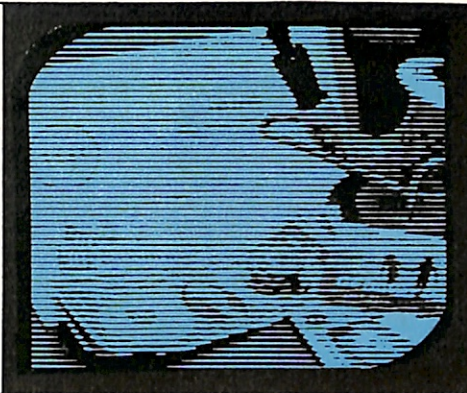
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YOU AND RETIREMENT

by Grace W. Weinstein



CAUTION: SCHEMES AT WORK

The flowers that bloom in the spring, alas, all too often include unscrupulous individuals out to bilk you of your hard-earned money. Their schemes fall into several categories, some aim specifically at older folks and others are not at all particular; any victim will do.

Work-at-home schemes entrap a lot of people of all ages, but retirees trying to earn some extra money are sometimes particularly susceptible. The Direct Mail/Marketing Association points out that consumers have lost millions of dollars by responding to ads for deceptive and illegal work-at-home and get-rich-quick business ideas which promise unusually high income. How can you lose money? Simple. The Better Business Bureau points out that the one thing all these dishonest deals have in common is this: they all require you to send some money first, either for information or for materials.

There are legitimate ways to make money at home. You can work for yourself, running a service: typing, carpentry, pet care, etc. Or you can work for a legitimate company, for regular wages. The best way to get salaried at-home employment is through previous business contacts or through friends. Firms offering salaried work at home do not advertise, says the Better Business Bureau. They don't need to; they can get more workers than they need just by word of mouth. If you are attracted by a work-at-home ad, check it out carefully. A promoter, says the BBB, will:

- ▶ Never offer you regular salaried employment.
- ▶ Promise you huge profits and big part-time earnings.
- ▶ Use personal testimonials but never identify the person so that you could check with them.
- ▶ Require money for instructions or merchandise before telling you how the plan operates.
- ▶ Assure you of guaranteed markets and a huge demand for your handiwork.
- ▶ Tell you that no experience is necessary.
- ▶ Take your money and give you little or nothing in return except heartbreak and grief.

Before getting involved with a tempting offer, furthermore, follow the advice of the Direct Mail/Marketing Association:

- ✔ Read and understand all the terms of any contract or agreement before signing it.

✔ Know the product or service to be sold. Advertisements of this sort often dwell on profits with hardly a mention of the product to be sold or handled.

✔ Verify the integrity of the firm by checking with the state, federal, or local Office of Consumer Affairs; the State Attorney General's office; and the Better Business Bureau office both in your location and the location of the company. Do so *before* you invest.

Home improvement rackets flourish with the warm weather, the season when homeowners do think about repairing winter's ravages. A home improvement is a major investment, however; approach it as you would any major investment. Do not, ever, do business with someone who rings your doorbell and offers you a good price because he "happens" to be in the neighborhood. He may do something to your roof or your chimney or your furnace, but the something probably won't be good. He may "resurface" your driveway, for example . . . but the "blacktop" will wash away in the next rain.

In some parts of the country, roving bands posing as home improvement contractors make an appearance each spring, like clockwork, doing shoddy work but disappearing, with the cash, before the homeowner realizes what has happened. These tricksters often seek out elderly or retired people who are at home during the day.

Worse still are the racketeers who pose as "inspectors" and offer to give your furnace, for instance, a safety check. Once the unit is dismantled and its pieces spread about the floor, you are at their mercy, forced, more often than not, to pay hundreds of dollars to repair your old furnace or to buy a new furnace you never really needed.

If you have a safety question about your furnace, contact a reputable company or get a free safety check from your local fire department or utility company. If you want a major repair or improvement on your home, use an established local business and check its reputation. The National Home Remodeler's Association suggests using the following checklist *before* hiring any home repair contractor:

- ▶ Know what material will be used.
- ▶ Investigate its quality.
- ▶ Know what kind of service the contractor will provide.

(Continued on page 30)

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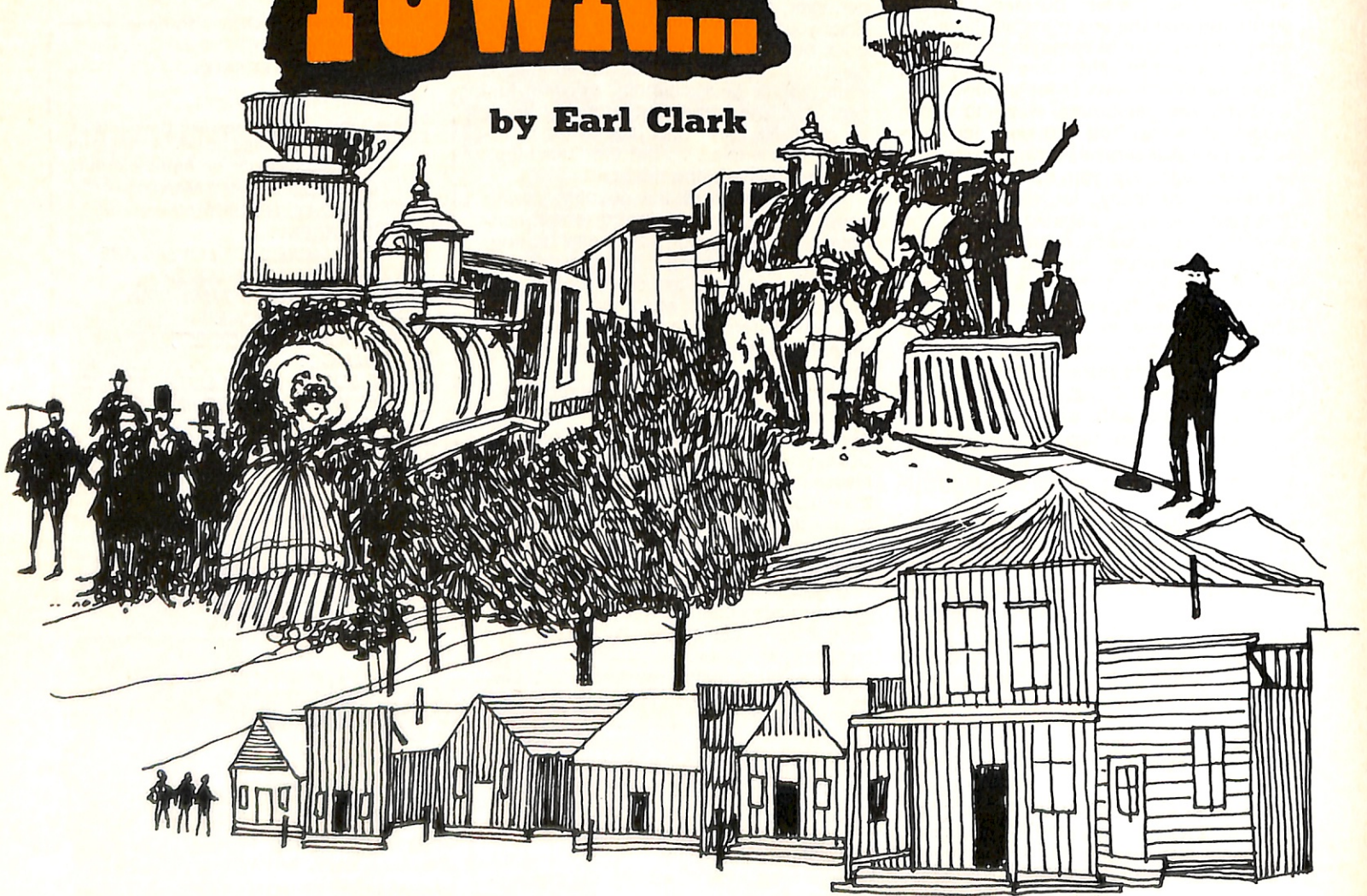
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When the first train came to TOWN...

by Earl Clark



□ If you should chance to see the movie "Ticket to Tomahawk" being rerun on TV you could be pardoned for presuming it a wild flight of some script writer's imagination. Consider the story line: A little town suddenly extends the town limits way out in the desert just to accommodate a railroad construction crew sweating to meet a deadline! Preposterous fiction of course, you'd say, albeit funny.

Funny, it is. But fiction, it isn't. For the movie is based on an actual historical incident.

You see, about a century ago there were two classes of cities in these United States—those that were served by railroads, and those that weren't. The latter generally comprised small towns whose ambitions far exceeded their capital. So the improvisations they went through in order to hook up with a railroad occasionally wound up in do-it-yourself projects that seem hilarious today, but were deadly serious business then. For railroads in the late 19th century were not just an alternate means of transportation—they were the *only* means.

Thus it was that in 1869 the 5000 citizens of Austin, Nevada, cast envious eyes on those of Battle Mountain, 94 miles to the north. For Battle Mountain lay astride the main line of the newly completed Central Pacific, and the golden spike driven that year at Promontory Point now linked the village to both coasts.

But the only way to get there from Austin was via a stage line that cost a passenger \$15 for a jolting day and a half trip. Austin also desperately needed timber for its booming silver mines, but the freight alone was \$80 a thousand feet—when the 18-mule teams weren't mired in the mud of what passed for a road.

The need for a railroad was quite apparent to Mike Farrell, who had come west from New Jersey in the California gold rush, and now had settled down in Austin as secretary of a local mining company. In 1874, Farrell wangled a railroad franchise from the county, along with a subsidy of \$200,000, to be paid if a railroad were completed to Austin within five years. The bonds still had to be approved by the Legislature, so Farrell got himself elected state senator and managed to push the bond deal through, even over the governor's veto.

Five years seemed plenty of time to build a railroad. But the problem was that subsidy or no, no one could be found with the capital to build it. In fact it was not until August 27, 1879, that Farrell and his cohorts finally per-

suaded some New York capitalists to finance construction of the newly incorporated Nevada Central Railway. But now there was no time to be lost, for that \$200,000 bonus would expire at midnight February 9, 1880.

And so the work began at Battle Mountain on September 1, 1879. Five hundred men were hired at \$1.25 a day, and the dirt began to fly. By November 20 they had laid 33 miles of track, but winter was fast approaching. The telegraph line between the two terminals was completed two weeks later, so messages no longer had to be dispatched to the construction crews by horseback. But now only two months were left to collect that \$200,000, and snow was in the air.

The dawn of the new year found 600 men feverishly spiking down the rails, but by January 23 the end of the track was still 23 miles from Austin—and the ground was frozen solid. General Ledlie, the contractor, put on night gangs to work by torchlight, and by February 5 it was possible to see the construction trains ten miles from Austin, with the aid of a spyglass.

February 8 was a Sunday, but it was no day of rest for the frostbitten tracklayers. Now they were within two miles of their goal, but the supply train was stalled behind them while crewmen desperately melted water from a frozen tank, and the stock of rails was running low.

Early next morning the Austin town council went into emergency session. The railroad had to be within the city limits by midnight of that day in order to claim the subsidy. There was only one possible way it could be done—extend the city limits! The debate was perfunctory, and when the question was posed, all voted "aye." The town limits were duly extended one-half mile to the north.

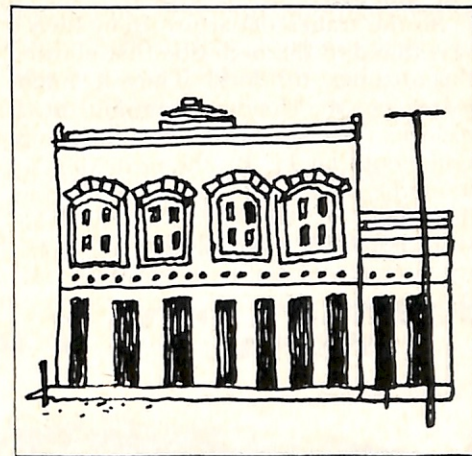
But even so, the tracklayers still had a half mile to go. Bonfires were lit along the right of way, the town turned out to cheer them on, and rails and ties were tossed on the snow and ice as fast as spike mauls could link them together. At exactly ten minutes before midnight, two shiny rails inched past the new town limits, and the county commissioners were on hand to proclaim the subsidy earned!

Nearly frozen by then, all hands jammed into Austin's plentiful saloons to celebrate the glorious day—or rather, night—although a special train coming down from the north missed the spectacular fireworks display and ringing of bells, for the engineer held it to a slow crawl over the wobbly rails on a roadbed of snow and ice. But no matter;

Austin had a railroad, and more than 80 years later its completion would be immortalized in a hilarious Hollywood movie.

The Ilwaco Railroad & Navigation Company was seldom plagued by snow, and never by \$200,000 subsidies. Instead, its claim to fame was as the only railroad in the nation that ran by tide tables instead of time tables. It was locally known, somewhat inaccurately, as the "Clamshell Railroad," for its main freight cargo was luscious Willapa Bay oysters.

The town of Ilwaco lies at the base of a long peninsula jutting north from the mouth of the Columbia River in the state of Washington. For its entire 25-mile length this sliver of land is washed by the Pacific Ocean on the



A century ago there were two classes of cities—those with a railroad and the rest . . .

west, and by placid Willapa Bay on the east. A more different setting from the deserts of Nevada could scarcely be imagined. But the citizens of Ilwaco shared a common aspiration with those of Austin. They, too, wanted a railroad.

They got it in 1888, when work began on construction of a narrow gauge railroad from Ilwaco to Nahcotta, 15 miles north. And they got it for what even then was a remarkable price—\$10,000 per mile.

There was a reason for this low investment. To build along the eastern (Willapa Bay) side of the peninsula would have required cutting through typically dense Pacific Northwest timber, and crossing or bypassing numerous creeks and inlets. On the other hand, the cost of laying track along the edge of the wide sandy beach would be far less. The local capitalists who had to dig deep to pony up funds for the line took the easy way out. They built along the beach.



It did have its advantages. On one occasion a stranded whale washed up beside the track, and the railroad pocketed a bit of extra change running special trains out to view the hapless mammal—until the carcass began to ripen. On the other hand, storms occasionally would roar in off the Pacific and bury the tracks in the sand. But that wasn't the tide that affected the little line's schedules.

The IR&N had no other railroad with which to connect. Instead, its trains terminated at Baker's Bay, bordering Ilwaco, where they met steamers that chugged across the wide mouth of the Columbia ferrying freight and passengers to Astoria, or upriver to Portland. But there is quite a tidal change in these parts, and steamers trying to approach the dock on a low tide would just have grounded on the mud without fanfare.

So the train's departure from Ilwaco was timed to the high tide that allowed the steamer to dock. Thus it might leave on a Monday morning at 9 o'clock, then by Friday the departure time could be 11. By the next Monday it might be back to 8:30, and a few days later at 10. This was one train you didn't set your watch by. What

you really needed was a tide table.

The erratic schedule prompted a sarcastic "advertisement" in a local weekly paper for the "Irregular, Rambling & Never-get-there." "Train leaves Ilwaco dock when it gets ready," the ad chortled, and "arrives at Nahcotta when it gets there... sometime during the day unless unavoidably detained by running off the track."

The indignant railroad got even by revoking the editor's pass.

As a matter of fact, derailments were remarkably rare, considering that the parsimonious head of the railroad could not be persuaded to replace ties until they had rotted to the point where he could punch through them with his gold-tipped cane. But as it took an hour to cover the 15 miles, the chances of a spectacular upset were rare. The road's only notable accident was in 1899, when the rickety Ilwaco pier gave way as the train was backing onto it, unceremoniously dumping the locomotive and the end of one coach into the drink.

The arrival of the first train on a new railroad was always the excuse for a grand and glorious celebration, but none ever went so spectacularly awry as that at Bellingham Bay, Washington, in 1891. So much so that for years afterward, folks around the bay just pre-

ferred to forget that it ever happened.

The busy city of Bellingham fronts that bay today, but in 1891 it took the shape of four separate municipalities: Whatcom, New Whatcom, Fairhaven and Sehome, each with its own newspaper, its own elected officials—and its own fire department.

And therein lay the seeds of disaster. For as in any closely connected towns, the rivalry was intense, and nowhere was this feisty competitiveness more in evidence than between the various volunteer fire companies. Only Sehome had a railroad—the extravagantly named Bellingham Bay & British Columbia, which in fact ran only two miles from the town to the bay, where it met passenger boats docking at the town wharf.

But then in 1891 word came to the little settlements that the mighty Canadian Pacific was going to extend its newly completed transcontinental line from Vancouver, 60 miles north, to the bay. News that the first train would arrive promptly at 1 o'clock the afternoon of June 22, 1891, put the townsfolk into a frenzy of preparation for what would be their greatest celebration of all time. And what could be more representative than to display to the visiting dignitaries their greatest natural resource—pure Lake Whatcom water?

So the plan was that when the special train came hooting into town it would pass beneath a resplendent arch of flowing water, pumped up on one side of the track by the Whatcom Hose Company, on the other by the Sehome Volunteers.

The countryside was emptied as 6000 people jostled for a view of the festivities, climbing trees, perching precariously atop false front stores, and jamming the dusty streets. Caulk-booted loggers in from the woods elbowed the ladies of Lilly Somers' bagnio on the crowded plank walks, horses whinnied nervously, and the musicians of Warren J. Burger's Famous Cornet Band puffed out their cheeks and trilled a few practice runs. All was in readiness for the sound of the train whistle in the distance which would be the cue for the firemen to start up their respective pumps.

Chief Con Meyer of the Whatcom Company was the first to set the water flowing. Across the tracks the leader of the Sehome Volunteers, a husky blacksmith by trade, shouted to his men to heave to. But whether misdirected by chance or by intent, the water failed to arch. Instead, the Sehome chief turned back from his pumper just in time to catch a blast of water from across the tracks that sent his cap flying and plastered his

(Continued on page 47)

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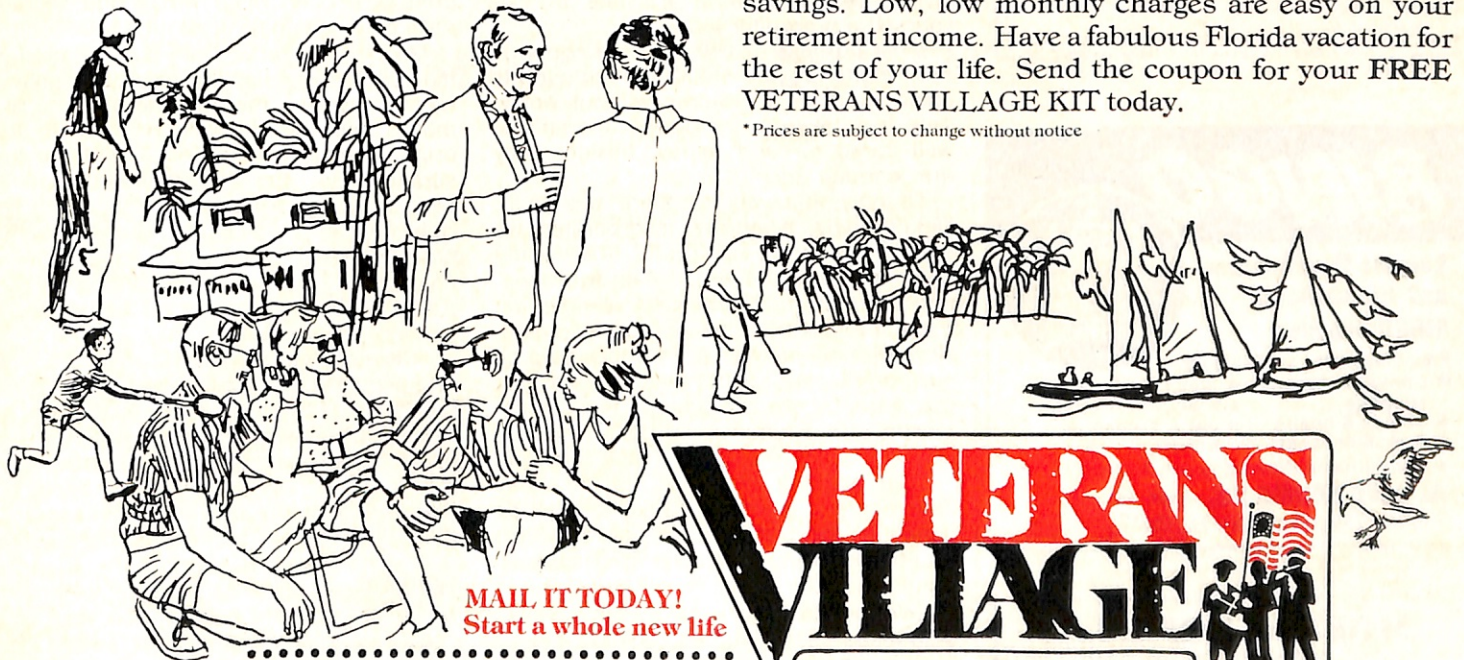
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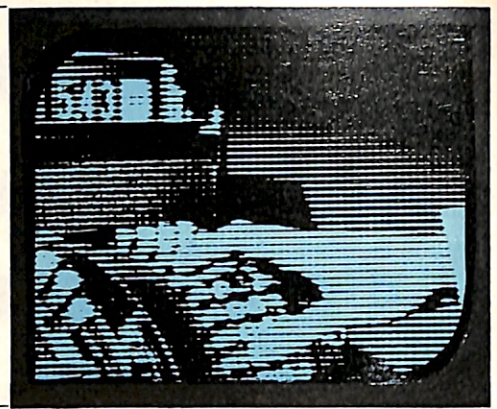


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IT'S YOUR BUSINESS

by John C. Behrens



GETTING 'ROOTS' IN BUSINESS IN THE 1970s

Dorothy McAlister of Davenport, Iowa, has the kind of small business problems that many of us face. Nearly every day she has to untangle a knotty government regulation that affects her, seek professional help and hope she finds honest answers and cope with the unexpected from local, state and federal bureaucracies. Dorothy, like thousands of others, is establishing her "roots" in free enterprise.

Dorothy McAlister is the proprietress of the World of Oz Day Care Center. She started her business a little over a year ago with the belief that she was really fulfilling a need.

Fortunately, she's an optimist.

She sent me a copy of a letter she wrote recently to Rosalynn Carter which vividly describes what it's like to call yourself a proprietor today.

"The purpose of the day care center, I felt, was to provide a place where parents could leave their children without worry. This has taken place. Our children are well cared for and happy, besides they are learning so much.

"If only that was all there was to it. Unknowingly, when we incorporated we didn't incorporate non-profit. If we would have, we would have had help with food, milk and staff. Since we'd planned on making a profit... we just incorporated. Now our only income is from fees paid by our parents. We could raise our rates but our parents are struggling, too. Three-fourths of our families are below the poverty guidelines set up by Social Services.

"Our building wasn't set up for a day care center, so many things had to be done to comply with Social Services, Health Department and the fire marshal's regulations.

"We had to have a refrigerator, stove, dishwasher, sink, kitchen cabinets, etc. . . We have had to dig an entry way to the basement and we still owe on that. We put in a fire alarm system which I'm making payments on. The electric water heater sprung a leak and now I'm making payments on a new one. After we got it, we found we had to have a permit to install it. That meant an electrician and a plumber. Now the company we bought the heater from says they won't stand behind the warranty because it isn't in a home.

"We still need four sinks, four stoves, and our doors have to be fixed to open out before we can get licensed. We're operating on a provisional license now. We

operated in the red all year. I have three payroll checks of mine which I can't cash because I used the money to pay bills."

Those are just a few of Dorothy's headaches. She has discovered that the demands of those who are supposed to supply services can cause the most enthusiastic newcomer in business to reconsider the future.

"When I opened I was told I had to carry insurance to protect everyone. So, I let an insurance agent take care of this. I knew nothing about insurance. Because I employ 9 people I had to get a workmen's compensation policy that cost me over \$800 the first year. When I got the bill for this year they wanted \$900. I finally got another agent. Meantime, I discovered we'd been rated wrong and should have only been paying about \$150.

"I got a nice letter from the city stating if I didn't file a liability insurance policy on the driveway 'the driveway shall be removed and the sidewalk restored to its original construction.' Okay, I got the insurance. But the city meantime won't pick up our garbage even though they go right by it in the alley. We have to pay to have it hauled away. Since we're considered commercial we have to pay higher rates on our telephone, water, sewer, electric and gas bills.

"I tried to get a small business loan to refinance the building because our payments are \$763 a month, plus property taxes that are outrageous. No one has the time or the interest to see me about it. I was told 'just get a loan for a couple of thousand to help you over the tight spots.' Fine. Who's going to make the payments?

"I don't have the answers. I've tried to pay all I owe, keep a good set of books which are open to anyone who wants to check my honesty. And after 13 months of struggle, I look out at about 25 sleeping little ones and say: 'I just have to try at least a little longer—so many people depend on me.'"

The letter, I believe, says it all most eloquently.

No, Dorothy, there isn't a Wizard of Oz or a Santa Claus. And most of us don't have answers to your questions either. However, you've got many friends you've never met in the business community around the country who have experienced and are experiencing similar frustrations. Most believe, as you do, that honesty is important. Most believe, as perhaps you

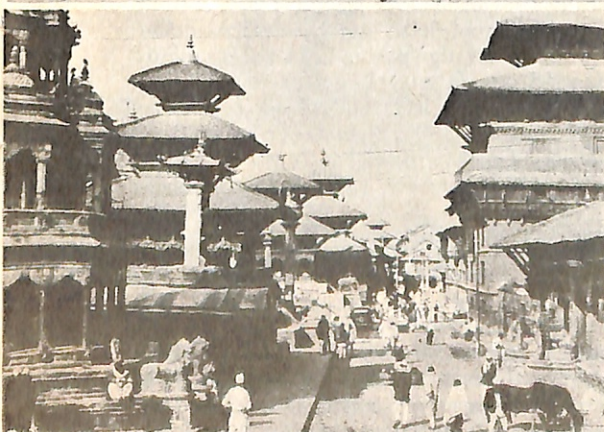
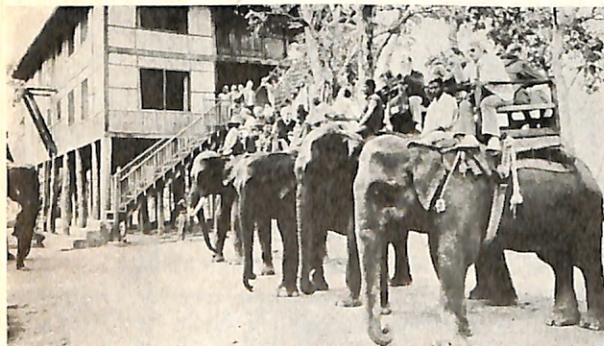
(Continued on page 30)



Machapuchare, Nepal, is one of many spectacular peaks of the Annapurna Himalaya.

Summer of Surprises

by Jerry Hulse



Elephant-back safaris (above) are the big attraction at lodges in Nepal. Visitors to Patan (below) find things they will see nowhere else.

Be prepared, this promises to be the summer of surprises. With the new Advance Booking Charter (ABC) it is destined to be a season of low-cost tours as well as offbeat offerings (how about a camel safari through the Sahara?). First, the ABC: already it is being hailed as the most revolutionary step in travel since the charter first came into prominence. For example, there will be the opportunity to fly between the East Coast and the West Coast for under \$200 round-trip. By putting up another \$189, Hawaii will be at the end of the rainbow together with return transportation to the mainland. The ABC will also place Europe within the reach of millions of Americans who until now have only dreamed of such a trip.

Approved recently by the Civil Aeronautics Board, the ABC makes the earlier One-Stop Tour Charter (OTC) and the Travel Group Charter (TGC) practically obsolete. While a bargain, the TGC occasionally placed the vacationer in a distressing situation with prices prorated (based on the number of passengers who would fill an airplane). Often the individual had to pay an extra charge whenever the figure fell

short. There were drawbacks as well to the One-Stop Tour Charter (OTC). While offering good value, it could be sold only in conjunction with a land package which often the traveler didn't require.

With the ABC, prorating isn't required and it can be sold with or without land arrangements. There is one stipulation: One must book in advance (30 days in the case of a domestic trip and 45 days for international travel). Tour operators are outdoing themselves promoting new and exciting packages under the new ruling. Even though a demand remains for the deluxe, fully escorted tours (scheduled trips with all the frills), it is the ABC concept which is receiving the greatest attention this year among tour operators. If you have been looking for bargains, 1977 is certain to offer fulfillment.

But we promised a few surprises involving the offbeat tour as well. Well, for starters there's the 15th century inn in England which is offering a "week-end for two" at \$36 to \$40 per person, complete with champagne and a full English breakfast. (Contact the British Tourist Authority, 680 Fifth Avenue, New York, NY 10019.) And then

Summer of Surprises

there is the "Great New Adventure" tour to Pakistan and Sri Lanka that's being booked by Pakistan International Airlines and Lisind International. It's a 19-day romp, with stops in Peshawar, Rawalpindi, Lahore in Pakistan and Polonnaruwa and Kandy in Sri Lanka. The price (it's no particular giveaway) comes to around \$2,000.

There are others which fall this year under the label of the "unusual." If your idea of roughing it is an air-conditioned room at the Plaza you might just as well stop reading this very minute. What follows is for the man with macho. Wives are welcome, too, just so long as they enjoy trekking through blizzards, canoeing through rapids, fighting for oxygen in the Himalayas and spooking tigers in the jungles of India. Unless you're willing to walk a mile for a camel, forget it.

With Mountain Travel of Albany, CA, the unusual is the name of the game. If you've ever had a thirst for adventure in Nepal, the Valley of Swat, Samarkand, Thyangboche, Otavalo, Tikal, Nassarsuaq or other exotic destinations, Mountain promises satisfaction. Because Mountain specializes in wilderness tours, the nearest you'll ever get to a Hilton is a tent on Everest. Mostly you walk.

For 1977, Mountain Travel has programmed 70 trips ranging from bush walking in Tasmania to volcano climbing in the Ecuadorian and Bolivian Andes. If a tour stops off in London or Paris or Rio, it's only to make connections to more distant destinations: Katmandu, Patagonia, Hunza, Bhutan and Darjeeling.

During the current year more than 70 treks are planned within the Himalayan kingdom of Nepal. If the arches are weak, try Cannes of Capri instead. Among Mountain Travel's targets are snow-plastered peaks rising to elevations of 23,000 feet or higher. For the tenderfoot there's an eight-day introductory trek through Sherpa villages in the foothills of Jugal Himal. Hearty souls who survive Jugal Himal qualify for Mountain Travel's 35-day endurance contest up the frosted peaks of Everest. To join the flock, you need the stamina of an Olympic miler. Lungs ache for oxygen. The feet bark back. Eyeballs grow weak in snowblinding passes.

Others are signing up for treks to the high Tibetan plateau of Mustang, Nepal's most isolated province. To illustrate exactly how remote Mustang is, the locals still refuse to use the wheel and the elders continue to argue that the earth is flat. While few Westerners have ever been granted permission to

check out the action in Mustang, restrictions are expected to be lifted sometime this year. As a result, Mountain Travel is gearing for a 30-day trek during which members will hoof it as far as the mysterious walled city of Lo Mantang. Such heady adventure will cost the customer \$2,881, including the air fare from New York.

Others will be sputtering off by Land-Rover from Katmandu to Trisuli Bazar to join Sherpas in a trek to the isolated city of Gurkha. A Mountain Travel spokesman points out that this will involve about six days of low-level walking—"Good," he says, "for those not in such great shape." Figure on \$1,475 for the land arrangements alone.

Other Mountain Travel groups will visit the Royal Chipwan National Park to check out the endangered Asian wildlife, including the royal Bengal tiger plus leopards, the great Indian one-horned rhinoceros, wild boar and barking deer. Included in the package are an elephant safari, a game walk and a trip down the Narayani River by dugout canoe to eyeball the crocodiles and other wildlife. Nights will be spent in tented camps, the price for the three-day adventure coming to \$149 a person. Five, seven and ten-day itineraries are available as well.

Mountain Travel also is preparing a
(Continued on page 28)



THE JOY OF GIVING

Elks National Foundation
2750 Lakeview Avenue • Chicago, Illinois 60614

Seventeen new participating memberships begun by Brothers of San Antonio, TX, Lodge helped make the lodge the state's number one fund-raiser for the Foundation. (Seated) John Hahnel, Jack Dane, L. M. Bague, William Smith, James Terrill, and (back row) Virgil Sharp, lodge and district chairman, ER Donald Child, and Gerald Uretsky were recognized for their donations at a lodge function.

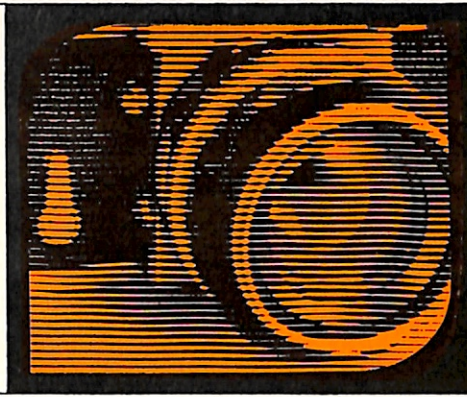


The Massachusetts Elks Association recently sponsored Elks National Foundation Night at the Taunton Dog Track. Joseph Tinsey (front row, second from left), track director, delivered a check for the proceeds to GL Committeeman Alfred Mattei (third), as State Treas. Donald Podgurski (left) and (back row, from left) PSP Joseph Brett, State Secy. James Consolmagno, PDD E. Alfred Scotti, State Trustee Peter Stupah, Taunton ER Alfred Florence, PDD Joseph Silvia Jr., chairman of the event, and DDGER Guistino Marsella observed.



During a recent meeting of Passaic Valley, NJ, Lodge three members were awarded \$100 participating member certificates. Thanking contributors Phil Ruggiero (second from left), Secy. Nick Amento (third), and Carmen Savastano (fourth) were Foundation Chm. John Di Brigida (left) and Co-chm. James Vitale.

NEWS OF THE LODGES



A RECLINING WHEELCHAIR delivered by (standing, from left) Robert Steinhour, director of the Illinois Crippled Children's Commission, and Brothers James Pumo and Arthur Crone of Macomb, IL, Lodge will make life more comfortable for 18-year-old quadriplegic Scott Lee. Application for the chair was made through Macomb Lodge by Scott's sister Peggy and her husband Dennis Friday, both of whom observed the presentation.

◀ **PREPARING** to turn the first shovel of dirt at the groundbreaking ceremony for Warrington, FL, Lodge's new building were (from left) PER and Secy. J. W. Holland, ER Mickey Jeffcoat, and PER Kenneth Jernigan, building committee chairman. The new \$137,000 structure is expected to be completed sometime in June.



THE ORGAN donated by Grand Lodge Organist Ramon "Red" Ringo (seated) to the Elks National Home in Bedford, VA, will provide entertainment and inspiration for the residents, who enjoy Brother Ringo's dinner music each evening and sacred music each Sunday. Doral Irvin (standing, left), executive director of the Home, accepted the key to the organ as GL Committeeman John Sullivan (center) and PGER John Walker looked on.



TO EXPRESS his admiration for western artist Charles M. Russell, Great Falls, MT, Brother Clarence O'Connell, himself an artist, created a wax sculpture of one of Russell's works entitled *I Rode Him*. Great Falls Lodge is proud of its "Russell collection," which includes illustrated letters, the pen-and-ink sketch which O'Connell used as his model, and a 6-by-4½ foot oil painting of a bull elk called *The Exalted Ruler*, which Russell had executed at the request of his fellow lodge members.





FOLLOWING a dinner for 32 Eagle Scouts at Lincoln, NE, Lodge, the National Scouting Office presented the lodge with a token of appreciation for initiating the Eagle Scout Recognition Award, and commended Vincent Collura (left), secretary to the GER, who implemented the recognition program when he was Lincoln's Exalted Ruler, and GER George Klein (second from left) for promoting Scouting. Accepting the award from W. W. Swebston, area vice president of the Boy Scouts of America, was ER Jack Jensen.

A TREE-PLANTING project was recently undertaken by members of Boy Scout Troop No. 166, which is sponsored by Woodland, CA, Lodge. Lending a hand to the handicapped Scouts was Est. Lead. Kt. Bob Alsbaugh. The 100 redwood and 50 pine tree seedlings planted by the boys were donated by the McDonald's Corporation.



SHARING Paterson, NJ, Lodge's first annual Outstanding Citizen Award were Harold Scribner (second from left) and Anthony Manzo (right), who led 117 people from a burning building. The gentlemen received plaques from ER Thomas Cox (second from right) and cuff links from Mayor Lawrence Kramer.



PLATTSBURGH, New York, Lodge recently hosted a community tribute to the 380th Bomb Wing of the U.S. Strategic Air Command, winner of the Fairchild Trophy for the second consecutive year. Offering congratulations to Col. John Shipe (center), Wing commander, were PSP Bert Harkness (left) and Past Grand Chap. Rev. Francis White.



◀ **THE RICK TAYLOR** Heart Transplant Fund benefited from \$1,100 raised by Greater Wildwood, NJ, Lodge. Mrs. Pat Tarsi, promotion chairlady for the fund, accepted the check from Brother Robert Chamder, lodge fund chairman, and ER William Henfey Sr.



THE YONKERS Parks, Recreation and Conservation Board chose Yonkers, NY, Lodge as the recipient of its annual Club Achievement Award for organizing and promoting recreational and sports activities for young people. On hand for the presentation were (from left) Treas. Ed Sternbach, Brother Dick Pisco, PSVP and Secy. Dick Moore, board members Abe Cohen and Brother John Lohrfink, ER Mike Novotny, Martin Rochelle, board chairman, and PER Bob Moffat.

A BENEFIT DANCE sponsored by the Crippled Children's Committee of Hightstown, NJ, Lodge raised over \$3,000 to aid in the rehabilitation of Mary Jane Patterson. Greeting a smiling Mary Jane during her recent visit to the lodge were Est. Lead. Kt. Anthony Cirello (kneeling, left), Chm. Dennis Ropars (right), and members of the committee.



LODGE NOTES

PENNSYLVANIA. The state's ten District Deputies met with PGER E. Gene Fournace, the state sponsor, and Grand Trustee A. Lewis Heisey during their annual mid-year meeting. The gentlemen discussed problems and issues which they had encountered during their visitations.

COLDWATER, MI. The lodge hosted a South Central District initiation in honor of SP Neil Sheriff. After the class of 17 joined the order, ER James Lyon introduced state and GL officers who included PSP Milton McKay.

PATERSON, NJ. The two sons of Brother William Vernay and the sons of ER Thomas Cox, Alfred Dodd, and Ernest Capone joined the ranks of Elkdom recently. The class was initiated in honor of DDGER Joseph Popadich.

GLOUCESTER, MA. Local dance students and bagpipers joined members at the Chelsea Soldiers Home for an entertaining evening with the veterans. The Elks presented a number of gifts to the gentlemen, including books and games.

LONG BRANCH, NJ. The lodge is proud of six-year member William Van Kuik, chairman of the House Committee, who has devoted time and energy to many Elks programs. Born in Holland, Brother Van Kuik realized his desire to become an American citizen after his arrival here in 1957.

ST. PETERSBURG, FL. The keys to the newly renovated lodge were presented to PER William Skinner by Bill Delaney, state officer. A party attended by over 900 people followed the dedication ceremonies, and included a large cake baked by Mrs. Coy Clay.

CORTEZ, CO. A stained-glass memorial board built by members was recently dedicated in a ceremony attended by Mrs. Harold Tanner and her three sons, who donated \$1,100 towards the cost of the memorial. PER Dean Hanson originally proposed that the lodge obtain the memorial, which will have the name of the late Brother Tanner inscribed on it.

FARIBAULT, MN. Twins Al and John Fleckenstein were honored by their Brothers recently with the conferral of life membership. The gentlemen joined the order in 1941.

WESTWOOD, NJ. A class of five candidates was initiated recently by the Past Exalted Rulers Association. Among those who performed the ceremony were PERs Jim DePalma, Sam Williamson, Leo Donges, John Cangelosi Jr., Alfredo Pellegrini, Bert Atherton, Richard Burton, and Rocco Pavese.

FULLERTON, CA. A winter fund drive headed by Trustee Bob Moore netted a total of \$12,980. The money will be used to support various Elks' activities.

DECATUR, IL. A fire broke out two doors away from the lodge building on an evening when members had gathered for a party. The lodge facilities were kept open for the firemen, who worked throughout the night in below freezing temperatures, and the Brothers served hot coffee to the firefighters along with other refreshments provided by the Salvation Army.

ANDOVER, MA. All of the ingredients necessary for a holiday dinner and gifts for the children were given by the members to a family who had lost their home in a fire.

BURBANK, CA. Brother Arthur Ritz directs a project which has obtained two guide dogs for the blind in the past two years. Collecting pull tops from aluminum cans and accepting donations of cash from many people, the group, with the aid of PER Duke Lee, was able to purchase the dogs.

TUCSON, AZ. Brother Ed Stoczek made a donation of \$1,000 to the National Foundation as a memorial to his late wife Pearl.

LITCHFIELD, IL. Brian Horst, the nine-year-old "Hoop Shoot" participant sponsored by the lodge, traveled to Kansas City, MO, to compete in the national finals. The regional winner sank 22 out of 25 shots, placing fourth in his category.



A HEARTY HOMECOMING awaited Donnie Bristow Jr. (center) at Boise, ID, airport when the youth returned from Boston after undergoing corrective surgery for congenital kidney and bladder abnormalities. Funds for the costly operation were donated by individuals and organizations throughout Idaho, including Nampa Lodge. ER Joseph Stamm stated that the lodge will maintain a fund in Donnie's name to help others in similar straits.



THE YOUTH ACTIVITIES Committee of Cambridge, MA, Lodge sponsored a banquet for the Cambridge High and Girls Latin School state volleyball champions. Est. Lect. Kt. Joe Cabral congratulated the young women, who were awarded trophies commemorating their winning season.



A FILM HISTORY of the U.S. Armed Forces and an address by Lt. Cmdr. William Tewelow (second from right), USNR, highlighted an Americanism program sponsored by Atlanta, GA, Lodge. Discussing the sacrifices made by U.S. servicemen with the guest speaker were (from left) ER Edward Gregory, Americanism Committeeman Bob Froelich, and Chm. Lou Meador.



MORE THAN 500 people attended a dinner-dance held annually at Colonie, NY, Lodge to benefit the town's six volunteer ambulance squads. ER John Frey (center) passed along the proceeds to squad representatives Bill Miller, Bill Bauman, Frank Taft, Art Fisher, Ed Petrella, and Ed Bleickert.



A BOOST for the Tennessee Elks' major project, scholarships for future nurses, took the form of a \$900 donation from the Elks' ladies of Nashville Lodge. ER Kenneth Sledge (second from left) and a delegation of ladies, including (from left) Secy. Ellen Glenn, Pres. Jane Johnson, and VP Jean Williams, made the formal presentation of the check to PDD Burton Cloud, major project vice president.



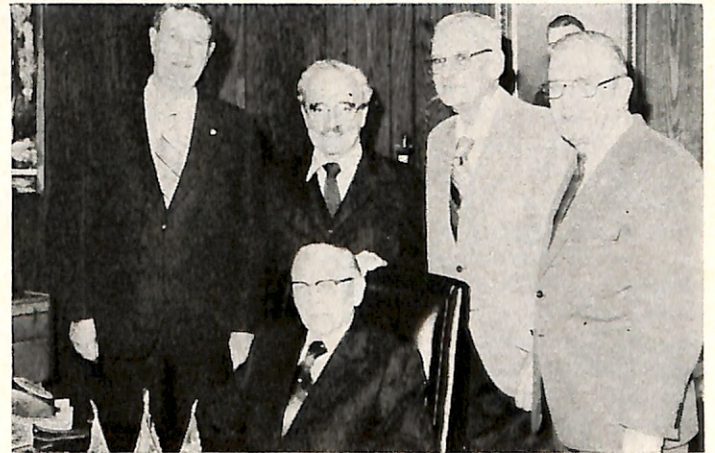
A BANQUET and the initiation of a class of candidates in his name marked the visit of Grand Est. Lect. Kt. E. Robert Bowlus (seated, third from right) to Havre de Grace, MD, Lodge. SP Carmine Pisapia (seated, third from left), ER Cleaver Peirce Sr. (fifth), DDGER Terry Chrisman (standing, fourth from left), and the lodge officers extended an official welcome to the Grand Lodge dignitary.



DURING Middletown, PA, Lodge's annual dinner for local firemen and policemen, Earl Doup (third from left) was named Fireman of the Year. Doup received the Ralph Myers Memorial Trophy from Charles Myers (second from right) and congratulations from Charles Henry, state fire commissioner, as ER Ross Seltzer (left) and Est. Lead. Kt. Victor Wise, program chairman, looked on.



PER DAVID DYSON (second from left) of Danielson, CT, Lodge now claims the distinction of having three sons as lodge members. Esq. David Dyson III (second from right) joined his father in welcoming his brothers Robert (left) and Kevin into the order.



THE SENIOR living PER of Corvallis, OR, Lodge, PDD Fred McHenry (seated), was honored recently for his years of service to the order. Gathered to commend their fellow lodge member were (from left) E. N. Butler, William Raw, Harold Kennedy, and PGER Frank Hise, all of whom had also served as District Deputies.

STATE ASSOCIATION CONVENTIONS

STATE	PLACE	DATE
Vermont	Lake Placid, NY	May 20-21-22
Kentucky	Louisville	May 26-27-28
New Hampshire	Campton	May 27-28-29
Alabama	Birmingham	June 2-3-4
Indiana	French Lick	June 2-3-4-5
Connecticut	Middletown	June 3-4-5
Rhode Island	Newport	June 4-5
Georgia	Jekyll Island	June 8-9-10-11
Nevada	Hawthorne	June 9-10-11
New Jersey	Atlantic City	June 9-10-11-12
Pennsylvania	Harrisburg	June 9-10-11-12
South Dakota	Pierre	June 9-10-11
Massachusetts	Bretton Woods, NH	June 10-11-12
Virginia	Waynesboro	June 10-11-12
North Dakota	Minot	June 12-13-14
Minnesota	St. Cloud	June 16-17-18-19
Texas	El Paso	June 16-17-18
Washington	Pasco	June 16-17-18-19
South Carolina	Sumter	June 20-21-22
Idaho	Twin Falls	June 23-24-25
Maryland, Delaware & District of Columbia	Hagerstown, MD	June 24-25-26
Montana	Great Falls	July 21-22-23
West Virginia	Wheeling	August 12-13-14
Colorado	Pueblo	September 8-9-10



TWENTY-ONE Past Exalted Rulers were present at a testimonial dinner at East Chicago, IN, Lodge to honor PDD J. L. J. Miller (center) on his 50th anniversary as a PER. Taking part in the tribute were (from left) PER Martin O'Brien, Ernest Miller, ER Joseph Walkowiak, and PSP and Assistant Grand Secy. Stanley Kocur.

(Continued on page 32)

“The greatest automobile race ever”



“We’re talking about the greatest automobile race ever put on anywhere on the face of the earth. Everything connected with it is going to be bigger and better than ever before This is going to be the greatest crowd attraction of all time.”

Speaking with characteristic optimism was Carl Fisher, co-owner of Prest-O-Lite, an Indianapolis headlight manufacturer. He was also president of the Indianapolis Motor Speedway. In 1908 he had conceived the Speedway as a showcase where the manufacturers of automobiles and accessories could prove that their products were fast and durable. Fisher and his partners spent almost \$200,000 to build the Speedway on some 300 acres of farmland located 15 minutes by car from downtown Indianapolis.

The Speedway opened in June, 1909. Two

wooden grandstands, with seats for 15,000 spectators, faced a 2.5-mile loop of track. Since the track was not yet ready for car racing, the first event was a balloon race. Auto racing began at the Speedway in August, 1909. The opening event of the three-day program was a 5-mile dash that was won by a Stoddard-Dayton with an average speed of 57 miles per hour. The first day’s main event was the 250-mile Prest-O-Lite Trophy race. The tar-and-gravel track was soon pock-marked by the pounding of the cars’ hard wheels. One driver was temporarily blinded when he was struck in the eye by a flying stone. Another driver and his riding mechanic were killed when their car hit a pothole and flipped. The race was won by Bob Burman, whose Buick averaged 53 miles an hour. Hasty track repairs permitted the second day’s events—a series of shorter

Reprinted by permission of Rand McNally and Company from **The Indianapolis 500 A Complete Pictorial History** (\$16.95; 286 pages) by John and Barbara Devaney. All photos are reprinted from the book and are courtesy of the Indianapolis Motor Speedway.

races—to proceed without serious accidents. Then came the climax of the three days of racing: the 300-mile Wheeler-Schebler Trophy race. Drivers ducked and dodged through dust and stones from the disintegrating track. One car plowed into a group of spectators, killing two of them and the car's mechanic. Another car hit a chuckhole and careened off the track. After 235 miles the race had to be halted. An embarrassed Fisher promised a new track.

Only 63 days later, more than 3 million bricks, each weighing ten pounds, had been laid over the old surface. In the setting sun's rays the bricks glowed red; they would give the Speedway a name it has kept—the Brickyard.

In 1910 the Speedway held a series of races on the Memorial Day, July 4, and Labor Day weekends. Crowds dwindled to as few as a thousand spectators. Fisher realized the Speedway had to provide "something different" from the usual programs offered by the speedways and dirt tracks that had popped up across the Midwest. He decided on one super race—a mammoth 500-mile grind over the bricks, the equivalent of a trip from Indianapolis to Washington, DC. The race would be long enough to give those who paid the \$1 general admission their money's worth, said Fisher, but would end before dusk. And the purse would be the biggest ever for an auto race: \$25,000 would go to the top ten finishers, with \$10,000—what most Americans earned in ten years—to be paid to the winner.

Today the race still claims to offer the biggest prize in sport—more than a million dollars. Most of the bricks have been glossed over with asphalt. Towering steel-and-concrete grandstands now look down on the starting line. Attendance at practice days, the two

Driving at Indy is like flying a jet past a row of trees

weekends of qualifying, and then the race—what has come to be called "Thirty Days of Indy"—totals close to a million. The Indianapolis 500 has outlived 500-mile races at other speedways and is still the most famous auto race in the United States. "There's only one Indianapolis," says A. J. Foyt, winner of three "500s." "It pays the biggest purse, it pulls the most drivers, and it's the biggest challenge of them all."

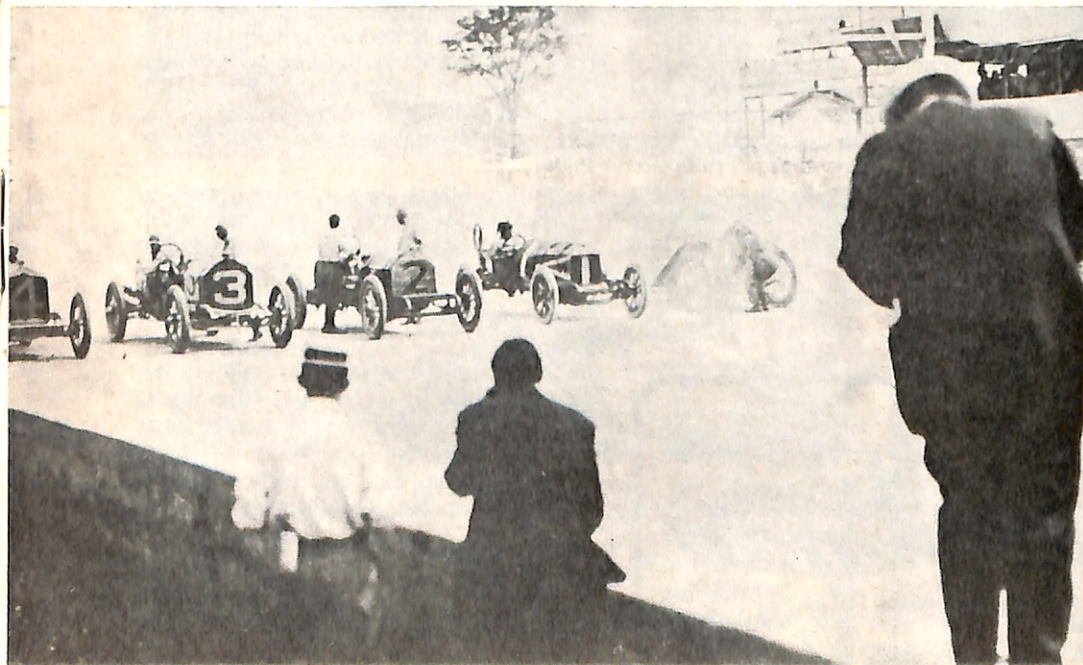
Driving a car at the Indy 500 has been described as a sensation akin to flying a jet past a row of trees, with three or four other jets at your nose and tail. The cars boom down the 3,300-foot straights at better than 200 miles an hour, streaking toward one of Indy's terrifying left-handed turns. As the cars swerve out of the banked turns, they swing frighteningly close to on-rushing walls that can dismember a car with one metal-screaming kiss. In the 1960s drivers still eased off their throttles through most of the turns; but now drivers "stand on it" through two or even three turns. An extra mile an hour through the four turns—purchased with a nerve-testing brush of those deadly walls—can mean victory and a first prize of a quarter of a million dollars.

Today's fiberglass, winged creatures look no more like the steel boxes of the first "500" than a mosquito resembles a wheelbarrow. Most of the early engines were huge 600 cubic-inches that produced about 200 horsepower, compared to the nearly 1000 horsepower of today's turbo-charged 160-inch engines. The driver of today reclines in a form-fitting cockpit; the

early driver sat atop a hot, banging engine, his body bruised by the jarring ride on hard springs and wire-spoked wheels.

The track today is officially the same size as it was in 1909: 50 feet wide on the straightaways, 60 feet on the turns. But the turns are wider because there are no inside walls as there were in the early days. Today a driver can swerve out of trouble onto an apron or the infield grass. In 1911, with the turns like alleys, newspapers predicted blood and carnage for the first "500," as 40 cars banged around the oval. Perhaps knowing why some people come to an auto race—to see sudden death—Fisher predicted: "We're going to have the biggest damn crowd anyone in the country has ever seen." That prophecy was confirmed by the *New York Times*, which called the crowd at the 1912 race the "largest ever to attend a sporting event in America." Today's attendance—estimated at more than 300,000 on race day—is triple the crowd at a Super Bowl or Kentucky Derby and more than the total attendance at all the games of many World Series. It is still the largest attendance for any single day's sports event in the United States.

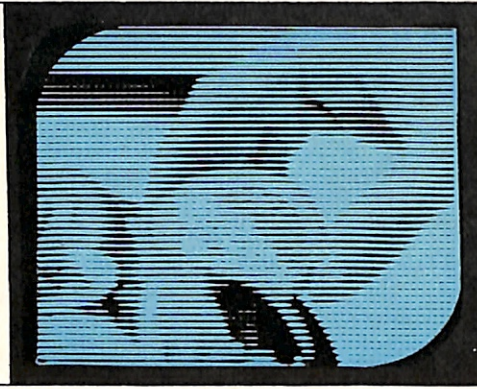
For the first "500"—on Memorial Day of 1911—some 80,000 people streamed to Indianapolis by train, car, and horse and buggy, jamming roads around the Speedway. They filled the wooden grandstands breasting the front straightaway and lined the infield fence. There were greying men who had fought at Gettysburg and younger men who had dashed up San Juan Hill with Teddy Roosevelt. Like millions of men and women in a mostly rural America, they were fascinated by those sputtering automobiles, the speedy new machines that could catapult them beyond the horizon that had penned them in for most of their lives. ■



The gentlemen start their engines (left) for the first "500." Overland (above) from a 1910 5-mile race.

BACKYARD GARDENER

by Helen Rosenbaum



NEW FACES IN THE GARDEN

Sprinkle the seeds of adventure in your garden with the following All-America Vegetable and Flower Selections for 1977—judged the best in competitive trials across North America. All eight award winning selections are featured in seed catalogues and retail store displays of seed packets and plants. Look for them and get growing in style.

Vegetables

Cabbage 'Savoy Ace' Hybrid. This Savoy is a cabbage—not a ballroom. Yes, the crumpled-leaved "savoy" cabbage is prized for both coleslaw and cooking. In coleslaw its waffle-textured leaves don't pack down and become soggy and its unique, delicate flavor surpasses that of ordinary cabbage. In cooking, the deep green color adds eye appeal to prepared dishes. 'Savoy Ace,' 1977 winner of the rarely awarded Gold Medal, is the best savoy or crumpled leaf cabbage to date. It matures about a week earlier than 'Savoy King' (which won an AAS award in 1965) and its leaves are more distinctly textured. Heads are nearly round, with a slight top and bottom flattening. For best flavor, harvest at 4 to 4½ lbs. weight.

Spinach 'Melody' Hybrid. Plants are large and semi-erect with round, semi-savoyed (crumpled) leaves, large and thick, dark green. Developed for home gardens where the hybrid vigor and bred-in disease resistance should result in substantially higher yields than from old standard varieties. Resistant to downy mildew and cucumber mosaic virus 1, crippling plant diseases.

Spinach declined somewhat in popularity when the "Popeye the Sailor" fad wore off. But with the booming interest in fresh vegetables for use in salads and on sandwiches, as well as lightly steamed "Chinese fashion," spinach is coming back fast. Remember, spinach is definite-

ly a cool weather vegetable; do not plant in late spring or spinach will quickly bolt to seed. Score with spinach: Seeds can also be sown in late summer for fall harvest or (in mild climates) for winter crops.

Squash 'Scallopini' Hybrid. Salad fans, take note! You can slice or dice young fruits of 'Scallopini' squash for salads or dips. The raw fruit is tender, sweet and nut-like in flavor. Or, you can cook 'Scallopini' like zucchini: steamed, fried or baked in casseroles; the taste is similar. There's no other squash like 'Scallopini' under the sun. Its fruits are about the shape of fruit tarts—flattened, with fluted edges—like the "Scallop" or "Patty Pan" squash favored in southern and western states. However, the fruits have inherited an attractive deep green skin from their Zucchini parentage rather than the greenish-white of Scallop squash.

Pumpkin 'Spirit' Hybrid. Home gardeners and farmers who grow Jack O'Lanterns will benefit from the earliness bred into 'Spirit' Pumpkin. Fruits of 10 to 15-lb. size are ready for picking 10 days earlier than standard Halloween varieties. This advantage can become very important where cool, moist summers can delay maturity. In addition, the shapely, symmetrical fruits will keep for months if stored in a dry area and not bruised. Semi-bush vines spread to about 3 feet across, set on crown fruits, then throw out short runners to cover a diameter of about 5 feet. Less space per vine is required than the runner-type pumpkins, thus more fruits can be produced per unit of garden or farm space. Fruits are bright orange; flesh is thick and bright yellow, excellent for pies. Fruits are deep oval in shape with slightly flattened bud and stem ends and indistinct ribbing which makes them good subjects for Halloween artistry.

Flowers

Geranium 'Showgirl' Hybrid. 'Showgirl' is one of the new generation of geraniums that grow quickly and easily from seeds. More compact and early blooming than other seed-grown rose pink geraniums. 'Showgirl' flowers 2 to 3 weeks earlier than competitive varieties on plants about 6 inches shorter. The plants branch heavily from the base to produce dense growth and numerous ball-like flower heads. Bright rose pink flowers contrast tastefully with bright green leaves. Hybrid vigor in 'Showgirl' sustains color right through the summer. While the blossoms are not quite as large as tall geraniums grown for cut flowers, the early, heavy, and prolonged flower production guarantees more color per square foot. Plants continue growing as they blossom, reaching about 18 inches at maturity and retaining a neat, controlled appearance. The vivid color displays particularly well with blue or white flowers in the garden, or on the table.

Marigold 'Primrose Lady' Hybrid. A distinctive new carnation-flowered creamy-primrose-yellow color in the 'First Lady' class with 20-inch plant height and blossoms up to 3½-inch diameter. Shows good weather tolerance; the plants resist breaking apart in blustery weather when the blossoms and foliage are heavy with rain. 'Primrose Lady' displays well in large beds because of its agreeable color and heavy flowering. Strong-stemmed and bushy; needs no staking. Outdoors, plants bloom in July, well ahead of most hybrids in the erect, large-flowered class; blooming continues until frost. Try combining 'Primrose Lady' with blue, lavender, orchid or mahogany-colored flowering plants to set off its delicate light yellow flowers. When winter-planted for indoor pot plants, 'Primrose Lady' will flower at about 6-inch height with the large blossoms in striking contrast to the squat plants. Sow seeds in early November and give 60° night temperatures for the mid-March bloom.

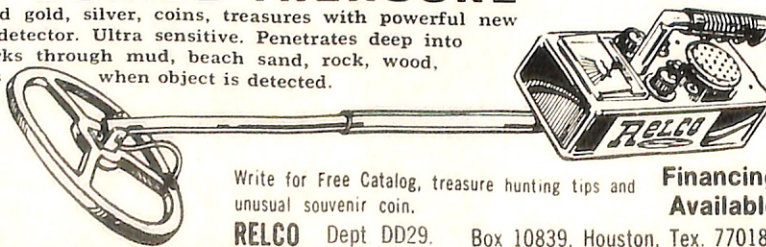
Marigold 'Yellow Galore' Hybrid. 'Yellow Galore' adds a sparkling clear yellow to the Galore class of hedge-type marigolds. When planted en masse, the incredible effect of buttery color accented by lush green leaves distinguishes 'Yellow Galore' for low background plants or for use in formal landscaping and containers.

Mature plants are characterized by masses of 4½-inch double flowers on stocky 14 to 18-inch plants which bloom in only 70-80 days (60-70 days under long night conditions). Peak bloom occurs about four weeks after the first flower appears and lasts for over a month. Because of the self-cleaning nature of this vigorous hybrid, the plants are constantly covered with a solid mass of fresh blooms.

Unlike some varieties, 'Yellow Galore' will not "burn out" before the end of the season but will continue to grow and bloom vigorously until killed by frost. As a result of hybrid vigor, tight blooms and dense foliage, 'Yellow Galore' resists certain disease-bearing insects. A definite plus!

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LODGE VISITS



GRAND EXALTED RULER GEORGE B. KLEIN



The address given by GER George Klein (fourth from left) during a dinner-dance at Racine, WI, Lodge was heard by district, state, and local Elks officers, including (from left) DDGER Anthony Sanfilippo, Kenosha ER Thomas Goetsch, SP John Elleu, PGER Francis Smith, and Racine ER Harold Tuttle. Brother Klein's three-day Wisconsin visit was hosted by Racine Lodge.



Maryville Lodge, which will observe its 75th anniversary in August, entertained George Klein (left) during his recent trip to Missouri. ER Willis Dowden joined Brother Klein in admiring the lodge's gift, an elk-topped weather vane/lightning rod.



Sharing an informal moment with visitors GER George and Ruth Klein at Portland, OR, Lodge recently were ER Jerry Wilson (left) and Mrs. Wilson. The Wilsons also offered the lodge's hospitality to the other honored guests, PGER Frank and Betty Hise.



Among the dignitaries present at Cincinnati, OH, Lodge for a Southwest District meeting, which coincided with the formal celebration of the lodge's centennial, were (front row, from left) SP Floyd Shambaugh, GER George Klein, State Chaplain Rev. William O'Neil, PSP and Chm. Walter Springmyer, Kentucky SP Ted Zimmer, and (back row) ER Clifford Wilson and Judge Raymond Shannon. Brother Wilson presented the GER with a \$100 bond to commemorate the occasion.



A historic plate presented by ER Donald Fillman (right) was a souvenir of George and Ruth Klein's stop at Bethlehem, PA, Lodge. A luncheon in honor of the Grand Exalted Ruler highlighted the visit to the lodge.

Summer of Surprises

(Continued from page 18)

month-long trek to Hunza and the Yarkhun Valley of Pakistan. Members will clock 250 miles of unscouted trekking through seldom visited valleys and wind their way through the 17,000-foot Chillini and the 14,000-foot Karambar passes. A Mountain leader guarantees "difficult glacier travel and some wild river crossings." For this type of action, the agency asks \$1,980 for the land arrangements. Then there is a nine-day trek in the high alpine valley of Swat plus a four-day visit to the Kafir valley of Bumboret, all of which smacks of the adventures starring Alexander the Great.

Scratched this year due to political unrest is a 29-day hike among the Rwenzori Mountains of Uganda. With hopes for next year, the tour agency has prepared a brochure describing the expedition.

Meanwhile, Mountain Travel, in cooperation with Sobek Expeditions, has scheduled a rafting trip down the Blue Nile through the Grand Canyon of Africa, a mile-deep slash in the Ethiopian escarpment. After a 12-mile hike into the canyon, guests will board rafts for a 10-day glide down the river, passing 15-story pillars of stone, lunar-like chunks of columnar basalt and lava-

encrusted caves and grottoes. This 17-day trekking-rafting adventure is pegged at \$960.

Sobek and Mountain also have teamed up to offer a tour down East Africa's Omo River, photographing hippos and crocodiles and exchanging pleasantries with the primitive Bodi tribesmen of the area. Obviously, such an expedition rules out any hopes of bedding down in a Hilton or a Sheraton. Just figure on getting soaked (it's a rafting experience, remember) anywhere from \$1,640 to \$1,830.

Trekking is the name of the game—the more unspoiled the region the better.

If rafting or trekking isn't your bag, Mountain Travel will place you aboard a camel for a couple of desert tours, one into the Hoggar Mountains of the Central Sahara and the other through the desert Tassili Inn's Ajjer area. Groups will be led by the fabled blue-robed nomads of the Sahara, the Tuaregs. To allay any fears concerning the novice, Mountain Travel advises its guest: "no previous camel experience is required." Neither is a tent. Groups will sleep under the stars.

Although several camel and raft expeditions are on the books, Mountain Travel's tours are created primarily for the hiker. Trekking is the name of the game, and the more unspoiled the region the better. Groups seek out destinations without roads or even paths. Mountain's oldest client was a woman in her 80s who insisted on skiing as well as hiking during a tour of South America. On another trip a retired 71-year-old banker from Iowa climbed Mt. Kenya.

Mountain's shortest and cheapest tour is to Hawaii (it's \$1,069, including air fare) to explore volcanoes and hike into valleys grown over with jungle. The longest trip (49 days) is a Trans-Siberia journey across the steppes of Central Asia to Irkutsk and beyond to the ancient Silk Route cities of Tashkent, Samarkand and Bukhara, with other stops in Afghanistan, India, Katmandu, Nepal, Thailand and Hong Kong. The entire ticket costs just over \$4,900. To prepare its clients for the various treks, Mountain sends the uninitiated to the Palisades School of Mountaineering in the California Sierra. Cost of the six-day basic rock climbing course comes to \$355. The price includes everything but the tent. You may bring your own.

You were expecting a chalet, maybe? ■

ELKS NATIONAL SERVICE COMMISSION

"So long as there is a disabled veteran in our hospitals, the Benevolent and Protective Order of Elks will never forget him."



Over 20 organizations were represented at Clovis, NM, Lodge's party honoring Spanish American War veteran John Carnine (seated) on his 103rd birthday. Extending felicitations to the Rev. Carnine, thought to be America's oldest living veteran, were (from left) VP Ike Alarid, Air Force Col. Ryan, State Vets Chm. Duane Jacklin, ER Billy Webb, PDD Wandel Massey, DDGER Earl Phillips Jr., and Col. Reid of the National Guard.

A color television set for a ward dayroom and a \$100 check were presented by Bethlehem, NY, Lodge to the Albany VA Hospital. Nurse Cathy Landon accepted the lodge's gifts from (left to right) ER William Lauer, Tiler Charles Houghtaling, and PER George Townsend.



Visitors at the Raleigh, NC, VA Hospital were Vets Chm. Henry Capucille (left) and Vets Committeeman H. Ray (right), who delivered a \$250 check for television sets, \$100 for canteen books, and paperbacks, playing cards, and toilet articles on behalf of Raleigh Lodge, and Cmdr. H. Chalk (center) of Amvets Post No. 635, who also delivered a \$250 donation. Mrs. Swanny Faucette, chief of volunteer service, and James Williams, chief of recreation, were on hand for the presentation.



1976-1977 BULLETIN WINNERS

Showcases For The Order

THE WINNERS of the 1976-1977 Lodge Bulletin Contest were chosen from among the 187 entries received by GL Lodge Activities Committeeman Gerold Lamers. The contest again underscored the excellent editorial talents possessed by many members in lodges throughout the Order. The vast amount of time, effort, and money that the lodges expend on this mode of communication represents an attempt to carry out GER George Klein's program to keep "America and Elkdom—Moving Forward."

The top three winners in each of the five membership divisions are listed, and the first-place winners are shown here.

A—Lodges under 301 members

1. Angola, IN
2. Plano, TX
3. Margate, FL

B—301 through 600 members

1. Allen Park, MI
2. Freehold, NJ
3. Lakewood, NJ

C—601 through 1,000 members

1. Mainland, TX
2. Ferndale, MI
3. Milwaukee, WI

D—1,001 through 2,000 members

1. Orlando, FL
2. Honolulu, HI
3. Chicopee, MA

E—2,001 or more members

1. Fort Lauderdale, FL
2. Groton, CT
3. Lake City (Seattle), WA

C



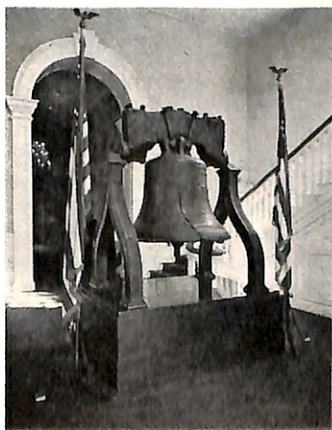
A



D



B

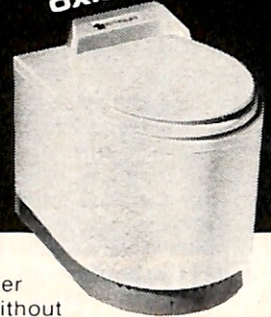


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It's Your Business

(Continued from page 16)

do, that they have to fight harder than ever before to preserve what freedoms they have. Most, like you, have been pressured and hassled to the point where they actually see their own government as their worst enemy.

One suggestion, of course, is going public with such problems as Dorothy did. A knowledgeable public can be understanding. In the long run, it can help resolve some of the difficulties by taking up the cause and exerting pressure on those responsible for the inequities. As important, perhaps, is the satisfaction one can get from airing pent-up grievances. They can do much more harm if kept inside. The point is, the small businessman should have the right to discuss grievances like other citizens.

Not all businessmen agree, however. Some fear letting others know about their problems and apprehensions. It could produce even more problems, they say. It's simply not good for business, they add.

But I'm tempted to agree with syndicated business columnist Louis Rukeyser. He claims that the average U. S. businessman is simply mad at the wrong people much of the time. "He's furious at just about everybody else—politicians, journalists, professors—for failing to defend the U. S. economic system. But he forgets that he does a startlingly rotten job of this himself. The average businessman is afraid he might offend his own customers by speaking out. He sells, he reasons, to Republicans and Democrats, liberals and conservatives, sensible people and idiots. The less he intrudes upon their beliefs and prejudices, he believes, the less likely he is to lose a sale for reasons unrelated to the quality of his wares," Rukeyser points out.

You and Retirement

(Continued from page 11)

- ▶ Find out if replacement parts are available.
- ▶ Get the contractor's address, and find out how long he has been in business at this address.
- ▶ Find out if the contractor is financially responsible.
- ▶ Find out how many employees work for him.
- ▶ Find out if he is insured.
- ▶ Investigate the type of equipment he owns, the quality of his labor, and the kind of guarantee he gives.

Some additional points: Check a contractor's reputation with local building suppliers, the Better Business Bureau, and with previous customers. If he won't supply customer's names, stay away. Get at least three bids before deciding on a contractor; if one is far lower than the others, find out why. Don't be taken in by an unrealistically low estimate, one that can't be met; either you will face an overcharge or the contractor will use shoddy materials.

Once you've picked your contractor, get everything in writing; oral promises are worthless. Your contract should speci-

Watergate, business and corporate scandals, Nader's Raiders and a less trusting and more sophisticated public have taken us far beyond the hope for such an altruistic philosophy. Like it or not, the proprietor has no shoulder to lean on. His only hope is that the public will listen and act accordingly.

A second consideration is obtaining the best legal, marketing, accounting, and public relations/advertising counsel he can afford. The successful businessman frequently concedes that much of his success is due to a team of strategists who help in the day-to-day details and let him devote his energies to building the market for his product or service. A client once hired me, for instance, to handle the dozens of media representatives, advertising specialty sales people and high school and college newspaper and yearbook ad sales persons. He was swamped with calls at home and the office to buy time and space. While he didn't want to offend these solicitors, he didn't have time to talk to them.

I established a policy for him which set ground rules for the high school and college publications and I screened others. We estimated that my efforts saved him more than an hour a day during peak seasons and hundreds of dollars.

Whether it's a small business or large, the problems of starting up or building an enterprise are usually too complex for the proprietor to continually stay on top of and still have the energy and enthusiasm to promote and develop.

If you have suggestions about how businessmen can speak out and resolve their problems, I'd like to know about them. Address your questions and comments to John C. Behrens, c/o The Elks Magazine, 425 Diversey Parkway, Chicago, Illinois 60614.

fy the materials to be used, the job to be done, the cost, and the completion date. If the job is major and sub-contractors will be used, their payment by the contractor should also be spelled out in your contract. Do not make the final payment on the job before it is complete. And don't, under any circumstances, sign the completion agreement before the job is actually complete.

Film flams are another fraud often aimed at older people. If a stranger comes up to you on the street, suggesting that you can share in a sudden fortune if you only prove your solvency by taking money out of your savings, don't do it. There isn't any fortune and the only thing that you can be sure of is that you will lose your money. The people who pull this trick are such smooth talkers that they often convince even people who are initially wary; they are so successful, in fact, that banks and savings institutions in many parts of the country alert their tellers to question any large withdrawal by an older person.

Protect yourself against fraud, any kind of fraud. Be skeptical. Remember: You are unlikely to get something for nothing. If an offer looks too good to be true, it probably is.

The Blimp Returns

(Continued from page 10)

Airfloat Transport, Ltd., are looking into airship applications. Airfloat Transport is promoting its Airfloat HL (heavy lift) as a potential ferry across the English Channel. They say that each Airfloat could carry 250 autos and 1000 passengers per Channel crossing at 90 mph. It could also carry other cargoes up to 400 tons. Since plans for constructing a tunnel under the English Channel have collapsed because of the astronomical cost, the idea of Airfloat ferries may gain new popularity.

Imagine the transportation revolution that economical cargo airships will create in the world of commerce. Regular airplanes have only scratched the surface of possibilities for air cargo, because the cost-to-weight ratio is prohibitive. In general, we still move cargo the way we did at the turn of the century—by railroad and by ship. We've added the highway, but that's still fundamentally by wheel. When you look at it like that, the airship isn't a backward idea at all. It's really quite a step forward. And the trend to containerized cargoes fits in well with airship capabilities.

The advantages of cargo airships are outstanding. They could glide along at a hundred miles an hour without any delays along the way, and that means a steady 2400 miles in a day. These ships could carry their own hoisting machinery to load cargoes without ever

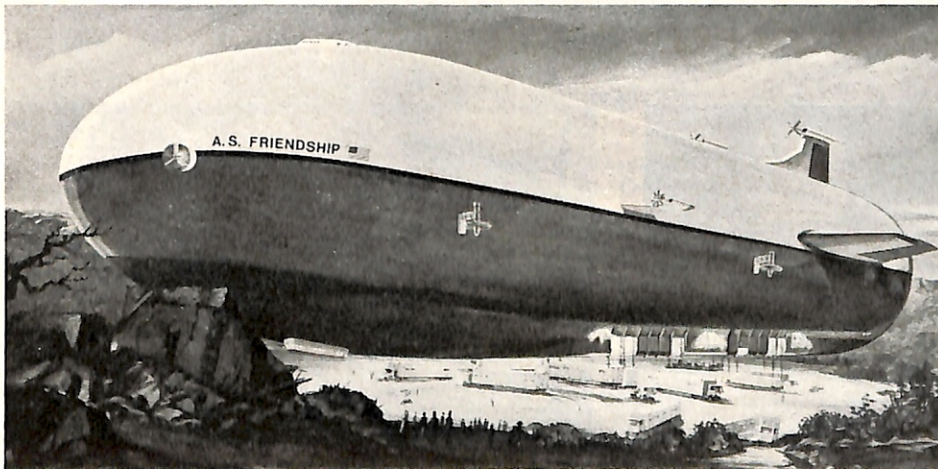
cents savings that this alone could mean to every consumer is fantastic.

So much for cargo though. How about passenger airships? The idea is exciting, to say the least.

If cargo airships prove useful and reliable, will passenger service be seriously considered? Probably not in the usual sense. We're used to rapid jet travel, so the lumbering 200 mph. of even the fastest airship would be too slow no matter how safe or comfortable it might be.

But the idea of *touring* by airship is something else. Giant LTAs could be fitted out as first class cruise vessels with all the accommodations of any other vacation mecca. Best of all, a helium-filled airship, built according to the latest understanding of aerodynamics, stress factors, metallurgy, and guided by computerized weather systems, would literally be almost as safe as sitting in your own living room.

A flying cruise ship would be unequaled in every way. It would be quiet, and the experts say that a nuclear powered airship would be totally silent. Airsickness isn't known on airships. The possibilities for air tour routes are astounding since an airship could glide low over parts of the world inaccessible by other means. It could slowly float—or even hover motionless over the deepest regions of the Amazon, the highest Alps, the Great Barrier Reef, the North Pole, or practically anywhere for unheard of sights. Passengers would view it all in perfect safety and comfort.



Artist's conception of a future airship design.

landing. Straddle helicopters might be used to ferry payloads to and from the airships. Such craft could load at the place of manufacturing and then deliver the cargo direct to the customer—anywhere in the world. They wouldn't need special landing sites, and that could be a real bonus to developing nations and other isolated construction areas. Besides, LTAs have proven that they can safely operate in weather that grounds other aircraft. The dollars and

A pipe dream? Maybe—but maybe not. We could still have to settle for just the little Goodyear blimps. But if the airship designers have their way we may yet see our clogged highways cleared, and much of our air and noise pollution wiped away by lighter-than-air craft. We might even reintroduce graciousness to travel—all with the lowly airship.

So get ready, there may be a blimp in your future.

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NEWS OF THE LODGES

(Continued from page 23)



THE SOUTHERN CALIFORNIA regional "Hoop Shoot" contest was hosted by Lakewood Lodge. Trophies and congratulations were offered to Tyson Manning, Kerri Conttessotto, Friedrich Roessler, Donna Flemming, Derick Baca, and Gayle Nakasaki by (back row, from left) Ray Taylor, state vice-chairman, Jerry Wanger, district chairman, and lodge Chm. Bill Welter.



WHEN THE ELKS of Inglewood, CA, Lodge got together with veterans at the Southwest Rest Home in Hawthorne, they brought gifts of a practical nature with them—bedroom slippers. Brothers Jack McMillan (seated, left) and Harvey Woodman (seated, right), both residents of the rest home, chose their sizes from the four dozen pairs distributed by (standing, from left) Secy. Robert Austin, VP Barney Pelant, Vets Chm. Art Del Montes, and Est. Loyal Kt. Bill Gallamore.



EIGHTY-EIGHT PERs met at Redondo Beach, CA, Lodge for their 18th annual reunion dinner. Seated at the head table were (from left) VP Barney Pelant, Bernard Lawler, former member of the Grand Forum, DDGERS J. T. Bair and William Brunner, PGER R. Leonard Bush, ER Don Brunner, PDD V. G. Ciallella, GL Committeeman Leroy Koos, John Sundberg, state trustee, C. D. McCulley, state treasurer, and Larry Stevens, major project trustee.



THE PAST EXALTED RULERS Association of Azusa, CA, Lodge awarded a scholarship to Janis Beck (left) for her postgraduate studies in physical therapy at the University of Loma Linda. PER Marvin Hartman and Charlene Dougherty, who is associated with the California-Hawaii Elks major project, presented the check to Ms. Beck.

BREAKING GROUND for Sacramento, CA, Lodge's new building, which will be erected on about 15 acres, were (from left) PER Chuck Connors, ER Richard Sanderson, and PER Garry Vivaldi. The gentlemen's shovel was first employed 52 years ago at the groundbreaking ceremonies for the Sacramento Elks' original lodge.





LEATHER donated by the New Mexico Elks Association was inspected by a resident of the Albuquerque Veterans Hospital, Duane Jacklin (left), state vets chairman, and Jim Carpenter, Albuquerque Lodge chairman. Elks sponsored the annual deer hide collection and raised funds for tanning the skins.



NEEDLES, THREAD, buttons, materials, and a sewing machine were transported for clothing repair to the Arizona Elks Long Term Care Nursing Home by Tucson Elks' ladies. (Front row, from left) Mrs. Thomas LaCount, Mrs. F. A. Curtis, Mrs. Elmer Falk, Mrs. H. W. Barlow, and (back row, from left) Mrs. T. Englebright, Mrs. Jim Caldwell, Mrs. E. W. Shepherd, Mrs. Jack Wester, and Mrs. Lloyd Crimmen were busy sewing for the patients of the home.



RESIDENTS of four states who still belong to Sheridan, WY, Lodge returned to become a part of the group of 16 Brothers elected to life membership. SP Ed Young (seated) and ER Don Oswald (eighth from right) congratulated the gentlemen.



WALLA WALLA, Washington, Elks recently met with Brother Bob Brunk (center), veterans hospital director, to deliver \$650 for hospital programs and items ranging from coffee to hides for use by the patients. The presentation was made by (from left) PER Harold Rhodes, district vets chairman, Ham Frederking and Ralph Bailey, lodge hide chairmen, PER LeRoy Allen, state vets co-chairman, PDD Bill Medlar, and PER Ira Mollette.



THE NATIONAL Foundation red heart was pinned on new member Tim Smith (center) by his sponsor, Steve Holmes, who also made the first payment for Tim's Foundation membership. Est. Loyal Kt. Lee Peterson (left) joined his Tacoma, WA, Lodge Brothers for the surprise presentation.



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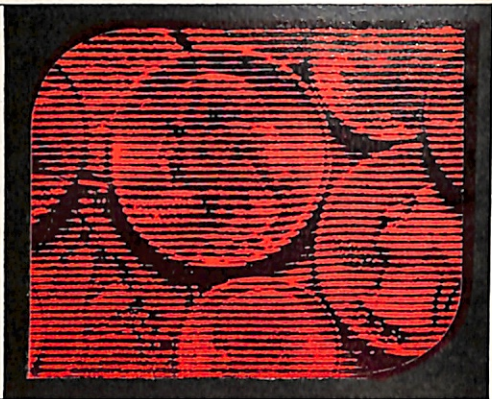
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ELKS FAMILY SHOPPER

More for your money

by Mike LeFan



EARLY BIRD BARGAINS

Early bird shoppers get the bargains, and here's what you should watch for in May.

Spring cleaning means sprucing up the house, so home furnishings are on sale this month. Cash in on savings on rugs and carpets particularly. If you need a new TV, save now. Washing machines are again on the bargain list.

Shop the furniture sales during May, and check on outdoor furniture especially.

May also means spring white goods sales, so save on needed blankets and other linens.

Luggage remains sale priced, and ladies' handbags join the list.

This is the time to buy good jewelry, and diamonds are normally at their best price during May.

Look for savings on men's and boy's wear, women's clothing, and baby needs.

Auto Authority says that tire specials begin this month.

Be sure to check Mother's Day and Memorial Day sales.

Supermarket Snoop says the best fresh produce buys this month are apricots, asparagus, rhubarb, and sweet corn. But prices may be higher than expected because of poor weather conditions the last few months.

Attention collectors of Belique china: that beautiful pearlescent glaze is a thing of the past. All pieces now being shipped to dealers have a not-so-unique finish. If you spot some of the old style, you'd better buy it.

Free 160-page book: *100 Ways to Save Energy & Money in the Home*. Really good. Order from 100 Ways, Box 3500, Station C, Ottawa, Ont., Canada K1Y 4G1.

Awhile back I suggested some uses for plastic coffee can lids and asked for others. We get letters:

"Dear Mike: I put raw hamburger into individual lids from 1-pound cans, packing well. Stack, put in plastic bag, and freeze. Use only one lid to a patty. As many as needed can be easily separated with one poke of a knife tip, and the patty will pop out of each lid with a slight thumb pressure."—Frances Williamson, Wellington, KS.

Thanks, Frances.

Do you have a mobile home, camper, travel trailer, or motor home with a leaky roof? Now there's help for the do-it-yourselfer. It works on any metal roof and costs just \$9.95. Write for details or order a "First Aid Kit for Leaky Roofs" from Sealmet Products, Dept MM, P.O. Box 41156, St. Petersburg, FL 33709.

"Dear Mike: What do you know about Pyramid Power and how would you determine the amount of energy emitted by a pyramid?"—E L. Simon, Findlay, OH.

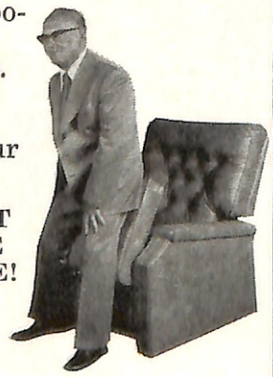
A. Pyramid power is the fad right now, but I think you get as much energy emitted from a Dixie cup as from a pyramid. However, anyone with first-hand knowledge can send it and I'll share the best here.

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tips: snow tires are meant for cold weather. If you drive them in warm or hot weather, the heavy tread and shoulder areas will overheat possibly to dangerous levels that cause rapid wearing and tread separation

With gasoline prices sure to increase again, have you given serious thought to car pooling? The Car Pool Council of America has a booklet and bumper sticker, yours for 50¢ and a self-addressed, stamped business-size envelope. Order "Car Pooling" from Reymont Associates, Dept. MM, 29 Reymont Ave., Rye, NY 10580.

"Dear Mike: Do you know of a manufacturer who custom-makes shirts? I've had shirts made by Packard Mfg. in Terre Haute, IN, but they've gone out of business."—Harold Smith, Charlestown, SC.

A. I don't know, Harold. Readers, how 'bout it?

Do you have income tax records, cancelled checks, birth certificates, and other family records that you need to store? Ed Laue of Milwaukee, WI, Lodge No. 46 sends word about his company's "File Box," which holds either letter or legal size papers. These "Badger Packaging File Boxes" are made of heavy cardboard, come in packages of five, and cost \$12.95. Order yours from Badger Packaging Corp., Dept. MM, P.O. Box 457, Kewaskum, WI 53040.

If you really want to conserve gas and electricity, try solar energy. It's now a reality. Get a free copy of *HUD: Solar Energy & Your Home*. Order from Consumer Information Center, Dept. 646E, Pueblo, CO 81009.

Thinking of restoring an old house? It's the rage, but be careful not to overdo it. Many folks rip out a lot of old material. That's costly and reduces the historical and market value of the house. Learn to do it right and cheap with a 4-page brochure of 84 do's and don'ts. Get a free copy of *Guidelines for Restoring Old Buildings* from The Old House Journal, Dept. 80-MM, 199 Berkeley Pl., Brooklyn, NY 11217.

Help your refrigerator and freezer run more efficiently by vacuum cleaning the condenser coils in the back or at the bottom of the cabinet every two or three months. Dust on the coils im-

pairs compressor efficiency and increases energy use.

"Dear Mike: I bought a double knit remnant and found strips of masking tape on the wrong side of the material. I removed the tape, but the sticky marks remained. What can I use to remove this without damaging the material?"—Mrs. Val Bushek, South Daytona, FL.

A. The safest remedy is to take it to your dry cleaner, though he'll charge you. Otherwise I'd try Engerine or some other spot remover. Check what's on the shelves at your supermarket, and be sure to read the directions carefully. You might even try using rubbing alcohol and a soft white rag to remove that sticky.

Looking for an interesting and inexpensive summer vacation idea? Continental Trailways bus line has some unique and moneysaving ways of seeing the U.S., Canada, and Mexico. These are their special passenger fares and bus tours. Their "Travel Sale" between 29 cities cuts city-to-city travel cost to about half of what a plane ticket costs round-trip. Travel Sale bus fare round-trip from New York to L.A. is \$157, versus air fare of \$404. If you like guided tours, they offer over 320 tours of from three to 39 days. Visit your Continental Trailways depot for details on their "Travel Sale" schedule.

About to rent a house or apartment? Legal Beagle says that before you sign anything you should inspect the premises with notepad and pen in hand. List all flaws and damages present before you move in. Give the landlord a copy and keep one yourself. You'll be protected from unfair confiscation of your security deposit.

Money Saver of the Month: Energy Expert says that if possible you should locate floor, table, and hanging lamps in a corner rather than on a flat wall. They'll reflect light from two walls this way instead of one, so you'll get more usable light for the money. You're welcome.

Send questions, tips, and other mail to Mike LeFan, c/o More For Your Money, 425 W. Diversey, Chicago, IL 60614.



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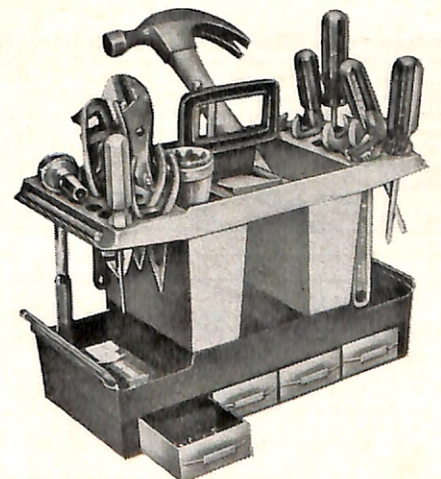
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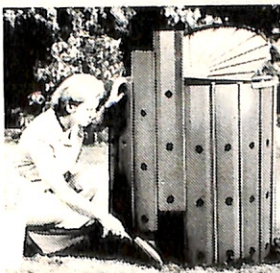
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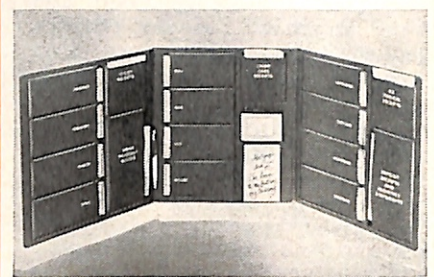
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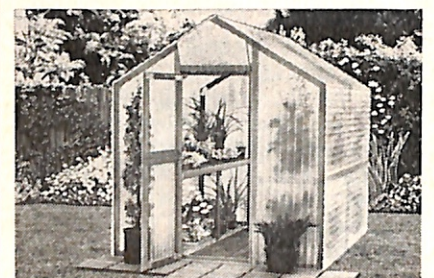
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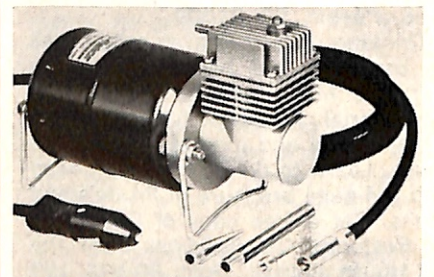
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 Necklaces at \$19.95 each.**

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 I want my earrings Clipped; Pierced
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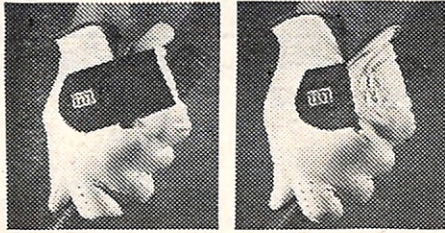
- My check for this amount plus \$1 for postage and insurance (plus sales tax for California delivery) is enclosed.
 Please charge my BA/MC account

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 or for fastest service call **TOLL FREE (800) 648-5311**
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w/stretch Velcro
\$57.00 per dozen
\$5.00 each Retails at \$8.95

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Prompt money back Guarantee, Exchangeable to insure proper fit. Both models are the top of the line in any pro shop.

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MEN'S CADET slightly shorter fingers						
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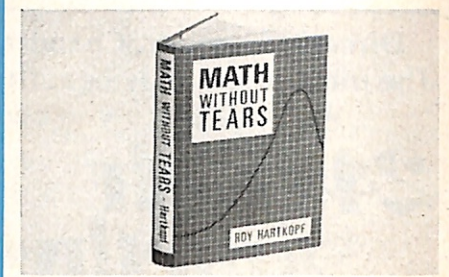
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Price \$1.00 each

ORDER NOW — DON'T DELAY

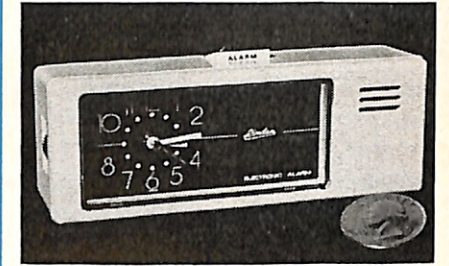
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See Advertisement on Inside Back Cover

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2 PAIRS of EXECUTIVE SLACKS 14.95

3 for 22.35 All 4 for 29.60

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Waists: 29-30-31-32-33-34-35-36-37-38-39-40-41-42-43
44-45-46-47-48-49-50-51-52-53-54
Inseams: 26-27-28-29-30-31-32-33-34

COLOR	Waist	Inseam	COLOR	Waist	Inseam
Desert TAN			Olive GREEN		
New NAVY			Lt. Char GREY		

OK HABAND! Send me _____ pairs of these genuine DoubleKnit Slacks, for which I enclose my full remittance in the amount of \$_____

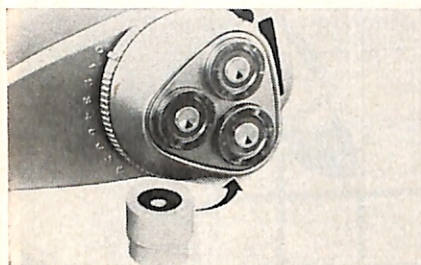
GUARANTEE: Examine these slacks. Try them on. Show the family. Then if for any reason you do not want to keep and wear them, fire them back at us for full refund of every penny you paid us. 72F-035

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at a price users
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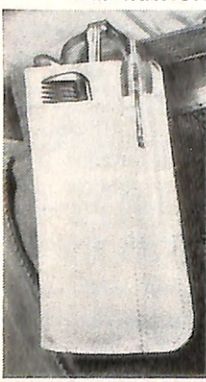
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Eliminates: Unsightly bulging pockets—loss of glasses, comb or pen from shirt pocket—problem of shirts with no pockets. If you don't wear glasses, this combination case is perfect for pipe, cigars, pocket slide rule, etc. Made of genuine leather in Black or Tan (specify). Send check or money order (No C.O.D.) for \$3.95 plus 75¢ for shipping and handling to Brookfield Enterprises, Dept. EM, P.O. Box 66, Lakeport, New Hampshire 03246.



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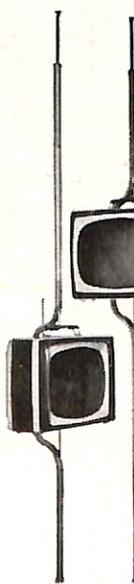
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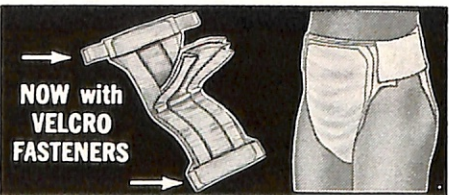
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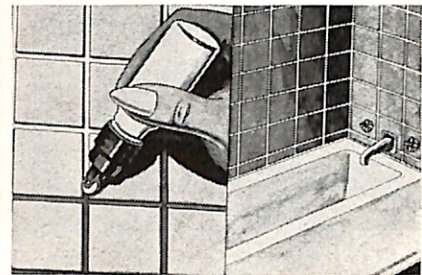
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"EVER-SAFE" is Cool, Undetectable, Comfortable & Effective. Weighs only 7 oz. Novel "fluid barriers" with heat-welded seams enclosing absorbent launderable liners in soft vinyl, prevent escape of any moisture. Clothes, bedding stay dry. Use 2 sets of liners for full nights sleep without change. Moneyback guar. Adult & child sizes. **ORDER BY WAIST SIZE!** Complete with liner \$7.95; extra liner \$3.95; 50 disposable liners \$8.95. Add 75¢ post-handling, 6% tax in Calif. **RALCO MFG.** Dept. 548.
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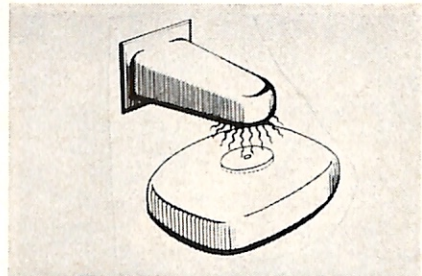
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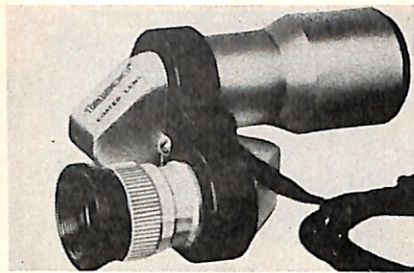
GENUINE BLACK ONYX



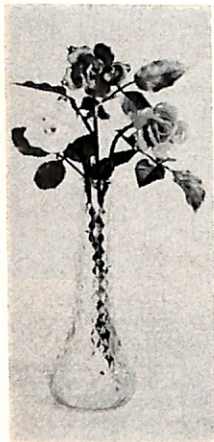
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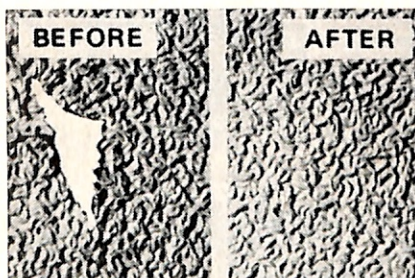
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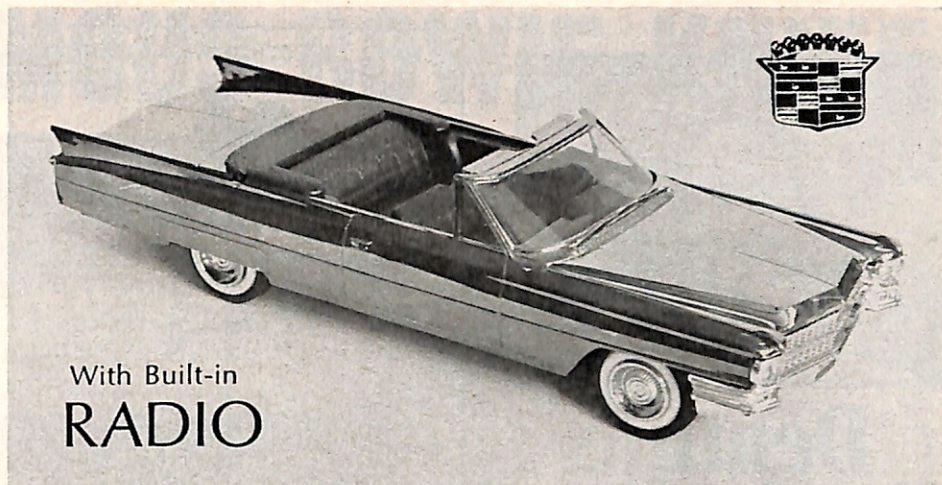
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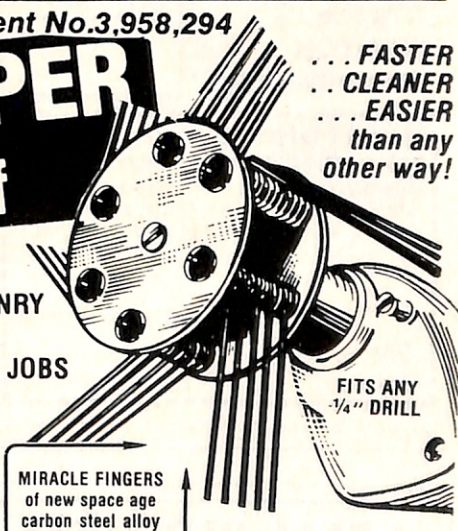
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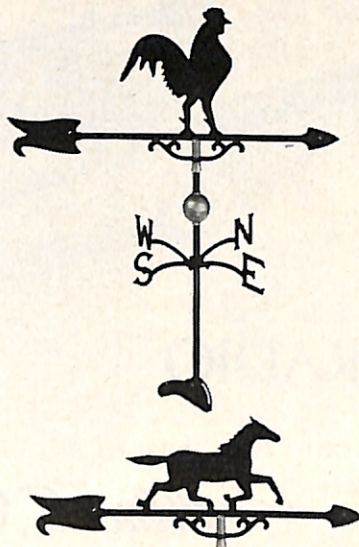


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 Designer Victor D. Brenner's initials appear on the back of the coin.
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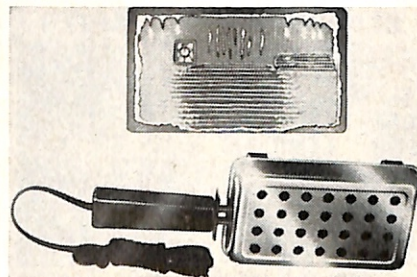
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REFRIGERATOR NEED DEFROSTING? It takes as little as 15 minutes with the amazing Infra-Red Refrigerator/Defroster. No need to empty refrigerator. Just plug in. Fits all models. Complete with 6-ft cord, 4 1/2" compression-molded handle. \$6.99 plus 80¢ shpg. **Jay Norris Corp., Dept. EL-57, 31 Hanse Ave., Freeport, N.Y. 11521.**

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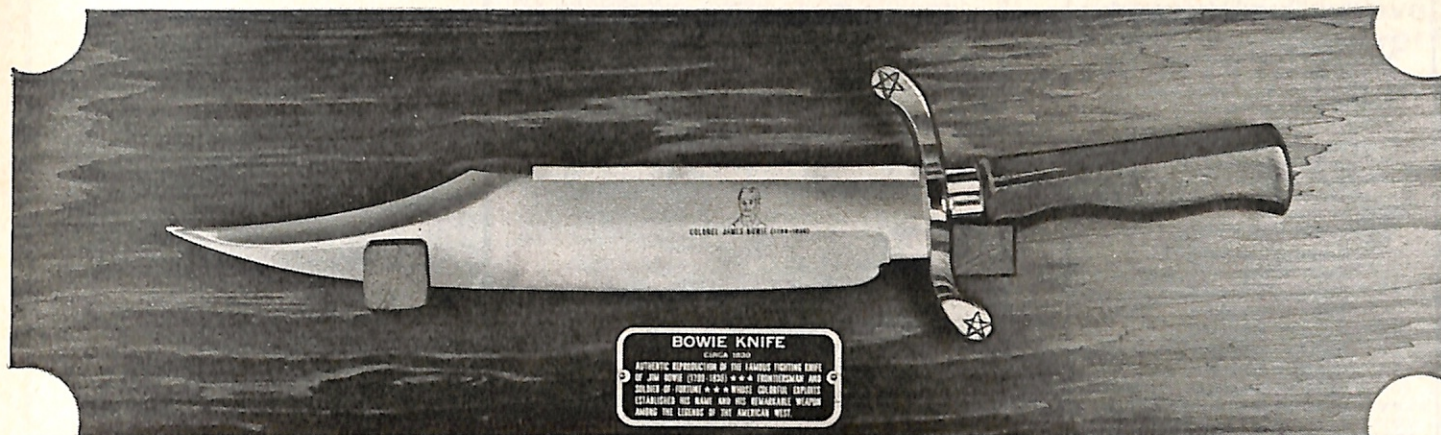
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WORLD FAMOUS BOWIE KNIFE



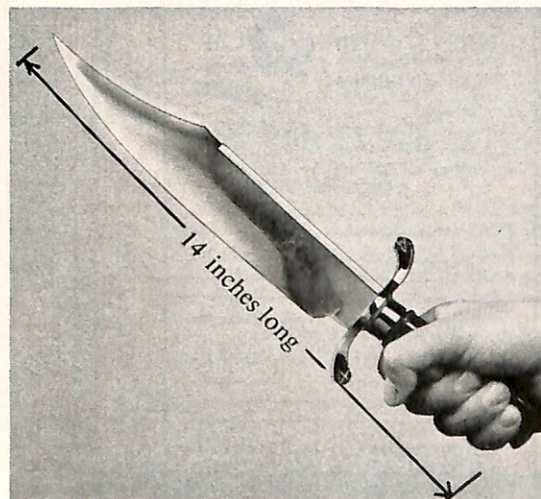
BOWIE KNIFE
Copyright 1977
 AUTHENTIC REPRODUCTION OF THE FAMOUS FIGHTING KNIFE
 OF JIM BOWIE (1798-1828) • • • • • FORTIFIED BY
 SOLDIER OF FORTUNE • • • • • WHOSE COLONIAL EXPLOITS
 ESTABLISHED HIS NAME AND WHOSE REPUTABLE WEAPON
 CARRIED THE LEGEND OF THE AMERICAN WEST

Reproduced To Display In Your Home Or To Use As A Superb All-Purpose Camping And Hunting Knife

Now you can own an authentic reproduction of the fearsome fighting knife made famous by the Texas hero, Colonel James Bowie. Bowie's exploits established his name and his famous fighting knife as legends of the early American West. Although Jim Bowie was only 37 years old when he died at the Alamo along with Davy Crockett, his heroic deeds will live on forever.

A LIFE-SIZE BOWIE KNIFE FOR YOUR COLLECTION

This incredible knife measures over a foot long (14 inches!) and is an exact three-quarters replica of the original knife. You can display it in your home on the 19½" redwood wall plaque (shown above) or you can carry it on your belt in the distinctive top grain leather sheath (shown to the left). Either way you will possess an authentic reproduction of the world's most famous knife.

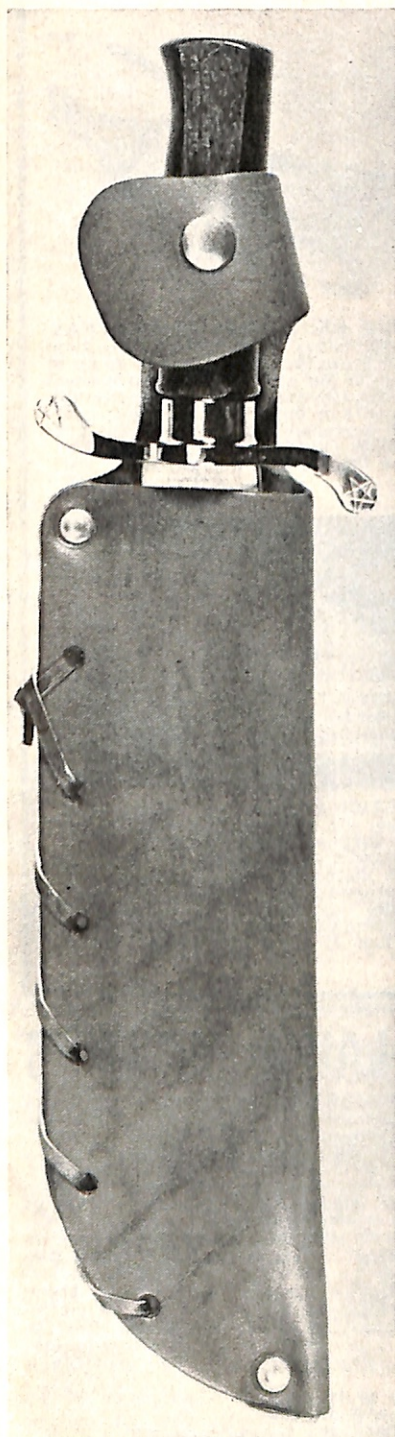


HANDCRAFTED by CARVEL HALL, Division of Towle Manufacturing Company

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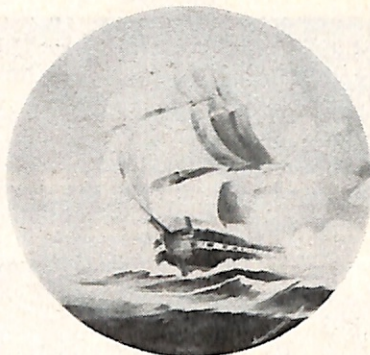
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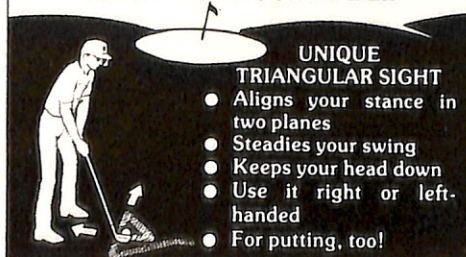
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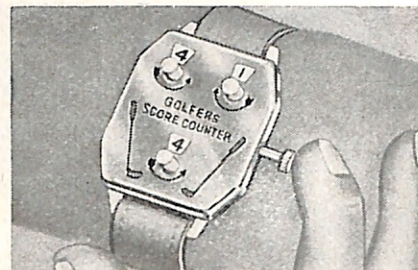


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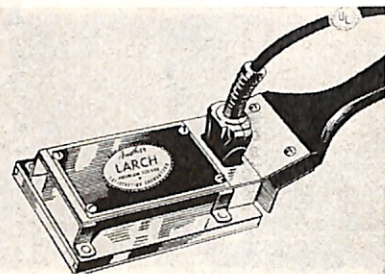
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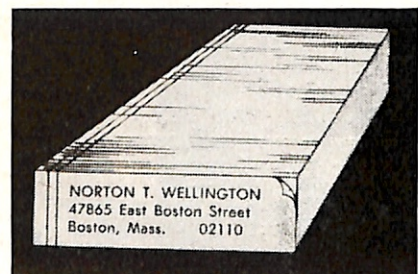
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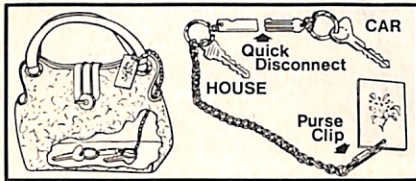
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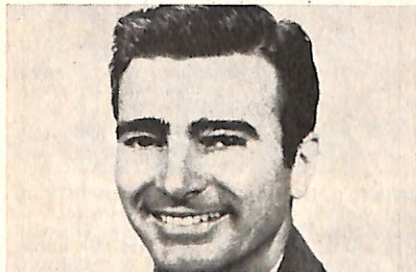
Elks Family Shopper



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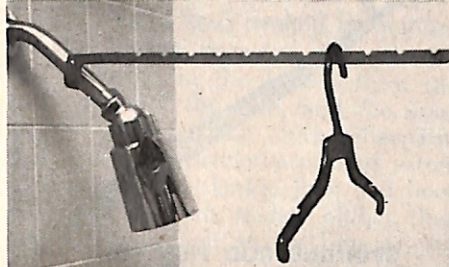
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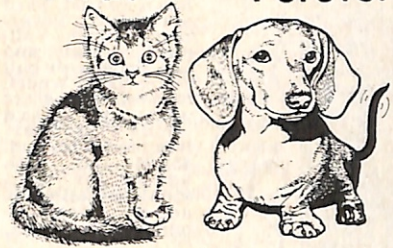


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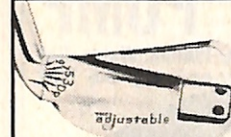
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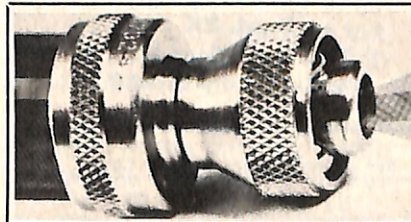
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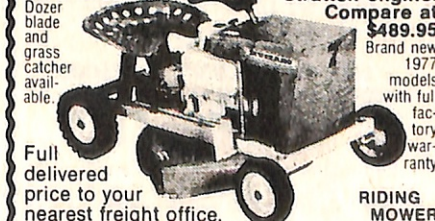


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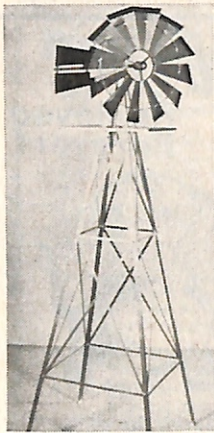
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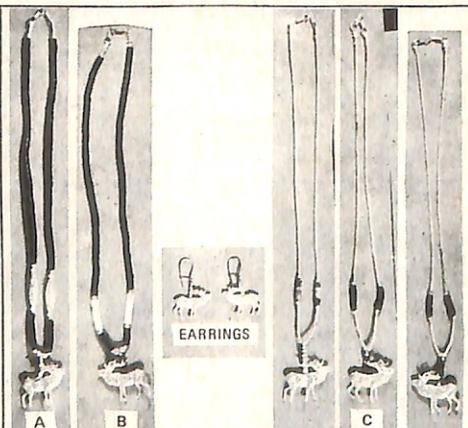
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Gets Rid of Water anywhere, Instantly: Homes, Pools, Boats, Farm, Cabins.

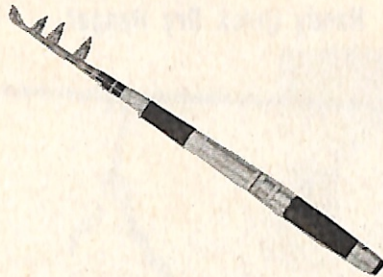
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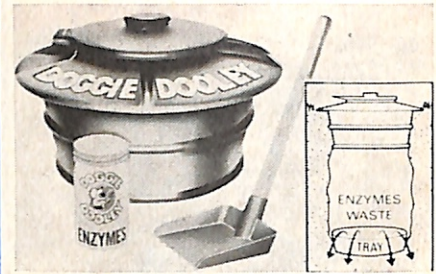
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When The First Train Came To Town

(Continued from page 14)

stylish mustache back against his ears. That of course called for retaliation, and an answering torrent pumped up by the Sehome smoke eaters sprayed through the Whatcom ranks. Slipping and stumbling in the dust turned to mud, the embattled firemen yelled for more water, while the crowd that had been pushing in behind them now struggled frantically to get clear of the watery fray.

Just at this point the train eased around the last curve, and the startled engine crew saw their route straddled by what seemed an airborne Niagara. They quickly dropped to the floor, but the six carloads of railroad brass, Canadian officials, newspapermen and eastern industrialists behind them had no such warning. Waving and smiling to the trackside crowds, they were abruptly doused as torrents of water cascaded through the windows when the train passed through the battle lines. There was a belated effort then to restore the contemplated watery arch, but the damage was done.

The waterlogged dignitaries squished off to the Purdy Opera House for the sumptuous banquet that had been arranged, followed by several hours of speeches extolling the virtues of Bellingham Bay. But water wasn't mentioned. Most of the guests were still wringing Lake Whatcom from their coat tails or pouring it out of their shoes, and had no need to be reminded of it.

Even as the speechmaking droned on,

excitement had taken a new turn at the magnificent wooden arch that had been erected nearby and decked in bunting for the festive occasion. The British flag fluttered in the breeze from the north pillar of the arch, and the Stars and Stripes from the south pillar. But then one loyal patriot professed astonishment that the Union Jack had been placed a good six inches higher than Old Glory, which struck him as distinctly unpatriotic.

There ensued a considerable difference of opinion among the surging crowd as to the placement of the flags, until someone borrowed a ladder from a nearby saloon and propped it against the arch to get a better view. The mass of humanity squeezed around the arch kept anyone from mounting it, until finally a member of the Sons of Veterans squirted out of the mob and raced up the ladder with the avowed intention of lowering the Union Jack to the same level as his national banner. Just as he reached it someone else yanked the ladder out from under him and tumbling down he came, Union Jack and all.

Such was the sight that greeted the Hon. H. Y. Thompson, representing the Province of British Columbia, as he and his sodden colleagues just then came back from the Opera House to board the train—the British flag being trampled in the mud beneath the feet of a brawling mob!

The Canadians stared incredulously at the riotous scene, then stonily climbed aboard their damp coaches.

(Continued on next page)

FLAG DAY ★ ★ 1977

June 14th is Flag Day, a day when the Order of Elks will again have a special opportunity to honor our flag and pay tribute to our great nation. Each lodge should make every effort to present an outstanding program—one which will demonstrate to the community the Elks' dedication to the principles of our country's founders.

If possible, invite the Boy Scouts and Girl Scouts, American Legion, VFW, and other service organizations to join with you in your program. State and local officials would also be happy to participate.

Don't forget that the Grand Lodge sponsors a Flag Day Contest. Save your newspaper clippings, pictures, and other items covering your activities, and make up a brochure to be judged by the Americanism Committee at the Grand Lodge convention in New Orleans. Contest rules are outlined in the Americanism brochure. The address for submissions to the contest will be announced.

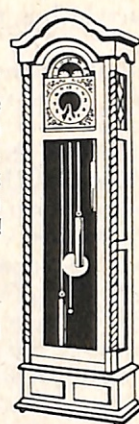
Remember, Brothers, we can point to Old Glory and say, without reservation or qualification, that it is truly "an emblem of freedom, a symbol of unity." Do your part to honor this heritage by HONORING OUR FLAG.

James W. Damon, Chairman
GL Americanism Committee

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When The First Train Came To Town

Once back in Vancouver they lost no time in reporting their outrage to Ottawa, which in turn passed it on to Washington, DC. A somewhat puzzled United States government sent word back to the remote Northwest outpost that an investigation might be in order, and surely an apology to the Dominion of Canada. The apology was duly forthcoming, but the investigation eventually petered out in a welter of accusations and counter accusations.

Of all the West's little railroads, few achieved such immortality as "The Rawhide Railroad" that traversed the 30 miles of sage brush between Walla Walla and Wallula (a joyous combination to roll around on your tongue!).

The legend was that due to the prohibitive expense of shipping rails 'round the Horn in 1868, the narrow gauge line was laid on wooden stringers. These were then coated with rawhide, a plentiful commodity in the cattle country. The rawhide rails weren't of much use in winter when they turned mushy from rain and snow, but that was no hindrance, because the road didn't operate in winter anyhow. Come summer, and the blazing sun of eastern Washington hardened the cattle hide into an impermeable surface that easily handled the little trains.

But then came a severe winter that covered the land in deep snow. Cattle froze to death in the fields, and the coyotes were ravenous. Whereupon, the story goes, they discovered the delicious rawhide—and proceeded to eat up the railroad!

A wonderful tall story, and too bad it isn't true. The little railroad was sure enough laid on wooden stringers—but they were surfaced with strap iron, not rawhide. And that was problem enough, for occasionally the jolting of a train would loosen the iron strips and they would come curling up through the car floors, which must have been more discomfiting to passengers than to have viewed a pack of hungry coyotes gnawing at the track.

The road's actual name was the Walla Walla & Columbia River, and it was the prodigy of the legendary Doc Baker—or Dr. Dorsey Syng Baker, to give him his due.

He had come over the Oregon Trail in 1848, and ten years later moved to the little settlement of Walla Walla, in Washington Territory. There he found business more lucrative than the practice of medicine, and founded the territory's first bank. From that post he perceived the village's desperate need for transportation, but unlike his counterparts in Nevada, was unable to persuade the county officials to angel a railroad.

Doc Baker, whose white beard reaching to his belt gave him the look of a biblical patriarch, thereupon built a railroad. He couldn't afford to be anything but frugal, which perhaps gave rise to the rawhide tales. But like all frontiersmen of his day, he knew that his town wouldn't survive without a railroad. So he built it himself.

The railroad's main traffic was wheat, and until it acquired its first coach, passengers rode atop bags of wheat on

flat cars. That coach turned out to be a box car hammered together from native lumber, with wooden benches lining each side. It was promptly dubbed "the hearse."

The first little locomotives shipped to the line from the East had puny "cowcatchers" that were no match for the roving herds of cattle which roamed the right of way. So Doc Baker ripped them off and replaced them with platforms attached to the front of the engines. Then he trained sheep dogs to ride these perches and go roaring after the wayward cows, which turned out to be much more effective than what one of his dispatchers dismissed as "a bunch of corset staves."

And now you might properly ask, what happened to these little railroads built with so much sacrifice and greeted with such unrestrained enthusiasm?

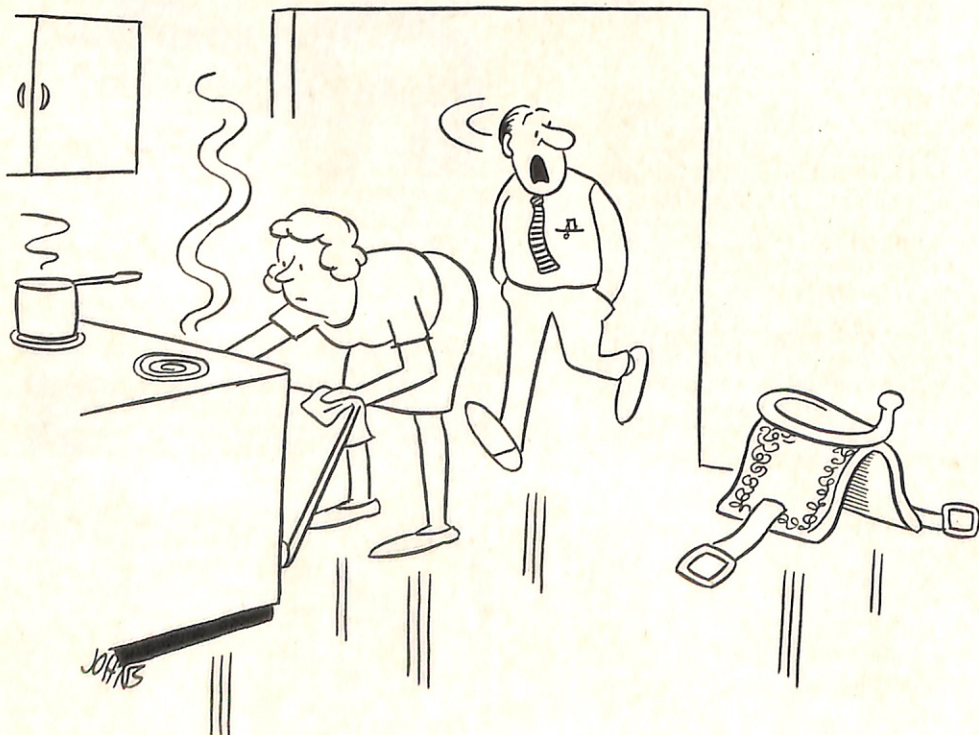
The Nevada Central was abandoned in 1938, by which time its annual passenger traffic was down to four persons a month, and its yearly freight haul a modest 156 cars. It was still running, somehow, on the original rails laid to catch the \$200,000 bonanza, and all its rolling stock dated to 1881 or earlier! As for Austin, its population now is a modest 300, compared with the 5,000 of its heyday.

The Ilwaco Railroad & Navigation Company gave up the ghost even earlier, in 1930, having by then been acquired by the Union Pacific. The peninsula it served still advertises itself as "the longest beach in the world," but automobiles now bring the throngs of vacationists who used to tax the capacity of the little narrow gauge cars each summer.

The Canadian Pacific continued to shuttle trains between Bellingham and Vancouver for a few years after the great debacle, but then in 1893 came word that Empire Builder Jim Hill was going to push his Great Northern rails north from Seattle to meet the CPR. The tracks were duly joined that year—but for some reason the townsfolk chose to forego a celebration. Today Bellingham is a busy industrial city and a main shipping point on the Burlington Northern's Puget Sound line from Seattle to Vancouver.

As for Doc Baker's rawhide railroad, he laughed all the way to the bank—his bank. Because he finally sold out to a subsidiary of the Union Pacific for a reputed one million dollars, and his little line is now a prosperous branch of that railroad system.

Almost a century later Americans would watch fascinated before their television sets as man first set foot on the moon. But that excitement was pretty tame stuff compared to the jubilation of those frontier days when the first train came to town. ■



"Boy! I'm hungry enough to eat a . . ."

Men of
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