

sia, N. V. Bogoiavlensky; Spain, John Wesley Dolby; Sweden, Ivar Lundquist; Switzerland, Fred Strasser; and Uruguay, Adolpho Bracons.

Geographic Names Decisions

Reports have been received of three meetings by the United States Geographic Board since the last issue of this *Quarterly*.

Sixty-eight decisions and corrections were made in the meetings of December 3, 1930, and January 7, 1931, which were published in one report. The State of Washington was not represented but the neighboring States of Idaho and Utah each received seventeen decisions; Oregon, four; California, two; and Montana and Alaska, one each.

One of the decisions for California will be of interest to all communities where Boy Scouts are active. In Los Angeles County there were two peaks named North Baldy. One of these (9,389 feet elevation) was named Baden-Powell, "in honor of the founder of the Boy Scout movement."

In the Oregon Caves National Monument a peak received the name of Mount Elijah "in honor of Elijah J. Davidson, well known pioneer in Southern Oregon, who in 1874 discovered the caves." Other pioneers and discoverers of mines were honored.

At the meeting of February 4, 1931, thirty-eight decisions and corrections were made. Again the State of Washington was not represented. Alaska was given eleven decisions; Idaho, eight; and Oregon, six. Discovery Point on the west rim of Crater Lake, in Crater Lake National Park, Oregon, was so named "because reported to have been the place from which the lake was first seen by a white man."

The Cascade Tunnel

The *Great Northern Goat* is a tiny magazine published primarily for those in the service of the Great Northern Railway Company. In the issue for March, 1931, there is a brief article by Malcolm Breese on "Engineering Work on the Cascade Tunnel." The accompanying illustration is of the display by the W. & L. E. Gurley Company at the recent American Road Builders' show at St. Louis. Among other engineering instruments shown was one used on the Cascade Tunnel. After stating that the engineering problems were mastered by a staff of the Great Northern's engineers, Mr. Breese writes: