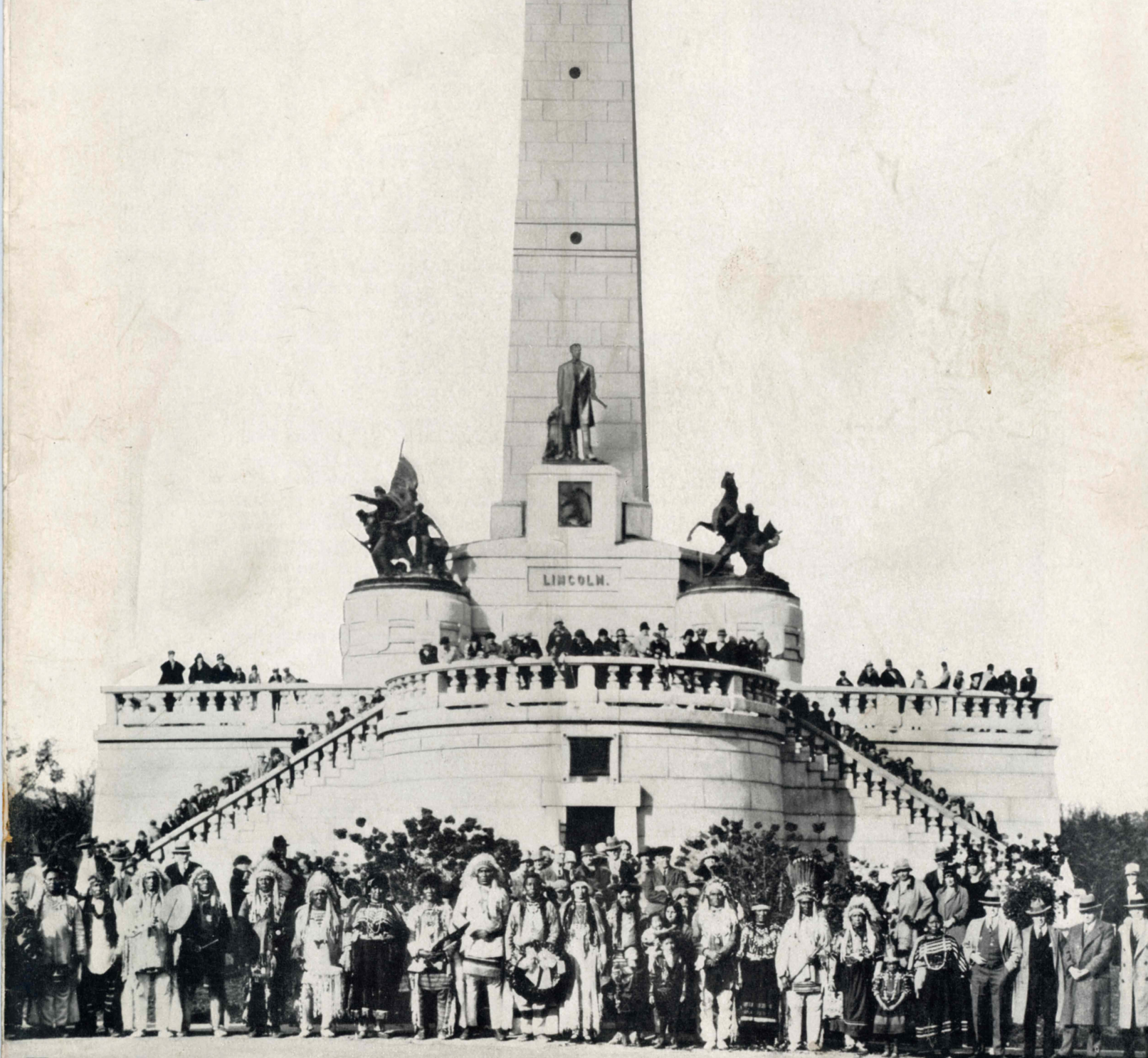


Great Northern Semaphore



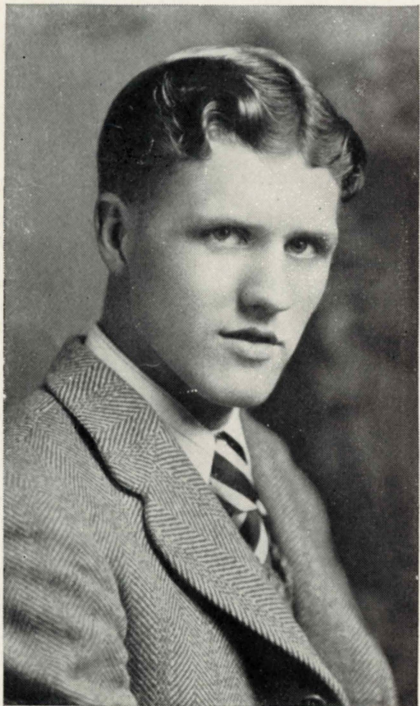
February

1928



An Attractive Scene

IN THE ABOVE PICTURE you will see the children of Section Foreman George W. Damm, amid the attractive surroundings of the section house at Badger, Minn., where their home is also.



Fine School Record

IN INTRODUCING J. A. KNIGHTS, Jr., son of Trainmaster and Mrs. J. A. Knights of Sioux City, Ia. John is sixteen years of age and is a junior in the Sioux City high school. He has made a remarkable record for himself and his school, having received grades of A in all his studies, for the past three months. This is an achievement that has not been equalled by any other student during the past eight years in the Sioux City schools. We congratulate John on his excellent work.



GREAT NORTHERN SEMAPHORE

VOLUME V

FEBRUARY, 1928

NUMBER 2

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The Great Northern SEMAPHORE is published monthly at Saint Paul, Minnesota, by the Great Northern Railway Company, and is devoted to the interests of its active and retired employees and those of constituent or allied companies.

It is distributed without charge to such employees and pensioners. To others, the subscription price is \$2.00 a year. Advertising rates will be furnished on application.

All employees are invited to contribute articles and items for the SEMAPHORE. Contributions should be typewritten, double-spaced, and on one side of the paper only. Photographic material is especially desirable, and will be returned if requested. All matter for publication must be received at the office of the SEMAPHORE not later than the 15th of the preceding month.

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MILEAGE OF THE GREAT NORTHERN RAILWAY SYSTEM

Great Northern Railway (including 401 miles of trackage rights).....	7,531 Miles	Nelson & Fort Sheppard Ry.....	55 Miles
Duluth Terminal Railway	2 Miles	Vancouver, Victoria & Eastern Ry. & Navigation Co.....	230 Miles
Midland Ry. of Manitoba.....	6 Miles	Montana Eastern Ry.....	108 Miles
Watertown & Sioux Falls Ry.....	102 Miles	Great Falls & Teton Co. Ry.....	9 Miles
Minneapolis Western Ry.....	2 Miles	Spokane, Coeur d'Alene & Palouse Ry.	179 Miles
Brandon, Saskatchewan & Hudson's Bay Ry.	85 Miles	Total	8,343 Miles
Crow's Nest Southern Ry.....	34 Miles		

The Purchasing Department — Its Organization and Duties

By F. I. Plechner, Purchasing Agent

THE PURCHASING DEPARTMENT, as the name indicates, is the division through which the railroad obtains its requirements of equipment, materials and supplies, and through which its obsolete or retired equipment, scrap and surplus materials are disposed of from time to time.

The personnel of the purchasing department comprises: The purchasing agent, who is in full charge of the purchasing and stores department, supervises and directs all activities, personally negotiating and concluding the purchase, with the assistance of his staff, of all major commodities, such as new equipment, rail, ties and timber, coal, locomotive, fuel oil, castings (iron, steel and malleable), lubricants, etc., and assigns other various commodities to his assistants and buyers, under suitable divisions, to insure efficient and prompt handling; and also personally negotiates, supervises and approves all contracts.

The assistant purchasing agent generally assists the purchasing agent in his various duties, such as the handling of general material and supplies, electrical, signal, telegraph, telephone, automotive equipment and supplies, etc.

The lumber and coal agent, who looks after the locomotive fuel, ties and forest products and their proper distribution.

The commissary buyer, who provides the equipment and supplies for dining cars, boarding camps, news service and hotels.

The stationery buyer, who provides all printed matter and general stationery supplies, and supervises its storing and distribution, also typewriters and other office appliances.

The miscellaneous buyer, who assists the purchasing agent and his assistant in their general duties, and supervises details throughout the office organization, and handles purchases for subsidiary companies, such as Cottonwood and Somers, and also handles furniture.

The chief clerk, who has charge of the general distribution of office work and its regulation and responsibility, and who is responsible for the efficient and prompt handling of all details.

There are also in the general purchasing department, fifteen general clerks, seven stenographers and one messenger.

There are also various inspectors, the number fluctuating according to the season's needs. Ordinarily one fuel inspector is required throughout the year, at the coal docks at head of lakes, one additional fuel inspector being on duty during the season of lake navigation, circulating among the various eastern coal mines and docks; also one on location at the Montana oil fields. There are two tie and lumber inspectors in Montana and Washington, and two in northern Minnesota, the force being augmented during the season of heavy tie deliveries.

At the Seattle office there is an assistant purchasing agent, who reports direct to the general purchasing agent, and is in full charge of the Seattle branch office, handling lumber and other forest products obtainable from the west coast mills, supervising local purchases of general materials and supplies as locally obtained for the requirements west of

Wenatchee; commissary supplies, as necessary in the operation of coast diners, and stocking through for their return trip, and various news and luncheon supplies for local consumption.

The chief clerk at Seattle has general supervision of the office, directly handling general materials and supplies for the commissary and news department and lunchroom supplies, subject to approval of the assistant purchasing agent.

There are also at Seattle, two general clerks, two combination clerks and stenographers, and one tie and lumber inspector.

Railroad purchasing and its supervision is handled through classified divi-



F. I. Plechner

sions, in order to more efficiently permit of specialization according to the various commodities, the head of each being especially qualified according to training, and which of necessity requires a complete knowledge of the respective markets and available sources of supply; as well as a careful watch of the ultimate use of the materials and supplies and knowledge of proper kinds and suitable qualities, or grades as will best meet the various needs.

An outline of the various operations is extremely interesting. To begin with the needs of the departments are presented to the purchasing agent by means of a requisition, on which the entire operation, one might say, hinges. Requisitions for the purchase of materials and supplies that ordinarily are not found available in stock on hand, must be approved by the officers of the respective departments, and on their final delivery to purchasing agent, are entered into a suitable record, stamped, dated and given a P. A. (purchasing agent) number, which later is shown on all orders and is the identifying reference at all times. They are then personally examined, and if satisfactory, approved by the purchasing agent, and distributed to the various

buying divisions, where, on receipt, arrangement is made for immediate placement of purchase orders, according to contracts in effect; or, where not so covered inquiries are made from the proper sources of supply. On receipt of required information, such bids are carefully analyzed and tabulated, and in general are passed upon by the purchasing agent, or his immediate assistants, for placement to the company's best interests, taking into consideration at all times standards and qualities, as well as costs and deliveries. On completion requisitions are then numerically filed, according to the P. A. number, and later, as the invoices covering the various items are vouchered, are attached to such vouchers, accompanying same to the accounting department as authority for suitable audit and later payment.

A copy of each order numerically numbered, is retained and placed in binders, according to the classified division, and regularly followed up for ultimate delivery, according to agreement at the time of purchase.

As shipments are made and invoices received, extensions and prices are properly checked, and the binder copy of the order similarly checked to indicate shipment, and on final completion of all shipments, orders are transferred for permanent file, again in numerical order for future reference from time to time.

After their approval as to price, extension, etc., invoices are entered into a ledger according to firm name, then being sent to the departments by which the material was ordered and to which delivered, for approval and acceptance as to receipt in good order, and according to the specifications and standards, and then returned to the purchasing agent and assorted, according to firm; and, beginning the first of each month, vouchered and, with requisitions attached are then forwarded to accounting department for further auditing. The accounting department then issues voucher check, and transmits to the treasurer for final payment.

As invoices are received they are assorted, and such as are subject to cash discounts are immediately checked, in advance of the time payment invoices, and draft voucher issued direct by this department, to permit of payment within the discount period, which is customarily ten days.

It is interesting to know that this practice of discounting payments, has proved to effect a very large saving without any increased cost to the department, or railway, beyond the energetic watching and supervision of the details.

This practice was first inaugurated by the St. Paul office in October, 1904, and by the Seattle office in November, 1912, since which time there has been obtained, through such discounting, a total of \$1,507,000, so that the saving effected by a close observance of discount terms, is readily apparent. In discounting our purchases, we are required, in the majority of cases to make payment in advance of receipt of the material, but we have as yet to acknowledge a single loss or failure to obtain the materials in strict accordance with the purchase conditions.

(Continued on Page 2)

(Continued from Page 1)

This may be explained principally, by the very careful consideration of each and every discount payment, as to the standing and reliability of the concern by whom shipment is made. In other words, if we are at all in doubt, we will rather pass the discount, and let the invoice take its regular course for acknowledgment of receipt and acceptance by the receiving party, prior to payment.

This department is also required to pay for all foreign line freight and express charges on company material, that we may be chargeable with, according to the terms of purchase; suitably connect up with the material and follow its adjustment and final distribution, and which requires of the clerical division responsible for same, a complete knowledge of and familiarity with tariffs and routings. A great many such charges appear through agent's relief claims, which must be carefully checked and distributed.

Shipments of various commodities are made in containers, such as cement sacks, carboys, drums, reels, etc., for which there is a standardized charge by the manufacturer, for which credit is allowed at the billing charge, on their return to the respective manufacturers.

This in itself is a very considerable item, and is closely watched for final credit. As invoices are received with such charges, a sale order is immediately issued to the receiving department, with full instructions as to its care and ultimate return, on advice of which bill is prepared to cover and followed through for collection. By this means of issuing a definite sale instruction against the receiving department, they are held strictly accountable for the return of same, or full explanation as to its loss, and by this practice we are assured the maximum return of such containers that without such definite provision would undoubtedly be lost sight of.

As before mentioned, this department is also chargeable with the disposal of its various equipment, such as rolling stock, light weight rail, etc., as may be retired from time to time as by virtue of its condition, age or limitations found inefficient or uneconomical, and a market for which must be found from time to time at prices consistent with its value.

We are also required to keep the road cleaned up of scrap material accumulations from various operations, and which it is our practice once each month, to dispose of by competitive bidding through various scrap dealers. Such miscellaneous scrap materials are assembled by the store department, and properly assorted and classified, so as to permit our obtaining the maximum price.

In assembling such scrap or obsolete materials, the stores department, in conjunction with the mechanical forces, salvages a large quantity by careful sorting and reclaiming at slight cost, so that in the ultimate report of such waste materials, nothing but strictly scrap or unsalable material is allowed to be disposed of.

In respect to so-called waste materials, the purchasing and stores departments are not unmindful of the close co-operation and interest of the operating and mechanical departments, as well as various other departments, to whom we are glad to give full credit for such assistance, thereby enabling us to make a very substantial saving for the company in its material and supply costs.

We trust that this general outline of the operation of this division may be of



Aberdeen Changed Hands That Day

THE ABOVE PICTURE was taken at Aberdeen, South Dakota, in June, 1901, at the time when the station was being transferred from J. R. Keene, agent, who was going to Whatcom, Wash., now called Bellingham, to Jas. Lange.

Those in picture from left to right are: Clark Shepard, brakeman, J. R. Keene, agent, Mike Lynch, brakeman, a merchant by name of Perry, Geo. McQueen, traveling auditor, Jas. Lange, incoming agent, Mike Darmody, engineer, deceased, a fireman, name unknown,

Clark Angell, conductor, now on Hutchinson motor, J. F. Haun, operator, now agent, Scobey, Mont.

The superintendent's name at this time was F. J. Hawn, who was relieved by B. F. Egan. The chief dispatcher was Thos F. Lowry, now general superintendent on the Northern Pacific Railway at Livingston, Mont. M. J. Costello, now western traffic manager, was at this time traveling freight agent, with headquarters at Fargo, North Dakota.

This picture was obtained through the courtesy of J. W. Haun, Scobey, Mont.



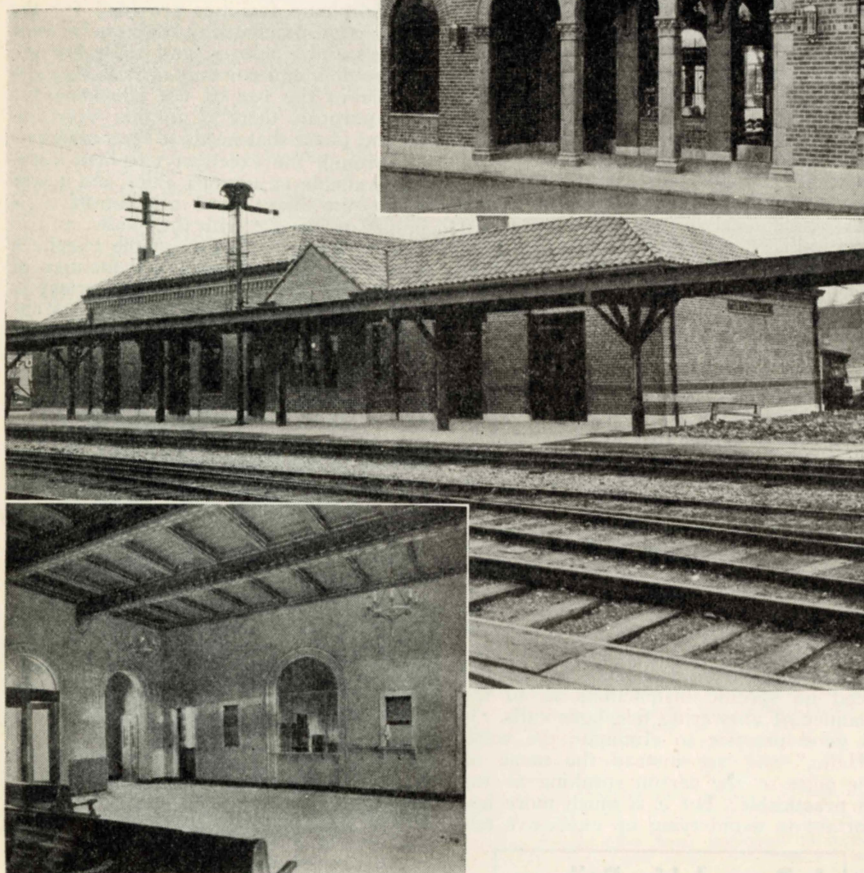
Willmar Freight Office 1916

THIS picture shows the old yard office in 1916, which is quite a contrast to the new and modern quarters now provided, and put in use a few weeks ago. In left row are Leonard Krogfus (standing), Paul Long and Dick Johnson. To the right are A. H. Pederson (standing), Orten Sandbo and Gunner Overgaard.

interest to those of our fellow workers who have not had a clear conception of its various activities, and prove of mutual benefit; and that we may continue to have the same generous co-operation as in the past, and that the various departments will endeavor to express their wants clearly, so that we may the more

promptly and efficiently serve them.

We are also glad to welcome at all times, any constructive criticism or suggestions whereby the service may be improved, and to assure you all that it is our most earnest endeavor to fully co-operate in every way to the ultimate benefit of our great property.



New Bellingham Passenger Station Attractive Northwestern City Proud of New Edifice

ON THE MORNING OF November 7, 1927, the proud and happy staff of the Great Northern old Roeder Avenue passenger station, picked up the last of their possessions and moved into the new Great Northern Bellingham passenger depot on D Street. The new building is only a few doors away from the old station. It cost approximately \$75,000. The structure is Romanesque in design and is exceedingly attractive within and without. According to the *Bellingham Herald* "it is one of the finest types of rail terminals in the Northwest, revealing a chaste beauty and providing comforts and conveniences calculated to please a discriminating public."

The new station is 111x38 feet in area with walls of brick and terra cotta. The main entrance, facing on D Street, is strikingly beautiful. This is the principal frontage, the street having been vacated by the City Council to permit its erection. There is a plaza in front of the building, paved with concrete.

Much of the interior is devoted to general waiting room purposes. This room has 34x35-foot floor space, with a dado of Kasota stone, walls in imitation travertine and mahogany trimmings. The ceiling is seventeen and a half feet high and is appropriately decorated. The

floor is terrazzo, marked off with brass strips.

At one side is the ticket office, with a handsome ornamental cast bronze window; a baggage office and baggage room, and an express office. On the other side of the waiting room, rest rooms and lavatories are provided. Facing D Street there is a public telephone and writing room. Light is obtained from graceful chandeliers suspended from the ceiling beams.

In the basement, built of concrete, a complete modern heating plant has been installed, which will also furnish heat for the Great Northern freight house, recently improved and remodeled because of the growth of business and a desire to provide greater facilities and conveniences for the public. In addition to these improvements, the Great Northern has also recently added a new fifty-car side track here.

The plans for the passenger station were drawn by Architect F. Stanley Piper. Brown Brothers did the painting, A. J. Blythe installed the heating plant and Howard Mills did the electrical work.

All in all this is a passenger station of which the citizens of the city of Bellingham may well be proud and they assuredly are.

Where Am I Going and Why?

By Roy Rosler
Minneapolis Depot Ticket Office

Part Two

IN OUR MAIN WAITING room across from the ticket office, we have a beautiful painting of Lake MacDermott, in Glacier National Park, which almost covers the side of the wall. This picture came in handy for me one night, when a man who had been imbibing pretty freely of "John Barleycorn," stepped up to me and asked me the time. Thinking to have a little fun with him, I shaded my eyes with my hand, glanced at my watch, which was lying on the counter in front of me, looked across the room at the picture, and gave him the time.

"Where's the clock?" he asked. "Do you see that lake in the picture across the room?" I queried in reply. "Sure, I see it; what's that got to do with the time?" "Well," I replied, "there's a clock above my ticket window, and all I do is to look over at the lake in the picture, and I see the reflection of the clock in the water." "That's pretty slick," was the reply, "but is the time right?" "No, it's twelve hours fast," I answered. It was a long time before he realized that I was "kidding" him about the clock, and when he finally came to, he turned to me and told me to go to a place that was slightly warmer, and left.

Most foreigners, as a rule, are easy to handle, if you make friends of them as soon as they step up to you. The main thing, however, is to laugh with them, not at them. This we always aim to do. Of course they say and do some very humorous things at times. Just the other day, a lady of foreign extraction inquired of me how much it would cost her for a ticket, room and board, from Minneapolis to Philadelphia. I quoted her the ticket fare, and also the Pullman berth rate, and was just starting to tell her that she would have to arrange for her own meals en route, when she interrupted me with this remark: "Dot's all right, Meester, never mind about de board—I'll eat myself on de road."

I once made a reservation for a lady over the telephone. I gave her the number of the berth, and told her it was in car number 28. "Did you say number 'twenty-eight,' Mister," she asked; "my, but that's a long train."

Speaking of Pullman berths reminds me of the time I sold a portly traveling man lower berth number one in a certain sleeper. While writing out his Pullman ticket, he asked me what berth I was assigning him. "Lower number one," I replied. "Gee whiz, young feller, don't you know that lower number one is right over the trucks?" "Sure thing," I answered, "but that's better than being under the trucks, isn't it?" "You tell 'em, kid," he came back, "that's a good one—here, have a cigar on me."

Of course we cannot "kid" everyone like that. We must be able to pick our customers, so to speak, so that we shall not offend them. The old saying, "A little nonsense now and then, is relished by the best of men," could be changed to include women also, as illustrated by the following incident:

A nice old lady stepped up to me one time, and purchased a ticket and a lower berth to Devils Lake, North Dakota.

(Continued on Page 4)

OUR TELEPHONE SERVICE

PRACTICALLY ALL the development of private long distance telephone service upon railroads has taken place within the last twenty years. When it was first proposed to use the telephone in place of the time-honored telegraph for transmitting train orders, there was grave doubt expressed by the majority of railroad operating officers as to the practicability and safety of such an innovation. The first telephone circuit so used was built on the Burlington in 1908, and the following year the Great Northern built a similar circuit on the Willmar Division. The flexibility and efficiency of such service soon became apparent and extensions were made almost immediately, so that by 1914 nearly all of the Great Northern main line was equipped with telephone circuits. The desirability of similar direct communication for miscellaneous work seemed evident almost from the start, and in 1917 a general program of providing a second telephone circuit on main line divisions was started, experimental circuits having previously been tried out on the Willmar Division and on the Fargo-Surrey Line. Today the principal main lines are completely equipped with two telephone circuits for local use, one for dispatching and one for miscellaneous supervisory purposes.

It was early recognized that long distance telephone service between important centers was highly desirable, and more or less efficient circuits had been installed between Seattle and Everett, St. Paul and the Head of the Lakes and elsewhere. In 1918 a general comprehensive system was planned to provide much more of the same type of service by a combined use of the same wires for both telegraph and telephone purposes simultaneously, with prospective use of telephone repeaters to extend the distances over which conversation could be transmitted, just as the telephone companies have gradually extended their range. During the past ten years this plan has been worked out gradually, the service being extended as the benefit from it appeared to justify the expense. Today it is possible to talk from St. Paul to the principal headquarters along the line within a distance of about a thousand miles, while from Spokane conversation is possible for some five hundred miles in each direction. In all probability the value of such service will eventually justify the cost of providing through telephone facilities from one end of our line to the other.

There has also been a great development in local and intercommunicating telephone service. Many Great Northern employees remember the time when there was only one telephone in the General Office Building at Third and Broadway, St. Paul. Later a small switchboard was installed on the second floor, and after that additional telephone facilities were rapidly provided.

In 1914 automatic telephones were installed in the Great Northern's offices in St. Paul, Minneapolis, and Superior, these being among the first automatic telephone installations in this section of the country. Today there are 390 telephones in Great Northern offices in St. Paul and Minneapolis, all of which are connected through automatic exchanges and leased lines leading from the exchanges to outlying points, and from one city to the other, as well as having connections with switchboards of other rail-

ways and the switchboards of the telephone companies. There are 86 automatic telephones in Superior and Duluth, and connections may readily be made between the offices in the Twin Cities and the Head of the Lakes over the company's own wires.

Similar growth has taken place elsewhere, and through the provisions of long term agreements with the telephone companies, the private long distance lines of the Railway are connected into the various local switchboards which are rented from the telephone companies, thus making a combined service through which any single local telephone has access to any kind of telephone service we may have, either on our own wires or on telephone companies' lines. Such combined service over both leased and privately owned facilities is, of course, not a regular practice of telephone companies, and quite properly so; but in the case of railways having large and well developed communication plants of their own, special agreements are perfected to cover not only the joint service, but also many details of operation and equipment.

It is quite evident that unlimited access to such extensive telephone facilities of the most modern type expedites the work of officers and employees in operating the railway; and it should also be very evident that such facilities must be properly used. The users of telephones in a railroad organization should need no specific instructions as to the manner of answering telephone calls. It is good practice to eliminate the word "Hello," and use instead the name of the office or the person speaking as far as practicable; but it is much more important to avoid tying up expensive tel-

ephone facilities by trivial conversation, or by talking interminably about a matter that could easily be disposed of by a few words.

The foregoing has reference mainly to the telephone facilities provided for the transaction of company business between officers and employees, and while brevity, promptness and courtesy are all very desirable in the use of the telephone for that purpose, there is another very important phase that needs to be considered.

Through the excellent telephone service available at various cities and towns along the line, there are innumerable points of contact with the public, and in dealing with the public on the telephone where the tone of voice and manner of expression are so important, courtesy is especially necessary. A discourteous answer to a patron may be the direct cause of loss of business, while on the other hand tactful, courteous and intelligent handling of telephone communications will establish the friendly relations which are so essential in rendering the best service to the public and in obtaining for the railway all the additional business that is possible.

Where Am I Going and Why?

(Continued from Page 3)

She asked me if I would help her check her baggage; not being very busy at the time, I carried her grips to the baggage room and checked them for her. She thanked me again and again, and then asked if I was sure I had given her a lower berth. "You know, Mister," she explained, "I couldn't use an upper berth, because an old lady, like me, can't climb up in one very well." "Why, you're not an 'old lady,'" I said, "you're real young looking." She seemed very much pleased with this last remark, for she answered, "Oh! Do you think so? Say, Mister, that's the nicest compliment I've had paid me in a long time."

Lower berth number 13 seems to be a regular hoodoo with a great many travelers. I once gave lower number 13 to a lady going to Milwaukee. Before receiving the ticket she asked me what berth I had given her. When I told her lower 13, she began upbraiding me, and threatened to report me to the company, for having the nerve to even think of offering her lower thirteen.

The opposite reaction to the number "13" cropped up on another occasion, when a man asked me if I could give him lower 13 to a certain town. I replied that it was an unusual request, but that I would see what I could do. While writing out his ticket, he said: "About three months ago you sold me lower 13 to this same town. Of course at that time I kicked on that particular number, but you told me it was the only lower you had left, so I took it. Well, sir, the next morning, as I stepped off the Pullman, I slipped on some ice on the station platform, and slid along for ten or fifteen feet. When I stopped sliding and started to get up my hand came in contact with a pocketbook. When I opened up the purse, there, staring me in the face, was a ten-dollar bill and a penny. As I could find no identification cards of any kind in the purse, I kept it. So, after this, Mister, when you see me coming up to your window for a berth ticket, just slip me lower number 13, and I shall be a thousand times obliged to you."

Great Northern Semaphore

A Dependable Railway

Here is a letter to General Superintendent Blair, of the dining car service, written by L. F. Guilmond, who was evidently returning to France, as the letter was written on the steamship Noronic.

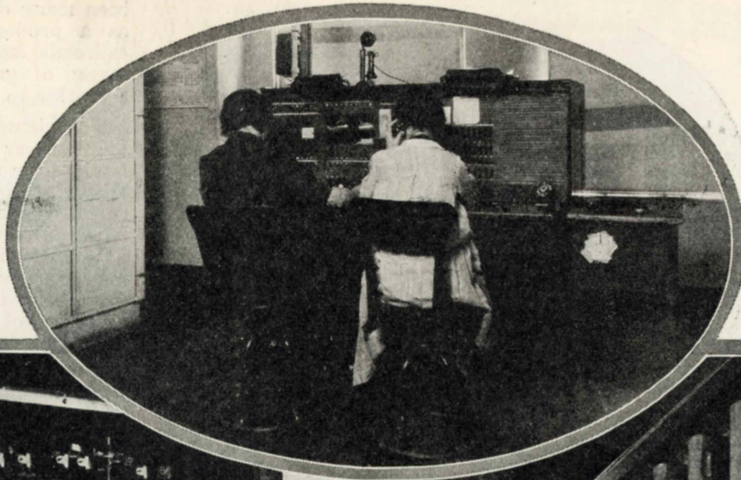
I wanted to write you to commend you upon the uniform excellence of your dining car service and especially that on Train 20, the Gopher Limited, Minneapolis to Duluth.

I took this train to Duluth on the morning of July 27 and the service I received at both breakfast and luncheon was a revelation. The cuisine was excellent and I was particularly impressed with the solicitous courtesy of the steward and the waiters. The steward's name was Felix.

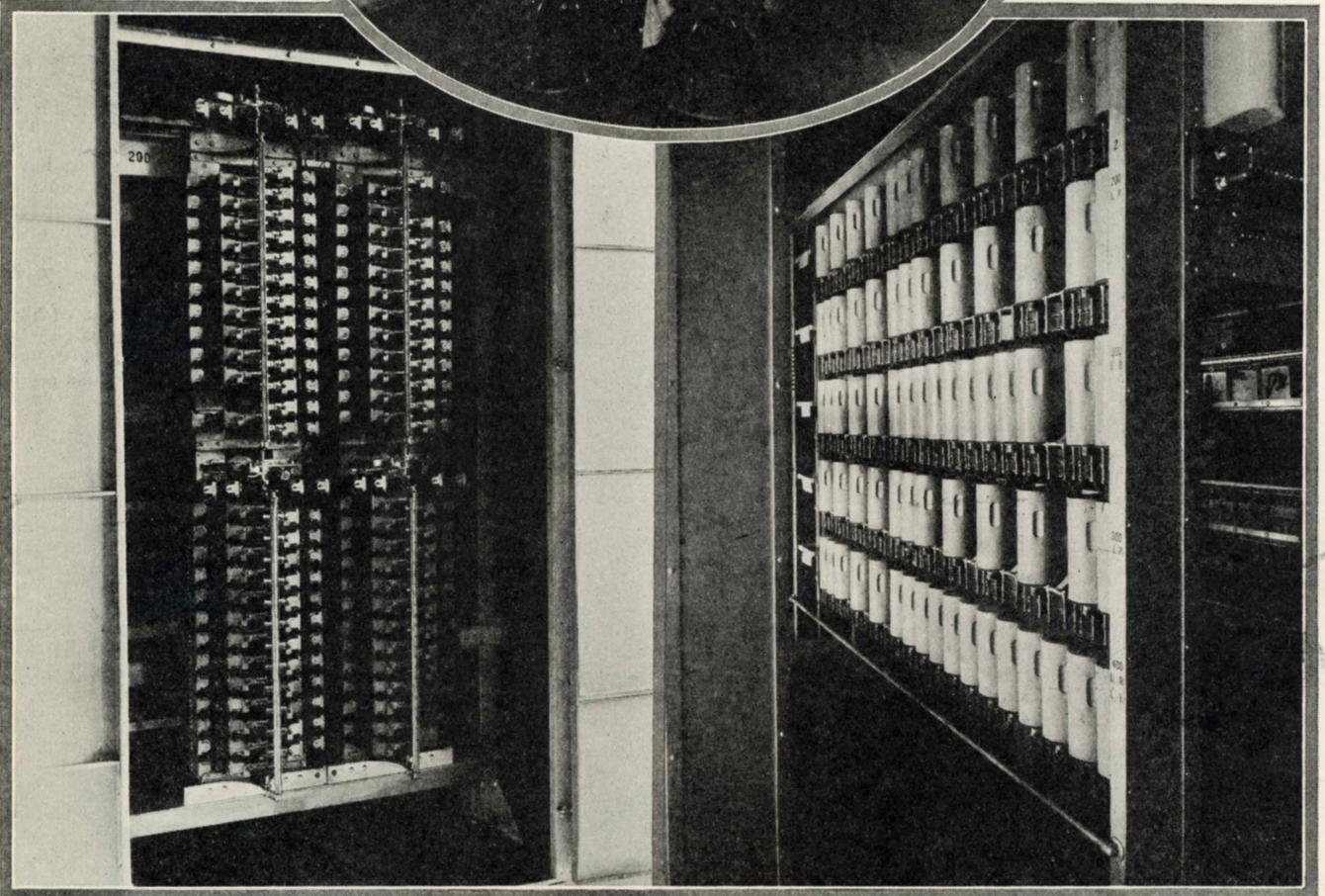
I am not a tourist, but a business man who must spend much time on trains. I can only say that I wish I could have Great Northern dining car service at all times.

I would also appreciate your expressing to the general passenger agent my appreciation of the courtesy of the crew on the same train from conductor to porter. It is service like this which makes traveling less a hardship and more a pleasure.

IN OVAL—Operators and switchboard; used to handle long distance or special service calls. All ordinary and local calls are set up mechanically through the automatic equipment.



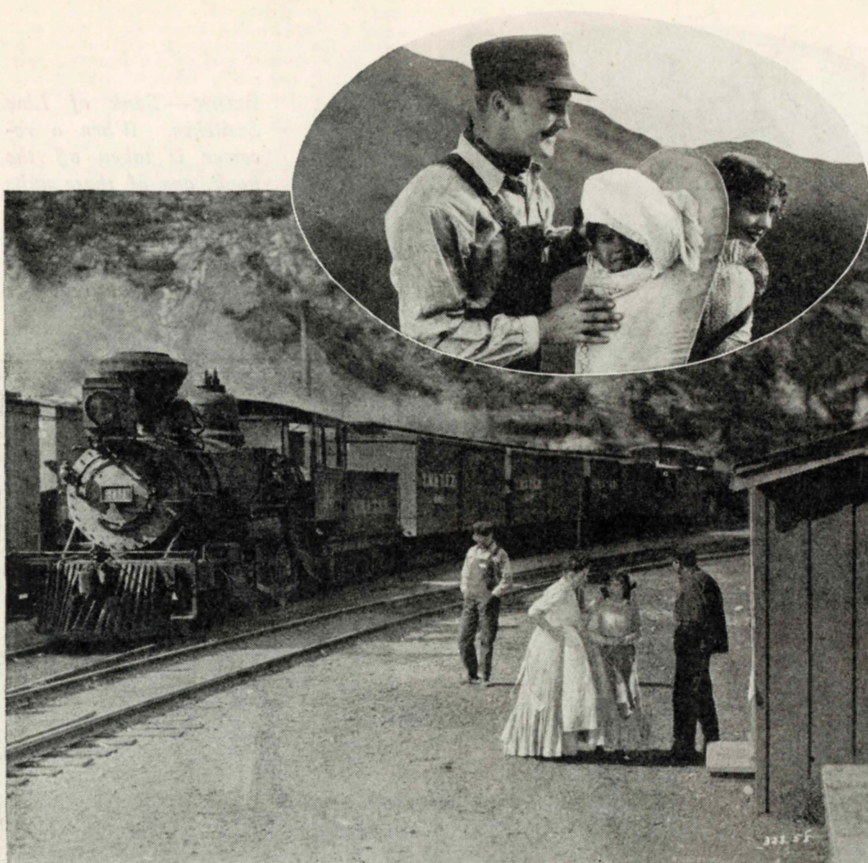
BELOW — Bank of Line Switches. When a receiver is taken off the hook, one of these units automatically connects the telephone to the apparatus necessary to select the line desired.



ABOVE — Bank of Selectors. These units select the line bearing the number dialed. The automatic telephone is rightly termed "a modern miracle." All but the lower picture are in the General Office.



AT LEFT—A switchboard and operators in a large mercantile establishment. Loaned by courtesy of the "Fellow Worker," house organ of Jordan Marsh Co., Boston, Mass.



"The Night Flyer"

Pathe to bring out new railroad picture

A COMBINATION of a story by Frank H. Spearman and direction by James Cruze, should almost guarantee a motion picture of outstanding interest, and that combination is present

in "The Night Flyer," planned for national release by the Pathe Exchange this month. The signal success of "The Covered Wagon" firmly fixed Mr. Cruze in the esteem of the public, and there have

been many other evidences of his ability as a producer. Spearman knows his railroads and withal is a graphic portrayer of gripping episodes which give a sparkle to whatever he writes.

The picture was produced in Utah, on the Denver and Rio Grande, whose tracks were used for some of the scenes. During the making of the picture, the entire company lived in a special train, including a diner and a baggage car. The leads in the new picture will be played by Wm. Boyd, as a locomotive fireman, and the charming Jobyna Ralston, both of whom already possess warm spots in the hearts of the American public.

In addition to the story being one of gripping interest, staged against one of the most picturesque of backgrounds, it has an historical sequential significance. It might be considered the third in a trilogy of mail transport, the first having been "The Covered Wagon," and the second "The Pony Express." Nothing has been overlooked in making the film story realistic and natural, and the general public will undoubtedly enjoy it thoroughly, as will the great body of rail employees, even though most of the time they take quite as a matter of course and as part of the day's work, the things which to those in other professions seem so wonderful and remarkable.

Tit for Tat

Wife (looking up from her newspaper)—"It tells here about a man giving his wife a \$500 necklace. Nothing like that ever happens to me."

Husband (looking up from his)—"I was just reading about a man giving his wife a pair of black eyes. Nothing like that ever happens to you, either."—*Pattons Monthly*.



A Real Apple Booster

PERHAPS NO OTHER person advertises Wenatchee apples so thoroughly by word of mouth as William J. Klingenstein, of Wenatchee, whose familiar form, figure, and voice are seen and heard on the arrival of Great Northern trains at Wenatchee.

Mr. Klingenstein is proprietor of the Great Northern eating house at Wenatchee, and in connection with his cafe in the station building, sells Wenatchee apples and Wenatchee fruit, in season. He also specializes in Aplets, the "Confection of the Fairies," which are manu-



W. J. Klingenstein

factured at Cashmere, just a short distance from Wenatchee.

A picture of a portion of Mr. Klingenstein's display in front of the Great Northern Cafe, at Wenatchee, appears in connection with this article.

Great Northern Semaphore

Captain Heerman Writes Us

AN INTERESTING LETTER from the chief officer of the "Minnie H.," which played an important part in the celebration of the first train into Devils Lake, signalized by an excursion of the O. R. C. as told in the November issue of the SEMAPHORE, is reproduced below:

Devils Lake, North Dakota.
Nov. 13, 1927

Dear Mr. Flynn:

Your letter and SEMAPHORE at hand, and I thank you very much for thinking of me. Colonel McGraw certainly did his work well, way back in those lean days. Yes, I should appreciate a few copies, as you suggest.

There is more concerning those old-time days that it would be well to have in print. I would like to inquire for the engineer whose name I have forgotten, who was driving the engine at Larimore in December, 1882, where I was waiting with several cars of material for the building of the Steamer "Minnie H." for the contractor to finish the grade to Bartlett. The understanding was, that when the grade was completed, all of my cars then at Larimore were to be taken to end of track. I had four cars there and several more to come. We started for the end of the grade about dark one day in December, the date of which I do not remember. With the high winds and drifting snow and no snow-plow, we soon found ourselves stuck in snow-drifts. We worked all night to keep the engine alive, and getting back to Larimore waited all day for a snow-plow, which we got in the evening and arrived at end of track the next morning; but I got tired, and started out on foot leaving the engine stuck in the snow-drift. The engine and myself arrived at the end of the track about the same time in the forenoon. I hope that engineer is still living.

Thanking you again for remembering me, I am,

Very truly,
E. E. HEERMAN.

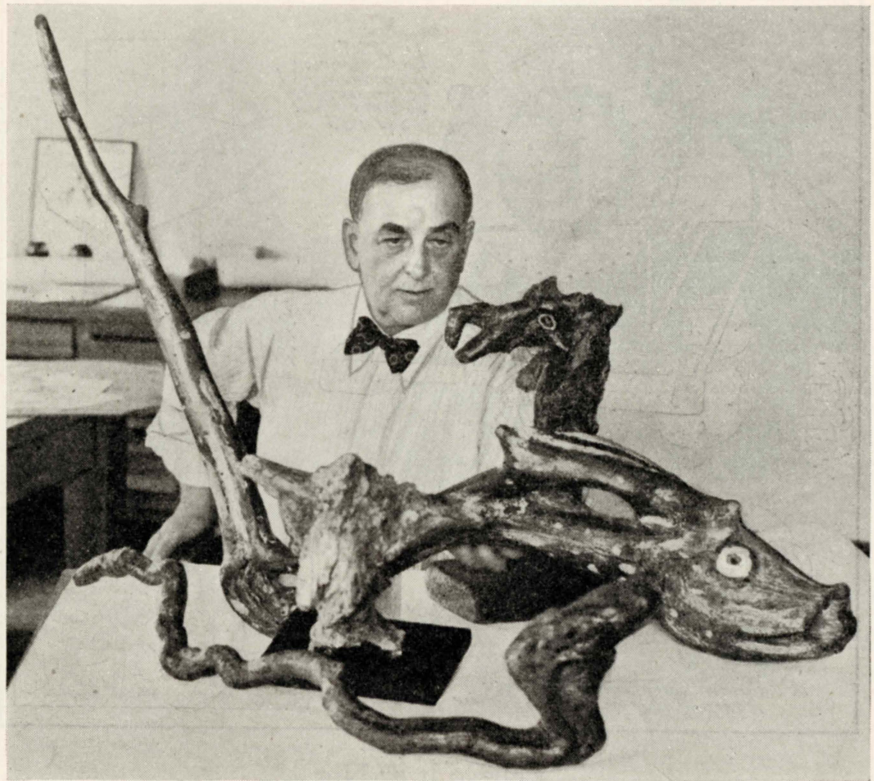
A Dependable Railway

Here is testimony from Hal Lyon, of the Hal Lyon Drug Stores at Gravity and Sharpsburg, Iowa. It was written to C. A. Rand, traveling passenger and immigration agent at Des Moines.

"Many thanks for the little copy of the Great Northern 'Goat.' On looking it over, it brought back memories of many happy seasons I have spent in the Glacier and Blackfoot country, and about all the good old Virginia ham with raisin sauce as can only be served by the Great Northern. I have a summer home at Waterton Lakes, so the Great Northern is our railroad"

"Lincoln and the Railroads"

A NEW CONTRIBUTION to railroad literature, is a biographical study entitled "Lincoln and the Railroads," by John W. Starr, Jr. Included among its 325 pages are illustrations from old photographs, prints and facsimiles of manuscripts and documents. The book is of special interest to rail-



Queer Things About Quarries

Interesting Facts and Fancies Revealed

ROTARIAN JOHN SMITH, superintendent of the Sandstone Quarries, which are the property of the Great Northern Railroad at Sandstone, Minnesota, and operated under lease by the Sandstone Quarries Company, of which he is also president, is pictured in the act of exhibiting some peculiar formations of petrified wood which he picked up on the beach and around the quarries, designated by him as sea horse, Chinese dragon, puffed adder and baby ram.

A stone quarry is the last place where the ordinary person would look for sentiment, and yet Mr. Smith in the thirty-one years of his life as a quarryman, has learned to find "tongues in trees, books in the running brooks, sermons in stones and good in everything," particularly in Minnesota's building stone, which, he asserts, is too little used, stating his belief that for every cubic foot of native stone used in the last five years in Minnesota buildings, six cubic feet have been brought in from other states for the same purpose. He calls it a crying shame that when Minnesota has been so generously endowed by nature with such fine building stone, so small a percentage of it is used. The Minnesota rock, comprising one of the state's native assets far greater in extent than is generally known, includes limestone, sandstone, Jasper, trap rock and granite.

Mr. Smith gives an extremely interesting explanation of the reactions of the various stones to different conditions.

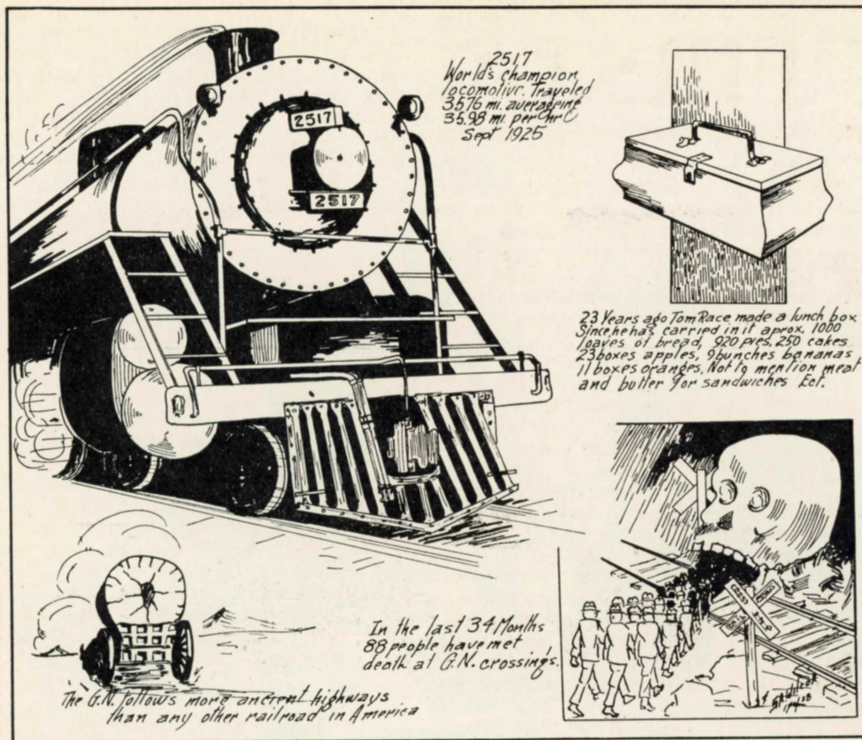
"We like to tell our children that plants have nerves," he said, and are sensitive and peel up or stretch out when

road people, from the fact that its author is himself, a railroad man. Published by Dodd Mead & Co., New York City, \$3.00.

touched. I maintain that the same is true of many stones and that they grow angry and get on a jagged edge and are irritable when their nervous system is abused, overtaxed or irritated. The stone's calm, even poise is maintained only when stroked the right way—that is, quarried and finished just as nature intended in conformity with its natural grain. If we follow this course, then the stone behaves, splits and cleaves smilingly, but if we try to go against the grain the nervousness begins to manifest itself and we have resistance, irritation and jagged edges. A stone has life blood—that is, quarry sap. Put a freshly cut stone in a draft and it will often catch cold just like a man. When stones are set wrong side up, they often get their feet wet, rheumatism sets in and their joints begin to creak and groan."

Living in the remote districts where the quarries are located, Mr. Smith has developed a broad range of sympathy for humanity, as well as geological products, since in becoming a quarry superintendent he also became a railroad man, politician, physician, bookkeeper, and tree surgeon, and served in a dozen other capacities. The quarry superintendent, he says, hears all the love tales and every day family affairs of his men; it being difficult to evade politics, he frequently finds himself entrusted with oversight of the local village or town affairs by being elected mayor. First aid is also one of the quarry boss's big duties, minor accidents running into hundreds and physicians being far away.

The photograph from which the picture in this article was made, was lent to the SEMAPHORE by the Minneapolis Journal, in which a longer story from which ours was rewritten appeared some time ago.



Believe It or Not

Interesting things on and about the Great Northern as seen by Seley A. Wilcox of Dale Street shops. One of a series of sketches specially drawn by Mr. Wilcox for the SEMAPHORE which will appear at frequent intervals.

ST. PAUL, MINNEAPOLIS & MANITOBA RAILWAY.

D 853 TRIP PASS—For Employees Only. 1883.

Pass *R. H. Nowlan*

From *St Paul* to *Garnesville*

Where Employed *Sta.*

On what Service

NOT TRANSFERABLE.—Free Passengers by acceptance of this Pass assume all risk of accidents to their person or property without claim for damages on the corporation.

Good for ONE TRIP ONLY when

Void after *June 30* 1883

Countersigned by *A. Mausel* General Manager.

Expires with the current year unless otherwise limited.

Another Old Pass

HERE IS ANOTHER OLD pass—way back in 1883. It was in favor of R. H. Nowlan, then in station service, and now in the real estate busi-

ness at Wenatchee, Wash. It came to us through the courtesy of J. T. Bowen, O. S. & D. clerk at that place.

What Makes a Railroad?

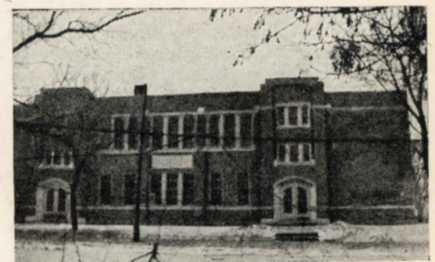
PATRONAGE COMES FIRST and next in line is service. If we get the patronage and then give them the service, we are pretty sure to have a railway, according to F. C. Brake, agent at Alford, Iowa. In a recent letter he was telling about a young Swede mechanic who landed in New York. He worked there for several years and then went west to Fort Dodge, Iowa. He

rented a room and paid two weeks' board in advance and began to look for work.

A short time later, on a Saturday morning, he informed the foreman of a large contracting job that he was going to work on Monday morning, and he would be better off the following Saturday, no matter what he earned. The foreman let him go to it on Monday and nothing was said to him during the week, but he was pleasantly surprised on Saturday at the size of his pay check, and

even more pleased to have the foreman say, "On Monday you will be in charge of the lower floor at ninety cents an hour."

This man made good and is still with the contracting firm. He is the man who built the new schoolhouse at Alford, a picture of which is shown herewith. Recently when the man mentioned went to Mr. Brake to pay a bill in connection with freight service, he said, "Mr. Agent, this is the thirty-fourth public building we have constructed in as many cities, and I wish to say that we have had more accommodations and service here than in any other place I have worked. You have saved a lot of time and time is money when you have a gang of men waiting for material. We appreciate it and thank you for it." "We shipped him to Glasgow, Mo., by G. N. and C. B. & Q. and turned him over to the Wabash there," wrote Mr. Brake. "He is to construct two schools there, one for white and the other for negro pupils."



Alford (Ia.) Public School

"The man who built the schoolhouse gave service to his company and they appreciate his work. Just so with us, if we can get the business, it is worth taking care of—that is service. It will BRING patronage and as that is the only thing we have to sell, as I am constantly telling people. With the Great Northern behind me, I am not afraid to look any shipping proposition in the face and say we can handle it, probably better than any other line. One thing that makes it fine is that our people in St. Paul are always willing to assist in any possible way."

Mr. Brake is also responsible for a number of parties to the coast and watches the schools and secures teacher groups in much the same way as is done in a larger way in the big cities. During his incumbency as agent he has, according to those who know him best, more than held his own in both passenger and freight business, and is also actively interested in the affairs of his community.

A Dependable Railway

Humor enters into the genuine praise proffered in the following letter to General Superintendent Blair from J. H. McLeewis, of the Jones & Laughlin Steel Corporation, at Virginia, Minnesota:

So many of our Range people travel with Mr. Felix and his able crew, that I am moved to complain that he and his assistants are too competent and serve too well—we eat too much under his direction.

Yours for the old G. N.

♦ SAFETY FIRST ♦

Cross Crossings Cautiously

AT THIS SEASON, when so many resolutions for the new year are being made, there is one rule of conduct that should be laid down now and rigidly followed during 1928 by every person driving an automobile. Every automobile owner or driver should resolve to exercise every possible precaution before venturing upon railroad tracks, thus eliminating the danger of death, serious injury or maiming for life in an accident at a railroad grade crossing. Every person riding in an automobile, whether that of a friend or that of a company transporting passengers for hire, should resolve now to protect his or her life and health during the new year by urging that the driver make certain that no train is coming before attempting to cross railroad tracks.

Each year witnesses an increase in the number of persons killed or maimed in grade crossing accidents, yet there is no type of accident more easily avoided. During 1926, 2,492 persons were killed and 6,991 injured in grade crossing accidents in the United States, a total of nearly 10,000, or more than the total population of many of the cities served by the Great Northern Railway. The casualties include persons of every class of life, the rich, the poor, school children, the man earning his living and the family man out with his wife and children for a pleasure drive. Many of them were innocent victims, life or health sacrificed because of recklessness of the driver of the car in which they were riding. Every grade crossing accident could be avoided if the driver would stop or slow down at railroad crossings to make sure no train was coming.

The Supreme Court of the United States has laid down a standard of conduct that motorists and others should follow when venturing upon railroad tracks either on foot or in a vehicle. In a recent decision of this, the highest court in our land, this standard was defined as follows:

"When a man goes upon a railroad track he knows that he goes to a place where he will be killed if a train comes upon him before he is clear of the track. He knows that he must stop for the train, not the train stop for him. In such circumstances, it seems to us that if a driver cannot be sure otherwise whether a train is dangerously near he must stop and get out of his vehicle, although obviously he will not often be required to do more than to stop and look. It seems to us that if he relies upon not hearing the train or any signal and takes no further precautions he does so at his own risk."

While the Supreme Court has ruled that a railroad is not legally liable for the death or injury of persons killed in grade crossing accidents, the Great Northern has no disposition to shirk its moral responsibility to do everything in its power to eliminate this type of accident.

In the first eleven months of 1927, grade crossing accidents on the Great Northern amounted to 173 in which 30 persons were killed and 68 injured. This represents an entirely unnecessary and inexcusable waste of life. Proper care by the driver would have saved every one of these 30 lives and prevented every one of the 68 injuries.

The man who races the train to a crossing is the most foolish of all gamblers, since he stands to lose so much more than he can gain. The average time it takes a fast train to pass a crossing is seven seconds, freight trains of course taking somewhat longer. But even if a driver gained as much as half a minute by beating the train, his car moving at the rate of thirty miles an hour would be only one-quarter of a mile farther by the time the train had passed. To gain a few seconds in time or a few hundred yards in distance he may sacrifice his own life, health or ability to earn a living, as well as the lives of his companions.

A striking feature of the grade crossing accidents on the Great Northern is the increasing number due to trains or railroad cars being struck by automobiles. Of the 173 crossing accidents occurring on its lines during the first eleven months of last year 50 or 29% of the total, were due to this cause. So reckless are some drivers that they run into trains or cars that have come to a complete stop.

The Great Northern, as well as all other railroads in the country, have for years recognized the importance of the grade crossing problem, and have conducted a nation-wide campaign to educate and help people to protect themselves. A large amount of money has been spent by this railroad alone in its efforts to eliminate this type of accident. Last year the single item of warning signs erected at dangerous crossings cost the company thousands of dollars. Its engine crews and yard forces have stand-

ing orders to handle trains and cars past street and highway grade crossings as expeditiously as possible, with minimum delay to vehicular traffic—the management recognizing that the driver who is held up unduly long will be tempted to try to beat the train across the next time he comes that way. Engineers are required to blow whistles and ring bells for each crossing, as warning to pedestrians and drivers that a train is near.

No matter what the Great Northern or other railroads may do in an effort to save this waste of human life, the final responsibility rests, as the Supreme Court has decreed, upon the drivers themselves. Without their co-operation there can be no hope of success. All that is necessary is for every person to look and listen carefully, stopping if necessary to do so, in order to make certain no train is coming, before venturing upon railroad tracks. If this were done the grade crossing problem would be eliminated, and at the Christmas season next year many homes would not have to mourn some member, perhaps the bread winner for the entire family, taken away during the year because of recklessness at a railroad grade crossing.

Railroad Crossings

"Trains do not stop at crossings, but automobiles should.

"There are two kinds of automobile drivers—CAREFUL AND CARELESS.

"The newspapers tell of the careless ones every day.

"The careless driver makes the careful driver unsafe.

"Gates, bells and flagmen are ignored and the careless driver tries to beat the train, but does he? Certainly not. It can not be done.

"The careless driver toots his horn when the gates are down, he is still in a hurry to cross, but the 'TOOT' of a horn does not move the train.

"Railroad crossings would hold no terror if the automobile driver used his 'HEADPIECE.'

"Mr. Auto Driver, for humanity's sake, THINK."

Important Notice About Your Pay Check

This notice is inserted in the SEMAPHORE owing to the number of employees who endorse their pay checks in blank and then lose them, under which circumstances the Company is unable to recover the loss for the employee, in case it is found and cashed by a dishonest person.

DO NOT ENDORSE YOUR PAY CHECK IN BLANK; that is, do not merely sign your name on the back. Endorse your pay check specifically to the bank or person cashing it for you. If a pay check is lost so endorsed the finder will have to forge the name of the one to whom you endorse the check, and the Company can then recover for you by reason of the forgery and you will suffer no loss.

If you deposit your check in the bank or cash it at the bank, endorse it as follows:

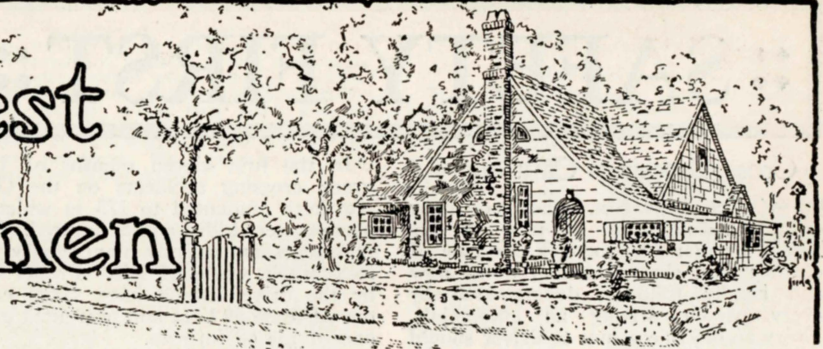
Pay to the order of
First National Bank, St. Paul, Minn.
(signature) JOHN JONES.

If your check is cashed by an individual, such as your grocer or butcher, endorse it as follows:

Pay to the order of Tom Brown,
(signature) JOHN JONES.

DO NOT ENDORSE YOUR PAY CHECK UNTIL YOU ARE READY TO DEPOSIT OR CASH IT, because if a check is lost without your endorsement and the finder forges your signature on it, we can recover for you. The above is important for your protection.

Of Interest to Women



Conducted by MRS. J. MABEL DILHAN

IN A SURVEY MADE public by the National Industrial Conference Board, the cost of education in the United States was placed at \$2,000,000,000 for 1925, and reflects, according to the summary, an advance of more than four and a half times the amount underwritten in 1910, representing an increase since 1890 of 69.4 per cent.

From every direction, from every city, town, village, hamlet, and remote farm house, comes the indisputable evidence of the public desire that America shall be educated.

As to the part academic education plays in the fame of Americans, "Who's Who" discloses that as far back as 1900, only thirty-one of the nearly eight thousand persons listed had received no classical education; 808 had a common school training, 1,245 were high school graduates, and 5,768 were college or university graduates.

In their pride in the splendid American school system, there are doubtless but few parents who realize that the greatest of all schools is that which never closes; the one which is free to all, and open to every man, woman and child in America—the American home!

James M. Barrie, the Scottish writer, while delivering an address to the students of St. Andrews, one of the four great universities of Scotland, said:

"Mighty are the universities of Scotland, and they will prevail. But even in your highest exultations never forget that they are not four, but five. The greatest of them is the poor, proud homes you come out of, which said so long ago, 'There shall be education in this land.' She, not St. Andrews, is the oldest university in Scotland, and all the others are her whelps."

That pronouncement of Barrie's reveals the profound aspect of education, that the school is only a small part of the educational system. According to Glenn Frank, president of the University of Wisconsin, "the biggest and most influential part of a man's education comes not from the school that he attends, but from the community in which he lives." Mr. Frank further says:

"I venture the assertion that a superlatively good school cannot be created and maintained apart from the creation and maintenance of a good community."

The connection of the home university with the Woman's Page, lies in the fact that upon the woman in the home depends to so great an extent, the grade of the school. Before it can be a proper school it must be a proper home. Nor does it follow that mothers and fathers who have not had educational advantages themselves in their younger days,

need excuse themselves from making progress and keeping up with the times, by that sad refrain, "too late," because it is not necessary to go to school again, or even to take university extension, or correspondence courses. There are always in the attic some old school books, which may be dug out and made friends with again; and it is surprising to find just how good friends they are, and what marvelous companionship they afford in their old time confidences. Or, if there are no old books, the children's school books may prove the "open sesame" to genuine delight. No one need be ashamed to study, at whatever age he may be. Many an overworked mother will say, "What time have I for school books?" or, "Wouldn't I look foolish doing that?" Far from foolish! She doubtless needs the physical rest more than anything else, and the children will gladly welcome her in their class; their home work will not be nearly so tedious, if father and mother are in it, too. The time spent with the school books, old or new, will be but a pleasant diversion, and will do much to dissipate and obviate the fatigue, other than physical, which comes from monotony, and which scientists assert, poisons the body as much as polluted food.

The question of sufficient and proper rest leads the way directly to the right kind of sleeping quarters. It seems peculiar that while increasing attention is being given each year to better arranged and better equipped kitchens, there are hundreds of homes where painfully inadequate provision is made for a good night's rest.

"Too many women," says the Bureau of Home Economics, "are satisfied if their bed has a smooth exterior, not realizing perhaps that sheets that pull up at the foot, or blankets that slip sideways, are not conducive to unbroken rest." There is a special art in making a bed properly. The lower sheet should go on right side up, large hem at the head, and smoothly tucked up on all four sides, with the corners folded in miter fashion.

The upper sheet should be put on wrong side up, so that when the hem is turned over the blankets to keep their edges clean, it will be right side up. Upper sheet and blankets should be tucked in generously at the foot first, the hem folded down, and then the sides folded in. Sagging springs and worn-out mattresses cause a waste of nervous energy. Dusty springs and improperly aired bedding sap the vitality of the sleeper. There are other causes which contribute to non-restful sleep, such as lack of sufficient air and too heavy bed clothing; while it must provide the neces-

sary warmth, the bed clothing should be as light as possible. There are some health experts who go farther than the matter of comfort in sleeping requirements, and suggest as much attractiveness as possible in the bedroom, to insure complete repose, and enable the occupant to meet to the best advantage the responsibilities and demands of the coming day.

Calf's Liver

(Foie de Veau)

DELICIOUS AND nourishing when properly cooked, but how revolting when it resembles, as it so often does, a piece of leather!

Cut the liver into slices a little less than one-half inch thick, cover with boiling water, and allow to stand for five minutes so that the blood may be drawn out and the flavor may be less strong. Drain and remove the veins and the outside membranes.

Braised Italian Style (Foie de Veau Braisé à l'Italienne), it is especially satisfying. Use:

Liver, 1½ pounds	Stock, ¾ cup
Bacon, 6 slices	Carrots, sliced, ½ cup
Chopped parsley, 2	Olive oil, 1 tablespoon
teaspoons	Onions, thinly sliced, 3
Mushrooms, ½ cup	Salt and pepper

(Either the mushrooms or carrots may be omitted if desired.)

Slice the liver and prepare according to foregoing directions. Grease the bottom of a baking dish with the olive oil. Lay in half of the sliced liver. On this sprinkle the onions, mushrooms, and parsley. Lay in the remainder of the liver, and on top of it the sliced bacon. Pour in the stock. Cover and cook in a slow oven until the meat is tender. Remove the cover, and brown the bacon during the last few minutes of cooking. Skim and thicken the sauce in which it has cooked.

A Dependable Railway

Out on the coast line trains, they feel the same way about it as evidenced by the following letter to General Superintendent Blair from C. M. Shane, of Oakland, California:

On behalf of Mrs. Shane and myself, I am expressing our appreciation of the splendid service in your dining car between Vancouver and Seattle, Mr. Wm. E. Meagher, of Seattle, in charge.

Recollections of Mountain Surveys of 1890

By the late James H. Kennedy, C. E.

Part Two

ONE MORNING, WHILE WE were camped at Belton, or station 2440, as it was called at that time, I was reading, after arrival of the mail, a letter from Mr. Beckler, to the effect that he had been out to meet the party that was working westward from the eastern slope, and had arranged for Mr. E. R. Hamilton, the engineer in charge, to make a trip across the summit to meet our party, so that we could make the necessary arrangements about a meeting place to join up our surveys, when we heard a shout from the other side of the river, and there stood two men, who apparently wished to get across, and whom we knew to be the persons sent out by Mr. Beckler.

We had no boat, but advised them where they would find a raft that we had used. They got aboard the raft, and it was soon evident that they were exhausted and would float down stream. Our whole party ran along the shore to help them land, which they were able to do, with our help, about a mile down stream. One of our boys, W. E. Conway, by name, had the presence of mind to take along a little flask, which he kept for emergency cases, and as the men were pulled off the raft he gave each a pull out of it, which revived them somewhat.

The men, who were E. R. Hamilton, engineer, and a Mr. Hammond, if I remember his name correctly, were completely played out. They had made a raft somewhere on the river, and were wrecked, losing all their provisions, and their axes and all other supplies. They had eaten nothing for two days before they reached our camp, when they went to sleep for a whole day, but they were not themselves for at least two days afterward. Their clothes were in tatters, and they were in an awful state generally. As this trip was taken early in July, or late in June, it was too early for the purpose for which it was intended, that is to serve that purpose to the best advantage. However, Mr. Hamilton's observations were of considerable advantage to our party, and after a few days' rest he and his companion left on their return trip to their own party.

Some ten or twelve days afterward, as we were working about a mile east of Belton, near the tunnel, we heard a call from the top of a pile of driftwood that had accumulated on a rock, jutting up in the river, and there we saw the same two men. They were calling for grub, which, with considerable difficulty, was thrown across the channel that separated the driftwood from the near shore. A rope was also thrown to them, which they fastened to a log, while the near end was tied as high as possible in a tree, so that after a rest they crossed the stream, hand over hand on the rope. We were powerless to save them, if their strength had given out while they were hanging under that rope. It was then learned that they had missed the entrance to the pass, and had gotten up on the divide where they could see the country they wanted to reach, but failed to find a place where they could get down, and so were compelled to return. After a rest of a few days, Ed. Boyle, an old packer, who knew the pass and had horses, was engaged to pilot them

back to their own camp, and thus ended a most difficult and never to be forgotten adventure. I had never seen men more fagged out than they were. I do not know whether either of them is living today.

Some time later, in the month of October, 1890, I had a little adventure that I would not care to repeat. We had carried our survey to a junction with Hamilton, somewhere about Essex, and the whole line had been located back to Coram at the crossing of the main Flathead River, but it was found necessary to move camp again eastward from Belton to near Essex, to make some revisions. The pack train was several days overdue, when Mr. Bell, the cook, came to me with the information that as there was only a sufficient supply of food for one meal in camp, something must be done at once, or there would be a stampede from camp to the Flathead valley, if that condition became known. I started down the trail to meet the packers, so as to have something rushed ahead. I did not meet them, but kept on until I reached the townsite of Columbus Falls, where I learned from Mr. Geo. Bambaugh, the solitary settler there, that the packers had gone by two days previously, and on account of high water at the crossing of the river at Coram, had gone northward to make the river crossing at the outlet of the north fork. It was then too late to return to camp at Belton, so I left early the next morning, alone. When crossing the river the previous day, I had traveled with a young man who had come down from McCarthyville, and together we made a raft with which to cross, but on my return the following day I was alone, and after attempting to get the raft out into the stream without success, decided to pull back to shore; but instead of getting to the shore my raft shot away out in the middle of the stream and I was compelled to turn about, and paddle for the opposite side. In my efforts to reach the shore I soon found that I was floating down stream, faster and faster, and also that my raft was breaking up, so I sat down and pulled the logs together as best I could, dropping out the longest and most unwieldy logs, one after another, until I had one short log left, and was rather hanging under it, while I tried to touch bottom with my toes. I had held on to my paddle, which was a round stick. As I neared Badrock canon I eventually touched bottom, and pushed toward shore until I found shallower water, where I set my paddle to make a snub on the bottom, and then let loose of the log. My paddle held, and the water splashed over my head as I made for shore at the head of the canon. I then had to walk from Badrock to Belton to reach camp, wet and cold. I presently found that I had a return of my rheumatism in one leg, so that it was with intense pain that I dragged along that seven or eight miles. I made a hook, and lifted my leg by hand for each step until I arrived at camp, late that night, only to find that the packers had arrived, and the camps and everything had gone forward, leaving a lunch for me, tied to the limb of a tree. I laid out that night, and was mighty thankful to be there. Leaving the next morning, quite early, I overtook the moving outfit about noon, at a bluff close to Coal Creek, where a horse had been crowded off the trail and over the bank into the river. The horse was killed, but the pack was recovered, down the river.

It was later that fall that the late Mr. J. A. B. Tompkins became assistant chief engineer of the work, and wished us to show him over the line, and to go on eastward to Mr. Hamilton's party, then camped on the site of the old town of McCarthyville, at that time called the horse camp. The lines had been run through, and a pack trail was also cut through. We were camped at old 2440, or Belton. Mr. Tompkins and myself, with Ed Boyle as packer, and his three pack horses and saddle horse, comprised the party. We had a spell of cold rain that lasted eight days on that trip. When the rain poured down and Mr. Tompkins became more vigorous in his denunciation of the climate, Ed Boyle always came out with his one remark, "Wait until you get to the burnt flat, and then you will smell hell!"

The first day out, on the return trip, Mr. Tompkins skinned his heel, and in trying to save it walked upon his toes too much, so that next morning he was unable to place his foot on the ground. However, we got him down to the river, and I poured water upon his foot for an hour, after which it became somewhat more manageable.

The next day we had another unusual experience, when Tompkins and I were walking the horse trail some distance ahead of the horses. I was in the lead, when rounding a sharp turn in the trail, I came upon an old dead horse that had committed suicide by hanging itself, when tied to a tree; and right across from the dead horse, there slept the largest cinnamon bear I had ever seen. Never before had I been so close to a bear, nor ever before had that bear heard such an unearthly scream, which probably scared the bear as much as he scared us, for he ran up the mountain, and then looked back at us before running entirely away. I do not like bears at close quarters.

The End

Real Friendship

REAL FRIENDSHIP IS demonstrated by our unselfish acts in behalf of others. And the joy of it is that usually when we help others, we are directly as well as indirectly helping ourselves.

Out in Montana, in the little town of Stonehill, lives a gentleman named James W. McPherson. He is seventy-four years old and owns a ranch. From time to time he makes cross ties from the timber on his place.

On Christmas day, Mr. McPherson was walking beside our tracks, on the way home about noon, when he noticed a broken rail, with a piece of the top of the rail missing. This was about two miles west of Stonehill and he immediately turned about and made all haste to reach the depot before No. 3 arrived. He succeeded in reaching it just in time to have the train held, and then hurried on to notify Section Foreman W. F. Logsdon. Repairs were made at once and the passengers proceeded in safety.

This is the third time in five years that Mr. McPherson has performed this sort of a service, and words are inadequate to appropriately express appreciation of this high type of citizenship, and willingness to co-operate with organizations who serve the public.

Our Honor Roll

The following named employees, after long and faithful service, have been certified by the Great Northern Pension Board as eligible for retirement on a pension.



John C. Perlowski, car repairer, St. Cloud shops, effective Oct. 1, 1927.
 Julius J. Lake, general car shop foreman, Jackson Street, effective Nov. 1, 1927.
 Charles E. MacLaughlin, master mechanic, Dakota Division, effective Nov. 1, 1927.
 Ernest D. Reinking, B. & B. foreman, Kalispell Division, effective Nov. 1, 1927.
 Frank D. George, engineer, Cascade Division, effective Dec. 1, 1927.
 Hans J. Erickson, blacksmith foreman, Devils Lake, N. D., effective Dec. 1, 1927.
 August H. Seifert, machinist, Dale Street shops, effective Dec. 1, 1927.
 Andrew J. An Dyke, brakeman, Dakota Division, effective Dec. 1, 1927.
 Thomas J. Dunn, check clerk, St. Paul, effective Dec. 1, 1927.

IN MEMORIAM—

Ole Brustad, hostler, Dakota Division, retired Jan. 1, 1921; died Nov. 30, 1927.
 John Hardy, car inspector, Minneapolis; retired Oct. 1, 1916; died Dec. 17, 1927.
 Hiram W. Austin, operator, Cascade Division; retired Sept. 1, 1924; died Dec. 22, 1927.
 Pensioners on December rolls..... 335
 Pensioners died since Sept. 16, 1916..... 176
 The amount paid out in pensions to Dec. 31, 1927.....\$810,612.39

JOHN C. PERLOWSKI

Born December 15, 1866, at Pilgramsdorf, Germany. He was employed from 1891 to 1899 as a furnace man by the Chas. Baier's Rolling Mill Co., at Pittsburgh, Pa. He came to Sauk Rapids, Minn., and did odd jobs for a few months and in April, 1900, was employed as car repairer for the Great Northern at St. Cloud shops under Fred Lindt, superintendent of shops. He remained in service at St. Cloud until he was retired on account of permanent incapacity and pensioned effective October 1, 1927, with 27 years of service. His address is Lock Box 235, Sauk Rapids, Minn.

JULIUS J. LAKE

Born January 28, 1861, in Norway. From 1877 to 1880 he was a car builder apprentice at Hudson, Wis., and the following two years he worked as car builder at Dayton, Ohio. All his service for the Great Northern Railway has been in the car shops at St. Paul, beginning in July, 1882. He worked as carpenter and foreman under Wm. Patterson, S. Oakley and E. A. Wescott, as general car foreman under A. C. Deverell and H. Yoerg, and as general car shop foreman under T. F. McMahon, superintendent, Jackson Street shops. He was retired on account of permanent incapacity and pensioned, effective November 1, 1927, with 45 years of service. His address is 1684 Stanford Ave., St. Paul.

capacity and pensioned, effective November 1, 1927, with 45 years of service. His address is 1684 Stanford Ave., St. Paul.

CHARLES E. MCLAUGHLIN

Born September 1, 1868, at Cresline, Ohio. He was first employed as fireman on the St. Paul, Minneapolis and Manitoba Railway in August, 1886, for T. Downing, master mechanic. In September, 1891, he was promoted to engineer on the Breckenridge Division. In June, 1904, he was promoted to traveling engineer and in April, 1906, to master mechanic. He left the Breckenridge Division in March, 1912, to be superintendent of the Dakota Division. For a short time in 1918 he acted as assistant general superintendent of the Eastern District and for about two years was superintendent at Willmar, Minn. For the last seven years he was master mechanic of the Dakota Division. He was retired on account of permanent incapacity and pensioned, effective November 1, 1927, with 41 years of service. His address is Suite 205, Crawford Apts., 637 Magnolia Ave., Long Beach, Calif.

ERNEST D. REINKING

Born October 8, 1855, at Osgood, Indiana. From January, 1894, to November, 1898, he was farming at Rising Sun, Iowa, and then entered the car-

penter business on his own account, working at this until January, 1904, when he was employed as carpenter for the Great Northern Railway on the Kalispell Division. He worked on the Kalispell Division during all his service and worked as carpenter, B. & B. foreman, acting master carpenter and was master carpenter at different times. He was retired on account of having reached the age limit and pensioned, effective November 1, 1927, with 22 years of service. His address is 703 Fifth Ave., Boulder, Colo.

FRANK H. GEORGE

Born February 22, 1861, at Meadville, Pa. For thirteen years he was employed as a fireman and engineer at Wellsville, Ohio. He entered Great Northern service as engineer on the Cascade Division in August, 1900. All his service has been as engineer and on this division. He was retired on account of permanent incapacity and pensioned, effective December 1, 1927, with 27 years of service. His address is 3227 Fifteenth Ave. West, Seattle, Wash.

HANS J. ERICKSON

Born November 8, 1859, in Norway. He worked as blacksmith in a wagon shop at Albert Lea, Minn., and also at Moorhead, Minn. Then he worked as stationary engineer in a sawmill at Pelican Rapids, Minn., for about five years. In April, 1890, he was employed as blacksmith at Barnesville and has been a blacksmith foreman since August, 1903. Since July, 1907, he has been located at Devils Lake, N. D., working in the roundhouse and shops. He was retired on account of permanent incapacity and pensioned, effective December 1, 1927, with 38 years of service. His address is Box 180, Devils Lake, N. D.

AUGUST H. SEIFERTH

Born November 17, 1856, at Artern Sachsen, Germany. He worked several years as brass finisher in Germany; also served three years in the German army. Came to United States about 1881 and worked as a brass finisher in Chicago, St. Paul and Minneapolis until March, 1888, when he was employed by the Great Northern Railway as brass finisher and machinist at St. Paul shops under Mr. Dickson. He remained in this position until he was retired on account of permanent incapacity and pensioned, effective December 1, 1927, with 39 years of service. His address is 1355 Marshall Ave., St. Paul.



Another Group of Recent Pensioners

From left to right: Harry Lawrence, towerman, Vancouver, B. C.; Thomas Cox, check clerk, Grand Forks, N. D.; Edward L. Gran, engineer, Minot, N. D.; Chris Robinson, carpenter foreman, Superior, Wis.; Mathias Weber, car repairer, St. Cloud, Minn.

ANDREW J. AN DYKE

Born November 19, 1856, at Cannon City, Minn., and for many years was engaged in farming on his own account. In April, 1891, he entered Great Northern Railway service as warehouseman at Crookston under W. W. Fegan. In November, 1891, he transferred to brakeman on Dakota Division and continued in this service until he was retired on account of permanent incapacity and was pensioned effective December 1, 1927, with 36 years of service. His address is 1012 Eighth Ave. North, Fargo, N. D.

THOMAS J. DUNN

Born June 13, 1862, in Arles, Queens Co., Ireland. He has been in service of the Great Northern Railway since July, 1892, starting as seal clerk at St. Paul local freight under W. F. Myron, agent, and since then has worked under P. J. Pheeney, B. S. Merritt, G. A. McQueen and E. C. Harrison. He was retired on account of permanent incapacity and pensioned, effective December 1, 1927, with 35 years of service. His address is 331 East Geranium St., St. Paul, Minn.

In Memoriam

OLE BRUSTAD

Born December 12, 1850, in Eidsvold, Norway, where he lived on a farm with his father. He came to Crookston in 1882 and in June, 1883, was employed by the Great Northern Railway in the roundhouse at Crookston. He worked under H. Middleton, T. Downing, W. F. Reed, F. Bruce and T. E. Adams, master mechanics. After November, 1898, he worked on the Dakota Division as machinist helper inspector and hostler until he was retired on account of reaching the age limit and pensioned, effective January 1, 1921, with 37 years of service. He lived with his daughter, Anna M. Brustad, at Crookston until his death, November 30, 1927.

JOHN HARDY

Born February 15, 1841, in Ireland. He was employed by the Great Northern Railway as car inspector at Minneapolis in April, 1884, and worked in this capacity until March, 1912, when he was laid up with rheumatism. He was retired on account of permanent incapacity and pensioned, effective October 1, 1916, with 32 years of service. He lived at 2103 Sixth Street So., Minneapolis, and died there December 17, 1927. He is survived by his daughter, Nellie E. Hardy.

HIRAM W. AUSTIN

Born May 2, 1862, at Fairfax, Vermont. Entered the Great Northern Railway service in March, 1881, as agent at Rollette, N. D., under A. Guthrie and H. C. Ives. He was in station service on the Eastern District under C. H. Jenks and E. A. Donkin, superintendents, until January, 1905, when he was employed as operator at Bellingham, Wash., Cascade Division. He continued at that place until he was retired on account of permanent incapacity and pensioned, effective September 1, 1924, with 42 years of service. He resided at Shore Acres, Gig Harbor, Wash., and died there December 22, 1927. He is survived by his wife at Gig Harbor and a daughter at Puyallup, Wash.

February, 1928

Former Great Northerner Honored

IN A RECENT ISSUE the Sioux City *Tribune* lauds Henry C. Wilson, traffic commissioner of the Sioux City Traffic Bureau, who was honored at the National Industrial Traffic League in Chicago when it met there recently, by being re-elected a director of the organization. He was also made a member of the executive committee, on which are fifteen of the most prominent traffic men in the United States.

Mr. Wilson's many old friends join in good wishes, and he is remembered well and happily by those with whom he was associated on the Great Northern between 1900 and 1910, when he was in station service on the Sioux City Division. Later he was in the office of Assistant General Freight Agent Fred Rogers in Sioux City. He left the railroad service to accept a position with the Interstate Commerce Commission at Washington, D. C., which he held for several years before returning to Sioux City and accepting his present position.



George Stiegeler Passes On

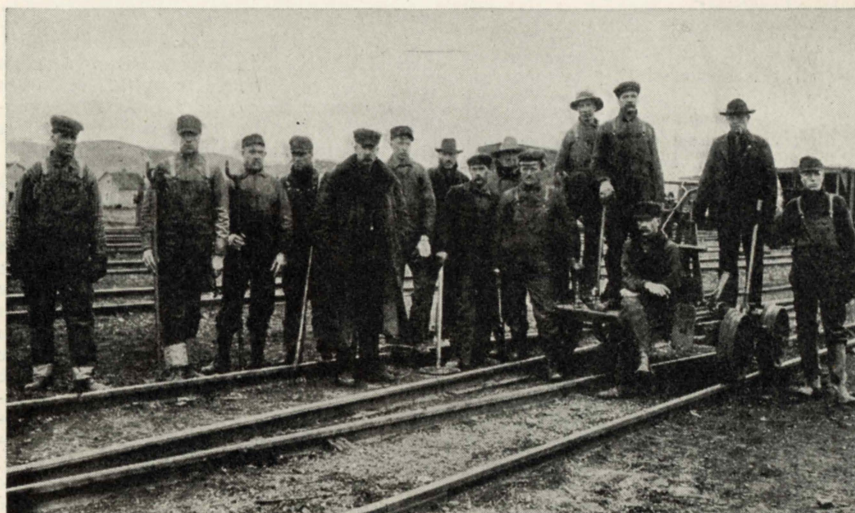
FRIENDS AND ASSOCIATES of George Stiegeler, Great Northern dining car steward in the Great Falls, Montana, district, were shocked to hear of his death, through an accident, on November 19, 1927. Mr. Stiegeler had been with the company since 1921 and had an enviable record. Many expressions of sadness over his death, testify to the esteem in which he was held by those with whom he came in contact in his work and with the traveling public. His quiet, courteous manner made friends for him wherever he went and he will be greatly missed.

Mr. Stiegeler was married last September to Miss Myrtle Robinson at Los Angeles. He has been laid to rest at Portland, Oregon, the home of his father and sister. The sympathy of all readers of the *SEMAPHORE* is extended to the relatives of Mr. Stiegeler, a picture of whom is shown above.

Huge Watch Merger

A HISTORY-MAKING amalgamation in the watch industry was consummated a few weeks ago when the Hamilton Watch Company of Lancaster, Pa., purchased the Illinois Watch Company of Springfield, Illinois. The two plants are of about the same size, and both have been highly successful. Those familiar with the watchmaking industry state that the consolidation of these two great institutions, both on a thoroughly going basis, will provide development for the Hamilton Company, for whose product the demand has been beyond their plant capacity to satisfy in recent years.

Robert E. Miller, vice president, and Calvin M. Kendig, secretary of the Hamilton Watch Company, will temporarily be in charge of the Springfield plant. This purchase went into effect January 1, 1928, and the work of co-ordinating production is now in progress.



In Minot Yard 1898

THE ABOVE PICTURE was secured through the courtesy of Frank Glickman, freight brakeman, Montana Division. From left to right in the picture are E. Sodeberg, O. Sodeberg, John Lyderson, Ole Lekang, Nels Olson, section foreman of this gang (now switch tender at Williston), Ollie Hayland, Pete Austin, Tosten Hagen, Andrea Peterson, Paul Odegard, Carl Christjoh, Olle Stokke, Mat Dick, Tom Olson, Anton Hill.

FEBRUARY, 1928

EDWARD F. FLYNN Editor
B. C. EVERINGHAM Assistant Editor
and Advertising Manager

Lincoln, Washington and the Indian

IT WAS A PROUD AND well pleased group of Blackfeet Indians from Glacier and Waterton Lakes National Parks, who made a pilgrimage to the shrine of Abraham Lincoln, at Springfield, Illinois, in the latter part of 1927. Our front cover this month shows a picture of the Lincoln monument at Springfield, with some of the Indians who had the honor and privilege of thus paying homage to the great President. It was "altogether fitting and proper," to use the Emancipator's own words, that they should thus deport themselves, for Lincoln was the friend of the Indians, and in his message to Congress, of December 8, 1863, he said:

"Sound policy and our imperative duty to these wards (Indian tribes) of the Government, demand our anxious and constant attention to their material well being, to their progress in the arts of civilization, and above all, to their moral training which under the blessing of Divine Providence will confer upon them the elevated and sanctifying influences, the hopes and consolations, of the Christian faith."

George Washington was accustomed to deal with Indians who sometimes were opposed to him. In his later years, however, and during the Revolution, our Indians were largely on the side of the Colonists. Washington Irving, telling of a visit of the chiefs of a number of tribes to Washington's quarters during the war for independence, relates how the General received them with great ceremonial, and referring to the Indians, he said:

"They dined at headquarters among his (Washington's) officers, and it is observed that to some of the latter they might have served as models; such was their grave dignity and decorum. After a council fire was held, the chief of the St. Francis tribe, speaking for all the chiefs present, declared that Governor Carleton, representing the crown, had endeavored to persuade him to take up the hatchet against the Americans, but in vain. 'As our ancestors gave this country to you,' added he, grandly, 'we would not have you destroyed by England; but are ready to afford you our assistance.'"

This being the month of the birthday anniversary of both Washington and Lincoln, and as our American Indians are growing gradually fewer and fewer in number, all statements to the contrary notwithstanding, it is well to record these words in their favor. While our Indians may have had their faults, careful study of history will prove the fact that there was generally good reason for their behaviour. History does not record many instances where a people has been treated more unfairly than we have treated our Indians.

Bissextile

BISSEXILE IS THE name under which leap year is more properly known. Astronomers in the time of Julius Caesar, 46 B. C., settled the solar day at 365 days 6 hours. These extra hours were not added at the end of each year, as this would not be possible, so they were set aside, and at the end of the fourth year made a day, which was then added, and now February of leap year, is given this extra twenty-four hours. The English name for this bissextile year is an allusion to the result of the addition of the extra day, and so this year and every leap year, a date "leaps over" the day of the week on which it would fall in ordinary years. Thus Christmas, 1927, fell on Sunday, but this being leap year, Christmas will leap over Monday, and come on Tuesday.

While the custom of women wooing in leap year, is now considered more humorous than serious, and while there is no satisfactory explanation of the origin of the custom, yet in 1288 a law was enacted in Scotland that was "A statut and ordaint that during the rein of hir maist blisshit Mageste, for ilk yeare knowne as lepe year, ilk madayne ladye of bothe highe and lowe estait shall hae liberte to bespeake ye man she likes, albeit he refuses to taik hir to be his lawful wyfe he shall be mulcted in ye sum ane pundis or less, as his estait may be; except and awis if he can make it appeare that he is betrothit and ither woman he then shall be free."

A similar law was enacted in France in the same century, and the custom was legalized in Genoa and Florence in the fifteenth century.

The Three Sides

THERE SHOULD BE but one side to any question—the right side. In court, at the trial of an action, there are two sides, the plaintiff's and the defendant's. Often in everyday life, in the arguments, questions, and disputes that arise, there seem to be three sides: your side, my side, and the right side.

Generally we see but one side, ours. Seeing but one side of a question causes most of the world's troubles. All wars are caused by the fact that we are unwilling to see the other side, and so we fight, and sacrifice millions of lives.

In court, each man on the jury pledges himself to be fair, impartial, and free from prejudice. The trial judge charges the jury that it must not make up its mind until it hears—what? One side of the case? Oh, no, both sides. If the plaintiff's attorney, after submitting his side of the case, should tell the jury to retire and make its decision, before the defendant had been heard, everyone would think that he knew little of practice or procedure; and yet we all continually decide important questions without hearing the other fellow's side, forgetting that we are a part of that great American jury, which prides itself on being fair, and impartial, and free from prejudice.

Let us remember that we should decide all questions between individuals or corporations just the same as we would decide a question if we were sitting on a jury in court, because we are members of the greatest jury in the world, the jury of the Court of Public Opinion!

Meritorious Mention

On December 14, R. L. Pierce, brakeman, Spokane Division, discovered journal on car in his train, riding on block, brass under journal and no dope in box. This occurred during a severe snowstorm at Edwall, and Mr. Pierce's watchfulness prevented what might have been a serious accident.

Harry Watanabe, section foreman, Harrington; Tom John, section foreman, Mohler; Hans Undeberg, section foreman, Lamona; Mike Lang, section foreman, Odessa, all state of Washington, with their crews, while working near Lamona on December 9 discovered a broken wheel on FGE 19319 passing in extra 2119. They notified the train crew, who brought train to a stop before serious damage resulted. They have been commended.

Appreciation has been expressed of the watchfulness of Brakeman W. L. Clardy, switchman, of St. Cloud, Minn., who on December 11 discovered bottom arch bar broken on GN 18214, extra 3110, near Elk River, Minn.

An accident was prevented recently when Head Brakeman V. H. Muselman, member of the crew of extra east 1759, while between Glasgow and Williston, N. D., looked back and saw sparks flying. His watchfulness discovered a broken arch bar on CB&Q 133959, and the possibility of an accident was averted. Also jointly with F. J. Mullis, brakeman likewise residing at Glasgow, Mont., he discovered a broken arch bar in GN 12446 on extra 1750 east on December 30. Both men have been given credits for close attention to duty.

On December 24, while inspecting train of extra 3039, at Hedges, Mont., Conductor Ray I. Noyes found a broken arch bar on GN 24687 and had the car set out, thus preventing damage and possibly an accident.

Brakeman L. A. Mensing recently was commended for discovery of broken arch bar on GN 21187, extra east 2108 at Wheelock, N. D., and thus was the means of having car set out before serious injury to property or life resulted.

J. B. Fitzgerald, conductor, on December 31, discovered broken arch bar on FGE 33133, extra 3109 as it was ready to leave the yards at Willmar, Minn. He has been commended for his watchfulness which undoubtedly prevented an accident.

A broken arch bar on extra 3019, west, was discovered on December 11, by Conductor Nels Newberg at Willmar. This was on GN 18838, as it went into clear to let No. 27 pass. He has been commended.

Conductor W. H. Rummel, acting as brakeman on extra 3333 on January 10, found a broken arch bar on GN 59216, car of live stock, at Kerkhoven, Minn. The stock was transferred to another car, and a credit mark for his watchfulness has been awarded Mr. Rummel.

Great Northern Semaphore

VETERANS' CORNER

CHARLES A. AFFLECK
Department Editor
1534 Thomas St.
ST. PAUL, MINN.

ELECTED TO MEMBERSHIP IN THE GREAT NORTHERN VETERANS ASSOCIATION

January 20, 1928

Abbott, Ulysses G., engineer, Minot, N. D.
Callander, John N., switch foreman, Minneapolis, Minn.
Gilmour, Wm. W., conductor, Grand Forks, N. D.
Gustafson, Axel E., switchman, Willmar, Minn.
Hoult, George B., storekeeper, Devils Lake, N. D.
Husson, Frank L., conductor, Hillyard, Wash.
Mitchell, Hurbert B., roundhouse foreman, Devils Lake, N. D.
Stienke, Theodore, section foreman, Richmond, Minn.
Smith, Chas. F., engineer, Minneapolis, Minn.
Walsh, Edward C., conductor, Watertown, S. D.

How About Badges?

VETERANS wishing to have an Official Veteran Association ribbon badge to be worn on special occasions, may obtain same by sending \$1.00 to the Secretary, R. L. Bonham, Room 816, General Office Building, St. Paul, Minn.

Here's Big News!

THE BOARD OF DIRECTORS of the Veterans' Association at its last meeting voted to hold the next convention of the Association at Winnipeg, Manitoba, Canada.

Change in By-laws

AT ITS MEETING of February 20, 1928, the Board of Directors amended the by-laws of the Association as follows:

To be paragraph two of section 1, article 1—

"If, however, application is not made for membership within one year after the completion of twenty-five (25) years' continuous service, the applicant shall pay in addition to the regular fee for membership, all the annual dues for the period dating from the time of completion of his twenty-five (25) years' service to the date of his election as a member of the Association."

Joseph Lindsay Passes Away

ANOTHER GREAT NORTHERN veteran to go to the Great Beyond was Joseph Lindsay, formerly division superintendent of the Great Northern with headquarters at Sioux City and later at Melrose, Minn. His service with the system began in 1888, when he secured employment as a carpenter on the Breckenridge Division; the same year he was promoted to carpenter foreman, and successively became master carpenter in 1894, trainmaster in 1911 and superintendent in the same year.

Mr. Lindsay was born in Durham, Ontario, in 1883, and worked for the Canadian Pacific Railroad before com-

ing to the United States. He was a member of the Great Northern Veterans' Association and of the Masonic Order. He is survived by his wife and three brothers. He had a wide circle of friends, especially at the Head of the Lakes, all of whom sorrow at his death, and extend sympathy to his family, in which the readers of the SEMAPHORE join.

Veteran Telegrapher Dies

ON DECEMBER 20 Hiram W. Austin, retired veteran telegrapher of the Great Northern, passed away at Big Harbor, Shores Acres, Washington, where he has lived since his retirement on account of ill health in 1924, after forty-two years of railway service.

Mr. Austin, who was a member of the Veterans' Association, was born in Vermont in 1862 and at an early age came west, educating himself at the Janesville (Wis.) School of Telegraphy. At sixteen he was employed as a telegrapher in Chicago, and a few years later came to Minnesota where he was made agent at Rolette on the St. Paul, Minneapolis and Manitoba Railroad. He was one of the youngest agents in the service at that time. Later when the railroad became the Great Northern, he was sent to Mapes, N. D., later still to Emerado, N. D., and finally to Bellingham, Wash., where he was at the time of his retirement.

He was married in 1884 to Lucy M. Palmer, who, with two daughters survives him. Mr. Austin's greatest pleasures were his memories of his railroad work, and his affiliation with the Great Northern Veterans' Association. The sympathy of his comrades, associates and all readers of the SEMAPHORE is extended in full measure to his family.

Another Veteran Passes

THE FIRST CONDUCTOR to run a passenger train over the Great Northern Railway, out of Great Falls, Montana, has been called to his fathers. This is George J. Stephens, who last month died at his home in Montreal, Canada, the city of his nativity. He was a conductor in Minnesota for the Great Northern before going to Montana, and had previously served in the same capacity for the Canadian Pacific. He spent more than forty years in this work. He has been on the retired list for about ten years. Mr. Stephens was a member of the Great Northern Veterans' Association and a life member of the Benevolent and Protective Order of Elks, Great Falls Lodge, No. 214. He is survived by a brother, W. A. Stephens of Minneapolis.

History of the Air Brake

By Charles A. Affleck

Part 2.

IN THE AUTOMATIC air brake there are the same air pump, main reservoir, train pipe and brake cylinders, but in addition to all these there were two important features added to the tender equipment and that of each car. The first was an auxiliary reservoir, and the second a triple valve, or device interposed between the train pipe brake cylinder and auxiliary reservoir.

This triple valve was so constructed that when air was admitted to the train

pipe an opening was established between the train pipe and the auxiliary reservoir, whereby the train pipe and reservoir were filled with air under pressure. The triple valve also opened a passage from the brake cylinder to the atmosphere. This was the normal condition of the apparatus when the brakes were off.

To apply the brakes, the engineer discharged a portion of the air from the train pipe, whereupon the triple valve closed the connection between the brake pipe and the reservoir and between the brake cylinder and the atmosphere, and then opened a passage from the auxiliary reservoir to the brake cylinder; the piston of which was moved outwardly by the air from the auxiliary reservoir, so as to apply the brake shoes to the wheels. The restoration of the pressure within the brake pipe, released the brakes, and recharged the reservoirs. This development was made during the years 1872 and 1873.

The automatic brake was at that time supposed to be instantaneous in its action in applying brakes and almost instantaneous in releasing them. In the event of the escape of air from the train pipe by its rupture or by the separation of the train, the air stored in the auxiliary reservoirs, instantly and automatically applied the brakes to all parts of the train, and they could only be released by either repairing the damage and restoring the pressure, or by means of special release valves operated by the trainmen direct on the brake cylinders.

The automatic brake soon proved itself superior to the plain, or straight air brake, which I previously described in this article, and it therefore became the standard air brake.

The gradual increase in the length of freight trains and the numerous accidents due to lack of brake control suggested that automatic air brakes should be made a part of the equipment of all freight trains. After severe tests had been made in the early eighties, to ascertain how it would work on trains of 50 cars, it became apparent that the brakes would set on the front part of the train, but were slow to set on the rear part, the effect of which was to cause most serious shocks, almost like collisions, and a new development was needed, in order to insure the successful handling of freight trains of 50 cars. As a part of the automatic air brake passenger equipment there was developed in the seventies, a system of train signalling, involving the use of a second train pipe, which is now in general use upon all of the railways. This signalling apparatus had a sensitive valve device, connected to a small reservoir upon the locomotive and so arranged that when compressed air was admitted through a small opening into the signal pipe, both the pipe and reservoir were charged to a low pressure, viz. 45 pounds.

By opening a valve at any point in the train, to permit a small quantity of air to escape from the signal pipe, the delicate valve referred to was caused to move, so as to admit air from its auxiliary reservoir, to blow a whistle located in the cab of the locomotive.

It was found that when the valve in any car remote from the engine was quickly opened and closed as many as five times; the whistle would be blown an equal number of times; the first being after the last escape of air; that is to say there were set in motion five distinct waves of air, each capable of doing work.

(Continued on Page 39)

For the Health of Your Children

Spare the Clothes and Save the Child

By WALTER R. RAMSEY, M. D.

Associate Professor, Diseases of Children, University of Minnesota, St. Paul

IN A COUNTRY WHERE two-thirds of the states need fire daily for at least six months in the year, and in some of which the temperature may vary within twenty-four hours between thirty above zero and twenty below, the question of children's clothing becomes a very perplexing one to the mother. This is particularly true since the whole attitude toward clothing, both of the laity and the medical profession, has radically changed during the past few years. If you have any doubt concerning the truth of this statement, just get out the family album and see what you wore twenty years ago and compare it with what your daughter of the same age wears today; or, you may turn back a few pages farther and see what you wore as a baby and compare it with what your own baby wears today.

Are these radical changes due simply to style, or are there really good reasons at the bottom of at least some of them?

There are a number of good reasons why the clothing of children and adults, too, should be radically different, both in quantity and quality, from that of twenty years ago.

Within the memory of most of us all rural houses were heated by stoves. This meant that during the cold weather in the northern states most of the house was heated little, if any. When you went upstairs to bed you undressed and took the desperate plunge between the cold sheets as quickly as possible, knowing that if you covered your head, and with the aid of your breath and lots of woolen blankets, you would soon be warm. In the morning you hurriedly dressed and rushed down beside the kitchen stove, around which, for a few feet at least, there was warmth and comfort.

Today, many homes, even on the farms, have central heating. The walls of many are insulated with some form of fibre and all the rooms, even the sleeping rooms, where formerly the water froze solid beside the "drum," are comfortably warm at all times. In such homes it is no longer necessary for the children or anyone else to wear heavy woolen underwear in order to be comfortably warm in the house.

Another fundamental thing which is just beginning to be realized is that the skin, which was formerly thought to be simply a covering for the body, is a vital organ, and that it possesses many important functions absolutely necessary to the health and proper development of the body.

Just below its surface the skin contains myriads of tiny blood vessels which carry nutrition and distribute heat to the body and extremities. The skin contains innumerable nerve endings, which in addition to carrying impressions of heat and cold and other sensations to the brain are also the thermostats which regulate the production of heat in the body. Did you ever think that no matter how hot or cold the weather, the temperature of the body remains about the same, 98-4/5 degrees F.? It is these tiny thermostats, the nerve endings in the skin, which open and shut the dampers of the central heating plant in the body. The quantity of fuel, that is food, con-

sumed in cold weather should, therefore, be correspondingly large as compared with that consumed in hot weather.

The skin also contains numerous little glands which eliminate water in the form of perspiration and carry off much waste matter from the body. It also renders service to keep down the body heat in hot weather, without which many children would suffer from what is commonly known as sun-stroke or heat-stroke.

In order that these different elements in the skin may function properly, it has recently been demonstrated by scientists that the skin should be exposed to the air and sunlight, and if possible, the direct sun's rays for at least a short time each day.

It has been shown by Professor ROLLIER, of Switzerland, that when the skin is exposed to the sun and air for a period daily, five times as much blood circulates in the surface of the body as when it is not so exposed. It has also been demonstrated in animals, as well as in human infants, that the general health of the individual is much improved and the resistance to disease much increased by such exposure.



Instead of wearing the most clothing which infants and children can tolerate and still live, the idea now is to wear as little as possible and still be comfortable and maintain the body temperature without too great an effort on the part of the heat producing centers.

It is not always easy for the mother to decide how little clothing her children should wear. The questions are constantly being asked by mothers with young babies, how much can a baby be out of doors during the winter months; how much clothing must it wear; how hot must the house be during the day; how warm must the room be when baby has a bath; and, how warm must the room be when baby sleeps?

The important thing which mother must learn is that normal babies are not as sensitive to moderate degrees of heat

and cold as she may think. The normal infant, when a few weeks old, may be out of doors with a sufficient amount of clothing when the thermometer is above the freezing point, provided it is gradually accustomed to these temperatures by allowing the windows of the sleeping room to be opened wider each day, the temperature thereby being gradually reduced. For out-of-doors in cold weather, woolen garments are a necessity. If a baby's feet and hands are cold it will not gain in weight and will frequently lose. There is no definite rule regarding the amount of clothing a baby should wear, and in fact no definite amount of clothing can be recommended when the temperature is constantly changing. If the weather is cold, more clothing must be worn; if the weather is mild less, and if the weather is sufficiently hot in summer, no clothing at all need be worn by babies and young children.

One of the most important requirements with regard to clothing both for winter and summer, is that it be loose, giving the different organs and muscles freedom of movement, and still do what it is intended to do—maintain body heat.

For this reason the common habit of "tucking children in" neither maintains the body temperature in cold weather nor gives the child any freedom of action. If there is one thing more than another a young child dislikes and resents, it is being restrained. Instead of the classical "tucking in," practiced all over Europe and in this country, children should wear garments such as shown in the illustration which will permit them to sleep in any position they please and still prevent them from being uncovered.

The question of clothing for the runabout child is also quite as much of a problem as that for the infant. The importance of keeping children out of doors much of the time during the winter months cannot be too fully emphasized. Children who are indoors most of the time will become pale, lacking in vitality and especially liable to bronchial affections.

As with infants, the runabout child should wear a minimum of clothing in the house, but when he goes out in cold weather he must have sufficient on to keep him comfortably warm. This applies especially to the hands and feet, for if he is busily occupied in the building of snow men or forts, his body may be sufficiently warm with a moderate amount of clothing, while his hands and feet will be cold. Overcoats and sweaters which Billy can readily take off during active work or play, and put on when he slows up or rests, are especially valuable. Billy is almost sure to get very warm if bundled up tight, and then take off the sweater or overcoat and spend a considerable period sitting on a snow bank to cool off. The next day Mother cannot imagine why Billy has the sniffles, because he "just had heaps of clothes on when he went out to play." Overshoes which come well up on the legs are especially useful.

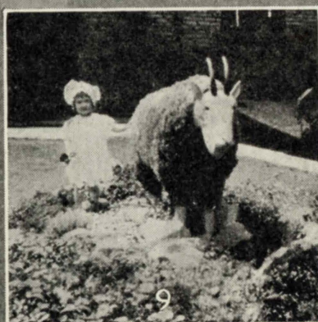
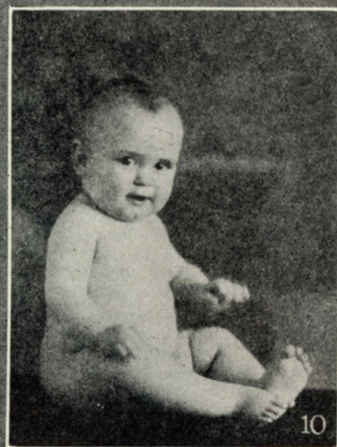
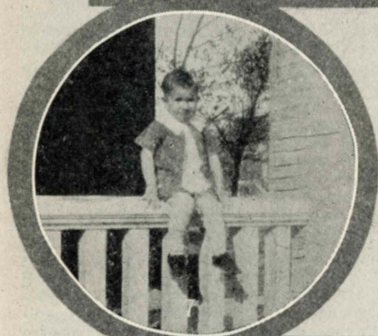
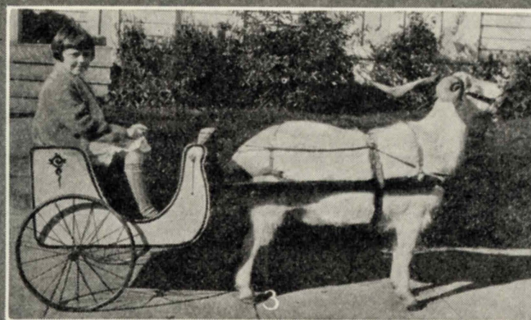
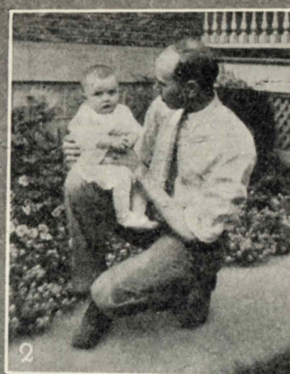
A large per cent of the houses in the country are still heated by stoves, and, of course, such houses are not uniformly heated. In cases where the home is cold more clothing must be worn in the house, but it should always be the least possible to give comfort. The effect of heavy woolen, such as flannel, worn next

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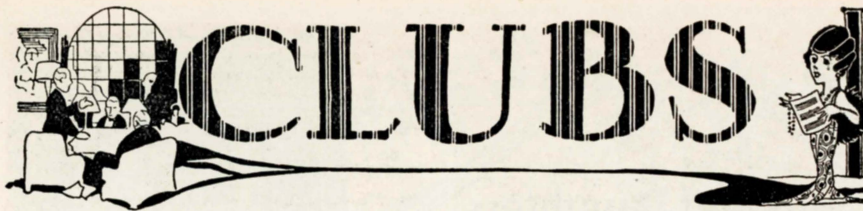
Great Northern Semaphore



Sons and Daughters of the Father of his Country



1. Dolores, daughter of Edward J. Swift, boilermaker, Dale Street Shops, St. Paul, with her dad; 2. Patrick Richard, son of P. D. Harvey, timekeeper, Devils Lake, N. D. store, with his dad; 3. Marjorie E., daughter of R. Hughes, district roadmaster, Bellingham, Wash.; 4. Dorothy, daughter of A. L. Nelson, district storekeeper, Spokane, Wash.; 5. Junior, son of Alfred Moe, dispatcher, Seattle, with his mother; 6. Erma, daughter of Edward Lahr, carman helper, St. Cloud, Minn.; 7. Bruce, son of Joseph Rector, brakeman, Great Falls, Mont.; 8. Leland Albert, son of Albert M. Oleson, machinist, Devils Lake, N. D.; 9. Genette, daughter of Thos. Jackman, machinist, Dale Street shops, St. Paul; 10. Kenneth Eugene, son of H. E. Kack, brakeman, Anacortes, Wash.; 11. Kenneth, son of E. F. Meier, agent at Churches Ferry, N. D.; 12. Harlow, Jr., son of Harlow Sanstad, operator, Fergus Falls, Minn.



What the Several Chapters and Allied Organizations are Doing

Men's Club, St. Paul, Chapter No. 1

THE FIFTH ANNUAL frolic of the Club was held at the St. Paul Athletic Club on December 19. The large dining room on the third floor was appropriately decorated for the Christmas season, and in addition there were four large train tail lights showing "Oriental Limited," "Glacier Park Limited," "Red River Limited" and "Gopher Limited," placed in conspicuous places, in front of the speaker's table and on the walls.

Promptly at the hour of six the doors were opened and the dining room was soon filled and then for three and one-half hours there was "something doing" all the time. As the members filed in they were greeted by the Great Northern orchestra which played during the feast and afterward. Great credit is due Arthur Wittbecker and his orchestra for the splendid music they furnished. At the opening of the program ceremonies President Rankine presented "Art" with a music stand and baton.

The Great Northern songsters enlivened the festivities with numerous selections. Next followed the Great Northern quartette, our own boys, who marched around among the tables imitating a steam caliope. They also sang several times and would have stayed longer but for the reason that they had to attend the shop employees party later in the evening.

There is no doubt but what President Rankine surprised a large number of members with his ability as "goatmaster." His program was certainly original and he had the audience with him all the time. The way he declared himself elected as "goatmaster" after J. H. Boyd so strenuously objected to such autocratic procedure, and the original manner in which he introduced the speakers, all showed that he had worked hard to provide a program that would please and satisfy.

President Budd was greeted by all rising to their feet and a vigorous handclap. James T. Maher, first president of the club, was greeted not as grand daddy of the presidents but as "sugar daddy" and each one arose. Louis W. Hill, Jr., was greeted by the Club for his winning smile. Vice President Jenks was greeted as the "Captain" and when Edward F. Flynn was introduced as a rapid fire speaker, the timekeeper's clock stopped, but Mr. Flynn talked briefly anyhow, in his usual interesting way. Vice President Dorety had a comeback when he was introduced, by referring to Mr. Rankine as the "cutest president." Vice President Geo. R. Martin and Comptroller Geo. H. Hess, Jr., also spoke briefly. Treasurer F. L. Paetzold, referred to by the "goatmaster" as the ghost, was greeted by the Chatauqua salute, and proved that he was no ghost. He led heartily in singing a verse of "Sweet Adeline."

The saxophone quartet, consisting of Louis J. Pihaly, John L. Pihaly, Ramsey W. Merritt and Howard T. Johnson, played several numbers from the balcony and were well received.

The program at the speaker's table being ended, President Rankine called for George Ghimenti, who had charge of the remainder of the program which was as follows:

Soft shoe dance and Dutch dance by Mary Alice Kane and Joe and Marthy McPhee, accompanied by Margaret McPhee.

Piano selection by Edna May Bishop, of the law department.

Toe dance numbers by Bernardine Clock, daughter of Harold M. Clock, traveling M. C. B. auditor, accompanied by Mrs. C. M. Colestock.

Comedy Dialogue, "The Coming Champion," by Art Luck, son of Otto Luck, chief clerk,

auditor station accounts, and Leo Sprunk, auditor station accounts office.

Song and Dance number, with ukulele accompaniment, by Louella Johnson, Sylvia Fitzgerald, Annabelle Fisher, Lillian Frogner, June Douglas, Gertrude McDonald, Catherine Rolfer, and Harold Kilgore, of the car records department.

Comedy reading, "The Irishman's Dream," by J. P. Manogue, of the freight claim department.

Reading, "The Mansion," by Robert Franklin Kilgore, of the pass bureau.

Special mention of the club song "Great Northern Club No. 1," should be made as it was composed by a committee appointed by the President consisting of W. N. S. Ivins, C. H. Trembly and B. C. Everingham. It was sung by the Great Northern quartette at this frolic for the first time. As the tune was familiar the whole company was soon singing and the birth of the club song had a rousing reception. Here it is:

GREAT NORTHERN CLUB NO. 1 (Tune—"Smiles")

There are clubs you may have heard of;
There are clubs you may have known;
But the club we'll say the kindest word of,
Is the first Great Northern Club, our own.
There are clubs whose members may be legion,
But at that, we yield the palm to none;
For the best to us in any region
Is Great Northern Club Number One.

There are clubs for fun and frolic;
There are clubs for business gain;
There are civic clubs and clubs "bucolic,"
And their members boost with might and main.
There are clubs whose works are worthy mention,
And the good that each of them has done;
But the club that merits most attention
Is Great Northern Club Number One.

There are clubs—in song and story;
You will hear them boast of pep;
But if they would gather all the glory,
They should watch us close and mind their step.
For old G. N. Club is some go-getter,
And in loyalty we bow to none;
For it's good and always growing better
Is Great Northern Club Number One.

There are clubs—to start to name them
Would take all the alphabet;
But old G. N. Club is apt to shame them
With the record it is out to get.
So we'll sing its glory, sound its praises,
And from early morn till day is done
We shall all pitch in and work like blazes
For Great Northern Club Number One.

ON JANUARY 11 THE club held its first meeting after the holidays and was well attended. After this the meetings will be held every other Wednesday instead of every Wednesday.

John F. Scott, president of the Minnesota Building and Loan Association was the speaker and talked on "Investments" or as he called it, money management. He referred to the "thrifty" campaign of several years ago when the public was urged to save and buy Liberty Bonds. Many will recollect the statue called "The Fate of the 54," which represents an elderly man seated on a soap box, and resting his chin in his hand, in deep contemplation, apparently of the future and what it had in store for him. Sadness was marked on his face because through unfortunate circumstances he had reached that age when he soon would be compelled to withdraw from the activities of life and had no means of support saved up to take care of him in the future. He was

supposed to represent one of 100 men who had started out in life at 25 years of age and had come to the age of 65, or the time when he should be retiring from business. The speaker went on to say that this illustration was based on figures gotten out by some insurance company who had made a study or survey of many men and put out the statement that out of one hundred young men starting out at 25, when they have reached 65, thirty-six will have died, one will be wealthy, three will be well to do, six will be self supporting, and fifty-four will be either partially or wholly dependent on others for support. The speaker also said that Roger Babson had claimed that of that 54, 90 per cent had during the years between the age of 30 and 50, accumulated sufficient wealth to live in comparative luxury the rest of their lives, but due to various reasons their fortune had taken wings and left them dependent at 65.

The speaker named four reasons, and called them horses, referring to the "four horsemen." The first he called "Jones." So many men had kept their nose to the grindstone, earning enough to have just as nice a home, dress his family and live as high as his neighbor, "Jones," that he was not able to save during those productive years and here he was at 65 among the fateful 54. The second "horse" he called "Seldon," because that name was connected with so many of the "basic patents," in the automobile industry. Mr. Scott said that he believed the auto was an actual necessity in these days, but many had abused the use of the car and were spending so much on high priced cars, parts and accessories they could not save. He referred to two banks in Minnesota which had recently consolidated. These bankers had made a study of conditions and found that in the year 1926 four hundred thousand dollars had been taken out of their district by the auto industry. So Mr. "54" had had a swell car, but at 65 was dependent. The third "horse" he called "Jacob Litt." Mr. Litt was the Philadelphia merchant who discovered the sales power of the \$1.98 price. People would buy things at \$1.98 they would not think of buying if they were marked at \$2.00. He believed there was much gained by thrift in proper spending as well as proper saving. Old man 54 had reached 65 buying things at \$1.98 which he did not need. The fourth "horse" he called "charge it." The proper use of credit is a great help but the abuse of it may be a great harm. So Mr. 54 had launched out in the installment business buying autos, radios and he said you can even buy auto tires on the installment plan and had reached 65 loaded with debt.

So few know what to do with money when they get it. We learn everything else in school and college. What to do with money or how to manage money, is, if anything, more important than the mere having it. He recommended the budget system. The first thousand dollars was the hardest to acquire. A certain bank failed and of the fifteen thousand accounts in the savings department there were twelve thousand that did not have a thousand dollars on deposit and there were eight thousand that did not even have a hundred dollars. Investment of the first thousand was also very important and consulting a banker regarding investments is essential. Carrying insurance for protection was also suggested. Buying a home, going in debt for it and completing the payments he also considered as a wise use of one's money. Of course the speaker was interested in the home proposition on account of his connection with the Building and Loan Association, but he did go into this subject.

The musical novelty at the meeting was Hilmore Cederholm who played on his musical glasses. The music was very clear and melodious.

Great Northern Railway Women's Club

AT THE LUNCHEON meeting of January 5, Stafford King, Minnesota State Soldier Welfare Agent of the American Legion, was the impressive and interesting speaker. His subject was "The Paris Convention."

The entertainment consisted of violin selections by Leonard Guilbault, accompanied by Mary Eisenmenger, and vocal solos were given

Great Northern Semaphore

by Mrs. J. Leigh, assisted at the piano by Mrs. Frances Quinn Wobig.

The attendance prize was drawn by Louise Bossenmaier of the auditor disbursements' office, who received a metal carved incense burner.



Peggy Smith

AT THE FOURTH ANNUAL Christmas Party of the Women's Club, President Ralph Budd learned from Ellen Donahue, president of the club, that splinters on the chair legs in the club rooms had been the source of much annoyance and damage to the members, and that "dresses" for the chairs would be a greatly appreciated gift. The gift was promised the Club without hesitation, and now 250 chairs stand at attention, gayly attired in their new uniforms consisting of nine-ounce, army, woven stripe material in the attractive colors of yellow and green.

Peggy Smith, treasurer, holds the distinction of having been the first member to try out this splendid new possession and is seen here enjoying it. She assures us that our difficulty has been satisfactorily overcome. In addition to this Mr. Budd has provided new furnishings in the rest room on thirteenth floor of the Railroad Building. The 1927 officers are shown in a corner of this comfy and attractive room. That they are pleased and grateful for this gift is most certainly indicated in the picture below.



Bringing Christmas Cheer

ARRANGING TO PROVIDE for needy families at Christmas is part of the "regular routine" for members of the Great Northern Railway Clubs. Esther Hupfer, vice president of the Women's Club, assisted by Florence Carroll, Beatrice Cuddy, Isabelle McRae, Eleanor Haddorff, Catherine Scanlon, May Weisner, Mary Hackett, Nellie Von Laurenz, Gertrude Broderick, Violet Corcoran, and Helen Bartelheim were busily engaged on Friday, December 23, apportioning and packing the provisions which were to be presented to the fifty-three adopted families.

On Saturday morning, through the arrangement by C. W. Tilton, vice president of the Men's Club, fifteen automobiles driven by members of the Men's Club were in readiness to deliver the holiday boxes. In the accompanying picture may be seen the group of workers starting out on their mission. They are from left to right: Florence Carroll, Catherine Scanlon, Nellie Von Laurenz, Mary Hackett, Eleanor Haddorff, Dorothy Kane, Isabelle McRae, Ethel Tamborino and May Weisner.

Capitol Party for Crippled Children

OH! MISS MACGREGOR, Miss MacGregor, it's the REAL Santa Claus, the Santa Claus who was here last year with the reindeer, oh goody-goody" and if you could have seen the eyes, popping out of the heads of wee small crippled folks when they saw Santa Claus, you would have felt repaid for any effort put forth to make their Christmas party a success.

At Christmas time each year all employees of the State of Minnesota at the Capitol contribute money and with that purchase nuts, candy, fruit and one large article, something that

the child has asked for in a letter to Santa Claus and with each package wrapped and tagged with their own individual name and the Christmas tree lighted in the rotunda of the beautiful state building, they call on some one other organization to assist them in putting on the Christmas entertainment. For two years in succession the Railway Business Women have been asked to do this and they have put forth their best efforts to make it a success.

This year the party was held on December 29, with Olivia Johnson of the Great Northern in charge. The members of the Kiwanis Club of St. Paul commandeered machines and went out to the Gillette Hospital and brought the children in. That sounds like a very simple and easy matter, but when you see the little folks and realize that in most every case it took two men to carry one child so that in no way would that child be hurt, you will appreciate the task. If the Kiwanis of St. Paul performed no other service during the entire year, they, with that one day's work, justified their existence as a real service club. And such fine fellows they are! How carefully they moved each small body, sometimes making seats with their hands, at other times carrying them like babies, or again two of them getting hold of a blanket and making a stretcher of it.

How interested the children are in everything. Not a murmur during the entire show. The Capitol building means to them, the one building in charge of the entire state. They have never seen it and it's a glowing description they give on their return, to the little folks left in the hospital, too ill to go, and the letter they send home to the mother or father in some distant part of the state, for many of them too, have never seen the Capitol. They report on the man who was kind enough to bring them, whether he was in a hurry and took them right home after the party or whether he showed them a little of the town. They tell about the kind of a car they went in, what popular make it was and if they had the same one coming back. Each item of this sort enters into the entertainment—then the entertainment itself and Santa and the gifts he gives.

Miss MacGregor, the superintendent of the Gillette State Hospital for Crippled Children, said the day of the party is a hectic day for the nurses and herself, for on that day the children ask to be dressed as early as six o'clock in the morning so they can be ready.

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(Continued from Page 19)

The subject of the new clothes received at Christmas from parents or friends was a disturbing factor in getting dressed for the party. "Shall I wear my new tie, my new blouse or my new dress?" is a question asked many times of other patients or of the nurses and the showing off after they are dressed is a real event. There are 250 children at the Gillette Hospital and only about half of those are in condition to be moved.

This year Mr. J. Schoonmaker, custodian at the Capitol, had a real stage built for the performance, with velvet drapes, imitation foot lights and all the other necessary stage effects. The show was for children and nearly one thousand small and large children (and even the old veterans who work at the Capitol as guides, were children for the day) looked on.

Christmas carols, the old fashioned kind that we all learned years ago and have never forgotten, were sung by the Great Northern Quartette and Girl Songsters. Jack Leigh of the Winnipeg "Kiddies" accompanied by Mary Eisenmenger, sang. Two small fellows, Milton Schilling and Tommy Burke, amused the children with their ukuleles. Rita Bulloch and her sister, Margaret, little Scotch lassies, danced the highland fling and sword dance. They were accompanied by Mabel Smyth of the Omaha railroad. George A. Barton, Jr., the wonder juvenile saxophone artist made every one laugh with his laughing saxophone solos. Evelyn Capitant and Gladys Fearing of the Great Northern Railway Co., dressed as a small girl and boy and looking the parts, sang children songs. Thea Gilbertson accompanied them. Then came a song and dance revue by pupils of Lenore G. Manley's School of Dancing. Lenore was formerly a Great Northern employe. To appreciate the work and the beauty of this ensemble, one would have to see it. Small children, beautifully costumed, parts well learned, good voices, well poised and perfect dancing made a fitting climax.

PROGRAM

Songs and Dance Revue

By pupils of Lenore G. Manley's School of Dancing.

1. Merry Christmas } Marjorie Albright
Southern Taps }
2. A Christmas Frolic.... } Dorothy Rauen
Bernadine Hogan }
3. Black and Gold Clog..... Muriel Backer
Song Helen Backer
4. The Skating Girl..... Jane Frosina
5. Senorita Eleanor Godbout
6. Mitze on a Dew Dew Dew
Day Mary Eileen Madden
7. Ship Ahoy..... Elaine Harmon
8. My Blue Heaven..... Mary Eileen Madden
9. At the Story Book { Kathleen Rettner
Ball Mary Ellen Courtney
Song Helen Backer
10. Trouble in the Doll's }
House Eleanor Godbout
The Christmas Doll. }

Accompanist Bernardine Courtney
After the children had finished and returned to the stage for an encore, at the end of the line one small hand clasped the hand of Santa Claus.

Santa's part was taken by Guy Durrell, dramatic teacher. Everyone will remember the ideal Santa he made last year when he lived at Rice Park in his igloo with his reindeer and huskies.

Tears were in every one's eyes when Santa talked to the children and they tried to answer him and when the little crippled arms and hands tried to hold the gifts he gave them.

The Great Northern Railway Co. donated 300 balloons and the fun of trying to hold everything and the grief when the balloons got away was a sight that will long linger in every one's mind.

The Great Northern orchestra with Harold Lindgren as director, dressed in clown outfits, furnished music the entire afternoon.

Tired, but well satisfied were the little kiddies whom the Kiwanians carried home at half past four.

SPOKANE WOMEN'S CLUB

PERHAPS IT is because we have a good president—at least we all think Betty Pugsley is all right. At any rate a little bird has said that the Great Northern Women's Club, organized about nine months ago, has made a pretty good showing,



Superior Store Christmas Party

It has become a time-honored custom to have what is called, for want of a better name, a "Christmas Party," each year in the office of the district storekeeper at Superior. That in maintaining the traditional occasion it has become an institution is evident, because at the last party only one of the original group was present, and yet to no one would it occur that we could possibly do without our annual "Christmas Party."

The success of the 1927 party, as in the past, was owing very largely (confidentially, it was completely due), to the efforts of the ladies who arranged the decorations, entertainment, and, last but most important, the dinner.

It is unfortunate that lack of space limits the enumeration of the persons invited, but it may be said that the list includes the store office force, their neighbors across the hall in the master mechanic's office, and the shop superintendent's office.

The party was voted to be the "best ever." In addition to a very delightful meal, there was singing, both by solo numbers and by the entire group, a Christmas tree, providing the opportunity for interchange of presents, and

finally dancing, in which even the oldest in attendance joined.

In the group singing, one song, composed for the occasion by Herbert Peterson, store invoice clerk, was received with particular enthusiasm and which, for the benefit of future gatherings this song is here given. To be sung to the tune of "Annie Laurie":

"Great Northern road is bonnie,
Her tracks are straight and true,
And we will all solicit business
To swell the revenue,
To swell the revenue,
The best that we can do.
And we will get the people
To go Great Northern, too."

Those in the photograph are, standing, left to right: Mr. Carroll, Mrs. Fitzpatrick, Mr. Peterson, Miss Sheridan, Mrs. Carlson, Miss Katzner, Mrs. Peterson, Mr. Higgins, Mr. Wangen and Mr. Munn. Seated, Mr. Olson, Mr. Ford, Mr. Tulberg, Mr. Anderson, Mr. Bryant, Mr. Ensley, Miss Larson, Mr. Hawley, Miss Calhoun, Mr. Carter, Mr. Sampson and Mr. Sedlachek.

and little birds usually know all the gossip around town.

With thirty members, twenty of whom are real, honest-to-goodness, live-wire workers (and we're hoping the others will "fall in," for it's really lots of fun), we were able to turn over \$200 to the Good Fellows at Christmas time, to be used for charitable purposes; to spend \$50 or more in helping needy families that we had investigated personally, and to bank a substantial sum, running into three figures, to be held in reserve for other needy cases. Not bad for a new club, is it?

Now, how did we make all this money? Well, while we haven't given many public affairs, only four in all, when we do jar loose and give a party, it always seems to be a howling success. Last winter we gave two dances; one in the Marie Antoinette room at the Davenport, and the other at the Masonic Temple. Most of the money derived from these functions was spent in the regular club activities, including the entertainment of our three brides, caring for an occasional sick member, and entertaining out of town friends, so that our money for charitable purposes really came from the two affairs given this season. There was the "Holiday Ball" at the Masonic Temple, of which Clara Foster was chairman, "nuff said," an eight-piece orchestra, balloon dances, broom dances, and many surprise numbers being furnished. And there was the night when we took over the Maylon Show House.

Of course the girls sold tickets—hundreds of them, for our expenses ran high. Loretta Hurley won a \$5 prize for selling the most dance tickets. Really Loretta could sell a ticket to a blind man, yet one with his eyes functioning properly, buys more. Will Maylon put the coup de grace upon our charitable activities, by lending us his theatre and his popular company, the Monday evening before Christmas, and giving us all we could make above the actual expense to the theatre. This showed a friendly, co-operative spirit, which we thoroughly appreciated, and we wish to take this opportunity of thanking Mr. Maylon through the SEMAPHORE, for the courtesy.

Just before Christmas the club met at the home of Grace Hitchcock, and made and filled with candy, nuts and other presents, sixty-nine sacks, which were also turned over to the Good Fellows, for distribution to poor tots, not on Santa's list. On this occasion a two-course luncheon was served, and Leta Regina Cody, dramatic soprano, whose voice is familiar to radio fans throughout the Northwest, sang several numbers.

Rumors are afloat that a Great Northern ladies' quartet may be organized in Spokane, in the not distant future.

As our president remarked just before Christmas, "I think, girls, we did pretty well for a new club; don't you?" And she added, "We will get an early start next year, and you just watch us!"

Great Northern Semaphore



Christmas at the Minneapolis Passenger Station

THE HOLIDAY SPIRIT and celebration of the birthday of Our Savior was fittingly exemplified at the Minneapolis passenger station throughout the holiday season just closed. A magnificently proportioned tree, about twenty-five or thirty feet high, was secured and shipped down by Roadmaster Shober of the Mesabi Division and this was decorated by the station forces with an abundance of colored lights and tinsel and surmounted with an illuminated star at the very tip. The tree was placed in a corner of the waiting room where all incoming and outgoing passengers might view it, and attracted a great deal of attention.

On Christmas eve a group of girl reserves of the Y. W. C. A., in uniform and in charge

of Mrs. Richardson, came down to the station and sang Christmas carols at intervals from three until six o'clock. This program was interspersed with stories and poems appropriate to the season by Louise and Tim, Jr., five- and six-year-old children of Officer Tim Sullivan at the station. Director Harry Anderson, who was touring the city with a group of thirty-five municipal singers, was also solicited and graciously assented with thirty minutes of carols from a busy program.

The above photograph showing a portion of the tree and the girl carolers, together with the two Sullivan children, was furnished by Mrs. Caroline Saxe who is employed as travelers' aid at the station. She was instrumental in securing the carolers to sing at the tree.

MINNEAPOLIS

THE MINNEAPOLIS CLUB held an entertainment and dancing party at Cataract Hall on Saturday evening, December 17. This was the first party given by the club since last summer and while there was a fair attendance, yet there were not as many present as anticipated by the committee in charge. A contributing factor in keeping down the attendance was, no doubt, the very heavy storm in this section shortly before the date of the party which left so much snow on the streets that it was extremely difficult to find safe parking space for cars.

The short program was opened with several numbers by the Moose Quartette, an organization which is continuing to find much favor in and around the Twin Cities. Two members of this group are employed at the passenger station. This was followed by the "Six Jolly Jingers" in song and dance and "wise cracking." One of the jingers is a daughter of Roadmaster John Czock, who secured this number for the club program. These young ladies are all that their name implies. This was followed by a reappearance of the Moose Quartette in several more numbers and they were succeeded by Joe Zalusky in his circus ballyhoo stunt with side show posters.

After this all those present enjoyed dancing to good, snappy music furnished by the Oriental Limited orchestra, which is composed of St. Paul general office employees. The committee in charge of the refreshments sprang a surprise on the merry-makers when they announced that instead of the usual cold refreshments they were serving delicious hot coffee made by the Nash coffee girl and some excellent doughnuts.

The club is planning the next party some time in February and announcements will be made by posters in various places accessible to all members.

Glacier Park Juniors

THE FIRST MEETING of the new year was held January 3, at which the annual election of officers and directors took place. The result of the election follows:

Marshall Strong, president, Comptroller's Office.
William Haggerty, vice president, Freight Claim Office.
Martin Johnson, treasurer, Freight Claim Office.
Gerald Agnew, secretary, Comptroller's Office.
John Tauer, director, Comptroller's Office.
Harold Lind, director, Station Accountants Office.
Warren King, director, Vice President's Office.
Edward Graves, director, Comptroller's Office.

An important change in the by-laws was voted and passed, consisting of eliminating the age rule of members. Formerly officers of the club were obliged to be under 21 years of age, but the new rule corrects this. The change was brought about for two reasons: first, because the majority of our members are now over 21, and second, to increase the membership. It seems that there are quite a few of the employees around the building who feel that they are too young for the older men's organization, and yet too old for the younger club. Our club has been thoroughly reorganized, and we welcome new members.

The retiring president, Eddie Graves, alias "Will Rogers," thanked the members for the spirit of co-operation shown during his term of office, and wished them continued success. He pointed out the achievements of the club during the past year, which included another championship in kittenball, second place in basketball, increased attendance at meetings, and a decided increase in interest of the members in the various activities of the club. Eddie and the other officers are to be con-

gratulated on the excellent showing they made.

On Saturday, January 7, the Glaciers played their first basketball game of the new season, losing to the team from the Merchants Bank by the score of 16 to 14 in an exciting overtime battle. The Glaciers were handicapped by lack of practice, but from the individual talent shown, promise to give a good account of themselves before the season is over. John Hurley with four field goals was high point-getter for the day, and along with Peterson and Griffin played a strong game. Don't be surprised if you hear some good things from this bunch before long.

Railway Business Women's Association

They Take Santa to Soldier's Home

IN HER COLUMN in the St. Paul Dispatch at Christmas time, Cornelia H. Miller, in commenting upon the various activities then being promoted by different societies, included those of the Railway Business Women's Association, making particular reference to the Christmas festival sponsored by that organization at the Minnesota Soldiers' Home on the evening of December 20.

Answering the roll call at the Home, were about 450 residents, to all of whom the railway entertainment was of great interest. While the old folks have every material comfort, they are lonesome, and welcome eagerly entertainment that is brought to the Home, for it is very difficult for them to journey, even a short distance, into the cities for amusement to vary the routine of their lives.

The guests came early, and by seven o'clock the assembly hall, brilliantly lighted and pleasantly warmed for the occasion, was filled. A radiant Christmas tree adorned the stage. The Great Northern Songsters, lovely in their "colorful" velvet gowns, opened the program with a merry group of songs, and concluded with the old favorite of the railway girls, "Love's Old Sweet Song," the audience joining in the chorus. The Choral Club of the R. B. W. A. sang carols, and Selma Erickson, director, and Evelyn Hansen, accompanist, contributed additional numbers. George H. Bailey entertained with harmonica numbers, and the Soo Line Orchestra, after appearing on the program, furnished excellent music for the dance which followed. Agnes Thompson, clever Great Northern reader, held the audience entranced with her charm and humor. Lawrence Melgren, of the Soo Line, furnished the inspiration for much laughter, with his eccentric dance.

James T. Maher, Right of Way, Land and Tax Commissioner of the Great Northern, delighted the audience with Irish songs, sung as only as he can sing them, and added a few stories to make the evening a real one. Later he appeared as Santa, and helped in the distribution of the gifts.

Good, old-fashioned square dances added to the fun, and altogether, the evening will not soon be forgotten, either by the audience, or those who participated in the program and holiday work.

DELTA

(Continued from Page 39)

Jacob Kirchgessner, boilermaker, and Herman Priebe, wood machinist, were off duty during January. Mr. Kirchgessner broke his wrist while on the job on January 3, and Mr. Priebe had the misfortune to fall on the icy walk the first of the year, also breaking his arm.

Arthur Bentz and wife and small son have returned from Wausau, Wis., where they spent several weeks visiting Mr. Bentz's relatives.

Baldwin locomotive 60,000 was at Delta shops, December 29 to January 7, for repairs before being sent east on test run. Campbell Newhall, Baldwin representative in charge of the engine, and G. Wilcox, were at Delta during this period.

Coming as a surprise to his many friends at the Delta roundhouse and shops, was the announcement of Henry Gilson's marriage to Mrs. Elizabeth Annan. The ceremony was performed at Mt. Vernon on December 24. After a short wedding trip, Mr. and Mrs. Gilson returned to their home on East Grand Avenue.

The Ladies' Auxiliary of Railway Trainmen entertained in their favor at Odd Fellows hall on January 11, when Mr. and Mrs. Gilson were presented a lovely wedding gift. We extend our best wishes.

EVERETT

THE FIRST OF A series of parties to be given by Great Northern Railway Club, Chapter No. 10, for the year 1928 was held in the K. C. hall, January 18, when Club members and their friends were entertained with a delightful card party.

Twenty-five tables of progressive whist were played, after which refreshments were served by the following young ladies: Beatrice Trown-sell, Edith Purinton, Flora McDonald, Ruth Illman and Helen Gaul.

SPORTS

ST. PAUL

Bowling

Great Northern League

THE DREAMERS AND Evening Stars are staging a real battle for first place and at present they are tied. The Harvest Moons and Northern Lights fell by the wayside and are several games in the rear. L. J. Kittley has pulled away from his team mate Gutz, and is now leading the league with an average of 197. He has also tied Gutz for high single game, 267. Whitlock, Kirchoff and Powers have been doing some good bowling and have boosted their averages several pins, Whitlock having the biggest gain. The standing and individual averages, including games of January 16:

	Won	Lost	Pin Ave.
Dreamers	31	20	929-14
Evening Stars	31	20	920-29
Harvest Moons	26	25	902- 3
Northern Lights	25	26	916-34
Night Larks	25	26	895- 7
Sunsets	15	36	869-34

SEASON'S RECORDS

High single game, actual, Gutz, Kittley....	267
High single game, handicap, Whitlock Post.	270
High three games, actual, Kittley.....	661
High three games, handicap, Whitlock....	722
High team game, Dreamers.....	1,077
High team total, Dreamers.....	3,016

TEN LEADERS

Kittley	196-36	Ekensteen	181- 6
Gutz	192-34	Whitlock	181- 4
Kirchoff	184-33	Peterson	178-33
Ohlander	183-22	Lind	178-10
Powers	181-21	Pagel	177-27

GREAT FALLS

Great Northern Bowling League

AFTER NINE WEEKS of play, many changes are noted in the standing of the clubs. The superintendent's office quintet set a strong pace and took first place by winning nine out of twelve games. The store-men, holding first place almost from the start, fell into third position in a temporary slump.

The store office rose from the cellar by a point and succeeded in nosing the supervisors out of fifth position by a narrow margin.

In addition to gaining first place, the superintendent's office set some new season records, garnering 918 maples for high team game and 2,640 for high team three-game total.

Birch, of the store office, set a new individual high three-game total by toppling 620 pins.

Among the individual averages, C. Anderson of the store office, displaced McNally of the superintendent's squad, for first position. Other averages remain about the same.

STANDINGS OF TEAMS

	Won	Lost	Pct.
Supt.'s Office.....	23	13	639
Shop Men.....	22	14	611
Store Men.....	21	15	583
Shop Office.....	18	18	500
Store Office.....	13	23	361
Supervisors	11	25	306

SEASON'S RECORDS

High single game, Dorricott.....	245
High three games, Birch.....	620
High team game, Supt.'s Office.....	918
High team total, Supt.'s Office.....	2,640

SIX HUNDRED CLUB

Birch	620
Petreni	608
McNally	602

"The Singing Wheels"

THE SINGING WHEELS," a collection of original illustrated poems dealing entirely with railroad subjects, is being offered by its author, Sidney Warren Mase, whose address is 5422 U Street, Little Rock, Ark., at \$1.50, plus postage. The book is printed on high grade glossy paper, and is attractively bound in black leather. It will be sent C. O. D. to any address.

Mr. Mase is a railroad clerk employed in the office of the superintendent of the Missouri Pacific Lines, at Little Rock, and his poems, written with a swinging, lilting rhythm, upon the hundreds of problems of railroad men and women, appear monthly in the Missouri Pacific Lines Magazine. Demonstrating a keen understanding of human nature, and a thorough knowledge of railroad matters gained in his many years of service, they make a strong appeal to the heart of the railroad worker.

Spare the Clothes

(Continued from Page 16)

to the skin, is to make it pale and rob it of the normal power to react to heat and cold which results in a healthy pink color. Flannel is also extremely irritating to many, producing restlessness and often inflammation of the skin.

All clothing should be removed at bed time and regular night clothes put on instead. Either after undressing at night, or before dressing in the morning, the skin over the whole body should be given a good vigorous rub with a crash towel, giving it a good healthy glow. A bath at least twice weekly is indispensable for cleanliness and comfort, even for older children.

Sewing up for the winter, as practiced by some people, is not to be recommended.

The question of shoes is an important one and one about which there is much discussion. I do not know any article of apparel about which the average manufacturer displays so much ignorance in the simple fundamentals as in the making of shoes.

There is an idea which has been prevalent for a long time that feet need to be encased in heavy shoes in order to grow properly and maintain their proper shape. This idea is just the opposite to the truth. Nature did not intend that feet should have anything on them, and in fact, the less the children's feet have on them the better and the more normally they will develop.

There are only two objects in wearing shoes: the first for warmth in cold weather, and the second to protect the feet from injury in walking. Infants need no shoes and if they wear any they should be large and soft, exerting no pressure and in no way hindering the freedom of the muscles. After children begin to walk and run about, a sandal loosely strapped to the sole is sufficient; and in winter a roomy shoe, soft and pliable, with the proper lines on the inside are indispensable, if actual deformity produced by many makes of shoes is to be avoided.

Wm. H. Ramsey

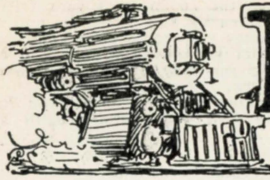
Great Northern Semaphore



Great Northern Bowlers

THE GREAT NORTHERN Bowling Team is shown above. This team has been entered in the I. B. A. tournament, which will be held this year at Harkins' Recreation Alleys, St. Paul. From left to right, those in the picture are L. J. Kittley, auditor of freight receipts office; Herbert Kirchoff and Walter A. Gutz, auditor of disbursements office; Al Peterson, auditor of car records office; Ralph G. Ekensteen, general superintendent of motive power office; Oscar Ohlander, auditor of disbursements office.

The averages which put these men on the team were: Kittley, 197; Gutz, 193; Kirchoff, and Ohlander, 184; and Ekensteen and Peterson, 181. Last season, Kittley entered the bowling "hall of fame" by bowling 300—a perfect score. Peterson rolled 288 in a league game. Gutz has been the leading bowler in the Great Northern League for several years. Kirchoff is a former City League bowler. Ohlander took first place in a Minneapolis tournament this year, and Ekensteen holds the all time record with the Great Northern of 685. The team has shown ability to "get the pins" and is expected to make a good showing in the big tournament.



Division News

BUTTE DIVISION

Associate Editor
ELZA TWAY
Great Falls, Montana

Great Falls was never before so dressed up for any occasion as when she put on her holiday attire for the 1927 Christmas season. The white globes on the cluster lights, for seven blocks along Central avenue, were replaced with red and green ones. Evergreen trees were put up on both sides of the street at intervals of 30 feet, the entire length of the business section. At all street corners these trees were large and elaborately lighted with red, green and yellow lights. At the head of Central avenue, in the circle around the Paris Gibson monument, the giant-fir tree erected by the Great Northern Railway Company was an outstanding feature of the city's elaborate decorations. Literally a blaze of beauty at night, with its gorgeous, many colored lighting effects, and the big illuminated Great Northern Goat, it blended perfectly with



the lavish decoration scheme of the city. Superintendent Wear has been very highly commended for the whole-hearted and cheerful manner in which he entered the Great Northern into the holiday spirit of the community. Great praise is also due to the veteran roadmaster, John Wallin, who tramped the hills around Monarch tirelessly, until he secured a tree for the occasion, surpassingly beautiful in symmetry of outline and its rich, green coloring, and one eminently worthy of representing the dignity of the great railroad which has taken so important a part in the growth and welfare of the City of Great Falls, the "Niagara of the West." A picture of the tree is printed below.

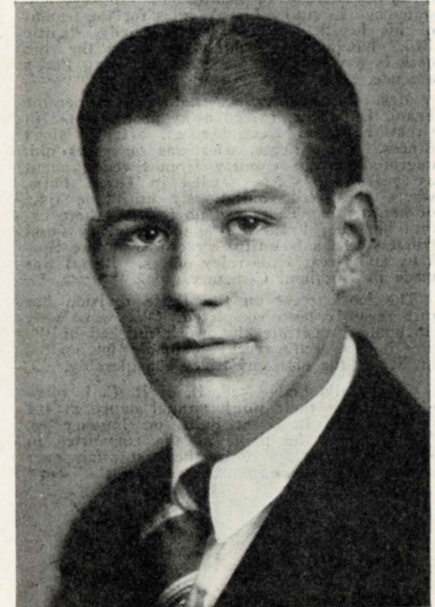
The home coming of the college students is one of the happiest events of the entire holiday season, bringing joy and pleasure to cheer many a family fireside. As they dash gaily in upon the home folks with shout and song, the spirit of their care-free and confident outlook upon life is contagious, irresistible and adds a charm to this delightful season which nothing else can equal. In Butte division circles may be mentioned the following students who spent the holidays at home: Wilda Faunce, Kirksville College of Osteopathy and Surgery, Kirksville, Mo.; Marion Clift, University of Minnesota; Georges Le Roux and Lowell Feurt, M. S. U., Missoula; Helen Wallin, University of Washington; Dorothy Tway and Patricia Vegas, Montana State Normal College, Dillon.

General Manager J. H. O'Neill and General Superintendent W. R. Smith were in Great Falls January 9, on a tour of inspection over the division.

Transportation Inspector P. J. Pohl and wife, spent the holidays at Seattle. Mrs. Pohl will spend a month visiting with relatives and friends, before returning home.

Dispatcher Nile Shaw returned to work on January 8. Mr. Shaw was shot and very se-

riously wounded by an unidentified hunter while hunting deer in the woods near Lupfer, on October 26. For a time his recovery seemed doubtful, and every one is glad to see him back on the job after his long siege in the hospital.



K. P. Loftus

Kenneth P. Loftus is the oldest son of Local Freight Agent W. D. Loftus, of Great Falls, and one of the promising young musicians of the city. He has signed as a drummer for the American Mail Line, and will play with the orchestra on the steamship "President McKinley," sailing from San Francisco February 3. The voyage includes the ports of Honolulu, Yokohama, Kobe, Shanghai, Hong Kong, Manila, and return to Seattle. Kenneth is engaged for two voyages on this boat, the second trip being the reverse itinerary of the first, and terminating at San Francisco on June 5. We bespeak for him great success in his chosen vocation, and his many friends in Butte Division railroad circles wish him *bon voyage*.

Ed Vought, conductor on the local between Judith Gap and Laurel has been granted a thirty-days' leave of absence. He expects to spend his vacation at home this year, instead of taking a trip, as in former years.

We are pleased to announce that Operator John McKeon, who was run down and badly injured by an automobile on November 26, was sufficiently recovered to be able to leave the hospital on January 8, and is convalescing at the Johnson Hotel. It is hoped that John will be back in the harness again in a few weeks.

Mrs. Zilpha Tinney, well known clerk in the freight office at Great Falls, was on the sick list the first half of January, suffering from a severe attack of bronchial trouble. Demurrage Clerk Lucille Locke doubled on the carload desk, with her usual high efficiency.

Conductor and Mrs. M. L. Cummings and family spent the holidays on the west coast, visiting friends and relatives at Seattle.

Frances and Lucille, attractive young daughters of Brakeman Harry Snyder, accompanied their grandfather, Mr. W. P. Snyder, to Tacoma, Washington, where they spent Christmas and New Years with their aunt.

Robert Britigan, B. & B. foreman, Judith Gap, spent the Christmas and New Year holidays with friends in Great Falls.

Barr Crawford, B. & B. clerk and Al Brix, roundhouse clerk, were in Butte over the New Year holiday season, visiting with friends in that city.

G. A. Wendorff, ticket agent at Butte, returned to work on December 17. Mr. Wendorff was recently called home to New Ulm, Minn., on account of the serious illness of his father.

In a recent letter received, we learn that Conductor C. C. "Peggy" Somo, is enjoying every minute of his vacation in Los Angeles. Conductor Somo left here December 23, for California, accompanying Oshey Devine and party.



The foundation of the tree, as can be seen in the picture, is the Great Northern emblem, which was made by the men in the shops under direction of Superintendent Arthur H. Malenke. It was 4x4 and certainly made a splendid showing. The electrical work on the tree

was done by Arthur E. Brown, Great Northern electrician at Great Falls, and further decorative work was done by "Jack Frost," who works for all the railroads during the winter, even in the so called "Sunny South" to some extent.

C. W. Michaelson, agent at Sunburst, recently departed for a month's vacation at Los Angeles, and is being relieved at Sunburst by J. A. Raitor.

Brakeman George Babbe, who has been running on the mixed run between Lewistown and Moccasin for the past several years, has moved his family and household goods to Great Falls, and is now working in chain gang out of here.

Agent C. H. Porter, of Choteau, is on a two-weeks' leave of absence account of illness, and is being relieved by Extra Agent R. E. Baker.

Roger L. Peterson, the popular and obliging rate clerk at Great Falls freight office, took a thirty-days' leave of absence in January, and sojourned in sunny Los Angeles for the benefit of his health. Willard L. Kennedy, "Little Bill," handled the arduous duties of the rate desk in a very creditable manner during Pete's absence.

Mrs. Caroline Lease, mother of Operator Frank Lundberg, passed away at her home in Great Falls on December 23, after a short illness. Mrs. Lease, who was 69 years old, migrated to this country from Sweden about 45 years ago. She settled in Great Falls, where she lived continuously until the time of her death. There are no relatives here except her son, Frank. Among the many floral tributes was a beautiful wreath from the Spokane and Great Falls relay offices. Burial was made in Highland Cemetery.

The ice harvest on the Butte division has just recently been completed. We were very fortunate in getting this work finished at the time it was, as the recent "chinkook" has melted the ice in the Missouri River considerably.

Great Falls Lodge 528, B. of R. C. is planning to give their ninth annual dance at the Granada hall in Great Falls, on January 19. According to the plans of the committee in charge, it promises to be the best affair ever sponsored by the organization.



When Conductor Pat Hoyem went out deer hunting in the early fall and came back empty handed, he explained to the boys that he found the deer such innocent and harmless little creatures that he didn't have the heart to shoot them. This story sounded like a fairy tale to Engineer Mike O'Neil. He suggested to Pat that they proceed out into the wild places and endeavor to locate something of sufficiently vicious and ferocious temperament for Pat to condescend to take a shot at. Hoyem assured O'Neil that his sensitive nature naturally rebelled against slaughter, but as it seemed unsafe for Mike to venture out into such dangerous places alone, he would go along, merely as a sort of a safety-first measure, to see that no harm befell him.

As the pair of adventurers proceeded cautiously along a dark and wild canyon, a big grizzly suddenly rose up on his hind feet and let loose a terrific snort that sounded to the surprised huntsmen like the blare of Gabriel's trumpet. O'Neil, who was walking ahead, immediately dropped his big rifle, and spoke soothingly to the bear, so that, as he explains, Pat could get a fair shot.

The bear listened attentively to Mike's convincing argument, and decided not to advance upon such a gentle and inoffensive looking foe. Mike waited breathlessly for the roar of Hoyem's death-dealing rifle, as he pleaded with the big grizzly to stand still and not start trouble. After several tense seconds that seemed ages, O'Neil glanced out of the corner of his eye, and discovered to his dismay that Pat was no-

where in sight. He realized instantly that Pat had meant just what he said when he agreed to go along as a measure of safety-first, and that he had put his determination into immediate action upon the first appearance of the big bear. Since the death of the bear was now entirely out of the question, Mike executed a masterly retreat, leaving the grizzly in undisputed possession of the field. When Mike reached camp, he found Pat already packing up to start home. "Why the H—I didn't you shoot?" questioned Mike. "Not by a damn sight," said Pat; "I didn't have nothin' agin that innocent bear."

Kolin

Conductor Joe Sells and daughter Gayle left for Seattle on December 7 to spend the holidays visiting with relatives. Mrs. Charles Sells made the going trip with them, but returned to Kolin December 15 for the holidays.

Engineer Alex Watson and Mrs. Watson visited with their son at Kalispell during the Christmas week.

James Nedved, sectionman at Hobson, visited with his parents at Kolin during the holidays. He expects to return to work about January 3.

Quite a number of the young people of Kolin enjoyed another sleigh ride the night of December 23 to a Christmas program and dance which was given at the Louise Creek school house. Thirty-six couples were in the sleighing party and a very good time was had by all.

Walter, son of Agent C. J. Sells, spent part of Christmas week visiting with the Robinson family at Lewistown. He returned home December 31.

Great Falls Store

The members of the store force celebrated Xmas in due form. When the boys and girls returned to work on the twenty-seventh many of us looked as if we had over-eaten, but, all of us looked as if we had been more or less temperate when the wine was passed. There is a passage in the Bible which admonishes a man to take a little wine for his stomach's sake, and judging from the post-Xmas conversation the admonition was well heeded.

The afternoon of the twenty-third the store force presented Mr. Steel with a very beautiful stickpin. The gang gathered in the lower store office and Sam Clutton, the semi-official store toastmaster, made the presentation, with the compliments of the season, on behalf of the gang, as follows:

Mr. Clutton: "Mr. Steel, it is customary at this season of the year for people to remember one another in the spirit of Xmas. This spirit of Xmas is not, in reality, the spirit of 'I'll give you something if I know I will get something in return,' it is the spirit of appreciation. When the wise men brought their gifts to the new-born Christ it was in a sense of appreciation to the All Wise Father, who had sent the world a personal earthly representative. We today observe a similar custom but more as a man to man proposition. If a man has a relative, or a friend, or an acquaintance, who has been such a relative, such a friend, or such an acquaintance that he feels he would like to show his appreciation to him, he does so at Xmas time. Perhaps he gives a present, or perhaps he sends a Xmas card. Perhaps he may only show his appreciation by a hearty 'Merry Xmas.' But it is the spirit of appreciation that is behind it all that counts. We, of the store force, feel that you, Mr. Steel, have been such a boss and such a friend to all of us that we would like to show this spirit of real appreciation for all the little favors you have shown us, and we take this opportunity to give you this little present. Mr. Steel, we certainly appreciate you as our boss."

Mr. Steel: "I am very thankful that I have such a force to work under me, a force that helps me keep up the reputation of Great Falls store by cooperating in every detail. I am sorry that some of the men have to be laid off at this time, due to the shop closing down, but, I act under orders and I am helpless to prevent this layoff. I know you realize the position this places me in. I know, too, that you will cooperate with me in the coming year to make Great Falls store even better than it has been this past year."

Mr. Steel treated the gang to candy and cigars, and the store bunch proceeded to observe Xmas further by sending presents to two of our men who have been on the sick list for a long while. Not knowing just what to give either Bernard Park, who is in the U. S. Veterans' Hospital at Fort Harrison, or to John Fisher, who has been confined to his home here in Great Falls, the gang took up a collection and split it fifty-fifty between them. The following letter was sent to Mr. Park:

"Dear Bernard: 'At this time of the year it is customary for ordinary folks to wish each other a 'Merry Xmas and a Happy New Year.' But, to hang with customs, formalities and that sort of bunk, and accept the enclosed from your friends at the store where you used to push a pencil, not so long ago.

"It is through the goodness of your friends here that we remember you as we do, and not knowing the things you would most appreciate, we decided to let you do as you pleased and enjoy something you may have been thinking of for a long time.

"May the coming holidays bring you happiness and the new year better health and pleasure."

Below is his reply:

"Dear Mr. Steel and Store Gang:

"It is hard to express my deep appreciation of your Xmas gift, and so I am now the proud possessor of a bath robe which I have much use for, and will think of you all dozens of times a day. My greatest ambition is to visit the store once more, and say hello and I thank you all for the many things you have done for me during my sojourn in the Hospital.

"I have many hopes of a recovery and believe I will eventually make it and may yet be a pencil pusher among you.

"Again I thank you, and with a big 'Hello' to all and a very Happy New Year, I am, Parks."

The following letter was sent to Mr. Fisher and Johnnie expressed his thanks to the store through the messenger who delivered the letter and present.

"Dear Johnnie:

"We asked old Jim Murphy, the other day, how you were and—well, you know Jim. If you ask him what time of day it is and have lots of time to listen to his bull and blarney, he will take all day to tell you. Well, Jim cut loose all he knew about your health and said that in spite of all the trouble you had been through that you were getting along in great shape and that your old smile was still beaming.

"Now that's what we like to hear—that you are getting better and still smiling. We sure want to see you get better so you can come back on the job. We sure miss your not being here, and most of all, we miss Johnnie's smile. No kidding, we sure do. When a man can smile no matter what the day has in store, he is doing more good for the old G. N. than all the 'Big bugs' lined up in a row.

"Here's wishing you a Merry Xmas and a Happy New Year that will bring you back among us.

"P. S.—Don't tell Jim what we said about his 'Line.'"

Operator Dave Lyons is working extra at "PD." Dave says he is sure getting familiar with the country between Great Falls and Havre, as he puts in the time he isn't working either at "HV" or "PD," traveling back and forth.

Mrs. L. A. Lang, wife of Conductor Lang, has departed for Los Angeles, where she expects to remain for several months. Mrs. Lang has been in poor health for some little time and hopes that a change of climate will be beneficial.

D. R. Rich, agent at Carter, is being relieved for a period of four weeks by Extra Agent L. D. Cowie. Mr. Rich is spending a vacation with his parents at Spokane.

A. C. Smith, trainmaster from Superior, was a welcome visitor in our city, December 13. He remained here several days, swapping yarns, and recounting past exploits, with Trainmasters Seil and Manion, General Yardmaster J. W. Smith, and other old heads from the east end.

Jim Duncan, old time Kalispell Division conductor, was in Great Falls on a business trip January 9, and incidentally shaking hands with friends and acquaintances around the local offices. Mr. Duncan is at present handling the run between Rexford and Fernie.

Relay Manager J. M. Faunce, wife and daughter Wilda, spent the Christmas week on a visit with the family of R. J. Kleinhesselink, at Hardin, Mont. Mrs. Faunce is a sister of Mrs. Kleinhesselink. J. C. Hickman acted as manager at "PD" during Mr. Faunce's absence.

CASCADE DIVISION

Associate Editor
D. O'HEARN
Seattle, Wash.

Bellingham, Washington

We are glad to state that Leland and Jean Laxdall have recovered from an attack of diphtheria. They are the children of Dan Laxdall, billing clerk, at Bellingham. Their home was under quarantine during the holidays, which caused a lot of inconvenience for the family.

Ross Woodruff spent New Year's Day in Vancouver, B. C., visiting friends there.

Paul Tillisch, transportation inspector, was a recent visitor at Bellingham, in the interests of the Great Northern Railway.

Charles A. Manthe, trainmaster on the Cascade division, visited at Bellingham during the past week, to get acquainted with the staff in this city and to meet the shippers.

W. P. Rice, traveling auditor, and W. P. Maloney, traveling demurrage and storage auditor, were business visitors at Bellingham recently.

Great Northern Semaphore

Mr. and Mrs. C. G. Smith of Cut Bank, Montana, spent several days during the holidays, visiting at the home of Al. Rickard at Bellingham. Mr. Smith has been employed as yardmaster and switch foreman at Cut Bank for several years. While in Bellingham they called on Mr. and Mrs. C. F. Smith, who were formerly located at Cut Bank.

Mrs. C. F. Smith and daughter, Mary Ellen, have returned to Bellingham, after an extended visit at points in Alberta and Montana.

Harry Reifke, switchman at Bellingham, spent the holidays visiting relatives and friends in the eastern part of the country.

Sol Pickett, traveling engineer, was a business visitor in Bellingham recently. Sol is now a proud grandfather, a daughter having been born to his daughter, Mrs. Joseph Joyce, wife of Machinist Joyce, at Skykomish, December 21.

A. A. Page, is relieving W. J. Moore, as switchman, at Bellingham. Mr. and Mrs. Moore are visiting in California.

Nathan Wilson, of Interbay, spent the holidays at Bellingham, where he was formerly located.



Everett

Our new trainmaster, C. A. Manthe, who is now actively on the job, is making friends everywhere.

Engineer H. R. Pettitt and wife were visitors in Centralia the first of the year.

W. H. Connolly, chief clerk, received the sad news of the death of his sister at Streator, Ill., the first of the year.

Switchman L. M. Baldwin and family spent part of the holidays with relatives in Bellingham.

Conductor H. M. Peterson spent Christmas with his family at Everett. His present run is out of Anacortes.

M. J. Welsh, after nearly twenty years on the Cascade division, departed January third for Minneapolis, where he assumed the duties of assistant superintendent of terminals. His many friends wish him the best of success in his new position.

Conductor Jos. Stevens, has been appointed by the trainmen to represent them at their general convention in May, which will be held at Cleveland.

Conductor John Franzen, who has charge of a work train on the Cascade tunnel work, spent the first part of January at home.

Baldwin engine 60,000, a wonderful engine of a new type, left Delta January 7, with a test train for St. Paul.

Conductor William Dunn was at home in Everett for a week, on account of a minor injury. He is working on the mountain, in connection with the new tunnel work.

Seattle, Washington

Discontinuance of the Rockport local passenger train from Seattle, has been responsible for several changes in the personnel of many of the passenger trains on the division, as the crews manning the local, "had whiskers down to the ground." Sickness has also been a factor in recent changes.

Conductor Al Miller, No. 1 on the division, has displaced Conductor Charles Cracraft, who had held a Seattle to Portland run since 1910. The latter is now on an extended vacation, but upon his return he will be punching the pasteboards on the Vancouver, B. C. trains, most likely Nos. 35 and 355. Ted Kibble, conductor, also has switched from trains 357 and 360 to 356 and 355. Arley Russell, brakeman, has taken a freight run from Seattle to Portland. He was one of the brakemen on the discontinued Rockport local. Teddy Carlson, one of the older passenger brakemen, has been sick for nearly four months. His place is being filled by F. B. McMillen, on trains 358 and 359. J. C. Unger, is also braking on this train with Conductor Waldron, after working "owls" for the past few years. Brakemen W. L. Hickey and Witt are also new fixtures on 356 and 355.

Some of the boys brought a little sunshine to their sick comrade and friend Brakeman Carlson, by collecting a substantial Christmas gift from passenger conductors and brakemen, which was presented in the form of hard cash, by a committee a few days before Christmas. Enginemen, freight men and dining-car men, helped to make up the purse, which was greatly appreciated by Brakeman Carlson and his family.

Vancouver, B. C.

Mrs. William Ashworth, wife of Hostler Helper Ashworth, and son Billie, were visitors over the Christmas and New Year's holidays with her parents at Wellington, B. C., which is on Vancouver Island.

Elin Borgstrom, car cleaner, was away several days in December on account of an injury that she received in falling down the stairs at her home. She is back again, however, and feeling fine, for which everyone is glad.

J. R. Robertson, operator, Chikaukum, Wash., was a visitor over Christmas and New Year's. The reason for Slim's visit is well-known, because the future "better half" insisted that he make the trip. The happy event is not very far away, although exactly when it will take place is not yet known. Operator Baker relieved Operator Robertson.

Mrs. C. H. Craycraft, wife of Conductor Craycraft, was a visitor over Christmas.

Hagan Anderson, veteran retired timekeeper of Everett, Wash., was a visitor for several days the latter part of December.

W. H. Brokaw, conductor 356-355, spent a very enjoyable vacation in December in California, being relieved by Conductor Crawford. The early part of January, Conductor Brokaw was transferred to trains 360 and 357.

Mrs. Billie Law, wife of Switch Foreman Law, was a visitor from Everett for several days around Christmas. Mrs. Law intends to move here permanently.

Sincerest sympathy is extended to Mrs. Harry Lonsdale, wife of Contracting Freight Agent Lonsdale, on the death of her father, Mr. M. Lovell on December 23.

C. B. Selley, cashier, G. N. dock, Seattle, and family, were visitors over New Year's.

M. C. Byram, station inspector and Paul Tillich, transportation inspector, were visitors for a day in December.

Conductor Neil Scott, 360-357, was away for several trips in January. The *where, why or what*, we didn't get, but we know Neil had a very good cause; he was relieved by Conductor Hutchinson.

Conductor Craycraft, 360-357, and Mrs. Craycraft, left the latter part of December for a few weeks' vacation in California. Conductor Rowe relieved him.

C. A. Manthe, newly appointed trainmaster, was a visitor the early part of January. M. J. Welsh, former trainmaster, was appointed assistant superintendent terminals, Minneapolis, effective January 1. All the Vancouver employees are certainly very sorry to see Mr. Welsh go, and wish him all the luck in the world in his new position; at the same time they welcome Mr. Manthe, and already feel he will make as many friends as Mr. Welsh has made, and they are very many.

Herman Kisso, towerman, Burrard Inlet, is back after an extended leave on account of sickness. Everyone is certainly very glad to see Herman back again and looking fine.

Conductor George Ellis on 711 and 712, had a week's vacation around New Year's, relieved by Conductor McIntosh.

Brakeman Clarence Rothuns was away some time in January, visiting in several coast cities. Brakeman Farrell relieved him.

Brakeman Epoch on trains 711 and 712 had a week's vacation around New Year's. Brakeman Gates relieved him.

Mary MacKenzie, stenographer, left the latter part of December for a short trip to Iroquois Falls, Ontario, to visit her mother.

Engineer Sparks on 711 and 712 was away several trips in January. Engineer Nelson relieved him.

W. S. Seward, agent, Marysville, Wash., was away during the month of December on account of sickness. He was back again, however, the early part of January, looking fine. Mrs. Seward underwent an operation about the middle of November, and returned home the middle of December. Everyone is glad that they are both enjoying good health again. A. A. Strong, who relieved Mr. Seward in his absence, went to Leavenworth, on leaving Marysville, where he was permanently appointed third trick operator.

Several of the fellows in the local freight office are now in the deluxe ranks, having been presented with lovely cigarette lighters. W. P. MacMillan, car service department, Tommy Bradbury, assistant cashier, and Jack Orth, chief clerk, can now tell the matchmakers to go to *blazes*. So far the lighters have been working fine, but how long they will continue to do so is creating much debate.

George Grey of the Engineering staff, Scenic, Wash., and Mrs. Grey, were visitors over Christmas. George, after being married some months, says he is convinced that single life isn't what it's cracked up to be, and advises every young fellow to think seriously of looking for a wife.

H. E. Cook, clerk, Everett, and Mrs. Cook and son, were visitors over Christmas.

Lily L. Parrish, car foreman's clerk at Interbay and Leon White, fireman, Interbay, were visitors here over Christmas. "It won't be long now," is about right with Lily and

Leon. Although the date has not been set, everyone is anxiously looking for an announcement.

Fat Scales, fireman on the *Night Goat* was away on a short vacation the latter part of December. Dan Noonan, our "Irish fireman" from Seattle, relieved him.

George McPherson, day hostler, was away visiting for several days the latter part of December. Miles Fitzmaurice relieved him.

Herman Kisso, third trick towerman at Burrard Inlet, has an indefinite leave of absence, which began the middle of December on account of sickness. Everyone sincerely trusts he will soon be back on the job. Joe Bee is relieving him.

Frank Cline, switchman, who has been away for some time on account of sickness, is getting along fine now, and is expected to be back on the job shortly.

Fred Hutchinson, clerk, Concrete and his wife, were visitors here over Christmas.

F. Weir, field accountant, St. Paul, was a local visitor on business for two weeks in December.

Mrs. R. J. Anton, wife of Car Repairer Anton, left the middle of December for a month's visit to San Francisco.

Mrs. Tom Milligan, wife of B. & B. Carpenter, spent a short time visiting in San Francisco, in December.

Paul Meyers, ticket clerk, made a short visit to Pasadena, California, the latter part of December. We understand the attraction is not the climate.

Portland

C. A. Gerken, traveling freight agent, has been appointed general agent at San Francisco, to take the place of A. J. Aicher, deceased.

H. I. Wayne, contracting freight agent at Portland, has been named as traveling freight agent to succeed Mr. Gerken.

Lee C. Metcalf, formerly chief clerk in the Portland office, has succeeded Mr. Wayne as contracting freight agent.

W. L. Wheeler, formerly with the Davis Lumber Company of Portland, has become chief clerk in place of Mr. Metcalf.

Ralph A. Dunlap of the passenger department, was appointed city passenger agent to succeed C. I. Barr, who has accepted a position as general agent with the Canadian Pacific at Shanghai, China.

Fred B. McKeen has recently been appointed live stock agent, lines West, with headquarters at Great Falls, Montana. Congratulations, Mac.

Best wishes from the SEMAPHORE and its readers to all of you.

DAKOTA DIVISION

Associate Editor

J. W. TUTTLE

Grand Forks, N. D.

Glowing tribute to Jasper Vale, one of the best known conductors on the Great Northern Railway company's lines in North Dakota, was paid in the Odd Fellows Hall,

Grand Forks, Sunday January 7, when conductor Vale was placed on the retired list, after having been in the employ of the company continuously since 1889, most of the time as conductor on trains 201 and 202 between Grand Forks and Devils Lake.

Aside from serving the company as conductor, Mr. Vale at various times was agent at Devils Lake, Minot and Larimore. Conductor W. H. McGraw of Grand Forks, presented Mr. Vale to Dr. H. M. Wheeler, retired veteran Great Northern Surgeon, who presided at the gathering. Tributes to the retiring conductor's life and work were paid by Harry Reff, representing the trainmen; John Mullaly for the engineers; O. L. Yowell for the Veterans' Association, and F. F. Schultenover for the division officers. C. J. Murphy, Great Northern attorney, highly praised Mr. Vale's loyalty to his employers, and stated that the conductor was ever ready to assist the attorney, when called upon to do so. The principal address of the afternoon was made by the Rev. W. J. Hutchinson of Fargo, and was, those present stated, one of the most glowing tributes ever paid to a body of railroad men for one of their fellow-workers.



Over one hundred railroad men and friends of Conductor Vale attended the meeting, and at its close presented him with a traveling bag. Mr. Vale left January 10, for Berkeley, Calif., where he will take up his residence.

Rosalie Tracy, of the division engineer's office, has been granted a leave of absence, and intends to spend most of the time visiting in Spokane, Portland, Seattle, and points in California.

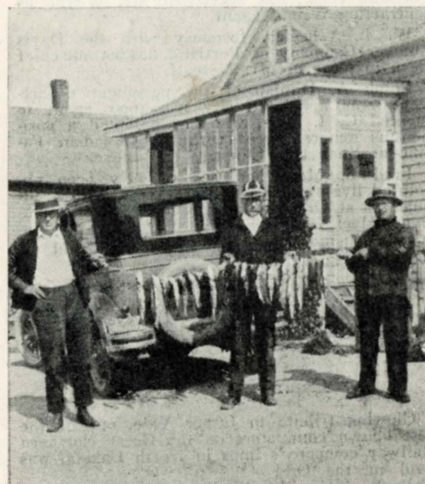
On December 29, a meeting of all Great Northern attorneys in North Dakota was held at Grand Forks. F. G. Dorety, vice-president and general counsel, delivered the principal address.

We have often heard or read of "Marrying Parsons" in the various newspapers of the country, but we have only recently heard of "Marrying Agents"; the latter sobriquet, however, has now been typified in the person of the agent at Strathcona, Minn., on the Warroad line. We are informed that J. C. Greenagle performed the ceremony of wedlock on December 28, 1927, when officiating as justice of the peace, he married Iris Krouse to Carl Wicklund of Strathcona.

This is certainly a further demonstration of a "dependable railway," when its employees render "dependable" service of this kind. But we might ask: "How come, Jake that you so cheerfully render such service and still remain in the realm of single blessedness, yourself?"

A bulletin was hung up recently in the yard office at Redland, notifying the boys of a change in trains 405 and 548 between Redland and Barnesville; tri-weekly service to be made on that line, and train 405 to be routed via Fargo to Grand Forks. As a result considerable "bumping" will ensue.

At this writing Conductor A. J. Neal is still taking his summer vacation.



This shows a fine catch in the Sheyenne River last year by Jake Rerrich, boilermaker helper, Dominic Schielie, carman and Joe Schuck, machinist.

Conductor W. J. Saver has returned from St. Paul, having completed his work in equalizing mileage between the Willmar and Old Northern division in trains 13 and 14, St. Paul to Fargo.

Brakeman Joe LaPlant is the proud daddy of a bouncing baby boy and, needless to say,

Grandpa T. LaPlant, engineer on Breckenridge local is overjoyed. Congratulations Joe.

We are sorry to hear that Conductor William Cooke, conductor on Grand Forks to Duluth trains 33 and 34, is on the sick list, and we hope he will soon recover. Conductor W. J. Saver is taking Cooke's place during his absence.

Mrs. F. B. Peschel, wife of B. & B. Clerk Peschel, superintendent's office, has gone to Illinois, where she will visit for some time, with friends and relatives at Chicago and other points.

Conductor J. L. Dunn, who has been on the Hannah line local, has bid in on and been assigned to trains 201 and 202 between Grand Forks and Devils Lake. Conductor J. P. Nockles, is now running on the Morden line passenger train between Grafton and Morden.

Devils Lake

Rose McMance, car department clerk, spent her Christmas holidays visiting with relatives at Hillsboro and Fargo, N. Dak.

Carman Frank Lahr and wife have announced the birth of a daughter born on January 5, weighing 7½ pounds. She has been named Betty Irene. Congratulations Frank.

Charles Worrall, engine inspector, has been off duty for the past week on account of sickness, but is reported to be improving. We all hope for his speedy recovery.

Iver Farstad, carman, has gone to Erskine, Minn., to spend a fortnight with relatives.

Mrs. Wm. Thompson, wife of Boiler Washer Thompson, her daughter Katherine, and her mother, Mrs. Berenschot, have gone to Minot, N. D. where Mrs. Berenschot will consult a specialist in regard to her health.

Peter Kondos, firelighter, will leave in a week for Danville, Ill. where he will make an extended visit with relatives. Enroute home he will visit with relatives at St. Paul, Minn. and Chicago, Ill.

Tankman Frank Walt, Sr., and wife, have returned from Albert Lea, and St. Paul, Minn., where they spent two weeks visiting with their daughters and sons-in-law.

Wm. Tufford, stationary fireman at local power plant who was off duty a few days on account of illness is now back on the job.

Our sincere sympathy is extended to Alfred Nicholas, in the loss of his father, who died on January 11 at their home in this city. Nicholas is employed as laborer in the roundhouse.

Mike Meiers, laborer, was forced to stay off work a few days on account of a sore arm, but is now back on the job and feeling fine.

Pete Kuntz, son of John Kuntz, will leave the latter part of the month for Great Falls, where he will visit with relatives.

Lyle Schlup, carman, is planning on spending a few weeks visiting at Walker, Minn.

Mrs. John McManus and daughter Margaret, left about the middle of January, for Lansing, Michigan to make an extended visit with relatives. They planned to spend some days in the Twin Cities.

A. Alexander, machinist, and his wife have returned from Saco, Montana, where they spent a week visiting with their daughter Mrs. Mark Keeley, and her husband.

Below is a picture of the yard office at Grand Forks. Those in the group from left to right are, M. Sullivan, switchman; H. Skelly, switchman; H. Hagness, night yardmaster; F. Lee, switchman; C. O. Loughin, day yardmaster; J. Rosson, switchman. This is certainly an attractive landscaping of the adjacent grounds, and the crowd has a right to be proud of it.



Kasper Kurtz, boiler maker helper, who recently underwent an operation, is able to be out, and is greatly improved. He expects to be able to return to work shortly.

Felix Burckhard, tankman helper, was off work for a week or more being confined to his bed with a severe cold.

Peter Litzinger, hostler helper has requested a pass from Devils Lake to Great Falls and has asked that "Mr. and Mrs." be put on the request. Of course we asked no questions, but we are all wondering. We remember that Pete made a trip to Great Falls about Christmas time, and, well, this is Leap Year!

Jack Burckhard, machinist helper, who is 21 and single, asked George Brown, hostler, to be sure and advertise the above information and also to remind the girls that this is leap year. We are all for you, Jack. We suppose when Joe Agrest sees this, he will also want us to advertise for him, as we heard him kicking about income tax the other day. Well Joe we're at your service.

HEADQUARTERS

Associate Editor
CHAS. T. FOX
St. Paul, Minn.

Maurice Mann, the "Shebas' delight" of the overcharge claim office, is back from Chicago, where he spent New Years Day, and not much else, visiting his South Side sweetie, who we understand is a very pronounced brunette.

Joe Rangitsch, the elevated claim checker, lost a decision at Gladstone, Minn., at Christmas time. His pound box of Fanny Farmer's was outshone by his local rival's ring.

Andrew W. Danielson of the chief engineer's office and Mrs. Danielson, took an extended trip to Washington and New York during the holiday season and returned the first part of January.

The first of the new year demonstrated in the office of the auditor of freight receipts that "Dan Cupid" is still active. We were greeted with three of the girls flashing diamond engagement rings—Marie Blake, Irene Gibbons and Mary Fleischhacker, and the surprise marriage of a fourth, Margaret Carlton.

Miss Carlton was married on New Year's eve in Chicago to Fred Leuhr of that city. The girls of the A. F. R. office had a luncheon in the Club rooms for Mrs. Leuhr and presented her with a luncheon set and the entire office bid her farewell with the presentation of a silver set of tableware.

Lillian Kemmick of the car record office is still at Bethesda Hospital recovering from an operation for the removal of her appendix and gall stones.

Marion Whaley furnished a good bit of excitement in the car record office when she appeared on the morning of January 12, wearing a beautiful diamond ring on the third finger of her left hand.

Cecelia Schnobrich of the car record office has taken an extended leave of absence on account of ill health.

Mrs. Paul Hitchcock of the car record office has been called to the home of her parents at Astoria, Oregon, on account of the serious illness of her father.

The sincere sympathy of the car record office is extended to Edna Mercier because of the accidental death of her uncle at Boyd, Wis., on December 20, 1927.

Frank Trost of the shop accountant's office has presented his girl friend with a radio for Christmas. You know Frank used to spend some of his evenings there—no doubt now he spends most of them there.

John Garrod of the shop accountant's office recently entertained members of the Jackson Street shop accountant's office at his home.

Bill Moncrief and George Friedland, the crack salesmen of the store department, are still undecided whether to sell new Fords now or not.

James Murry of the general office has spent several days in the shop accountant's office solving new problems with Mr. Mules.

Understand the boys in the shop accountant's office recently were given a severe scare when they heard Clara Johnson uttering a terrifying

Great Northern Semaphore

shriek. This was due to a mouse running across the floor.

Frank "Speed" Winoski timekeeper of the store department looked sort of worried for several days when it was reported that his girl friend had undergone an operation for appendicitis. Understand she is now out of danger, and Frank has ceased to worry.

Esther Friedlan of the store department has been wearing such a hot sweater of late that the lights around here are dull compared to this outfit.



Colonel Gieske

Pictured above is Col. Gieske of the purchasing department, who on December 30, 1927, took unto himself "for better or for worse," Edna Heins of Lake City, Minn. The wedding was not of the usual military type but the setting was indeed very picturesque. The employees of the purchasing department enjoyed the evening to a very large extent, anticipating New Year's Eve to follow.

Col. and Mrs. Gieske spent their honeymoon in Chicago and from all reports had a very pleasant time, not to mention New Year's Eve.

The employees of the purchasing department presented Col. and Mrs. Gieske with silverware and join them with their many friends in wishing them a prosperous and happy wedded life.

Warren, the little three-year-old son of Mr. and Mrs. Oscar Hansen, was operated on for appendicitis Saturday morning, January 14, at St. John's Hospital. He is reported as doing nicely.

Christmas 1927 brought with it the usual quota of good things to the folks in the car record office. Santa must have had a time of it selecting so many gifts and each one more lovely than the other.

Elva Kipp, stenographer in the office of the auditor of station accounts has been ill at St. Joseph's Hospital. She is on the road to recovery and we expect that her smiling face will soon be with us again.

Did anyone notice that the week before Christmas Uncle Sam delivered all his mail promptly. Well, that was due to the able assistance rendered by M. L. Knoll of the A. S. A. office.

E. J. Bracken, cashier, Butte, Mont., was a visitor in the office Dec. 30.

May Barry of the auditor station accounts office brought the New Year in at Chicago, Ill.

Don't be alarmed if you see Florence Schroeder of the shop accountant's office coming along with a new Ford one of these days. We hear she has been trying them out lately.

Helen Hoult, daughter of G. B. Hoult, storekeeper at Devils Lake, N. D., spent the Christmas holidays visiting her parents.

The two "Arts" namely Entersby and Conway are going to hold a skiing contest, but the place and date are still pending.

Dan Cupid sure knew his "arrows" when he visited the telegraph department, and now Esther Osen wears the sparkler "he" left.

The annual meeting of Relay Telegraph Office Managers for the Lines East was held at St. Paul on January 7 and 8, with office managers present from St. Paul, Superior, Willmar, Grand Forks and Minot. Various matters involving office handling, wire testing and circuit manipulation were discussed at considerable length, and a demonstration was given of oscillograph registration of electrical currents used in the transmission of telegraphic code, and of both ringing and voice transmission on a telephone circuit. A dinner and theatre party at the Palace-Orpheum contributed to the social relaxation. These annual meetings are proving exceedingly beneficial in developing a highly cooperative spirit in the handling of our communication facilities.

Thelma Dahlin of the purchasing department surprised us all by coming back to work after Christmas wearing a diamond ring, which is usually the forerunner to the advertising for a new stenographer. This is quite an event in this department and we join with her many friends in wishing her lots of luck.

Genevieve Cannon of the purchasing department has been ill for the past week.

It is with our sincerest regret that we announce the death of Mrs. Nolan, beloved mother of Mrs. H. M. Ackerman, stenographer in the purchasing department.

The sympathy of the freight traffic department is extended to Henry Rockowitz, chief clerk of the refrigeration department, on the death of his mother on January 6, 1928.

Jack Skadron, the dramatically inclined stenographer of the export and import desk, resigned January 14, 1928, to risk his life among the wilds of Chicago. He intends to study court reporting, a most appropriate subject in Big Bill Thompson's home town.

Claude Glatzmaier of the tariff department, who has been overhauling his own radio set for the last two or three months, thinks Marconi must have been pretty smart to see through the mysteries of radio with one blind eye. He says with two good optics he can't get past the detector tube.

The entire freight traffic department was saddened on the morning of January 16, 1928, by the news of the death of Elmer Benike at Ancker Hospital. "Ben" was seriously injured on the evening of December 26, 1927, in an automobile accident, but had, with his characteristic quiet courage and determination, been fighting what appeared to be a winning fight against Death. Given but a few hours to live when he was taken to the hospital, an iron constitution and a great fighting heart

Old Money Wanted Will pay Fifty Dollars for nickel of 1913 with Liberty head (no Buffalo). We pay cash premiums for all rare coins. Send 4c for Large Coin Folder. May mean much profit to you. NUMISMATIC CO., Dept. 159, Ft. Worth, Tex.

had made it seem during his twenty-day battle that he must win through. In the last week before his death, however, complications set in which broke down his powers of resistance, and he gradually grew weaker until he quietly passed away.

"Ben" first worked in the office of the auditor of freight receipts where he was employed from October, 1913 to the early part of 1917. He was then transferred to the freight traffic department on the rate desk, until he went into Government service during 1918. After a year in the army, including several months overseas, he returned to the traffic department, where he remained until October, 1921, when he left the service. He was welcomed back to his old place on the rate desk in March, 1926.

A willing worker, a good natured and serenely pleasant associate and a firm and valued friend to all who knew him, "Ben" will remain alive in the hearts of everyone in the department.

The "human interest" element in railroading is never more graphically depicted, than in the frequent instances which come to light in reference to long sustained and close personal contacts between employees of the different departments, and especially with those who have been retired for a long time, and are leisurely making the twilight run. The affection existing between the employees of the auditor of overcharge claims office and George G. Ingram, retired veteran clerk, employed in that department for thirty years, and now over 80 years of age, may be cited in illustration of this general truth. For the last several years, his former associates have sent Mr. Ingram a Christmas present, which, he says in a letter to Mr. Sprain, he has now come to look upon as an institution. In acknowledgment of his tenth Christmas present from the office, Mr. Ingram familiarly known as "The Bard," wrote as follows:

"Beloved friends of the Overcharge Claim Office: Your continued remembrance and constancy of kindness to an old 'pal,' whose good or ill will you are not compelled to consider, fills 'The Bard' with a feeling of gratitude that he is entirely unable to express in words.

"Your well-considered Christmas surprise gave me all the thrill that has been evoked by each of its predecessors; but the great wonder to me is that you should for so many years (this is the tenth) have retained in all its freshness the affectionate regard which prompted you to do me the first honor and kindness, especially as I have never even attempted to reciprocate in any way.



Alex E. Jordan

Above is a picture, and a rare one at that, of Alex E. Jordan, district claim agent, St. Paul, taken at Hot Springs, Ark., about ten years ago. There has been some argument as

to the color of the steed and the contents of the barrel, but the final decision was that it didn't make any difference and it was a good picture of Alex anyway.

"To pile up words of a sort is easy, but appropriate words are elusive, and in this case no words exist that will quite 'fill the bill.' So, with my heartiest thanks and best New Year's wishes to you all, I shall proceed to impose on you some lines of rhyme, to show that I still occasionally pursue the old trail:

"Watch 'The Bard' this frosty evening
Snuggly squatted in his lair,
In his presentation chair,
Coaxing fragrance from a 'Muriel'
Humming some archaic air.

Mark him, grey but well contented,
Reaching out a lazy hand,
See his happy smile expand
As he takes a luscious chocolate
Of a most delicious brand.

See him pause and scrutinize it,
See him take a sumptuous bite—
Soft and juicy, brown and white;
Hear him grunt his full approval
As he strikes another light.

Whence this luxury? How comes it
That 'The Bard,' so poor and old,
Can afford to squander gold
For the things that please and perish;
Has he wealth down in the hold?

Not for such as he to buy them,
But as flowers in summer blow,
Christmas told the O. C. O.
To prove again the old affection
That inspired them long ago.

Thus, 'The Bard' is found rejoicing
In the gifts his friends provide;
Sailing smoothly with the tide,
Knowing no remorse or terror
Filled with gratitude and pride."

KALISPELL DIVISION

Associate Editor
J. A. MINCKLER
Whitefish, Mont.

Dallas Stocking, of the superintendent's office, has taken an extended leave of absence, and is traveling on the West coast, along with Fred Fischer, extra gang time-keeper.

George Moran, who keeps tab on the odds and ends in the superintendent's office, has shaken the snow from his feet, and is now enjoying his annual winter sojourn in San Diego. He will be gone until about April.

The "Back to Nature Club" has come to life again. At least the local papers are beginning to run columns of wise sayings by "The Owl," so we may confidently expect something to be doing very shortly.

W. B. West is here from Minnesota, holding down Dallas Stocking's job while he is away. Mrs. West came along. The couple are surely welcome among us, and it is sincerely hoped that matters may be arranged so that they can locate here permanently.

It is reported that Bill Phipps has been ignominiously elected "Grand Bozo" of the "Back to Nature Club." Andy Fontana was successfully defeated in the race for "Grand Keeper of the Royal Liver Pad." Al Vining, although absent, was continued in the office of "Grand Keeper of the Simoleon."

C. C. Bull has come out here from Texas, to substitute in the superintendent's office, during the absence of George Moran.

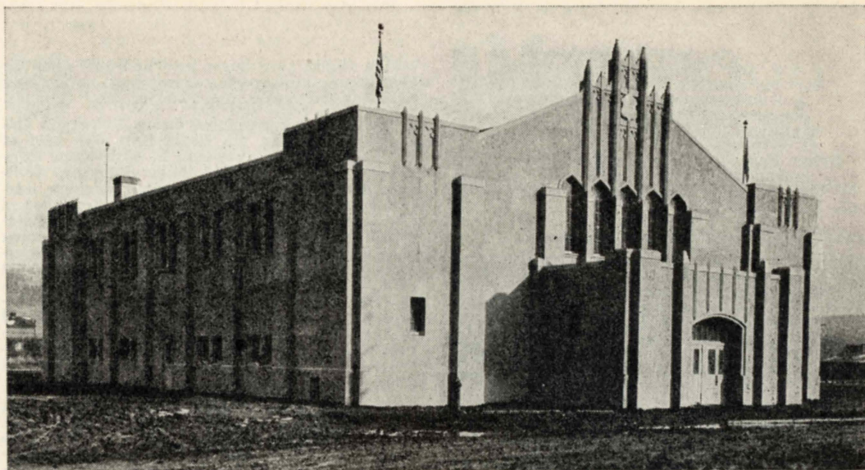
Mickey McGee of the rip track has undergone an operation in the Kalispell hospital. We are glad to report that he is making rapid progress toward recovery.

Harry, son of Claim Agent I. T. Dugan, had the misfortune to break his collar bone in a basket ball game.

Mrs. Hans Walchli, wife of our attorney at Kalispell, has gone to California to spend the remainder of the winter.

Ben Neal, dispatcher, was laid up for a couple of weeks with mumps, or some other disorder to which children are susceptible. Ben says that if "mumps" is a child's ailment, he is sure a real man's disease would completely wreck his iron constitution.

Operator Orvis has returned to work at Summit.

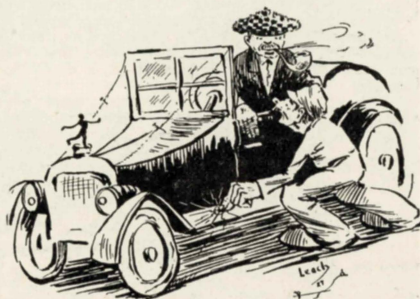


Whitefish High School Gymnasium



Dr. W. W. Taylor

It has long been known that the Great Northern has a good doctor at Whitefish, in the person of Dr. W. W. Taylor; the citizens of this city have also known for some time that, as president of their board of education, he is a first-class officer. They have now learned that he is also an artist, Dr. Taylor having designed and planned the new gymnasium for our high school, the beauty of which is indisputable. We are proud of the building, and extend congratulations to Doctor Taylor upon his work.



We have a Scotchman here by the name of Donald J. Robertson, who is a first-class wire chief, but addicted to the expensive habit of smoking. The other day he found his tobacco supply running low, and so he got out his old "mooching" pipe preparatory to calling on his numerous friends and at the same time replenishing said supply. Don had a nickel which he did not dare entrust to his pocket, fearing that it might work a hole through and get lost, so he fastened it securely to the running board of his alleged motor car, and to

make it doubly secure, he wired it to some part of the electrical machinery of the car. Thus feeling perfectly sure of keeping the nickel, he started the motor and sallied forth to call on the aforementioned friends. Al Lauretsen, our yard watchman and special agent, WAS a friend of Don's and seeing him drive up to the curb went out to have a little chat. Spying the nickel and knowing how careful Don is with his money, he was certain that it was left there by someone else. Realizing that in order to get that nickel he would have to be very cautious in his movements he very carefully and slyly reached for it, all the time keeping Don's attention engaged in other directions. Just as Al's fingers encircled the coin Don's foot slipped, and somehow came in contact with a button. At that moment, Leech, down in Great Falls, was experimenting with one of those long distance cameras, and as luck would have it, he got the picture just as Al got the "works." Al's many friends will view the picture with pleasure, or, we might say they will view it with a feeling bordering on glee.

George Pollett, of the yard office, with his family, spent the holidays with friends at Fernie, B. C.

Clifford Hamilton, of the repair track, and his family, visited relatives at Kelso Washington, over the holidays.

Henry Irwin, trainmen's timekeeper, has been highly honored by being made Master of the local lodge of Masons.

MESABI DIVISION

Associate Editor
I. G. JORSTAD
Superior, Wis.

C. M. Cornelius, city passenger agent, Duluth, has joined the "Smilers' Club," the cause being the arrival of a fine baby girl at the Cornelius home on December 17. It kept Cy. busy for several days passing the cigars in celebration of the event.

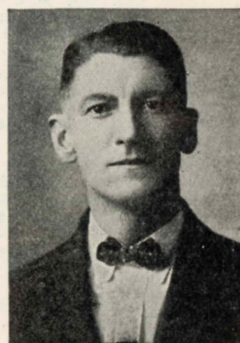
Miss Virginia Cornack, daughter of Engineer Cornack, of Kelly Lake, spent the holidays visiting at the home of Conductor Henry Foster, Superior.

Conductor J. E. Bigby called at the office a few days ago, with blood in his eye and wanted to know if we were not aware

that the war was over. When asked why the "peeve," he informed us that he became a granddad over two months ago when a son gladdened the home of Conductor and Mrs. E. C. Kepple, of Kelly Lake, and somehow or other we omitted this news from our columns. Mrs. Kepple is a daughter of Conductor Bigby. Congratulations.

C. F. Winblad, formerly agent at Foley, has been appointed agent at Bemidji, vice J. H. Ryan who was on December first appointed agent at St. Cloud.

It is with profound sorrow that we report the death of Joseph Lindsay, for many years master carpenter at Superior, who passed away early Christmas morning. It was a severe blow to his many associates on the Mesabi



Division as well as other points on the Great Northern. Mrs. Lindsay has the sympathy of all in her bereavement.

Charles Kenny, veteran passenger conductor, died at his home in Duluth, on January 12 after a short illness. Mr. Kenny had many friends at the Head of the Lakes who mourn his passing, and whose sympathy is extended to Mrs. Kenny. The funeral was held at Duluth on January 14, the pall bearers being the following conductors, all members of the G. N. Veteran's Association: S. McNaughton, W. H. LaSalle, E. C. Ames, G. D. Smith, B. C. Hagman, and A. C. Smith, (now trainmaster).

J. L. Girouard, fuel agent, is enjoying his vacation, visiting friends at Chicago, Cleveland, and St. Paul. During his absence the duties of fuel agent are being taken care of by A. J. Johnson.

The B. of R. T. Lodge gave their annual dancing party at Moose Hall on January 20. As usual, there was a capacity crowd and all report having a good time.

Office employees at the Head of the Lakes will give a dancing party on February 3. G. R. Cashman is general chairman of the dance committee, and we look to him to arrange a party that will be well worth attending.

Arthur P. Fritzke, of the general superintendent's office, is at present on his vacation, but did not state where he was going to spend it. We'll wager, however that he has a good time, and will come back greatly refreshed, and "rarin'" to go.

Arrangements are well under way for the Duluth Winter Frolic. The committee in charge inform us that this year's frolic will be just as spectacular as in previous years, if not more so. Plans are now under way to have the St. Paul Great Northern club, including the band, male quartette and songsters present, also members of the Minneapolis and Superior clubs. The frolic will be held February 15 to 18.

R. E. Kelley, chief clerk to general superintendent, is back at his desk after being confined to Asbury Hospital, Minneapolis for several weeks.

J. W. Belch, conductor, is visiting friends and relatives at Chicago.

Pat Cunningham, engineer, has taken a leave of absence and is stopping at Hotel Superior. Pat has installed a radio set in his apartment and we understand has joined the "Early Riser's club," taking part in the 7:00 a. m. exercises, and going through the various muscle building movements to the music broadcast from station WEBC. Other members of the "Early Riser's club" are Engineers Coleman Lee, Wm. LaValle and Sam Tomson; also Conductors John Hoen and John Nelson, and Switchmen Van Cushway and Andy Krooks.

It is with regret that we report the death of Thomas Armstrong, veteran engineer, who passed away at Superior on January 7, after a short illness. Mr. Armstrong had a host of friends who will miss him. Mrs. Armstrong and family have our sincere sympathy in their bereavement.

J. M. Rooney, who for many years has officiated in the capacity of trainmaster and assistant trainmaster, was retired on pension January 9, on which date he attained the age of seventy years. While he was with the Great Northern, Mr. Rooney made friends of all who knew him, and we are glad to say that although he has been pensioned, he is apparently in the best of health and enjoying life. He calls at the office every few days to look things over, evidently from habit, finding it difficult to break the connection which has existed for so many years.

A. B. Ruf, brakeman, is traveling in the east, visiting, New York, Washington and Baltimore.

Helmer Blomsten, carman, accompanied by Mrs. Blomsten, is spending two months visiting at Los Angeles and Long Beach, Calif. A certain switchman upon being informed that Mr. Blomsten is in California, wanted to know what was the idea of going to California, when we enjoy such a balmy winter climate here. They must get that way riding the top on the coal dock lead.

Carman Andrew Krantz and Mrs. Krantz recently returned from a trip to Spokane, and Tacoma, Wash. Andy states that although he was digging spuds at Tacoma, on New Year's day, he missed the snow balls.

Engineer P. H. McNamara, and Mrs. McNamara, spent the holidays visiting his parents at Minneapolis.

Ollie Johnson, daughter of Car Oiler Mike Gussick, spent the holidays visiting her uncle, Engineer Nels Rockstad, who is under a doctor's care at Colorado Springs.

Ernest Swanson, superintendent's car stenographer, is spending his vacation, absorbing some of the Florida sunshine. He also plans to visit Havana, providing the water is not too rough.

MINOT DIVISION

Associate Editor
CARL CARLSON
Minot, N. D.

On January 9, 1928, at the Masonic Temple, Minot, Fred J. Cummins, division car distributor, was installed commander of DeMolay

Commandery No. 10 Knights Templar, and Carl Carlson, chief clerk in superintendent's office was installed as Grand Master, while Archie E. Hove, was inducted into the office of secretary. From these indications it looks as if the Great Northern Railway is going to run the Commandery at Minot this year, having wrested the honors from the Piper-Howe Lumber Company who had that privilege during the past two years. Fred, we wish you all kinds of success.

Miss Loraine Fisher, fourteen-year-old daughter of Mr. and Mrs. Ben Fisher, while coasting down the hill Friday night, January 6, ran into a barbed wire fence and injured herself about the throat and jaw. At this writing she is getting along as well as can be expected.

Who says we don't—you should see the diamonds and hear the rumors, which of course must all be true, which accounts for the Minot Division force all working so well together.

We are informed that L. J. (Frenchy) DesForges has relinquished all shooting rights on Cushion Lake north of Stanley, for the future. Understand that a farmer sold him some tame ducks recently; or at least Frenchy paid for them recently, having mistaken them for wild mallards during the hunting season, and the farmer having caught up with him. Better for him to have paid the ten dollars asked, than the forty, paid later, with extra court costs.

Gordon Collin, switchman of Minot yard, is rather disappointed with his fellow workers. He says the least the boys should have given him was a corn-cob pipe, but all he got for Christmas was the "Ha! Ha!" from Buick.

Jas. T. Sykes, veteran switchman, of the local yard force, received a box of William Penn's from the brothers. J. T. thanks the boys in the usual way.

F. F. Buick, yard brakeman, recently spent a few days in Williston. Frank helped the Brother Elk's of Williston burn up the mortgage on the Home. He came in first in the 2:10 race.

John T. Tolliver, switchman, Minot yard, has purchased a chicken ranch just east of the Fair Grounds. John says he has not decided just what kind of chicks he will raise, but has promised R. E. Muck, local switchman, a job of looking after them.

The boys are wondering what William F. Cox, conductor, has been carrying that high-powered rifle around with him for. What's the matter, Bill, someone looking for you?

Yard Conductor Collins has been reduced to foreman. Too bad, Gordon, you will be back running next fall, maybe.

Paul Johns, local switchman of Minot yard, received a good supply of shirts from his numerous friends at Xmas. Paul has been embarrassed on numerous occasions on account of not keeping "his shirt" properly laundered. Wonder if Paul had a clean front on when he was on his tour in the East a few days ago?

The reason that there has not been very much in the SEMAPHORE from the Minot yard office is because our veteran chief manifest clerk has been prowling into the assistant editor's mail box. It's surely surprising to find out how low some men get when they fall.

L. W. Bonawitz, agent, Wildrose, N. D., is spending a few weeks at Duquoin, Ill., his old home, primarily to visit his aged father, who was ninety years old January 12 and who is still active.

T. K. Roberts returned to Brandon, Man. recently, and resumed his duties as cashier-telegrapher, after six weeks at Mayo Brothers' hospital, Rochester, Minn., for an operation on his shoulder, which he injured several years ago, playing the American national game. We hope the operation will be entirely successful.

M. T. Klier, agent, Noonan, with Mrs. Klier, left recently on a trip to Sunny California, and expects to be gone during the remainder of the cold weather.

It is with much regret that we have just learned of the death of Edgar J. McCallister, which occurred at Sidell, Ill., on December



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31, 1927. Mr. McCallister was one of the old timers, having entered the employ of the Company in 1892, since which time he had been continuously engaged in various departments, the last eleven years as road clerk in the superintendent's office at Minot. He retired on December 15, 1927, on account of poor health, with twenty-five years' pension privileges. The only surviving relative is a sister, who took care of him, and who resides at Sidell, Ill.

Fred Craghill, veteran passenger conductor, and Mrs. Craghill are again wintering among the orange blossoms in Sunny California, she having preceded Fred by several months, this being an annual recreation of the Craghills'. We hope they don't feel the California cold too severely, while we in North Dakota are enjoying summer weather.

Conductor Clifford G. McLean died at Minot, N. D., November 3, of acute indigestion. He is survived by his wife and daughter, Mary Jean. Conductor McLean was born at Hope, N. D., October 19, 1888, and entered the service of the Great Northern as a brakeman on the Minot division, August 23, 1912 and became Conductor on November 11, 1920. We extend our sympathy to the bereaved family.

Two members of the office force recently sprung a surprise in the superintendent's office by deciding that two could live cheaper than one. Miss Dollie Mower, stenographer, and W. H. Wetche, B. & B. clerk were married the week before New Years, the ceremony being performed by one of Minot's oldest ministers, the Rev. W. C. Hunter. We join their many friends in wishing the young couple all happiness.

Conductor John S. Golka met with an accident at Coteau, N. D., on November 21 that cost him his life. Conductor Golka was born at Stevens Point, Wisconsin, November 11, 1889. He entered service as a brakeman on the Minot division, September 24, 1913, and was promoted to Conductor, August 22, 1921. He is survived by his widow and four small daughters, Marcella Jane, Joyce Elaine, Mary Gail and Donna Lou. The family has the sympathy of the entire community.

Wesley C. Melville, extra agent, while employed as telegrapher at St. John, N. D., was taken suddenly ill from an old injury, the complications necessitating prompt action. An operation was performed successfully at Winnipeg, Man., and at present the patient is doing fine.

W. A. Clem and wife at Corinth, having been unable to visit relatives in the vicinity of Minot at Christmas on account of too many previous requests of that nature, decided to spend the New Year there instead, and the Corinth agency was handled by Extra Agent G. R. Carter during their absence.

Brakeman Gilbert C. Hyland, passed away at Minot, N. D., November 14, 1927, of heart trouble, being survived by his wife and one daughter, Barbara Jean. Brakeman Hyland was born at Sauk Center, Minn., on December

26, 1895, and entered service on the Minot division on October 26, 1920.

Mrs. P. J. Daveau, wife of Car Stenographer Daveau, has returned from a visit to the home of her parents at Mankato, Minn. Mr. and Mrs. Daveau went down for Christmas, but he returned earlier in the month to resume work.

Frank Emme, trainmen's timekeeper, with his wife and two children, spent the Christmas holidays in the Twin Cities, and Wilda, Kansas. Frank looks very much rested since his little vacation.

Billie Stevenson, son of Resident Engineer W. P. Stevenson, spent his Christmas holidays in Minot, visiting his "Dad." Billie is at present making his home with his aunt at Danville, Ill., where he is attending school. He said he had a wonderful Christmas, in Minot and everyone seemed very pleased to see him. Billie is looking better than ever.

Ann Thompson is filling a temporary vacancy in the superintendent's office. It seems good to hear your gentle voice again, Ann.

Minot Rip Track

The rip track suffered its first shock from the visit of the grim reaper, Death, when Edward H. Richards passed to the Great Beyond on the 15 of December, 1927. The body was sent to Willow City, where interment was made in the family plot in the cemetery there. His death from erysipelas occurred after a short illness. He carried the group insurance of the Associated Shop Craft, and a week from the date of burial, his widow, Mrs. Mary I. Richards, received a check from the Metropolitan Insurance Company for \$2,000. To show respect to their late associate, the members of the rip track were in attendance at the depot upon the departure of G. N. train No. 30 which conveyed the body to Willow City.

Anton Zimmerman has returned from a trip to Glenullen and other points in North Dakota, along the line of the Northern Pacific, where various matters of a business and personal nature required his attention.

The Minot Division is in receipt of another derrick that was sent here from the west end, and is of larger capacity than the old one, which has been sent to a point further east, after doing duty here for a number of years. The new "animal" requires a fireman and has been under the personal surveillance of Engineer Harry Matson since its arrival; from what he says, it will meet every expectation engendered by its past history.

The rip track was again penalized during the holidays by being laid off from December 23 until January 3; a number were called again as the exigencies of the work necessitated.

Louis Severling was off a few days during the holiday season on account of a slight attack of the flu.

Harold Hutton, of the lower yard force of inspectors, recently packed a pass and a few clothes, and hied himself to the west coast for a visit in that sunny clime for a short time, his destination being San Diego, California.

George Kuhnhehn and family visited friends and relatives at Denbigh, during the holiday lay-off.

John Robertson who laid off early this winter, is still unable to report for work account of some varicosis. He may not have to undergo an operation, and expects to try to work soon.

Cancort Richards, who became ill upon his return from his father's funeral at Willow City December 18, has been confined to his home with scarlet fever.

On January 10, Carmen's Local No. 7 held its installation of officers for the ensuing year. Alfred C. Spoklie was the master of ceremonies.

Eli Brown, whom the Adjustment Board once declared to be rated as a machinist, because he was a tankman sent to the roundhouse by the car department, has been returned to the seniority list by mediation boards, and his dues and records are again in the hands of the car department.

J. C. Riebe, carman, upon the advice of his physician, has gone to Hot Springs, Ark. He was accompanied by Mrs. Riebe who will also take treatment at that renowned health resort.

Nels Hendrickson, who has been suffering from a heart affection, has been ordered by his physician to report for duty in bed, and remain there until further orders.

Grant Westom, who suffered a fractured wrist in November and has been drawing on the accident policy of the insurance company, returned to work January 16.

Mr. and Mrs. Milton Shelby, of North Main Street, are the proud parents of a baby girl. It is noticed that Milton works a little harder and faster than before this happy event.

Williston

Our checker on the repair track had been sort of envying the overtime that some of the boys were getting in, but when called down one day during the severe cold spell, he quickly realized that hard work went with that kind of money, so hard indeed that R. O. decided

he wanted no more of it and immediately departed. On arriving home he received first aid for cold fingers and dampened spirits, and resolved that a checker's job was good enough for him with NO overtime solicited.

Have you bought your picture of "Old Ironsides"? If not, get busy.

Switchman George Hogan has returned to work, after a month's absence, during which he suffered severely from rheumatism.

Joe Stroud, baggageman, has returned from a six weeks' sojourn at Hot Springs, Ark. where he has been taking the baths.

Williston car shops were closed down from December 24 to the morning of January 3.

While Ben Morgan was cleaning the set out coach from No. 1 and sweeping up the papers and rubbish in the car, he noticed an envelope in the bunch gaping open, with something very green within. On closer inspection he found the envelope to contain a ticket from Minot to Spokane, a trunk check, an insurance policy and four five-dollar bills. One can imagine some of the thoughts that passed through Ben's mind about that time, but all hopes and plans would have been in vain, for John Mosby stepped into the car and said that a woman had lost a ticket and twenty dollars. Ben spoke up, saying he had it. Tough luck, Ben, but maybe lucky at that, for how would you ever have explained to the "Missus" your sudden wealth and the doings that might accompany sudden wealth in your case.

The sympathy of their many friends is extended to Switch Foreman Vincent Cahill and Mrs. Cahill upon the loss of their infant son, whose death occurred December 29 after an illness of only two days.

Nineteen of the roundhouse and car forces attended the banquet and dance put on by the Minot Shopmen on December 10. They reported a good time, and compliment the Minot boys as being royal entertainers.

With Car Foreman Bill Smith back on the job, the feud at the other end of the yard has opened up again, Bill having organized a

National Suing Company, and holding the office of president, thought he had the control of the company within his grasp, and that the policies of the company would be as he dictated. The original purpose of organizing was to try and recover from Fleming for a certain permanent waiver of which he had acquired possession in a somewhat dubious manner. During Bill's absence the Montana Division "batted in" on the deal by Pete Bjornstad of section No. 102 and Conductor Johnny Kries having acquired possession of the majority of the stock. Looks like there would be some warm times before they get Fleming landed with the Montana Division backing him up.

Nels Flaggett spent about ten days on his farm across the line on the Brandon branch, in November.

New Rockford Items

Well Driller McCutcheon is here at present, putting down a well midway between the roundhouse and the carshops, to be used for drinking purposes. This is an improvement we have needed for some time, and a supply of good drinking water will be much appreciated by all the men.

Brakeman Hans Taverna is the proud papa of a new boy, and doubtless will be ready for a call at any time of the night hereafter.

B. & B. Foreman Jack Smith has finished his assignment here, and moved his outfit, leaving quite a void among the good looking young widows of this vicinity. It is rumored that Jack got so popular toward the last of his stay that he had to wear an officer's star at the dances, etc. in order to keep from being kidnapped by them.

A number of the carmen took advantage of the shut-down during holiday week, to make trips out of town, Assistant Foreman Johnson going to Carpenter, Ia.; Wm. Gottschalk to St. Paul; Ernie Leitner to Cloquet, Minn., and John Tobin to Oakes, N. D.



Kaluza and Schumacher

Joe Kaluza, son of Engineer Frank Kaluza, known as the "Midget of the Roundhouse," and Carl Schumacher, son of Engineer Chas. Schumacher, as they appeared at the duck hunt for the banquet put on by the round-

house force in November, for which Carl and Joe assert that they contributed more ducks than any other two men on the hunt, their quota including the two runts that George Hyltin and the writer had served to them.



The Midnight Bunch

The midnight bunch at the roundhouse out at the lakes during the last duck season did bring home the ducks; and believe me, I sure did help to eat them. You will notice Bud Bruegger in the center of the picture and

George Hylton over by the white bodied car. There are also, Glen Ellis and Little Joe; the others in the picture will have to go undesignated, as we were unable to ascertain their names at the time of writing.

Pete Bjornstad and wife made a short visit to the Coast in November. They intended to go as far as California, but an unexpected meeting with relatives living in Portland, whom they had not known were in that part of the country, induced them to give up the California trip, and extend their visit at Portland.

The Brotherhood of Railway Clerks held their annual election of officers on December 21, preceded by an informal feed at Hogan's Cafe.

Boilermaker George Hylton spent his holidays with his parents, at Wenatchee, Wash.

Several of the car shop employees were loaded for an expected lay-off and when it arrived they had transportation ready. Among those who were thus prepared, were: John Swanson and John Roone of Gardners outfit, who got as far as Tacoma; Wesley Smith went to Portland; Oscar Mortenson to St. Paul; Sam George to Chicago; and Bill McChesney to Eugene, Ore.

Ole Roed and Hickory Simmons each took ten days off after the Holidays, to study up on "Wheel Defects."

MONTANA DIVISION

Associate Editor
JOHN C. KOERNER
Havre, Mont.

On Sunday, Dec. 11, the wind machine at Glacier Park was said to have registered a velocity of 87 miles an hour, when one of the wings blew off, so that it was impossible to record the actual velocity. This wind reached to Cut Bank, where it blew the fine snow into the switch motor on the west end of the Cut Bank bridge, necessitating the placing of a section man to keep trains moving into the yard.

To show what a little courtesy on the part of employees will accomplish in the way of securing business for the company, we will cite a case. While the warehouse manager of a large shipper was in Cut Bank, and waiting for a train, he asked to be allowed to remain in the telegraph office for a short time and he was allowed to do so. He remarked in conversation that he had once before been placed in a similar position, in the office of another railroad, when he was caustically reminded that the office was only for employees, and favored with other slurring remarks, which incensed him, so that he changed the routing of his company's extensive business to the Great Northern, and has always received courteous treatment from all its employees with whom he came in contact. This shows what courtesy will do, when practiced by all employees.

Operator Lyda Shepler, Cut Bank, has taken an extended leave of absence, being relieved by Operator Geo. F. Grote.

Work is progressing very nicely in the installation of three more concrete pits in the roundhouse at Cut Bank, under the efficient supervision of B. & B. Foreman Hi Fuller, who, it is expected, will equal in this job his previous performance in putting in the other six pits.

Signal Maintainer A. Anderson, Cut Bank, is experiencing considerable trouble in keeping the switch motors on the bridge working, owing to the fact that mice in some unaccountable manner get inside the covering, and build nests and store grain, which causes the motors to stop functioning. He is open to suggestions, as to some method to remedy this difficulty.

C. L. Jarrett, agent, Bowdoin, has been off for a few days to have his tonsils removed. We are pleased to report that he is back on the job, and judging from the strength of his voice on the phone, the operation did not impair his loquaciousness.

Peter Bjornstad, section foreman, Williston, recently returned from a trip to coast points, having planned, at the time of his departure, upon locating, either in the vicinity of Vancouver, B. C., or Portland, Ore.; but he says there is a dearth of sunshine out there, that he is pleased to get back to a country where the sun shines every day, and he is satisfied to stay on the Montana division. No more coast trips for him!



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**G.A. Culver, Advertising Mgr., Room 447
500 N. Dearborn St., Chicago**



Agent Shults, Inverness, was recently brought to the hospital at Havre, with the expectation that he would be required to undergo an operation, but we are pleased to report that it was not necessary, and he is now back on the job in his usual good health.

W. H. Trumbull, the former agent at Lothair, has taken the station at Lambert, which was vacated by S. W. Porter, who returned to Snowden. Bill says he has been on the Hi Line so long that he figured it was about time to make a change.

Engineer Ed. Splan, on the Watford City Mixed run, recently made a trip to Rochester, Minn., to go through the Clinic. We are glad to report that he is back again, it not having been necessary for him to undergo any operation.

Engineer Chester E. Smith, one of the "Old Vets" on this division, who pilots the Oriental between Havre and Williston, recently left on an extended trip to Los Angeles for the winter. As Chester signified his intention last winter of riding in one of the races at Tia Juana, we may expect to hear some startling news of his accomplishments in this avocation. After riding the 1709 all summer, he ought to be able to make a record as a jockey in one of those races.

Elling Ellingson, section foreman, Trenton, N. D., has taken an extended leave of absence, to visit his family at Nevis, Minn.

Sam Arrotta, section foreman, Bainville, is wearing a broad smile these days, the occasion being the arrival of a twelve-pound boy at his home.

M. O. Wood, formerly chief clerk superintendent's office, Havre, but now travelling car accountant on the Willmar division, spent the Christmas holidays with his family at Havre. His many friends were pleased to see "Monty" again, and to learn that he is getting along so well.

Owing to the slump in business, all the locals were put on a tri-weekly basis, causing a great amount of bumping among the trainmen and engineers. Ed Morrison fell heir to the Wolf Point-Bowdoin local; Bill Geddes to the Williston-Wolf Point local, and Tom McDonough the Hi Line local, Pat Sheehan getting the Bainville-Scobey local.

Engineer "Sunny Jim" Hines, having been relieved on account of taking off the Cut Bank-Shelby local, has returned to his first love, and taken the Scobey Opheim Mixed run displacing Heinne Hoeft, who has been on the run all summer, and who has returned to Havre, taking his former run on the level.

Arne Ulvestad, section foreman, Nashua, recently installed an up-to-date radio set, and we learn that he is feeling very happy over the reception, but feels like he is losing too much sleep.

Paul Sava was recently assigned to section foreman Ahsfield, and likes the place very well, but says he is short a good cook. Girls, here is your chance, don't crowd.

F. A. Anderson was recently appointed section foreman, Inverness, and one of the first things he did was to install a radio set. Fred says he is very much interested in bed-time stories, but this only gives him three hours sleep every night.

Andy Schilling, agent, and Mrs. Schilling, operator, Bainville, have taken an extended leave of absence, and are visiting their daughter at Havre, and relatives in Wisconsin and Indiana. R. A. Berryman, second trick operator, is relieving as agent and third trick operator Geigerich, is relieving as first trick operator.

The extra operators having been taken off at Snowden and Bainville, on account of the slump in business, Operator Bush has returned to second trick, Snowden displacing Jack Frost, who has taken the third trick, Bain-

ville, until the return of the Schillings from their vacation.

Guy Priete, the recently appointed section foreman, Lothair, says that he likes the place very much, but it is rather inconvenient to have to "batch" all the time. He plans on getting one of the New Fords soon, and will no doubt then be able to get a cook, too.

Lars Hansen, section foreman, Bainville, has taken an extended leave of absence, and is spending his vacation with his family in Southern California.

As a game country, Northern Montana, along the line of the Montana division is hard to beat. This statement, we feel can be substantiated by the report of the passengers and crew of the "Galloping Goose," east bound on Dec. 13, in charge of Conductor Coolen, who, while in the vicinity of Saco noticed several varieties of game birds and animals along the right of way, including: antelope, deer, coyotes, ducks, Chinese pheasants and prairie chickens. We might doubt this, if we had not received the information from Special Agent Fred Peterson, who was a passenger on the train at the time. About this time numerous antelope were also seen in the vicinity of Inverness and Devon on the High Line, in some instances crowding into the towns.

Engineer Pete Anderson has taken his usual winter vacation, and is spending his time in Los Angeles and vicinity. We suspect that Pete met some "Movie Star," on one of his trips, which accounts for his making yearly pilgrimages down there.

Engineer Lee Dunham has taken the motor between Bainville and Havre, having been displaced on account of the locals being pulled off. This displaced Engineer Prentiss, who has taken the Oriental on the High Line, temporarily vacated by Jack Davidson, who has taken Pete Anderson's run between Havre and Williston.

Engineer John Lloyd has taken the Oriental on the east end, during the absence of Engineer C. E. Smith.

Conductor Bob White has taken the Mail between Havre and Williston, having been displaced on the local by pulling off the run.

On January 4, his many friends were shocked at learning of the death of Dispatcher Fred B. Wilbur, Havre. He was taken ill suddenly on January 2, and although he received the best of medical attention, passed away the morning of the 4th, from uremic poisoning caused by gall stones. Fred was one of the old timers on this division, having been agent at Culbertson and Chester as early as 1899, returning later on as trick dispatcher. The funeral was held at Havre at the Methodist Church, and was in charge of the Masonic fraternity of which he was a member for many years. The pall bearers were: Chief Dispatcher P. W. Doles, Assistant Chief Dispatcher F. L. Adams, Trick Dispatchers H. F. McMasters and L. S. Oto, City Engineer E. Sandquist and Fire Chief Dewar. Mr. Wilbur was one of the most capable members of the city council, and took an active part in all public and civic affairs. Besides his sorrowing wife he is survived by a daughter eighteen years of age. His many friends extend their sympathies to the bereaved family.

Engineer Lew Weldy, of poetic fame, has been relieving Engineer C. C. Smith on the Williston-Scobey passenger.

Steve Coram, agent, Dore, for many years, has bid in Lothair station, and is back on the main line again. He was relieved at Dore by Operator Siemsson.

Fred Yamada, extra gang foreman on this division, was recently lent to the Cascade division, to help out on their relaying work for a period of several months.

Geo. Iriye, extra gang foreman, has taken an extended leave of absence and is visiting his parents in Japan.

Christ Bjelland, section foreman, Wolf Point, recently changed boarding places, and we understand there was a reason. The attractive help at the new place may have been a part of it. We hope some time in the near future to be able to report further news concerning Christ, as he has been a bachelor long enough.

E. B. Robinson, district roadmaster, Bainville, commonly known to his host of friends as "Yankee," has engaged in the poultry business. He was recently seen coming down the branch with two guinea hens as a start. His many friends wish him success in his new enterprise, but feel the neighbors will not relish the idea of being awakened about 4.00 A. M. daily, by his noise makers.

It was with regret that we learned of the death of Mrs. Claus Hasby, wife of Section Foreman Hasby, Watford City. His many friends extend their sympathies to Mr. Hasby. Some of the radio fans of Havre, including a large percentage of railroad men, have been considerably disturbed lately by local interference, and a concerted movement was started to endeavor to ascertain the cause. Upon investigation they discovered that the trouble originated from the improvised set Dan Carlin, yardmaster, was using, and an effort was made to get him to stop using it, but he insisted that his rights were being invaded, so the local trouble is still in the air.



Winch and Newman

The above picture shows Dan Winch, baggageman, Havre, and Frank Newman, train baggageman Nos. 3 and 4 Havre and Williston, exhibiting their success after a trip to Rexford in quest of deer. Dan was said to be the lucky one. We understand the first day out he was successful in getting this deer, but the following day when the energetic hunters went out to endeavor to get one for Frank, they discovered a considerable number of bear tracks, and decided that they had better hie themselves back home, as they felt they would be safer sitting around the stove, telling about their hunt, than to have mother bear chasing them around the side of the mountain.

Julius Listoe, W. F. E. representative on this division, has been very busy for the past several weeks making the annual ice harvest, and filling the ice houses at Wolf Point and Havre. The work has now been completed, with his usual efficiency.

H. C. MacRorie, brakeman, Bainville-Scobey local, recently received word of the death of his father in Moline, Ill. Mac's many friends extend their sympathies.

Kate Van Etten, operator Pacific Junction, recently returned from a trip to Portland and Seattle, which she reports as having been a very enjoyable one. We are as yet unable to learn his name, but are still hoping.

Engineers F. C. Bradley and Ed. Iverson are now absent on vacations which they are enjoying with their families on their chicken ranches near Auburn, Wash.

Jas. Decker, trucker, Havre freight house, recently went to Cut Bank to accept the posi-

tion of caller and clerk in the roundhouse at that point.

Pump Repairer Lee Van Deberg, is wearing a broad smile these days, the cause being that a twelve-pound girl recently arrived at his house.

His many friends were agreeably surprised at learning of the marriage of Edw. Miller, cashier, Scobey, which took place Dec. 24, the fortunate young lady being Miss Cora Mathews, of Bainville, and wish him all success and happiness. We hope to secure a picture of Mrs. Miller soon.



Covell and Camps

The pictures shown above are those of Frank J. Covell, assistant chief clerk, superintendent's office, Havre, and Paul Camps, material clerk, Whitefish and were taken at Fort Benjamin, Harrison, Ind., during the war, when these two worthies were both in the service at that point. They were working in the superintendent's office at Wolf Point, at the time they joined the army, to help make the "World safe for the Democrats."



John Purvis

This is John Purvis, son of former Machinist at Havre Shops, T. C. Purvis, now working at Great Falls shops. John is 17 years old and is vice-president of the Junior Class at Havre high school and president of the orchestra. He is a very accomplished player on the cornet and has won several prizes playing the harmonica. He won first prize of \$25 for having the largest sales of foil of Fleischmann's yeast in contest, embracing states of Montana, Idaho and Wyoming.

We are pleased to report that Machinist A. D. Chisholm and Pipeman A. J. Daum, Havre roundhouse, have both returned to work, after being off for a considerable time owing to injuries sustained.

Fireman Earl Bemis, Havre, was quite seriously injured recently by slipping and falling off his engine on No. 27, while taking water at Wolf Point. He was taken to Glasgow for medical attention, and later brought to his home. We are pleased to report that he is progressing satisfactorily, and will soon be able to resume his work.

ST. CLOUD DIVISION

Associate Editor
JULIUS A. JOHNSON
Minneapolis, Minn.

M. J. Welsh, the newly appointed assistant superintendent of the Minneapolis passenger station, entered upon the duties of the new position on January 1. He came here from Seattle, where he has served as trainmaster for the past ten years, and had previously been employed in the same capacity on the Montana and the Spokane and Marcus divisions.



He first entered the service of this railroad on April 1, 1904, and has worked on every foot of the G. N. west of Devils Lake, but never east of there before this time. Mr. Welsh has risen from the ranks through the superintendent's and general superintendent's offices.

Engineer John C. Stolt, of St. Paul, passed away on January 10, at the Bethesda hospital, after a very brief illness. It is hard to realize that Engineer Stolt is gone, he having so recently helped us through the heavy snow trouble.

Cashier T. J. Kelly, Jr., Fergus Falls, has returned from his holiday trip to Portland, Oregon, where he spent two weeks with his father, Pensioned Conductor T. J. Kelly, Sr. The latter is reported in good health, and enjoying life as usual. Pensioned Agent Charlie Webb also resides at Portland, and they both sent greetings to their old friends.

B. & B. Carpenter, Oscar Gran, has been united in marriage with Averill, daughter of Section Foreman John Bartell of Minneapolis. The young couple spent a short honeymoon at the Head of the Lakes, and are now living at Walker, where his crew is stationed.

William J. McGarry, switchman at St. Paul for many years, died late in November, and was buried at St. Paul on December 1. Owing to the illness which terminated in his death, he had not been working for the last year.

Assistant Storekeeper E. C. Carlson, and wife, spent Christmas at the home of her parents in Sauk Center.

Roadmaster Hans Forberg who paid a visit at the Mayo Clinic at Rochester, in December, for examination and treatment of a throat affection, returned in a short time feeling, and looking, a lot better. He was given a 100 per cent rating when the doctors finished with him. John B. Mooney, of Menahga, looked after the district during his absence.

Our local freight house bachelors seem to be sprucing up more than usual since the first of the year. Well, it's leap year and that may have something to do with it.

Fireman M. J. McInaney, of the Pelican branch run, has fully recovered from his recent illness, and is again at work.

Stenographer Irene Pierce, of the local freight office, is at the Eitel Hospital, suffering from a very painful compound fracture of the ankle, sustained when she slipped and fell when returning to work after lunch, on January 10. The doctors tell her it will be three months before she will be able to walk on the injured member, but when visited at the hospital she was found to be as cheerful as ever, and joked about having enough plaster to build a bungalow.

The little son of Engineer Arthur Ronning, who was the first baby born in the city of St. Paul in the year 1927, passed away on the eve of his first birthday anniversary. Sympathy is extended to the family.

Lorette Neide, who was operated on for appendicitis last November, is back at work at the Minneapolis freight office, looking and feeling fine.

The Great Northern Better Service Club, consisting of employees residing at Alexandria, held their annual meeting on January 9, and elected the following officers to serve during 1928: president, F. E. Kling; vice president, George Brueske and secretary and treasurer, Archie E. Cook.

The feminine employees of the superintendent's office are finally succumbing to smocks. One more or less sombre-toned garment made it's debut right after the holidays, and was followed in a few days by one decidedly more vivid in hue worn by another person. If the proper spirit of rivalry can be developed, the entire rainbow may soon be represented.

Great Northern Semaphore

Lawrence Hick, the St. Cloud shops correspondent, was a welcome holiday visitor at the superintendent's office, when he was spending a part of his vacation in Minneapolis.

Engineer George Balfour, who has been seriously ill in the hospital for some time, is reported as doing nicely and now on the way to recovery. We hope to be able to welcome him back among us very soon.

Herbert Buckley spent Christmas with his parents at Sebeka, while vacationing from his duties with the B. & B. department at Minneapolis.

Lottie Smith, of the Minneapolis restaurant force, suffered the misfortune of losing all her belongings in a fire on December 30, at the hotel where she was living. Fellow employees in the passenger station expressed their sympathy in a substantial manner.

The champion angler of the Minneapolis local, Ed. Legacy, has figured out a grand average of one fish for each trip, for the year 1927.

Boilermaker John Kloskin, St. Cloud, was retired to the pension roll on December 12 after 42 years of service. On December 28 he was the honor guest at a party given by his former associates, at which they presented him with a chair. Lunch was also served and all report a fine time at the party.

Esther Rosenbloom, stenographer in the chief dispatcher's office, is on a three months' leave of absence on account of illness, her position now being filled by Cera Meshbesh, who had been filling in temporarily in the passenger station office.

Clerk Roy H. Berg, of Fergus Falls, has returned from a short vacation trip to Minneapolis and Chicago.

We regret the loss of our old friend, Engineer Fred Marvin, who passed away on December 12 after a brief illness. Engineer Marvin was the oldest engineer, in point of seniority, in active service on the system. He is survived by his wife and daughter, and three sisters.

Boilermaker Ted Gray, of St. Cloud, spent the holidays with friends at Minot.

Rate Clerk Maurice O'Connor, St. Cloud freight, recently resigned to accept service with the Cold Springs Granite Co. His many friends wish him unstinted success in the new field.

A movement has been inaugurated among the employees of this road and the Northern Pacific Railway at Sauk Center, to form a club for the purpose of protecting themselves against the activities of the truck lines, which have recently started operating through that territory. They realize that any conditions affecting their employers also affect them, and they expect to extend reciprocal patronage to firms or individuals patronizing the railroads. Full details of the movement have not as yet been worked out, but expect to have a more complete write-up for the next issue.

We are sorry to report the death of Fred Johnson, gateman at the Great Northern station at Minneapolis, which occurred on January 7, as the result of a heart attack. Fred was 59 years of age, and had served the Great Northern for twenty years. He is survived by his wife and three children who have our deepest sympathy in their sorrow. Funeral services were conducted by the Plymouth Masonic Lodge No. 160 at the Quist Chapel, and by the Arthur McArthur Post of Spanish-American War veterans at Crystal Lake Cemetery, he being a member of both orders. His twenty years of service can be summed up in four lines as follows:

He played the game day by day
In such a way that one could say
That when life's bell was o'er him tolled
He proved to all his worth in gold.

Boilermaker Helper Algernon Bracht, Jackson Street, is slowly convalescing at his home, after a recent operation, and hopes to be back on the job in the near future.

Engineer James Johnson has departed for the milder climate of southern California.

Agent J. G. Ryan and family, of St. Cloud, spent New Year's day with relatives at Winnipeg.

Genevieve Payte, of the passenger station office, resumed her duties in December, after a three months' visit to New York City and environs.

J. F. Klassen has been appointed day foreman at the St. Cloud roundhouse. Brad Craswell is acting as night foreman.

Boilermakers N. Gorg and C. Abel have been transferred from St. Paul to St. Cloud.

Veteran Yard Clerk George Quinn is now living at 616 Oliver Avenue North, and will be glad to entertain his friends at any time they wish to make a friendly, sociable call. George has many interesting subjects to speak about.

Roadmaster Frank J. Heinen suffered an attack of tonsillitis in December, and was obliged to lay off for treatment, but has now recovered and is back on the job. Albin Wahlgren came down from the Minot division, to look after the district during the absence of Mr. Heinen.

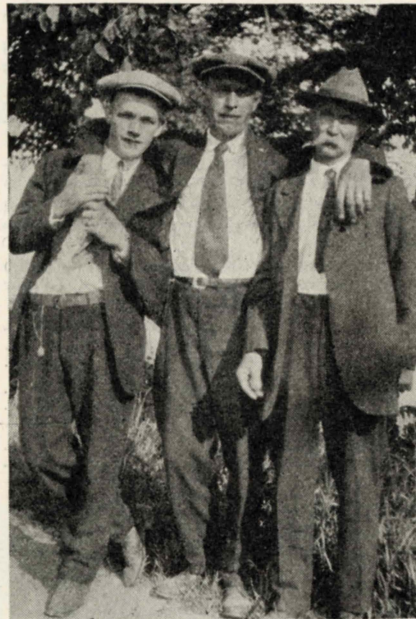


Mrs. E. Rohloff

Mrs. H. Kortuem, of Osakis, spent the Christmas holiday at the home of her daughter, Mrs. E. Rohloff, at St. Cloud. The latter is shown in the picture "ready for the ducks."

Lillian Nahan having been awarded the rate desk at the St. Cloud freight station, her former position of assistant cashier is now filled by Alfred Poepeke, formerly of the yard office force.

Mrs. G. L. Bonney, of Fergus Falls, is spending the winter in St. Louis, Mo.



E. Rohloff and Friends

B. & B. Foreman Ernest Rohloff at present has his crew up on the north end of the "K" line, and when viewing the broad expanse of some of the lakes in that country he was heard to remark, that he wished it were summer, so he could employ his rod and reel to fight off homesickness over the week-ends. On a recent trip home he carried a twelve-pound whitefish, but made no pretense, however, as to catching it himself.

We have just received announcement of the marriage of Ethyl O'Gara of Sauk Center to Operator Harold Dickinson on December 20. Ethyl and Dick have a host of friends in Sauk Center, especially around the G. N., who wish them all possible happiness and prosperity on their journey through life.

John H. (Black Jack) Hargraves, of St. Paul, commonly known as the "millionaire switchman," is wintering in Fullerton, California, and expects to return about the first of April.

Ed. Monaghan, who has been an interested visitor at the Eitel Hospital, reports that Irene Pierce is improving daily.

Friends are sorry to learn that Conductor Melville Hersey, of the Mesabi division, is ill at the Miller Hospital in St. Paul, where he was taken shortly after the first of the year.

The B. & B. department employees were given a vacation during the holiday period. Some of the men put in the time at their homes, some at the homes of friends, and still others spent several days rabbit hunting, or pursuing the finny tribe.

SPOKANE AND MARCUS DIVISIONS

Associate Editor
FRANK W. SEXTON
Spokane, Wash.

Harris Greenberg, of Milan, has bid in the agency at Clayton. H. A. Dittmanson is relieving at Milan while the station is on bulletin.

Marie Graber, who spent a short vacation on the Pacific coast has resumed her duties on second at Lyons. Operator Andy Erickson acted as relief at Lyons during her absence.

F. J. Salvage, relief operator at Marcus, has been called home to Addy by sickness.

P. W. Rice is relieving L. N. Prochnow as agent at Ymir. Mr. Prochnow and wife are spending a vacation with relatives at Yakima.

R. F. Carpenter, agent at Republic, visited his mother and brother in Seattle and Portland recently, being relieved by F. J. Salvage.

Joe Wallace, second trick operator at Dean, is away on account of sickness.

George Ingersoll has bid in third at Quincy. Clark Anderson is relieving W. J. Allin, agent at Myncaster, who is spending a short vacation with friends at various points.

F. A. Anderson, who has been doing extra dispatching, has bid in second trick at Hill-yard yard.

J. W. Carman has been relieving Dispatcher Barrett for a short time.

Mallott and Valleyford stations have been closed, effective December 31.

E. Larson, who acted as extra telegrapher on the division during the fruit rush, has returned to the General Offices in St. Paul.

Operator Cook relieved Operator Molden at Quincy during the holidays.

C. N. Voorhees and wife, of Priest River, spent the holidays with relatives in Canada. A. Y. Crofford acting as relief operator while Mr. Voorhees was away.

P. D. McIntyre has displaced George Ingersoll, on second trick at Leonia.

Andy Erickson has displaced Operator Milne, on third trick at Naples.

Joe Schwager, operator, Camden, was called to Seattle recently by the death of his brother-in-law.

F. J. Cattuzo, of the Spokane International, has been checked in as agent at Dover, relieving H. A. Dittmanson.

Mrs. B. Lantry, wife of Assistant Superintendent Lantry, who has been seriously ill for some time, is now reported out of danger.

Letters from former operators W. L. Angove and Ted Ryan have been received at the dispatcher's office. Mr. Angove is now located at Denver, and Mr. Ryan is with the S. P. at Rillito, Arizona.

Neal Keller, city passenger agent is wearing a big smile occasioned by the arrival of a young potential operator at his home.

Due to force reductions, Jim Fitzgerald of Chelan, has displaced Bert Pepper at Pateros, Pepper displacing Clayton Peckham, at Hillyard, the latter having gone to Marcus.

The following is from the "Columbia River Courier," of Marcus:

"While Marcus' Galloping Goose keeps right on braving the winter blasts daily as far north as Nelson, B. C., over in Montana one of the same breed, maybe even of the same flock, has been stabled for the winter, according to the Kalispell Times. This is the one that runs from Kalispell to Columbia Falls, and in commenting on the confinement of the bird for the winter the *Pioneer Press* of Cut Bank, Mont., remarks: 'Why not turn the poor thing loose and let it go south for the winter?'"

Estimates made by local warehousemen of Omak set the 1927 apple crop from Omak at 800 cars, and its value at \$1,250,000.

Seventy-five years ago, the Lewelling Brothers brought a wagon load of nursery stock overland, from the Mississippi Valley to the Oregon territory, and established the first fruit orchard in the Northwest. The Omak Chronicle says: "Another prize illusion gone. We always understood that the apple industry sprang from the seeds of an apple brought around Cape Horn by an English Captain during the War of 1812, and planted at Fort Vancouver, by Doctor McLaughlin."

John T. Raftis, Great Northern attorney at Colville, who is National Vice Commander of the American Legion, attended the national meeting in Indianapolis.

H. E. Durkee, agent Chewelah was a Colville visitor in January. Hope the folks in Colville are more considerate in letting Harry sleep than they used to be in Marcus.

Agent Ketchum, of Colville, decided that the Western Union business needed a little stimulation so he put out some W. U. collect cards the first of the year. Among his replies was one from the President of the Bank of Colville reading as follows:

"Dear Bill,—I want to acknowledge receipt of the little Western Union card which you sent me this morning, authorizing the acceptance of collect messages. This is mighty nice, and I appreciate it, but next year, Bill, if you could arrange, I wish you would use the word 'frank' instead of collect. It will suit me much better. Wishing you and your whole force a happy and prosperous New Year, and I would make this same wish apply to the Great Northern Railway Co., if they would pay more for ties than they do, but at that, there are a lot worse railroads in the country than the Great Northern!"

Mr. Peddycord was doing a little kidding when he penned the above; here is one from Captain McDermott, of Pateros, addressed to Superintendent Doyle: "Dear Sir—As the year closes it is a pleasure to assure you of an appreciation of the service given to shippers by the efficient trainmen and employees generally on the Wenatchee-Oroville branch of the Great Northern. A desire to please has been manifested in every department, which fact, being

recognized, has contributed most advantageously to the despatch of public business. At Pateros as well as elsewhere the promptitude and courtesy of your representatives has been unflinching. It is an added pleasure to commend especially your agent, with whom we have most direct association, for his efficient and indefatigable attention to the interests of all shippers.

"Wishing that the Great Northern Goat may continue to wax fat.

Signed—Upper Columbia Transportation Company by Fred McDermott."

Irma Rice, a friend of a great many members of the Railway Women's Club of Spokane, and incidentally, a booster for the Great Northern, has returned from Shanghai, China, where she spent two years as secretary of the Navy Y. M. C. A. Miss Rice was in Shanghai during the exciting times of the civil war, but so far, she has refused to talk for publication. We are in hopes that she will consent to address the club sometime this winter, and give us her version of the Chinese trouble which held the eyes of the world for so long.

Gladys Mallett, formerly secretary of the Spokane Great Northern Women's Club, has been called back to Spokane by the serious illness of her mother. Mrs. Mallett's home is now in Detroit.

Mrs. Ruth Otey, who has been seriously ill at the Sacred Heart Hospital, has improved to such an extent as to permit her to return to her home.

The many friends of Engineer Lewis Becker will be glad to know that he is improving very nicely.

W. J. Barrett, engineer, has given up his turn on the second district, and taken a switch engine in Hillyard yards.

Engineer H. G. Wales has taken a sixty-day leave of absence, which he will spend in California and Old Mexico.

N. L. Keeler of the Troy-Sandpoint local, spent the first ten days of January at his home in Hillyard on account of sickness in the family.

Engineer Harry Krondak, of the W. O. Line local, has taken a yard engine at Appleyard, for the winter.

Engineer James Thompson, of the Mansfield Line, has taken a thirty-day leave, which he is spending in Minnesota and Dakota.

Ed. Reynolds has taken the turn on the second district, made vacant by Engineer Barrett's going into yard service.

Engineer Harry Hassebrock has taken a firing job on the Sandpoint local for the winter.

Engineer Nels Nelson is firing the local freight, Hillyard to Wilson Creek, during the slack season.

Frank Hanover who has been on the W-O Line local for the past four months, is now running a yard engine at Appleyard.

Conductor J. J. Murphy of the W-O Passenger has taken a thirty-day leave. W. P. Foley is holding down the run in his absence.

O. H. Hanson has taken the W-O local run, made vacant by the death of Conductor W. S. Ward.

C. A. Manthe, trainmaster on the first district has been transferred to the Cascade Division.

sion, as terminal trainmaster, vice M. J. Welsh promoted. Mr. Manthe leaves a host of close friends on the Spokane division, who wish him every success in his new work.

Engineer J. J. White has taken a firing job on 1 and 2 west, during the winter.

Dan Dixon, who ran an engine for many years on this division, but who, for the last ten years has been running on the Government railroad out of Anchorage, Alaska, paid his many Hillyard friends an enjoyable visit in early January.

Mount Baldy Division of G. I. A. of B. of L. E. held their annual installation on January 9. Division No. 576 B. of L. E. joined them, and a banquet was served at 6 p. m., followed by the usual installation of officers after which a two-hour program was enjoyed, followed by dancing until midnight. This proved the most enjoyable affair of the season, for the engineers and their friends, over 250 being present. Mrs. Sheridan Wallace acted as committee chairman for the G. I. A., and N. J. Bostwick for the B. of L. E.

The new deep well to supply Hillyard terminal is now being dug, C. F. Zinkgraf & Son having the contract.

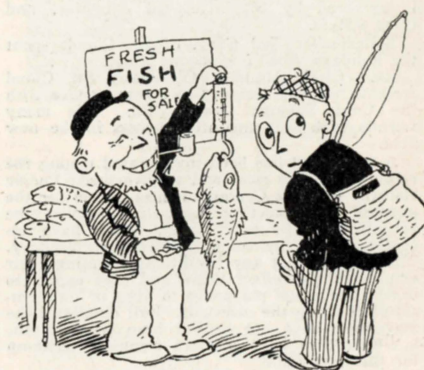
Experimental engine No. 60000, of the Baldwin Locomotive Works passed over the Spokane division on January 8-9-10 handled by Engineers J. A. Caldwell and C. L. Benson.

C. L. LaFountaine, general safety supervisor, was a Spokane visitor in January.

Appleyard Funnygraphs

No. 7

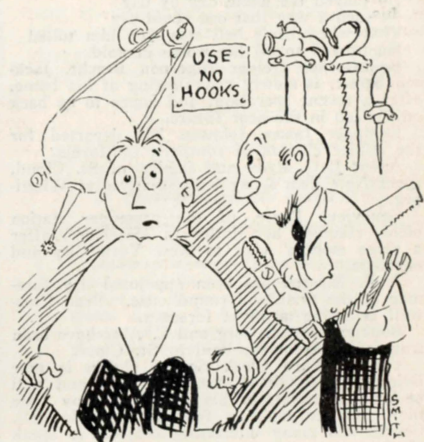
The Yard Office Boys Believe Everything



Switchman Harry Heathman reports excellent fishing around Leavenworth and brings back one of the beauties he caught.

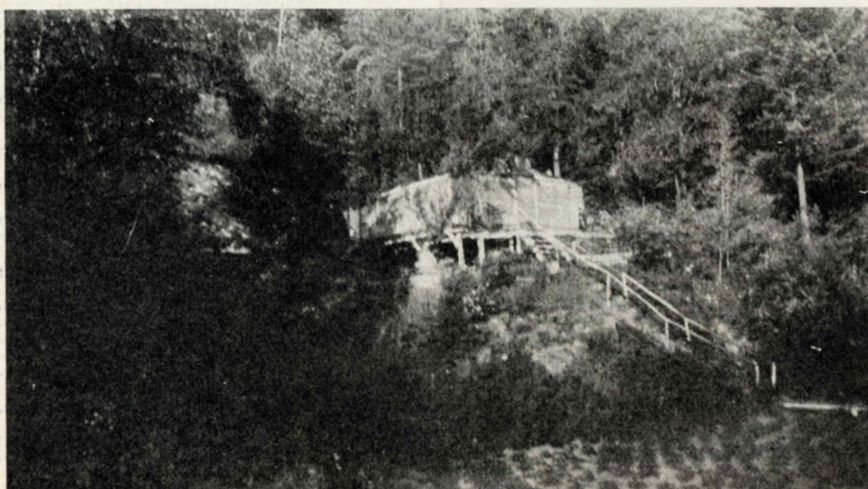
No. 8

Boilermaker Helper McKeon Has a Tooth Pulled



Dentist—"Will you have gas?" Very absent minded, McKeon (thinking about Slavins Paige sedan)—"Yes, please, and look at the oil."

Great Northern Semaphore



This picture shows the attractive surroundings of and approach to the home of Track-walker Jones of the Spokane-Marcus Divisions,

Jones Jungle at Leonia, Washington, which he calls "Jones Jungle."

WILLMAR DIVISION

Associate Editor
L. A. JORSTAD
Willmar, Minn.

Telegrapher George Tholen, Granite Falls, has the distinction of purchasing the first 1928 Chevrolet coach in that city.

G. W. Nordstrom, formerly inventory clerk, and connected with auditor of disbursements office, has been appointed M. C. B. accountant, with headquarters at Spokane, Wash. We are glad to hear of his promotion and know that George will hit the ball.



Mr. and Mrs. Eugene Vennerstrom and son, Willard Rodney, agent at Hazel, S. D., recently visited over the week-end with Dispatcher and Mrs. W. F. Vennerstrom of Willmar. According to Bill, his seven-months-old grandson has all the makings of a president.

Conductor Sherney J. Hanson, Willmar, who had long suffered from cancer, passed away on Sunday, December 25. Mr. Hanson entered service with the Great Northern in 1907 as brakeman, and was promoted to conductor in 1822. He had attained twenty years of continuous service up to the time of his death. He is survived by his wife, two sons, and three daughters. Funeral services were held Thursday, December 29, at the home and St. Luke's Church, and the many beautiful floral tributes bore testimony to the love and esteem in which our friend was held. The pallbearers comprised the following trainmen, all of whom had worked with Sherney on the Sioux City lines: Lee Estes, Paul Ristow, Elmer Brogren, Steve Smith, George Green, and L. A. Eide. While Sherney will be greatly missed, he will always be remembered as a pleasant and willing comrade. The SEMAPHORE extends sincere sympathy to the bereaved family.

Several luncheon and bridge parties were given for Mrs. A. P. Losleben, wife of Engineer Losleben of Sioux City, upon her recent visit at Willmar.

Section Foreman L. L. Rykken, Granite Falls, who was confined to his home on account of illness the past month, is back on the job.

Section Foreman Edward Lynn and family, are now located at Perkins, Ia., having moved there recently from Granite Falls, where he held a similar position.

William Brand, retired master carpenter, attended the funeral of his old time friend, J. Lindsay, at Superior, December 27. Mr. Lindsay was well liked and highly respected by the boys who worked under him at the time he was superintendent of the Sioux City lines, and had the news of his death received wider publicity, many of his friends from this vicinity would doubtless have attended the funeral.

Glenn Bengston, roundhouse laborer, Willmar, visited Minneapolis on important business in January. It is expected that he will take up his new enterprise in the spring or early summer.

Conductor H. F. Cochrane, Rutland, N. D., is the proud father of a baby girl, born January 9, at Minneapolis.

Conductor F. H. McNees is back on the Forbes line, after a two-month "vacation" on the Watertown line.

The masquerade ball given by the ladies' auxiliary of the B. of R. T., at Willmar, January 10, was a success, socially, as well as financially. Earl Collier, clerk, superintendent's office, with his "Melodie Four" furnished music for the occasion, and as usual was full of the required pep, and up to the high standard.

Carp and bullhead shipping is on in full blast at Browns Valley, and Agent O. Weygand and Telegrapher Ingerson are working up muscle which will undoubtedly make them eligible for the heavy weight class, if it keeps up much longer. Conductor J. Purcell has decided to stay out of the game, as he doesn't seem to be particularly fond of the smell of fish.

Robert Hawley, boilermaker, Watertown, resigned and has left for the Pacific coast, Albert Wells, laborer, being promoted to fill vacancy.

Mark Stedman, formerly clerk at Viborg, and Mrs. Stedman have moved to Yankton, Mark having bid in on the clerk's position at that point.

Make a Six Pointed Star

Just Draw Six Straight Lines
With Four Dots on Each Line

I will give away four sedans and 30 other big prizes making a total of \$5,000.00 in prizes. We have already given over \$42,000.00 in prizes to advertise our business—including 9 Buicks and many other cars. Now YOU can get YOUR Buick Sedan or \$1,800.00 in cash. GET BUSY

and WIN NEW 1928 BUICK or \$1800.00 CASH!

4 New Autos Given!



1st prize, Buick Sedan, 2nd prize, Nash Sedan, 3rd prize, Essex Sedan, 4th prize, Chevrolet Sedan. 28 other valuable prizes, total \$5,000.00.

Send No Money Just your answer—it costs nothing! Draw each line making a six-pointed star with a Buick in the center. Draw the lines—cut out the ad, send your name and address; that's all and I'll tell you all about this offer. It may mean your winning a Buick Sedan or

You Can Win \$1800.00 Cash

Any winner can have cash instead of prize won. First prize winner can have Buick Sedan worth \$1295.00 and \$505 in cash, total \$1,800.00. You do not risk one cent, now, later, or ever! Leola L. Markus of Virginia Minn., received \$2,500.00 check. H. A. Andrews, Horse Creek, Wyo., received Buick Sedan. Big list of former prize winners sent you. Everyone doing good work rewarded. Duplicate prizes case of time.

T. W. Kelly, 500 N. Dearborn St. Dept. 194 Chicago

\$505 EXTRA for promptness



Mr. and Mrs. Wilson

Miss Louise Vennerstrom, daughter of Dispatcher W. F. Vennerstrom, Willmar, was married to Raymond Wilson on December 21, 1927, at Minneapolis. They will make their home at Billings, Montana, where Mr. Wilson is employed as salesman for Janney-Semple-Hill Company. Picture shows the happy bride and groom to whom we are happy to extend congratulations.

Pensioned Conductor George E. Lacey writes from Gainesville, Fla., that his health has improved very much of late. He adds that the weather down there has been unusually cold, in fact the coldest in 30 years. Well, don't complain, George; it's also been cold along your old trail up here, between Yankton and Willmar.

A new protective society, called the Brotherhood of "Angora Goats," Barney Google Chapter No. 13, was recently organized in Willmar. At their first meeting on Saturday evening at 11 P. M., January 14, Conductor Bill Cleary was carried bodily to the throne and unanimously proclaimed "Royal Angora Goat," and monarch of all he surveys, with the following charter members, who have sworn to stand by their proficient leader, through thick and thin: Wesley Mattson, Paul Borgan, Jim Haslet, Jens Olson, Boomer Johnson, Steve Smith, Odin Olson, Denny Lawler, Bill Rummel, Rus Pedersen, Barney Knutson and Bill Donovan. The purpose of said organization is mainly for protection of its members during the present hazardous leap year, and all possible means will be devised to ward against attack from those who have been anxiously awaiting the arrival of the year 1928. Some fear is felt for the safety of these boys, however, as we understand an auxiliary to the Angora Goats, namely the "Nanny Goats," is being organized, the question is whether the "King of Goats" Bill Cleary, can rule with a strong enough iron hand to keep his flock intact. Barney Knutson, Boomer Johnson and Paul Borgan will be glad to receive applications from single prospective members, who feel they need protection and sound advice during 1928.

William Mackenroth, boiler inspector, paid Watertown roundhouse a visit a short time ago; the boys are always glad to see him.

Brakeman Otto Meyers on the Browns Valley mixed run, is making frequent trips to the south of Beardsley; don't know whether it's land, or other interests?

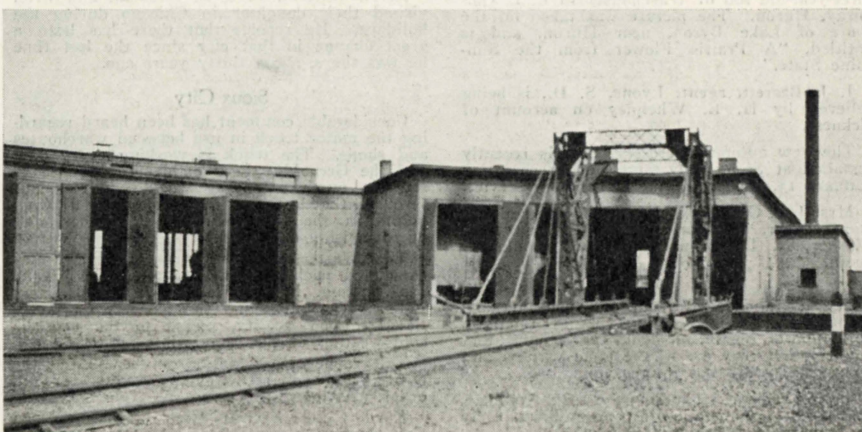
Conductor "Count" Bellinger, Browns Valley, is talking of giving a banquet, but has not decided as to what his menu will be—carp or pigeon, but he has fully decided on Conductor Collins as toastmaster; it will be a gala affair.

We are very sorry to hear of the illness of Agent V. E. Rosekrans and his wife, of Tea, S. D., who are both in a hospital at Yankton, S. D. At this writing they are reported to be improving and we hope for their early and complete recovery.

Fred Nelson, formerly clerk at Yankton, has bid in on the helper's position at Viborg, S. D.

Arnold Hoftiezer, roundhouse laborer, Watertown, underwent a light operation for eye trouble a short time ago, which resulted in an improved condition of sight.

The picture below shows the roundhouse and turntable at Watertown, S. D., where C. C. Wamsley is locomotive foreman.



The new steel span over Jim River at Yankton is now in place and Agent Knudsen states they will not have to sit out on the old wooden bridge day and night, this coming spring, to watch the ice, in order to keep it from piling up against the bridge, and damaging it. The steel erecting gang, with Ole Nordquist as foreman, who had charge of the work, has left for the Mesabi Division.

Mrs. C. Tommeraaen, wife of Coach Cleaner Tommeraaen, Watertown, met with an accident in her home recently, falling down the stairway and suffering a cracked bone in the arch of her foot.

Austin Pifer, machinist helper, Watertown, has resigned and moved his family back to Sioux Falls. Fred Tarbox, laborer, has been promoted to fill vacancy caused thereby.

Carl Adamson, section foreman, Huron, has returned to work, after nursing a badly infected hand for several weeks.

E. H. Breummer, agent, Huron, attended the Wilson dinner given by the State Democratic organization in the Lincoln hotel at Watertown, January 28.

Sidney Bond, recently appointed cashier at Huron to succeed A. J. Landrigan, who had been assigned to Willow Lake, S. D., has moved his family to Huron, where they are now pleasantly located in their new home.

The pugilistic blood of Huron has decided that it does not pay to offer special service to fight fans at Watertown and Willow Lake; their sporting blood is too thin. They are wondering why "Tex" got on the train, all set to go, and then jumped off at the stockyard when the train was pulling out of town. Presumably to gather material there for his explanation as to why the fight fans didn't show up as per agreement.

A. J. Landrigan has bid in the agency at Willow Lake, and we understand he likes the job, the town and its people. We'll wager "Friday" won't need any outside help to keep the work up in first class shape.



A Little Prairie Flower

The picture shows Ernest L. Galloway, Jr., three-year-old son of Warehouseman E. L. Galloway, Huron. The picture was taken on the shore of Lake Byron, near Huron, and is entitled, "A Prairie Flower from the Sunshine State."

J. J. Barrett, agent, Lyons, S. D., is being relieved by H. E. Whelpley on account of sickness.

The new automatic crossing signals recently installed at Sioux City were put in operation January 13, and are giving satisfactory service.

Mrs. Jack Garberick, wife of superintendent's stenographer, Willmar, having returned from Flasher, N. D., January 14, Jack is himself again.

N. A. Jensen, car foreman, with son, William and grandson, William, Jr., spent Sunday, January 15, at Crookston visiting relatives. Bill reports plenty of ducks up around that country, but they are of the tame variety, and consequently did not interest him.

Irwin Walker, roundhouse clerk, Willmar, underwent an operation for appendicitis early in January, and is getting along nicely.

"Industries on the G. N."

Chase Brothers, of Willow Lake, South Dakota, have brought their show flocks of purebred registered sheep home, after exhibiting them at the largest fairs and expositions in the United States. During the show season of 1927, which began on July 5 when they left Willow Lake, they covered 9,071 miles by rail, using a G. N. R. R. 50-foot automobile box car the latter part of the season, and two 36-foot stock cars the earlier part of the season. Chase Brothers exhibit Shropshires, Oxfords, Hampshires, Dorsets, Southdown, and Rambouillet sheep, and in the past season made such shows as the North Dakota state fair, at Fargo; the North Dakota state fair at Grand Forks; the Winfield district fair, Winfield, Iowa; the Tri-State fair at Burlington, Iowa; the Central States fair and exposition, Aurora, Illinois; the Illinois state fair at Springfield; the Iowa state fair at Des Moines; the Minnesota state fair at Hamline; the South state fair at Huron; the Kansas state fair at Hutchinson; the Oklahoma state fair at Oklahoma City, and the Oklahoma free fair at Muskogee. They are loud in their praise of Great Northern service and equipment, mentioning particularly the personnel of the Great Northern, as compared with that of other roads. This fair exhibition is a distinct business with Chase Brothers, aside from their other activities, and they probably make a longer circuit than any other exhibitor of sheep in the world. They finished their circuit this season by exhibiting at the Pacific International Livestock Show at Portland, Oregon, then at the American Royal Show at Kansas City, Missouri, and ending at the International Livestock Exposition in Chicago. Many of the world's champions from this international show, are in their flocks, from this and other years. Chase Brothers own and operate nearly ten thousand acres of land, and raise, in addition to their purebred sheep, purebred Suffolk horses, Hereford and Holstein cattle, several breeds of purebred hogs, and many breeds and varieties of Standard bred poultry.

Breckenridge

Conductor H. W. Crowder, and family, spent the holidays and part of January at Joliet, Illinois, visiting friends.

Alex Kuehn, train caller, is gradually regaining his health, and will soon be back on his job.

Mrs. A. N. Blaul, cashier, spent a short vacation at Arthur, N. D., recently.

Mrs. Theo. Eiter, wife of Warehouseman Eiter, visited with her son at Minot, N. D., a short time ago.

James Gray, switchman, took a week off recently, spending the time in Minneapolis.

Fred Hanson and Louis Plaisted, alias "Mutt" and "Jeff" of the yard office, are now fathering their orphan cars.

Brakeman Fay Allen passed cigars around a short time ago in honor of the arrival of a baby girl.

Engineer Lovstad spent several days at Brainerd a short time ago.

Some one having reported that geese were in the South, Engineer August Winigar at once started his trek to Hot Springs for the remainder of the winter.

We understand that the "House of David" has been after Switchman Bob Chestney to come back, but since Jimmy Gray refused, Bob has also declined to go.

Mark Pertka, machinist helper apprentice, joined the ranks of the benedicts on December 28. Here is wishing you and yours all the happiness in the world, Mark.

Engineer Fred Preston and wife are planning a trip south, in January or February.

R. A. Bentzin, B. & B. foreman, and wife, visited their daughter in Chicago during the holidays. He reports that there has been a great change in that city since the last time he was there, about thirty years ago.

Sioux City

Considerable comment has been heard regarding the motor truck in use between warehouses and shops. The truck is working every day, and the Great Northern emblem on each side attracts much attention whenever it passes through the business districts, to and from points in the terminal—just one other way of advertising our G. N.

The Western Fruit Express Company has completed packing of ice to take care of the 1928 season, both at Sioux City and Sioux Falls. We understand the ice was of exceptionally good quality, owing to the extreme cold weather of the early winter.

Telegrapher Dick Markstrom has passed the cigars, and congratulations are therefore in order. All good wishes.

Yard Clerk Forrest Rothwell is reported sick, having several bad boils on his neck.

Although he has been doctoring for several weeks while staying on his job, they finally got the best of him, and he was compelled to go to bed.

Chief Yard Clerk Ralph Beardsley sprained his ankle a short time ago by slipping on ice at Twenty-sixth Street. It looked pretty dark for the yard office for a while with two senior clerks laid up at one time.

Robert Yaco, son of Switch Clerk Archie Yaco, will be on the air on February 9, with the boy scouts program, when he will broadcast several numbers on his marimba. If you want to hear some very fine music from this 12-year-old boy, listen in on KSCJ, Sioux City.

SOMERS LUMBER COMPANY

Associate Editor
R. E. GAUTIER
Somers, Mont.

Lee Wall, who is confined to his home, is slowly showing signs of improvement. With the next issue of the SEMAPHORE we hope to be able to report that Lee is up and around.

Ben McKinley and his wife have returned from a two weeks' visit with their daughters at Portland, Oregon. Ben says he was glad to get back to the land of pine trees and dirt roads. Although the bright lights were fine, he preferred the quiet hum of the old sawmill.

Radios on Breezy Point are increasing every week. Many new amateur operators are staying up nights listening in and picking up as many stations as possible. The latest addition in the radio field is Jas. Durning who was lucky enough to win Dick DeVoe's radio. Durning says the only objection he has to a radio is that it keeps him up nights trying to hear what it is trying to say.

After the cold spell, came the January thaw and put the ice harvest on the list of future business.

Numerous catches have been made fishing through the ice but to date no record catches have been reported. Glenn Craven has made several nice catches of trout and reports the fish are very fine this year.



Dick DeVoe

The above picture shows Dick DeVoe, electrician, sitting on the large turbine in the engine room. Dick, better known as "Young Edison," is having a few minutes of rest before taking up the various duties that present themselves during the daily routine.

Great Northern Semaphore



About the SHOPS

HILLYARD

Our old friend Henry (Heine) Jans was passing out the cigars recently. He got up the courage to "take the leap" with Josephine A. Cooper. Hearty congratulations.

Owing to the bashfulness of our worthy president, Ray Van Water, we have not received a picture of the newlyweds. We hope he will let us have one soon.

Arleen, oldest daughter of Harry Houghton, has been seriously ill for several weeks. At present we learn she is much better, and we wish her a rapid recovery.

The large amount of snow during the past month has put a damper on Ambrose Eckert's spirits. He just does not know when he will be able to play golf again unless he uses snowballs. Around the fourth of July we expect to hear something about his record as a skater.



Mr. and Mrs. Mathison

All of the boys who attended the Carmen's Smoker, know the gentleman in the above picture, but for the benefit of others, we explain that he is Clarence Mathison, sometimes known as "Bull Montana." Most of his admirers did not see him in his last bout, and it appears that he took the count for more than usual. It is one case where a man "takes the count" and is also the winner as can be easily seen by looking at the other person in the picture—now Mrs. Mathison, formerly Janet Nickerson. Congratulations.

We all thought that the picture of our gun expert would flatter him. Sorry to say it did not. We will try to do better next time.

Merel Estes was all smiles the other day and with plenty of reason for the stork had left a darling baby girl at his house.

This being Leap Year, a fellow has to be extra careful of his remarks. Our expert fisherman, Mike Dumla, assures us that this is true and we all know that a fisherman's word is to be depended upon. It seems that Mike scared Arnet Thompson and Mike made the remark that he wished his wife was as easily scared. Now Arnet is after Mike for cigars as he believes that Mike is married. We suggest that Mike be a little more careful or he really will get hooked.

GREAT FALLS

Wm. "Portside" Mahoney, left hook pin artist de luxe, has been wearing a broad smile. One after another the boys hazarded a guess as to its origin, but Bill merely shook his head, still smiling mysteriously, with that "you just wait and see" air, and grandly walked away, leaving an atmosphere of perplexity in his wake. Now Bill is not naturally inclined to be reticent or secretive, so the boys were all the more disturbed by his strange behavior. Popular opinion decided he had at last become ensnared by the opposite sex. But secrets will out, and it was learned that Bill garnered the largest score of his career at the bowling alley, toppling the maples to the tune of 214, with that sweeping left hook delivery. Now he is awaiting expectantly the usual Friday night pin match between inter-department teams of the Great Northern League!



Jarnot and Weise

Presenting the "Field and Stream" twins, Joe Jarnot, time clerk at Great Falls Shops, and Al Weise, car shop timekeeper at the store department, knights of the rod and reel, and charter members of the association.

Carl Helwig, assistant car foreman, has returned to work after one month's leave-of-absence, in which he visited his son at San Antonio, Texas. He reports a very pleasant journey, especially in California through which state he traveled enroute to Texas.

A word about our repair track leading painter, William Syms, of "Billy Goat" fame. Bill isn't exactly a second Rembrandt or Sargent, but he sure knows his "Billy Goats," judging from the insignias on the new rebuilt box cars we are turning out daily.

John Byers, carman apprentice, has taken the oath to "love, honor and support," or similar words to that effect, the announcement of his new estate coming as a surprise to his friends and associates, and explaining his absence from work for several days. He has our best wishes in his new life.

Owing to the increased amount of work coming to Great Falls by reason of some of the other shops on the system being closed, locomotive forces have been increased to a considerable extent, and many new faces are seen around the shop, most of these men having been transferred from Havre and Delta shops. We welcome them cordially.

According to reports received from the blacksmith shop, Henry Harris, blacksmith helper apprentice, was married January 12. He was not at work when we sought to verify the report which would seem to give it credence. We tender our congratulations. Pass 'em around, Henry!

Steve Vedro, first trick stationary engineer, who recently had the misfortune of falling down a stairway has returned to work. We were glad to learn that his injuries were not so serious as at first reported.

We are pleased to report that a summary of the reportable accidents for the year 1927 shows a reduction of 25 per cent below the total for 1926. These figures include all reportable accidents occurring in both locomotive and car shops at Great Falls. It is hoped that the coming year will show a still further decrease along these lines.

ST. CLOUD

Our different departments are going great on the "Safety First" drive, as all have preserved a clean slate, with the exception of the labor gang, which had but one case in the year 1927; and the repair shop being listed with only three for the last year; this per cent is considered very satisfactory, considering the large number of men in the last named department.

Felix Rozmark, painter, has returned from a trip to Chicago and South Bend, Ind. While at the latter place he visited his cousin, Frank Rozmark. He also paid a visit to that famous University, Notre Dame. He reports rain at South Bend while we, here in Minnesota, were having sub-zero weather.

Pensioned Veteran Shearman John Larson has returned from a two-month visit with his daughter, at Galesburg, Ill.

Joseph Wallek, a former mill carpenter, visited the local shops Jan. 6.

Congratulations are in order for Peter J. Zierden who was critical director of the play "Oh Kay."

Lawrence Ballman is back on the job again after an illness of three weeks.

Wanted—To Buy

All old U. S. and Confederate Postage Stamps used before year 1880. I also pay 50c to \$10.00 each for old Patriotic envelopes with pictures of flags, soldiers, etc., on them, used during the war between the North and South, and envelopes with stamps on them used before 1880. Send what you have for my inspection or write for full information. Address R. V. Rice, 2652 Asbury Avenue, Evanston, Illinois.

That the boys of the wood mill took advantage of the holiday vacation, is indicated by the numerous trips listed below: Mr. and Mrs. Rudolph Knops, St. Paul; Mr. and Mrs. Gerhard Zierden and daughter Florence, Minneapolis and Owatonna. Mr. and Mrs. Zierden were sponsors at the christening of their grandson at Minneapolis. Mr. and Mrs. William N. Schmidt traveled to Fairview, Montana; Louis Blommer, Fort Francis, Canada; Mr. and Mrs. Roman Reichensperger, Cold Spring; John Lahr, Willmar and Minneapolis; Othmar Zierden, Cold Spring; Fred Cziok, Minneapolis; Henry Schwinden, Berthold, North Dakota; George Savage, Fifty Lakes, Minn.; Mr. and Mrs. John Stanger, Paynesville; Mr. and Mrs. Melbert Folsom and family, Monona, Iowa; Frank Savage, Cedar Rapids, Iowa; Lawrence Hick and son Raymond, Minneapolis; Mr. and Mrs. Mat Huff and family, accompanied by their daughter, Mrs. Lyola Johnson, of Portland, Oregon, Clear Lake and St. Paul; Mat Lauer, Valley City, North Dakota; Arthur Dehler, Le Sauk, where he visited his parents.

Nick Neuens is quite busy during his spare time, making "Eagles" out of the men around the shops.

Carl Wegner, store employee, who took a trip to Florida two weeks ago, is not as yet accounted for. Guess we shall have to send out a search party to bring Carl back.

We expect to see Mark Bolting with a new Chevrolet coupe in the near future. It seems to have taken his fancy, for every evening you can see him at the Chevrolet garage admiring the graceful lines and beauty of the new car.

Marcus Bolting, lumber yard clerk, spent a week at the "windy city," but insists that there wasn't even a breeze.



The above cartoon of Edward Trader is by J. Hohman, staff cartoonist, showing him in the act of trying to land a big one. Ed. is the champion fisherman of the blacksmith shop, and says that was the first one of the finny tribe that ever got away from him.

Sympathies are extended to Carman and Mrs. Claus Lempke upon the death of Mrs. Lempke's father.

The boys of the roof gang were all glad to see their foreman, Henry Hall, back on the job.

The carmen heard with regret of the hard luck of their fellow-worker Jake Rauch on Jan. 1, when his home was almost entirely destroyed by fire. Jake states that he and his family owe their lives to their police dog who awakened them just in time to escape. Extreme cold just at that time added to their difficulties, especially as nearly all their effects were destroyed in the fire.

Carman Art Des Marais and family spent their vacation at Buffalo, Minn. where they attended the golden wedding anniversary of his parents. The four boys of the family were present.



Great Northern Railway



General Offices: St. Paul, Minn.; 32 Nassau Street, New York City

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Carman Wm. Demo and family spent their vacation at Aberdeen, S. D. William reports the Xmas tree so attractive that he couldn't be back on the job Jan. 3.

Carman Sylvester Kirchner spent his vacation at Richmond, Minn. with his parents. Sylvester found considerable time for pulling "em thru the ice."

Carman Wm. Kuehn had his fun in the west during the holidays. He visited a sister at Spokane, and several old-time friends at different points in Montana.

Carman Sylvester Schwartz, also known as "Cyclone Cy," spent his vacation with his parents, at Cold Spring. Besides helping Santa with tree trimming, Cy found plenty of time to indulge in his favorite sport of skiing.

One of the happiest events of the season was celebrated Dec. 29 at St. Joseph's Church at Waite Park, when Rev. Mathias Hoffman tied the nuptial knot that united our fellow-worker Carman Jerome Scharonbroich and Rena Schlicht, daughter of Mrs. Mary Schlicht. Miss Schlicht was a prominent Waite Park girl. The newlyweds are enjoying their honeymoon at Los Angeles and Hollywood, Calif. and vicinity, and after an extended trip will make their home in St. Cloud. The young couple have the best wishes of the many shop employees.

JACKSON STREET

The employees of the woodmill offer their sincere sympathy to the bereaved family of Joseph Ewald, who died suddenly on December 21. Mr. Ewald was an old employee of the Great Northern, whose loss is felt keenly by all who knew him.

Edward Jackson, layout man in the mill, has returned to work after a three-month illness. Glad to see you on the job, Ed.

Albert Christopherson, wood turner, recently made a speedy trip to New York City. He says that burg is too fast for him, so he caught the first train back for home.

Clint Lawrence had dinner the other evening with Mr. and Mrs. Ed. Bonnard, at their home on Edmund Street. He reports that Mrs. Bonnard is a very good cook. Well, Ed seems to be as stout as ever; at least he does not seem to be losing any weight.

Bill Reitz is leaving the service. We are very sorry to lose him and hope that he will have the best of luck in securing other employment.

Some people have a queer idea of what constitutes a "thrill." We read of some who turn burglars for a "thrill"; and some who commit almost any kind of a crime for one. Jack Wurtzler, in his quest for a thrill, ran his automobile into the back of a taxicab.

Our old friend, Martin Milan, was buried on the morning of January 16. Mr. Milan spent the greater part of his life working for the Great Northern. As a boy he began as a boilermaker apprentice here, at Jackson Street. After having acquired a knowledge of the working parts of a locomotive, he transferred to a road position as fireman. He was set up to engineer on the Mesabi Division in 1906. Having a desire to acquaint himself with other branches of railroad work, he resigned as an engineer, and took up the study of yard movements. At the time of his death he was foreman of a switch crew at Superior, Wis. Mr. Milan is survived by three brothers, Wm. P. Milan, roundhouse foreman at Cass Lake, James, an engineer at Superior, and Michael, of St. Paul. He was an uncle of Joe Sullivan, roundhouse foreman at Jackson Street.

Bob Platzer started quite an argument here when he announced that the snow was falling up-side-down. Bennett Lindgren thought it over for a long time. It did not seem possible. Finally he asked Bob how one might determine which was the top or bottom of a snow flake. Bob said, "That's easy, the bottom is always underneath unless it's on top." So there.

Max Weisburd spent the holidays in New York, visiting relatives and friends. He says he had just a lovely time.

Joe Ryan was in San Francisco at Christmas time. He says California is nice, but he prefers Minnesota. We don't blame him.

Mike Flahave returned the other day from Detroit where he and Mrs. Flahave spent the holidays with their daughter and son-in-law. Mike says Detroit is the best town in the world; that is, outside of St. Paul.

Clint Lawrence has a girl. He must have. He was down there by the window, looking out with a far away, dreamy expression in his eyes, and muttering over and over, something to himself. We don't hear so very well, but after sneaking up behind him and eaves-dropping, we heard something like this: "The grass is all dead by the side of the road, where the deep snow has drifted, and shifted, and blown"—of course, grammatically it's a scream,

but it rhymes all right. We would like to have heard the rest. Oh well, if he is in love, we envy him.

O. J. Hutchinson, boiler foreman, has been called home to eastern Canada because of the serious illness of his father. He is expected back at any time now.

Wonder whatever became of Tim Maloney? Tim used to be a regular and most welcome visitor here. It's a long time since we saw him.

SUPERIOR

The machinists of the shop and the roundhouse gave a get-together dance and party January 9, and a wonderful time was enjoyed by all. An eleven-piece orchestra played until midnight, when lunch was served, after which the crowd not having had enough dancing, the services of an old-time accordion player was secured by the Entertainment Committee and the dance continued until after 2:00 A. M. The crowd was so large that it took nineteen gallons of ice cream to serve everybody, and nobody beside Dell Moffit and Wm. Rossetter ate over two dishes. Entertainment was also furnished by the quartette composed of V. Fleming, A. Bergren, J. Burns and L. Gaylord.

Those were some fine cigars that J. Grant passed out upon the arrival of an heir in the Grant family. We don't see why anybody sent cigars to J. Laysek for Christmas, when he neither smokes nor chews tobacco, but we do hope that the weather stays warm, and spoils all the curling rinks.

Carl Joelsson tells us his Christmas was a failure. About the middle of December he sent away for some cheese and other Swedish articles for Christmas, and the night before Christmas the mailman came to his door, wearing a gas mask and said that he had a dead cat or something for him, which gave out such an odor they had to fumigate the post office. Mr. Joelsson took the package out in the back yard, and upon opening it, found a nice fresh brick of Limburger cheese.

Peter Nordeen received a nice new "kiddie-car" for Christmas, and we don't know why he got it when he already had that "Whippet." "Red Mack" has a lot of new ideas about building engines derived from playing with that little electric train he got for Christmas.

It seems apparent that Harry Nethercott must have made a New Year's resolution. Anyway it is hoped that he did so as it will doubtless be a saving to several of the boys, but maybe he got that plug of tobacco from Santa Claus.

Mr. Frank Seils and L. Pearson have started a loan and investment company. The firm will go under the name of "Seils and Pearson," with a capital of four dollars. Loans as high as one dollar will be made to individuals with good security, with the understanding that on pay day they shall pay back five dollars for every one dollar borrowed.

Mr. Fleming, of the car department, is deserving of thanks for the efficient way he took care of the checkroom at the dance, but if Congress ever hears about what he did with the money, it would make more noise than the school board.

There is some debate as to why Ben Bronkalla carries that 10-gauge shotgun around in his Ford sedan. Ben says he carries it to keep the girls out of his car, and others think that's how he gets his gasoline.

Maynard Bissett had better get a dog license for his Chrysler, as he is chasing cats up trees with it, although he says he did not know that a cat was in the tree when he ran into it.

DELTA

David Swanson, James Matthews, Chas. Escott, Jack Kirchgessner, James Stever and Sverre Michelsen, all machinists, who were laid off at Delta in the last reduction of force, left for Great Falls shops, January 13, on account of increasing the force at that point. We hope they will be happy in their new surroundings.

Mrs. John Bardon, wife of machinist helper, left January 15 for Milwaukee, Wis., where she was called on account of the serious illness of her daughter.

Chas. Brewster, cabinet maker and wife, returned early in January from a visit in Los Angeles. While there Mr. Brewster reports having seen and visited former chief clerk Frank Axt, who is now engaged in the chicken business in that locality.

Helmer Malmstrom, machinist apprentice, left here in January for Buffalo, N. Y. He plans to visit at Detroit and Philadelphia before returning home.

Jack Liming, who was assistant timekeeper at Everett store, went to Havre the latter part of December to take up his new duties at the store at that point.

(Continued on Page 21)



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History of the Air Brake

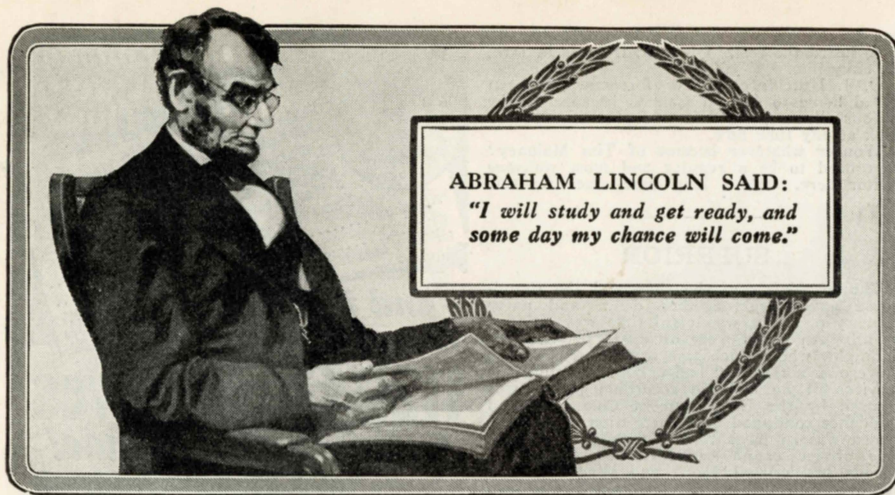
(Continued from Page 15)

During these developments it was found that the waves of air within the brake pipe travelled as rapidly as sound, viz. about 1,100 feet a second. It was evident that if the wave of air which was used for signalling, could be made to operate the triple valves upon the cars, there would then be an almost instantaneous application of the brakes upon the front, rear and other portions of the train; this idea, with a large number of experiments, shortly produced what is known as the Quick Action automatic brake.

The Triple Valves were thereafter made with a quick action attachment, and tests which followed proved them to be eminently satisfactory.

A special train was fitted up and equipped with the Quick Action Triple Valves in 1887, and taken to Minneapolis, St. Paul, Milwaukee, Chicago, St. Louis, Cincinnati, New York, Albany, through Boston and the New England states to Washington, D. C., and back to Pittsburgh. The train was drawn by two locomotives and had 50 cars.

(Continued on Page 40)



Study and Get Ready and some day your chance will come

BORN in a one-room log cabin on the Kentucky frontier, Abraham Lincoln had very little chance to acquire an education. But he was determined to succeed. "I will study and get ready," he said, "and some day my chance will come." So he studied and got ready. And his chance DID come.

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History of the Air Brake

(Continued from Page 39)

It had then become so apparent that air brakes must become general, that a law was passed by Congress compelling railroad companies to apply air brakes, and also automatic couplers to all freight trains in the United States within a time named in the Act, which time was however subsequently extended, because it was impossible for railway companies to make the introduction within the prescribed time. No sooner had the

Quick Action automatic brake been developed to operate successfully on trains of 50 cars, than new conditions were presented. Steel freight cars carrying enormous loads had in the meantime been developed and freight locomotives had been increased in capacity, so that trains were often composed of from 70 to 80 cars, and sometimes as many as 100 cars; this called for still further improvements of the air brake system. The improved triple valve included the addition of the emergency feature, and also what is known as the quick service application feature; that is for ordinary

purposes the air is admitted to all the brake cylinders so quickly, that the longest freight train can be handled with almost the precision obtainable in the control of passenger trains of from 6 to 12 cars.

In later years great improvements were made in the brakes for passenger trains, brought about by reason of the greater weight of cars and locomotives, and of the higher speeds at which they are run, necessitating the redesigning of all the passenger train brake apparatus, including the method of attaching the brake shoes to the cars and levers and connections for bringing these shoes to bear with the required pressure upon the wheels; every wheel under engines on some passenger trains is now acted on, even to the engine truck and driving wheels, whereas at one time many of the master mechanics and engineers were apprehensive that it would destroy the structural parts of an engine to use the driving wheels for brake power.

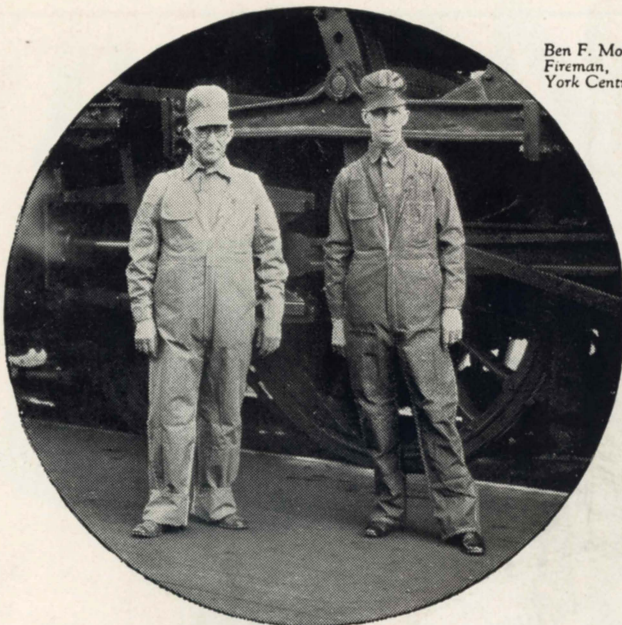
A most important development of the air brake was demonstrated in recent experiments on the Pennsylvania Railroad, when a twelve-car steel train of nearly a thousand tons weight, running 60 miles an hour, was stopped within its own length of about 1,000 feet.

The new Westinghouse brake may be operated with pneumatic or electric control, and it embodies among other improvements two shoes for each wheel, instead of one. The new apparatus shortens the time of obtaining the maximum brake capacity from 8 seconds in the older system to 3½ seconds. With electric control the time is shortened to 2¼ seconds. It was shown that a twelve-car steel train running 80 miles an hour could be stopped within 2,000 feet.

Numerous railway companies have provided air brake instruction cars, in which are arranged sets of about 50 brake cylinders—sometimes more—and pipe equipment similar to the apparatus upon a freight train. The instruction cars are provided with a boiler to produce steam to drive the air pump for the production of air under pressure to operate the brakes. Operative models of all parts of the apparatus are displayed in sections, so that their construction and operation can be more quickly comprehended. These cars are in charge of experienced instructors, and when moved around from place to place, engineers, firemen, conductors and other train employees in general are required to attend lectures in the cars, and stand for examinations afterward as to their knowledge of the air brake system.

George Westinghouse, engineer, and inventor of the air brake, died at his home in New York City, on March 12, 1914, at the age of sixty-eight. Mr. Westinghouse was born at Central Bridge, near Schenectady, N. Y. on October 6, 1846. He entered Union College, but left in 1863, to serve in the Civil War. He became an inventor at the age of fifteen, when he produced a rotary engine. At the age of twenty-one he brought out the air brake, which familiarized his name to every railroad man.

The End.



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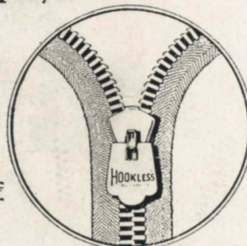
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