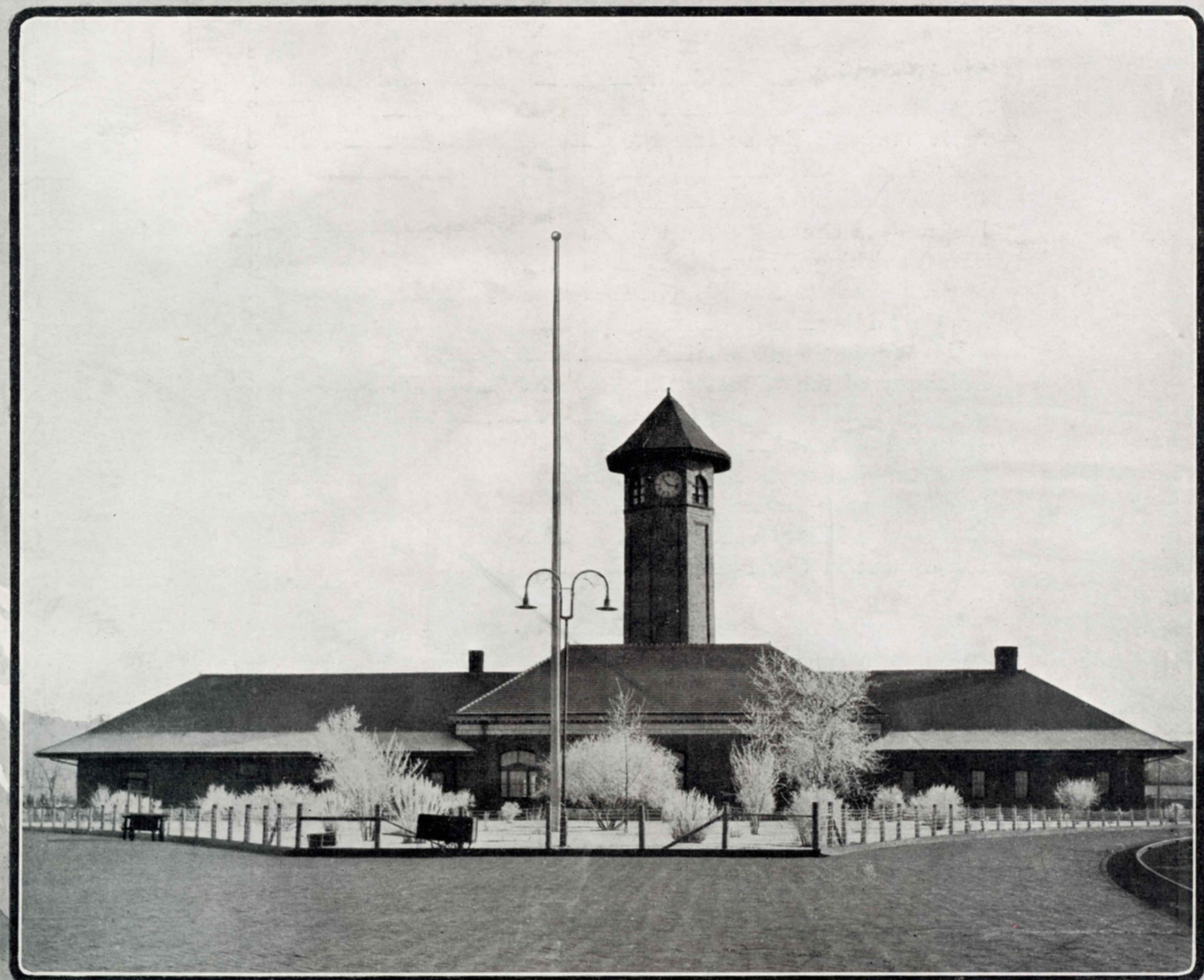
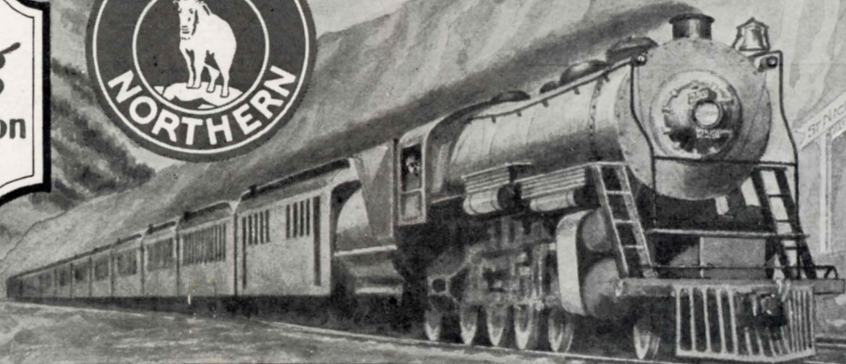


Great Northern Semaphore



— A —
Frosty Morning
Great Northern Station
Great Falls
Mont.



MAY~1925



GREAT NORTHERN SEMAPHORE

VOLUME II

MAY 1925

NUMBER 5

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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 constituents 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.

MONTANA SUGAR BEET INDUSTRY

Construction of Beet Sugar Refinery at Chinook Marks Long Step Forward in the Industry in that State

By Edward W. Towne, Superintendent's Stenographer, Montana Division

THE SUGAR BEET industry has taken remarkable strides in Montana within the past few months. Until the Great Western Sugar Company recently erected a factory at Sidney, on the Richey branch of the Montana Division, the only beet sugar factory Montana boasted was at Billings, and practically all beets grown in the state were shipped to that point.

Later, the Utah Idaho Sugar Company of Salt Lake City selected a ninety-one acre site just east of Chinook on West Fork, a tributary of the Milk River, immediately south of the Great Northern main line and east of the railway company's gravel pit spur. The ground is now being cleared and leveled preparatory to construction.

The Milk River Valley has been considered an ideal place for development of the sugar industry, and all plans for the valley have had this in mind. The land owners, farmers, the different towns, and the railroad company have co-operated to bring the sugar company to this territory.

The Utah Idaho Company is one of the largest and oldest beet sugar companies in the country, operating twenty-seven factories in several western states. No better organization could have been secured to locate in this section.

The plant will be distinctly modern, representing an investment of over a million dollars, and will have a capacity for grinding twelve hundred tons of beets per day; approximately three thousand bags of sugar.

Three shifts will be maintained during the operating season of about one hundred days, employing some two hundred men. About thirty men will be employed during the remainder of the year.

Both Malta and Chinook were under consideration, but after weighing every factor involved, Chinook was chosen. This caused much rejoicing among the citizens of the town, for their campaign of nineteen years to secure a sugar beet plant had ended in success.

Some of the features which made the site at Chinook attractive were: it is already partly served by railroad trackage; offers cheaper power rates than other communities; an abundant supply of coal is available locally, 125 tons being daily required during the grinding season; has ample filtered water for the final washing of the sugar; the site is close to town; and the West Fork, which runs

through the site, provides easy drainage from the beet washing process.

Efforts are being made to secure German instead of Mexican labor, and several families have already arrived.

Undoubtedly the development of the beet sugar industry at Chinook will mean the development of the nearby towns,

and agriculture, livestock and dairying.

The pulp remaining after grinding will be sold for stock food. This should tend to make Chinook an important livestock feeding point.

The Great Northern should derive considerable revenue, not only from the transportation of material for construction of the



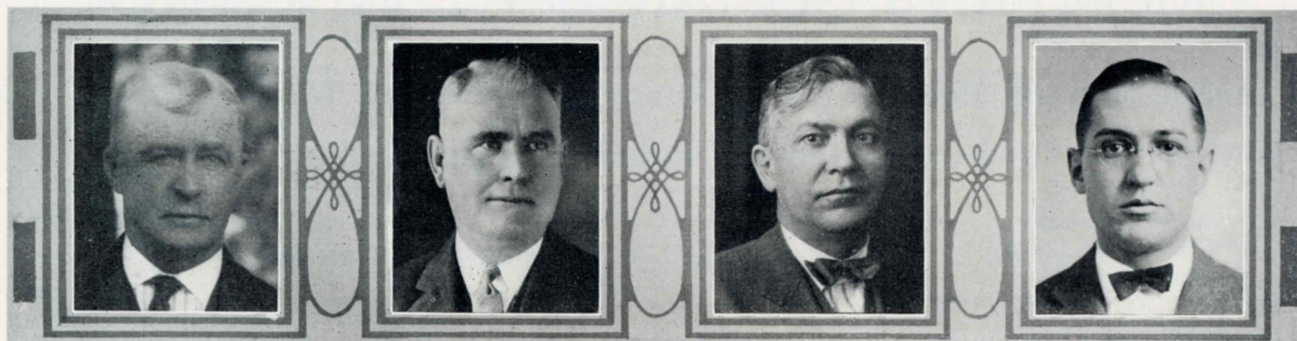
This field near Williston contained four acres of splendid sugar beets (note the wonderful tops). All of the work was done by the woman and children in the picture.

plant, but later from shipments of beets and the plant's product. As far east as Tampico, and as far west as Lohman almost every section will be the scene of beet cultivation. It is estimated that approximately 6,000 acres will be planted, yielding about ten tons to the acre. Malta and Dodson will have the largest acreage, about 650 acres each.

At most points mechanical loading dumps will be installed; at some stations portable loaders will be provided. Where possible, electric current will be utilized; otherwise, a Fordson tractor will furnish power. Additional trackage will be laid at several of the stations, to accommodate the cars required.

The method of operating of the mechanical dump may be of interest. The wagonload is driven upon a scale and weighed, thence up an incline to a platform about three feet above ground. This platform can be raised on either side and the beets dumped into a concrete hopper, partially below the surface of the ground. A belt conveyor carries the beets from this hopper to an elevated rotary drum screen, where all the loose dirt is shaken from them into the farmer's wagon, placed under the rotating screen. After the dirt has been sufficiently removed, the beets are loaded into the car by a movable tippie, which, when not in use, may be swung into clear. The farmer's wagon with the dirt is then weighed to ascertain the net for which he is paid.

The trackage serving the mechanical dumps in most cases will hold eight cars on each side of the tippie. It will be on a grade where possible, to take advantage of gravity switching, the empties being spotted on one end and the loads dropped to the other.



MEMBERS, EXAMINING BOARD

Left to right: John J. Maher, engineer, St. Paul; John E. Brawley, conductor, Spokane; Jas. H. Hicken, chief dispatcher, Whitefish; Mark B. Summers, secretary.

THE PASSING OF THE EXAMINING BOARD

ON APRIL 9 the Examining Board completed its work of examining the employees of the transportation department of the entire system on the book of rules and train orders, etc., and the board was disbanded in St. Paul.

The trip was one of the most successful made by any board, and the entire system was covered in the record breaking time of 98 days.

This successful record was achieved only through the hearty co-operation of the various division officials and the interest of the employees in the work of the board. It proves conclusively that a spirit of co-operation between the officials and the employees is manifesting itself wherever the best interests of the company are concerned.

On the Eastern district there were 3,114 men examined as follows: Minot Division, 319; Breckenridge Division, 269; Willmar Division, 655; St. Cloud Division, 682; Dakota Division, 498; Mesabi Division, 691.

On the Western district, a total of 2,432 men were examined as follows: Cascade Division, 654; Spokane Division, 460; Kalispell Division, 367; Montana Division, 441; Butte Division, 411; and on foreign lines, 99.

Of the total of 5,546 men examined, only three were rejected after a second examination, two on the Eastern District and one on the Western District.

Eighty-nine and one-tenth per cent of the men taking the examination passed on their first appearance, and 99.9 per cent passed after being called for a second time, which is a very appreciative record and speaks highly for the division officials who have maintained such a high standard of efficiency among the men.

On the Eastern District there were 87 men rejected upon their first appearance in the car, as against 29 on the Western District; but of these, all passed upon their second appearance, with the exceptions of the three men

already mentioned, two of whom are considered as undesirable employees, and the other is a man who has worked up from another position and is not capable to handle train orders.

The Spokane Division carried off the banner by showing the highest standard of understanding of the book of rules and train orders, as they had done previously. The Cascade, Kalispell and Montana divisions showed at least 60 per cent improvement over the record made at the last examination, and are running a very close second for the system.

The Minot, Breckenridge and Dakota divisions showed up best for the Eastern district and are on a par with the Cascade and Montana divisions.

The general average of the St. Cloud and Willmar divisions was greatly reduced owing to the fact that a large number of the men did not seem to be aware of the changes in the present book of rules from the previous book, and also as a large number of their engine service men were in switching service in the terminals; and after being in this class of service for a period of thirty days or more, they seem to lose sight of some of the essential requirements of road service as required by the book of rules.

During the trip there were 128 day classes held, 33 evening classes, 42 double classes and 23 Sunday classes, making a total of 226 classes.

The average length of these classes was three hours, fifteen minutes. The average attendance per class was: Eastern district, 25.52; Western district, 23.36. The average daily attendance was Eastern district, 64.89; Western district, 48.65.

The number of days spent making the trip were: Lines east, 48 days, including one Sunday, when no classes were held; lines west, 50 days, the one day spent in traveling.

The members of the board were: John J. Maher, chairman, engineer, St. Paul; John E. Brawley, conductor, Spokane; Jas. H. Hicken, chief dispatcher, Whitefish; Mark B. Summers, stenographer.

From the time that the news was disseminated that the Examining Board was to start on its pilgrimage over the system, until the board arrived at the several terminals, the various employees who were affected by this examination were on edge, and books of rules were hunted for and dug out of every conceivable place where they had been deposited after the last passing of the board several years before.

From all accounts some amusing events transpired on some divisions, both prior to and during the passing of the examination car.

On the Cascade Division, at one of the earlier classes, the question was asked the class as to what, "COM" on an order meant. Several of the men passed the question and could not say what it stood for and finally a fireman was asked and he promptly spoke up, "Chris McDonough of course."

On one of the divisions the men held classes to brush up on the rules, and arguments waxed warm at times. At one of these gatherings a hypothetical question on change of time table was before the gathering. One of the oldest passenger conductors on the division was asked what he would do under such circumstances, and after thinking it over a while he spoke up and said, "I would see the yardmaster and lay off."

At another class the question was asked what the letter "S" stood for and a brakeman promptly spoke up, "Stop and eat."

The question of what a schedule is was propounded at another class, and on being asked the question, a fireman answered, "It is an agreement between the company and the fireman."

Rule 4 seemed to be the principal bone of contention, and judging from the many versions of this rule expressed by various employees, the board had a rather strenuous time to impress on the men the meaning of this important rule as laid down by the book of rules, and on several occasions nearly had to resort to a strict application of rule 99 to keep them apart.

MORE THROUGH TRAFFIC IMPERATIVE

Transcontinental Railroads Must be Enabled to Meet Competition of Panama Canal at Pacific Coast Points if Present Rates are to Be Maintained

Synopsis of Address by PRESIDENT BUDD Before Montana Livestock Association Convention at Great Falls.

THE 40TH ANNUAL convention at Great Falls, on the afternoon of April 7 turned from the details of stock raising and technicalities of marketing and market indications to listen to President Ralph Budd who, in a short address, favored them with an illuminating exposition of the problems confronting the railroads of the northwest, and the mutuality of interest existing between the producers of Montana and the railroads which serve them.

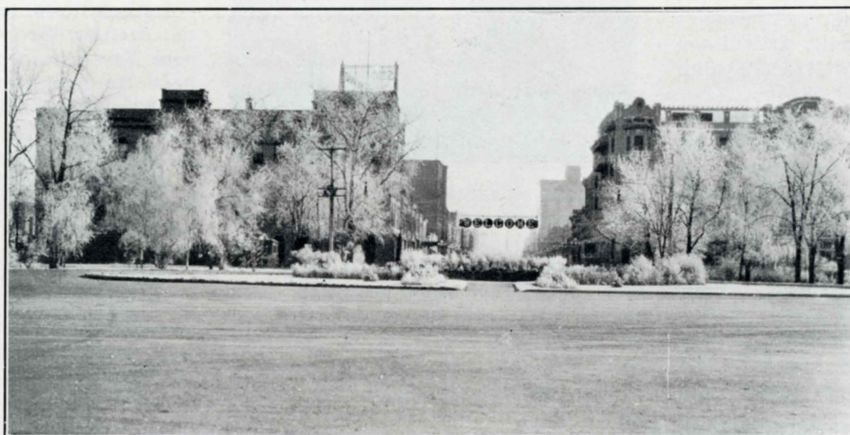
Mr. Budd stressed the importance of livestock not only on its own account, constituting as it does seven per cent of the traffic originating in the state of Montana, but its importance as the means of bringing to the northwest a larger population,

which he said is the most important single thing for the general good. Livestock is the hub or center around which balanced farming revolves. He said the problems of livestock men and agriculture are comparable to those of the railroads, as the railroads have not been able to increase their rates in proportion to the increase in wages, materials and taxes. The whole country is suffering from the crushing burden of taxes. Railroad taxes amount to one million dollars a day and must necessarily be passed along to the shipper. He made a plea for elimination of public expense to the end that taxes may be reduced.

The railroads want to avoid increasing rates if possible, but it is imperative in some way to increase their net earnings. An increase in volume is the most effective and desirable means of doing this. He said "On the Great Northern approximately eighty per cent of the ton miles of freight handled within the state of Montana is through business, which does not originate at, and is not destined to points within the state. To whatever extent the net earnings of the railroads are supported by this through traffic, the people and industries in the state are benefited, because to that extent they are relieved of the burden of supporting these transportation agencies themselves. During the past ten years, the railroads have suffered a serious loss in respect of this through traffic, by having much of the eastbound as well as the westbound traffic, which they formerly handled, taken from them and handled by ships through the Panama Canal. The traffic on the transcontinental roads is much heavier eastbound than it is west-

bound, because products like lumber, fruit, and livestock move eastward, while manufactured goods having less bulk, move westward. If, therefore, the railroads can increase their west bound traffic not only will they increase the volume of business, but they will be able also to utilize some of the equipment now moving empty.

"There is a large amount of traffic such as lumber and grain, from the Pacific ports that logically and economically belongs to the water carriers, because they can handle such business satisfactorily and at much less cost than the railroads can. It should be kept in mind, in this connection, that the lower rates which the railroads propose to make to coast points are only



View of Great Falls From Great Northern Railway Station.

upon such business as can and will move by water, unless the railroads do make concessions in rates, and that such lower rates as the railroads propose to make, in an effort to secure some of this competitive business, will more than pay the out of pocket cost of handling the business so that the net railway income will be increased by the transaction. The railroads believe that interior points which cannot enjoy water transportation were not injured by the practice, which prevailed prior to 1918, and would not be injured by a resumption of that practice of giving lower rates to sea ports than to interior communities, because no advantage is being given the former which they do not already possess by virtue of their location.

"If the railroads must permanently forego the enjoyment of some coast traffic which they might obtain at some profit, then railroad rates must be higher than otherwise would be necessary. As the coast communities may ship by water to avoid the higher rail rates, the burden would fall upon the interior communities which are obliged to use the roads. It seems certain that territory situated like Montana could not be other than benefited by permitting the railroads to enjoy as much coast business as possible. The competition of the canal has resulted in increasing the westbound car movement of the transcontinental lines, and it has increased to such an extent that the northern transcontinentals, for example, with which I am most familiar, could haul several thousand net tons per day from the Mississippi river to the coast without requiring any additional train miles or cars."



NEW LOCOMOTIVES FOR KALISPELL DIVISION

First District to Have Four Baldwin Giants for Mountain Haul, Simple Articulated Type Preferred to Compound Mallet

THE COMPANY has given the Baldwin Locomotive Works an order for four new *giant* locomotives to cost \$90,000 each. They are scheduled for delivery about June 1st, and will be placed in service on the first district of the Kalispell Division, between Cut Bank and Whitefish.

These engines will be of the simple, articulated type, as distinguished from the compound Mallet. In the latter, the steam is fed into the rear, high pressure cylinders and the exhaust carried to the forward, low pressure cylinders. In the simple, articulated type, both sets of cylinders are high pressure, fed with live steam.

The adoption of this type is the result of an experiment carried out by our own mechanical department. A compound Mallet, No. 2008, N 1 class, was remodeled by bushing the secondary cylinders down to approximately the bore of the primary pair and feeding them live steam. While the modification of this engine in this manner was not mechanically perfect, it developed something like a 20 per cent increase in tractive power, and the success of the experiment led to the decision to rebuild six more of the compound Mallets by replacing their cylinder equipment with four of uniform dimensions to be operated by live steam.

No. 2000 is the first of the six to come out of the shop and is now in service between Minot and Williston. All of them will be equipped with Worthington feed water heaters and Schmidt superheaters. The steam supply to the cylinders will be governed by what is known as the fixed 65 per cent cut-off. In the operation of this control, the piston, during the first 65 per cent of its stroke, is driven by the steam at boiler pressure; the cut-off valve then closes and the expansion of the steam in the cylinder provides the propelling force for the remainder of the stroke. By this method the boiler is relieved of the power load for something more than one-third of the time for each cylinder, making for economy of steam and a resulting saving of fuel and water.

FAMOUS INDIAN SCULPTOR

ONE OF THE EXHIBITS at the opening of the new Chicago ticket office that is now being shown at various other points in connection with our Glacier National Park advertising, is a miniature Rocky Mountain goat, which we picture herewith.



It is marvelously true to life and has won much favorable comment. The artist is John Clark, a deaf and dumb Blackfoot Indian who has achieved high distinction as a sculptor. Several of his pieces of carving now are on permanent exhibition in the Chicago Art Institute. He has modeled in clay and also carved in wood nearly all of the wild animals found in Glacier Park.

Clark is half Scotch and half Indian and he is reckoned as one of the seven wonders of Glacier National Park. His grandfather was Captain Malcolm Clark, a West Point graduate, who came to Montana and married the daughter of a Blackfoot Indian chief. Scarlet fever deprived John Clark of the senses of hearing and speech when he was a little boy. He attended the Fort Shaw Indian school, where he learned to read and write. He was born in Highwood, Montana, way up in the Rockies, in 1881.

THE "THREE BROTHERS" ARE GREAT TRAVELERS

THE PICTURE of the Maher brothers which graced our February cover has traveled all over the country, having been reproduced in the rotogravure sections of many of the great newspapers, and in the columns of some of the metropolitan dailies with appropriate comment.

A recent issue of the Pittsburgh *Post* ran the picture, quoting very fully from our article telling of this famous trio. We learn that the material was furnished to the *Post* by P. H.

BRIEF BIOGRAPHIES

of

**Great Northern Grand Army Veterans
Whose Portraits Appear on the
Opposite Page**

RALPH W. BLACK

Mr. Ralph W. Black was born August 25, 1849, and will be 76 years old next August. He served seven months as an orderly under his brother, Lieutenant W. W. Black. On March 18, 1865, he and his father, Elam W. Black, enlisted with the Union Forces, and were assigned to the 23rd Illinois which was known as Mulligan's Irish Brigade. Most of Mr. Black's army life was spent as a bushwhacker, or in hunting what he calls guerillas.

F. A. DAVIS

Enlisted at Hudson, Ohio, August, 1862, in "G" Company 115th Ohio Volunteer infantry. Went into camp at Massillon, Ohio, and were there nearly two months for training, then to Fortress Rosencranz on the Stone River, near Murfreesboro, Tenn.

The regiment patrolled the Nashville and Chattanooga for the purpose of keeping the line open to the front.

Mr. Davis carried a gun for eighteen months and then was detailed for service in the regimental, or fortress brass band.

With his regiment he was made a prisoner and taken to Libby and Andersonville prisons. When exchanged, they were embarked on the steamer "Sultana" at Vicksburg, the boilers of which exploded April 27, 1865, and many perished. About three hundred, who were saved, were sent to Cleveland, Ohio, in July, 1865, and mustered out.

GEORGE R. MORTIMER


Enlisted in the army, September 9, 1861, and was discharged September 12, 1864. Mr. Mortimer was a member of "C" Company, 1st Minnesota Volunteer infantry. He was wounded September 16, 1862, at Antietam, Maryland.

COLLIN L. McLAUGHLIN


Born December 30, 1842, at Bedford, Pennsylvania, and entered the service of the Great Northern Railway as locomotive engineer at Willmar, October 28, 1882. All his service was performed in the capacity of engineer on this division until he was retired, effective September, 1916, and pensioned with 34 years' service. In 1918 he moved to California and has since resided there. Shortly after moving to California, Mrs. McLaughlin died. Note—We were not able to secure army service data for Mr. McLaughlin.

Yorke, district passenger agent at Pittsburgh.


This is the sort of thing that counts. Mr. Yorke is constantly on the alert to secure everything possible in the way of Great Northern publicity.




F.A. DAVIS



G.R. MORTIMER




R.W. BLACK



C.L. McLAUGHLIN

The "Vanishing Army"

Great Northern's
Surviving G.A.R.
Veterans



To Our Heroes

SLEEP ON, sleep on, you great men of the past,
Your names in memory shall forever last
No greater men e'er trod our Mother Earth,
Than you who gave this greatest nation birth,
On foreign soil where tyranny held sway,
You sensed the dawning of a brighter day;
And seeking freedom left both friends and home,
Trusting the Mayflower upon the mighty foam,
And reached ere long New England's rugged shore,
Hoping at last the oppressor's sway was o'er.
At Lexington, you bravely fought and fell,
Leaving the blood-stained sod your tale to tell,
At Valley Forge when hunger's pangs you knew,
You prayed to God to bring you safely through.
Now, where Potomac's waters near the sea,
There rests a soul of true nobility,
The Father of his Country, yours and mine;
'Tis hallowed ground to us, a sacred shrine.

And then again in eighteen sixty-one
The sound of fife and drum and boom of gun,
Went echoing o'er hills and dales and plains,
To break the cruel bonds of slavery's chains.
Old Abe, the glorious leader of our Land,
Guided the Ship of State with steady hand;
Four years of battle, then the dove of peace,
Brought us the joyous message, "War shall cease;"
The North and South once more were joined as one,
And Liberty for all again was won.

Inferno's gates once more were thrust ajar;
The cannons' rumble thundered from afar;
The German horde broke through brave Belgium's line,
Its reckless boast to prove: "The World is Mine."
While men courageous vowed to hold them back,
But vainly sought to stem the wild attack.
The gas, the shrapnel, Zeppelin and plane
Strewed in their paths the wounded and the slain.
Until a call came to our far off land,
Where men for Liberty forever stand.

Khaki clad lads responded to that call,
To save mankind democracy for all.
Valor whose purpose nought can ever shake.
Dared the sea's perils for their brothers' sake.
In "Flanders Field" and Forest of Argonne,
They told Autocracy its day was done.
Now rest forever, loved ones who have passed,
Who never knew defeat, and won at last—
May roses and the poppies ever grow
Where you in peace are resting row on row.

W. R. BEARD, Conductor,
SIOUX FALLS, S. D.



Moving The Shops to Devils Lake

By A. H. Peterson, Machinist, Devils Lake



GROUP OF DEVILS LAKE SHOPMEN, 1907.

With their families they participated in the exodus when the shops were moved from Barnesville, Minnesota, 18 years ago. The original photograph is the property of Thron Anderson, to whom we are indebted for securing it. Mr. Anderson is shown in the picture in the bottom row with his arms folded.

AWAY BACK when James J. Hill was making a name for the Great Northern as the best road in the Northwest, and one for himself as "Empire Builder," there was born, figuratively speaking, in the City of Barnesville, Minnesota, what is known today as the Devils Lake shops.

It quickly developed into a lusty youngster. It was plain to be seen that the old home town was rather slow and cramped the child's style considerably. It was at this time that Mr. Hill began prospecting around for a more congenial atmosphere for the growing prodigy.

The town of Devils Lake was decided on as the most suitable location, for several reasons: First, there was a lot of vacant territory lying around there, which might just as well be put to use; second, the name itself no doubt weighed heavily in the decision—"Devils" suggesting a solution to the heating and coal problem, and "Lake" giving the impression of water, both of which are vital commodities to the life of a healthy growing railway shop.

Early in the spring of 1907 came moving day, a great packing up day in all departments. The storekeepers, blacksmiths, boilermakers, sheet metal workers, and machinists were all busy in their respective departments, tearing down and dismantling fixtures and machinery.

Long trains of company material

and other commodities were dead-headed for Devils Lake to be installed in the new shops which had been built and prepared the year before, more commodious, more modern, and more desirable in every way than the old home in Barnesville.

This general packing up and moving was not an exclusive privilege of the shop men alone, Oh! no. In the different homes, the wives were doing a land office business with the second-hand man, packing heirlooms and such articles of furniture as could not be sold or parted with. Oh, what a running to and fro—last minute calls and such little things that mean so much after all. Finally, after bidding a last farewell and promising to write often, they also departed to join their husbands in the West.

Among the families who participated in the general exodus and who are still at the Devils Lake shops can be mentioned Machinist Thron Anderson and wife, Blacksmith Foreman John Erickson and family, Mechanic Gilbert Newgard and family, Blacksmiths Thos. Downey and Samuel Staren and their families, Machinist Sidney Goodnow and family, General Foreman of Store Department Geo. Demell and family.

Among those who have left the service and been transferred we may mention Geo. Sorenson, Anton and Bernt Rystad, all of whom are blacksmith helpers; also Blacksmith Lars Swen-

GREAT NORTHERN DAY Minneapolis Traffic Club Plays Host to "The Goat"

The ball room of the Nicollet Hotel in Minneapolis was the scene of an interesting gathering on Thursday, April 9. The Traffic club of that city had set this day aside to entertain and pay tribute to the Great Northern Railway and every one of nearly six hundred people present voted the affair a complete success.

The room was attractively decorated with Great Northern emblems, and the presiding officer, Mr. W. H. Bremner of the Minneapolis & St. Louis Railroad, preserved order by means of the miniature engine bell lent for the occasion by the Railway Business Women's League, to whom it was presented by President Budd. A dainty souvenir program bearing a colored mount of a scene in Glacier National Park, a little folder showing a picture of the Rocky Mountain Goat carved by John Clark, and a leather safety match holder bearing the Great Northern emblem, were among the souvenirs, which, together with a charming menu, combined to make the occasion memorable.

The principal address was by Vice President G. R. Martin of the Great Northern talking on "The Transportation Act—1920," and this law was explained in a most cogent and forceful manner, and its restrictions upon the railroads clearly pointed out. Music was furnished by the Traffic Club orchestra, the Great Northern Song Birds of the Women's club, and solos by Miss Gertrude Gardner.

son, Machinists Knute Tideman and Carl Lund—not forgetting Foreman B. Halladay and Superintendent Chas T. Walters.

When the shops moved to Devils Lake, the place was merely a town on the Great Northern Railway about a hundred miles west of Grand Forks. The advent of the shops and the sudden increase in the population had about the same effect upon the town as a big stone dropped into a pail full of water—it slopped over. A building boom started and the West side came into existence. The town became a city, improvements in the Post Office service, as well as in the business districts, were made for the accommodation of the shop employes, establishing the fact that James J. Hill was really and truly an "Empire Builder."

NO GOLD MINE

THE WENATCHEE SOUTHERN Railway, which was granted a certificate of necessity to operate between Wenatchee and Pasco, Washington, on condition that it would be properly financed, seems to be having difficulty in raising the necessary funds. Its general manager reported to the stockholders that it would be necessary to secure \$50,000, in order to make investigations, secure certain right of way, and to survey the proposed route. This was to be collected through voluntary assessments on apple growers in the Wenatchee Valley of two cents on each box shipped during 1925. Notes were to be given covering the estimated assessment and discounted at the banks. We summarize an editorial in the *Cashmere Valley Record* of March 5, 1925:

Contracts have been sent to many ranchers in this vicinity asking them to sign two cents a box for the Wenatchee Southern Railway. It might be well at this time to extend a word of caution.

There is little doubt of the advantages of this railroad; but the rancher who invests his money in the railroad expecting it to pay him a nice dividend in the near future is going to be sadly disappointed. It simply can't be done.

The rancher who assists this railroad must do it from a philanthropic point of view—as a donation for the development of the country down the Columbia River.

The fact that the Wenatchee Southern runs through a country that is undeveloped and connects points which in all probability cannot supply a great deal of either freight or passenger travel leads one to believe that it would be run at a loss for many years to come.

We are not advising ranchers not to invest in the Wenatchee Southern. That is a matter for each individual to decide. But we are advising them that as an investment for their money it is not apt to bring large returns.

KIND WORD FROM CUBA

MR. J. M. SCHWEIZER, whom many will remember when he was in the general manager's office at St. Paul, now of the Cuban Railroad, writes to us from Camaguey complimenting the SEMAPHORE, and telling some interesting things of the railroad in Cuba.

"I have just received and read, with pleasure, the February issue of the GREAT NORTHERN SEMAPHORE and want

EFFICIENCY OF THE BOOSTER

Demonstrated in March Tests Between Cut Bank and Havre

QUITE A BIT of interest was centered on a tonnage handling test made during the latter part of March on the "High Line" between Cut Bank and Havre, a distance of 129 miles.

The object was to make a comparative test between a Q-1 engine, the 2126, equipped with a booster, and other engines of the same type, not so equipped, under similar weather and traffic conditions.

TABULATION OF TESTS

Type and No. Eng.	Date	Loads	Tons	Time Consumed	Actual Running Time	Delays	Miles per Hr.	Booster Used
Q1, 2106 without booster...	3/18	65	3000	10h. 30m.	7h. 10m.	3h. 20m.	12.3
Q1, 2126 with booster.....	3/19	85	3810	10h. 56m.	6h. 44m.	4h. 12m.	11.7	1h. 9m.
Q1, 2106 without booster...	3/23	65	3000	7h. 20m.	6h.	1h. 20m.	17.6
Q1, 2126 with booster.....	3/22*	88	4025	6h. 42m.	5h. 25m.	1h. 17m.	19.4	51½m.
Q1, 2102 without booster...	3/25	73	3300	12h. 20m.	7h. 50m.	4h. 30m.	10.5
Q1, 2126 with booster.....	3/25**	84	3775	10h. 25m.	6h. 30m.	3h. 46m.	12.3	1h. 26m.

SUMMARY

Q1, 2126 with booster.....	Average	85	3870	9h. 21m.	6h. 16m.	3h. 5m.	13.8	1h. 12m.
Other engines.....	Average	68	3100	10h. 3m.	7h.	3h. 3m.	12.9

GAIN OF ENGINE EQUIPPED WITH BOOSTER

Average running time decreased 44 minutes.

Average speed per hour increased .9 of a mile.

*On Sunday, with light opposing traffic.

**Adverse weather and rail conditions.

Information furnished through the courtesy of H. G. Amess, Associate Editor Montana Division.

to congratulate you on the wonderful success this publication has attained. 'More power to you.'

"Employees' magazines are certainly a step in the right direction. They make it possible for employees to learn to know each other not only in their work but socially, with the result that their respective duties are performed more harmoniously, with more co-operation, efficiency and better service, all of which must necessarily result in advantage to all.

"I note many of the 'old timers' sojourning in the south, but know of only one who has come this far; that was George Turgeon, your genial station inspector of the Lake District, who passed through here last Thursday enroute to Havana.

"We have 45 sugar mills in operation on our little railroad and since

December 1, have handled approximately 2,000,000 bags of raw sugar for them. (Raw sugar is put up in bags of 325 pounds each.) The estimated production tributary to our line this year is somewhat in excess of 5,000,000 bags. Our principal business is cane sugar and materials and supplies essential to the sugar business. It is surprising, however, to see how other industries are progressing and consequently how the island as a whole is growing. The largest by-product of the sugar factories is molasses, which is handled in tank car loads here, and much of it is distilled and produces a large part of the alcoholic liquor consumed here and elsewhere (?).

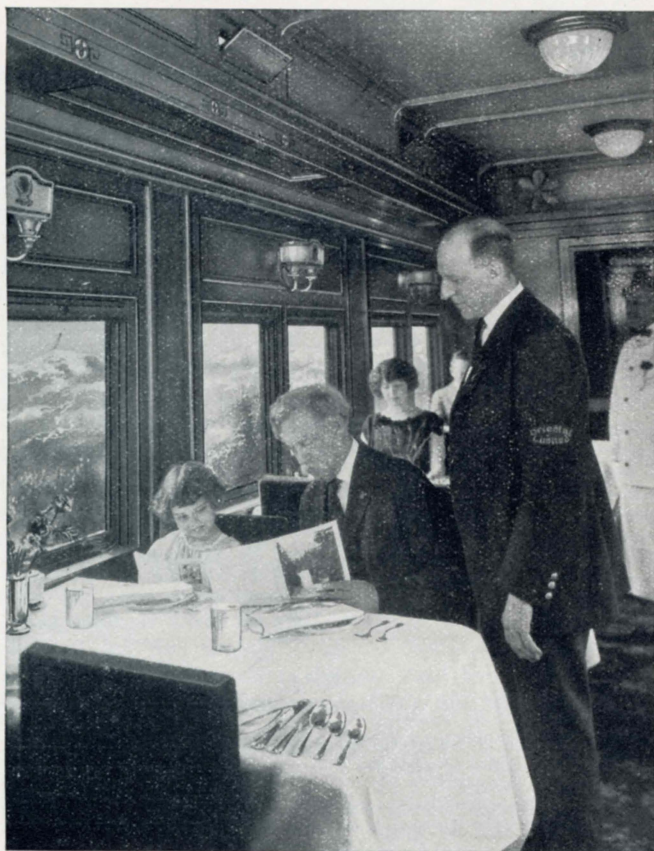
"LONG LIVE THE GREAT NORTHERN SEMAPHORE.

"Kind regards to you and all of my friends and former colleagues."



ORIENTAL LIMITED DINING CARS

A Few Interesting Details of Their Construction, One of the Reasons for the Excellence of Their Cuisine.



INTERIOR OF ORIENTAL LIMITED DINING CAR

THE GREAT NORTHERN family will be glad to know something about the splendid new dining cars now in use on our lines, and we are indebted to Mr. J. A. Blair, general superintendent, dining and sleeping car department, for the following facts regarding them:

These cars are provided with six four seat tables and six two seat tables, a total capacity of thirty-six. The floor is covered with a carpet of artistic design and color to harmonize with an interior decoration that is light and restful to the eye.

The lighting fixtures consist of one semi-indirect ceiling light for each pair of tables, and artistic, silver, bracket-lamps with art shades, located one between each table on side walls.

Pure spring water from Glacier National Park is stored in overhead gravity tanks with a capacity to provide for all requirements—the water, before delivery to glass, passes through a coil of ice covered silver plated pipes chilling without contact with the ice.

The Steward's office is at the opposite end of the car from the kitchen;

also the large fruit refrigerators and a clothes locker for the crew.

Ice boxes in the kitchen are equipped to provide a temperature that will assure keeping supplies more efficiently than anything ever before attempted. The ice chamber holds 1,600 pounds of ice. The capacity of the meat compartment is sufficient to serve 2,000 meals. Poultry and meats are "hung," as is done in the largest and best hotels. Each unit of the ice boxes can be opened without exposing the remaining units to hot drafts of air, and is provided with facilities for sterilizing with live steam at frequent intervals. No "fishy" taste or odor is ever noticed because sea food compartments are entirely apart from all others.

All dishes used for service of food are sterilized with live steam. This device was never before attempted on a dining car, although practiced in most of the modern hotels, and it means a big step forward in food sanitation and the guarding of health.

All milk used on dining cars, for beverage and cooking purposes, is de-

livered in bottles and kept at a temperature that precludes possibility of germs developing; and is never touched by human hands.

The most essential equipment in a kitchen, of course, is the range; and when building this we departed from the usual and built a range larger than any ever before used, with two fire boxes instead of one. A la carte and table d'hote service at one and the same time, made this necessary. One-half of the top and two ovens are for the chef, who is getting ready the "cooked before serving" foods, and to the "cooked to order" chef we assign another fire, the remaining half of the range and the charcoal grill. This makes it possible to serve one meal right up to the time of serving the next, which, on heavy trains, is of inestimable value.

Coal has always been an eyesore in a dining car kitchen. In the new diner's kitchen, a coal chute that extends to and is filled from the roof, keeps it out of sight but easily reached when required.

Cooking utensils are heavy standard hotel aluminum. Coffee urns are the last word in modern equipment, and we heat with direct live steam applied to a water jacket surrounding the coffee container. This keeps the coffee at a high temperature at all times.

RAILROAD POST NO. 416

The Post held its regular meeting April 14 and after a short business session was turned over to the activities' committee.

The Post quartet entertained, the dancers entranced, other members did their little stunts and then "Mess Call" was blown. After the eats had disappeared, impromptu dancing followed until "Taps" were blown. After the dance Walt Nolting was unanimously voted the SUPER-SHEIK of the Post. We are showing a close-up of Walt doing his stuff.





TRACK MOTOR CAR ACCIDENTS

Synopsis of Address Before the
Safety Section, A. R. A. at
Chicago, April 30

By C. L. LaFountaine, General Safety
Supervisor

DISCUSSION of track motor car accidents and preventive measures is a regular feature of these meetings, and it will be difficult to add any new thought to those expressed in previous years. Yet the subject is far from trite. The track motor car has become an integral part of railroad operation, and each succeeding year will find more and more of them in use. Accidents will increase proportionately unless we can find some effective means of prevention. The seriousness of the question is indicated by the experience of two representative railroads operating over 15,000 miles of line. In the past year forty-one per cent of the fatal accidents and twenty-one per cent of the personal injuries to employees in maintenance of way and bridge and building departments were directly due to mishaps with motor cars. The most common causes are derailments and collisions, due to running the cars at excessive speed.

The rules of all railroads prescribe a safe speed limit, but in spite of most vigilant supervision, speed will continue until mechanically restricted. A maintenance of way official recently told me he had noticed that there is seldom an accident with a track motor car with an engine too old or too light in horse power to run over twelve or fifteen miles an hour, and that accidents usually resulted with cars having engines of high horse power developing a high rate of speed.

The remedy is apparent. The engine should be equipped with a governor that would not permit a speed exceeding twenty miles an hour. Few manufacturers are equipping their engines with governors; but they would, I think, if the railroads demanded it. To entrust a man with a machine having a speed of thirty or forty miles per hour and then demanding that he never utilize more than half of its potential power, is placing a terrific strain on human frailty. It is our primary duty as Safety men to conserve human life, and if need be to protect men against themselves. There are, unfortunately, in every railroad organization, men who are prone to take chances. It is these men—for-

tunately a small minority—who must be guarded against themselves. I advocate a governor, enclosed and permanently locked, with a metal seal. A broken seal would be quickly detected by the repair man, or the one in charge of periodical inspection of the cars. I am satisfied that with the governor made as inaccessible as possible and with the proper supervision by officers concerned, we can eliminate excessive speed with its consequent disasters. A car running only twelve or fifteen miles per hour, usually can be stopped in time to avert a derailment or collision, and if such an accident should occur, a slow speed would minimize the chances of serious injury.

Most of the safety features for motor cars advocated in the past have now been adopted. An effective brake close at hand, toe boards to prevent tools from falling in front of the wheels, hand rails and grab irons are now in general use; but there is one other safety feature which could well be adopted, especially in a territory having severe winters: a suitable windshield to allow the operator to keep a constant lookout ahead. It is almost impossible for one riding on a motor car in severe cold weather to look ahead constantly without some form of a protection for the eyes and face. A number of accidents, such as running into obstructions on the track,

collisions, or derailments at grade crossings, and the like, can be traced to failure to keep a constant watch on the track in front, due to inability to face the extreme cold. I am confident that the installation of windshields would bring about a very appreciable reduction in accidents.

No discussion would be complete without reference to the continuous educational campaign so essential to success of the Safety movement. We all have our ideas for these campaigns, but I should like to mention an adjunct to Safety education which has proven very effective on the railroad that I have the honor to represent. It is of common knowledge that men like to be rewarded for their virtue, and in concession to this very human desire, we adopted last year the policy of furnishing to every motor car operator completing the twelve months without a reportable accident, an insignia with the inscription "Stop motor car accidents—this car had none," together with a year plate, both to be attached to the motor car frame. For each succeeding year the operator of the car has a clear record, an additional year plate will be furnished. So far, men operating motor cars have been very eager to secure these little tributes. I believe the plan will continue to be a material aid in our campaign against this class of accidents.

While it is my conviction that excessive speed is the predominant cause of motor car accidents, there are other contributing features, such as improper loading of tools, mechanical defects, negligence in getting on or off moving cars, and others with which we are all familiar; but these are minor evils, the correction of which is dependent on the proper supervision and Safety education.

Excessive speed must be mechanically restricted and when we shall have induced the manufacturers to equip track motors with governors to limit speed and without reducing power, we shall have taken a long stride toward the goal of "Safety First."

PHONETIC JUSTICE

Teacher—"Robert, give me a sentence using the word satiate."

Robert—"I took Mamie Jones to a picnic last summer and I'll say she ate a lot."

—BOSTON TRANSCRIPT.

TO PLAY AT GLACIER

William Greene, whose interesting article on his voyage through the Orient as a musician on the S. S. President McKinley appeared in the January issue of the SEMAPHORE, has contracted his orchestra for Glacier Park for this season and extends a hearty invitation to all the Great Northern employees who are figuring on spending their holidays in the Park to come up to the dance hall and say "Hello."



WM. GREENE "SMILING THROUGH"

Puzzle Page



THE SPRING TIME brings with it so many outdoor activities that our readers are apt to forget that we need new items for the puzzle page, and we are sure in this big family of ours, there are hundreds of clever ideas along that line. Please be generous and let us have anything you may have thought out of this nature.

There are two amusing puzzles offered to you this month, one being on strictly a railroad subject, and the other largely applicable to the Northwest. We hope you will enjoy working them out and they may suggest others to you, which you can send in for the page.

KEY

Horizontal

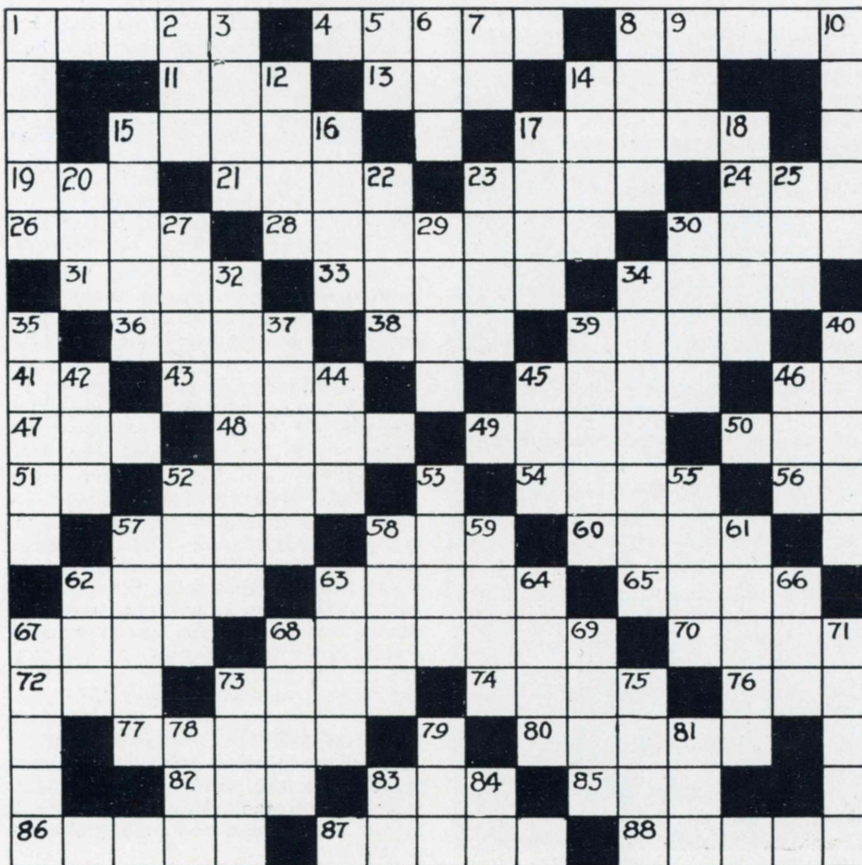
- 1—Pertaining to the sun.
- 4—An incline.
- 8—Strand.
- 11—A negative adverb.
- 13—An exclamation.
- 14—To put on.
- 15—A stock.
- 17—Undertakings.
- 19—Anger.
- 21—Ribbon.
- 23—Mature.
- 24—A nocturnal bird.
- 26—Costly.
- 28—A representation.
- 30—The sacred bird of Egypt.
- 31—A comedy.
- 33—A young person.
- 34—A small bird.
- 36—An upstart.
- 38—Unit.
- 39—Fright.
- 41—Sixth degree of the scale.

- 43—A thin, gauzy fabric.
- 45—A scheme.
- 46—D in the key of A major.
- 47—Part of the infinitive "to be."
- 48—Intelligence.
- 49—To bellow.
- 50—A defective shell.
- 51—Third pers. sing. neut. pronoun.
- 52—A kind of molding.
- 54—A journey.
- 56—Prefix signifying repetition.
- 57—Begot.
- 58—To tear apart.
- 60—A girl's name.
- 62—Germany's national drink.
- 63—A mermaid.
- 64—A cog wheel.
- 67—A vegetable (plural).
- 68—Grooved.
- 70—To eat sparingly.
- 72—Conducted.
- 73—A map.
- 74—To strike.
- 76—Fish spawn.
- 77—Riven.
- 80—To wander.
- 82—A grain.
- 83—A petroleum product.
- 85—Likewise (poetical form).
- 86—Unkempt.
- 87—History.
- 88—Revises, corrects.

Vertical

- 1—Compact.
- 2—An insect.
- 3—To implant.
- 5—Sixth degree of the scale.
- 6—An exclamation.
- 7—Father.
- 8—Osseous tissue.
- 9—Extremity.
- 10—To wail.
- 12—A pitfall.
- 14—Information (slang).
- 15—Aquatic animals.
- 16—Heroic.
- 17—A feathered vertebrate.
- 18—Solemn.
- 20—A ribbed fabric.
- 22—Reverberation.
- 23—To govern.
- 25—To prevail.
- 27—To rave.
- 29—Hue.
- 30—Persia.
- 32—Junior.
- 34—Consuming by use.
- 35—A design in cloth.
- 37—To exude.
- 39—To spread.
- 40—Dimmed.
- 42—Craft.
- 44—A female sheep.
- 45—A cooking utensil.
- 46—Hairy coating of animals.

CROSSWORD PUZZLE



- 52—Crude metal (plural).
 53—Soil.
 55—Scattered.
 57—Globules.
 58—A brawl.
 59—Fondlings.
 61—A milk depot.
 62—An insect.
 63—A long, narrow strip of wood.
 64—Same as 48 horizontal.
 66—The name of an automobile.
 67—Tills.
 68—To split.
 69—Time.
 71—Cloth abodes.
 73—Same as 31 horizontal.
 75—A giant plant.
 78—Legume.
 79—A metal.
 81—Conjunction.
 83—Preposition.
 84—Same as 5 vertical.

SOLUTIONS OF MARCH PUZZLES

The March Crossword



NOTE: No. 30 vertical, running from the last letter of Dart to the last letter of Bell being numbers 29 and 57 horizontal, is spelled "Tacital." This word is an error and was intended to be tactical. The latter, however, was too long and the word should have been changed to tacitly. Answers received with errors in this word will be counted as perfect.

First Enigma—

Seine—teak—loud—divy—shun.
 St. Cloud Division.

Anagram—

Anna—Cortez, Anacortes.

Second Enigma—

loco—motive, locomotive.

ANSWERS

Those sending correct solutions to March Puzzle:

Crossword

Bassett, Jack, dispatcher, Whitefish.
 Dreiss, Mary E., vice president's office, New York City.

Gratton, G., and Floyd Loomis, U. S. Customs, Molson, Wash.

Hibbard, Harriet H., general agent's office, Portland.

Johnson, Adolph L., right of way department, St. Paul.

Kane, Margaret, public relations bureau, St. Paul.

McCormick, W. E., T. F. A., Los Angeles.

Minneapolis Junction freight office employees.

Anagram

Dreiss, Mary E., vice president's office, New York City.

Enigma

Bassett, Jack, dispatcher, Whitefish.

THE HIDDEN TRAIN

Rearrange these words in the same order from top to bottom, so that certain letters in a straight vertical line will spell the name of the finest passenger train in the world. Reading from the top down, we find the reason why this train is the finest.

Through
 Carefully
 Considering
 Every
 Convenience
 That
 Patrons
 Could
 Rightfully
 Anticipate
 Modern
 Railway
 Travel
 Became
 Delightful.

WINNOWING GRAIN

Behead a grain and you get warmth; behead it again and you get—to consume.

Behead another grain and you get careless; behead it again and you get a sharp implement.

Behead a third grain and you get water in a solid state; behead it again and you get what a civil engineer writes after his name.

Behead a fourth grain and you get the old fashioned way of spelling "you." Curtail the same word and you get an abbreviation for the source of your pay check.

"GRINNELL GLACIER"

A CHARMING OIL PAINTING OF Grinnell Glacier, painted by Mrs.

Kathryn Woodman Leighton of California, was recently purchased by the company and was displayed for some time in one of the windows of the general office building at St. Paul. Mrs. Leighton spent three months in Glacier Park at the time this picture was painted, traveling by house car and camping near Many-Glacier, which

enabled her to take advantage of early morning and late evening light.

Mrs. Leighton studied at the Normal Art School in Boston, and originally painted in water colors, but on account of these drying out so quickly in California, she now works in oils. Her paintings have been exhibited in the east and in the California State Museum and Exposition Park Gallery, Los Angeles. Her pictures are among those selected each year by the California Art Club for traveling exhibit.



QUITE A DIFFERENCE

In 1879 a Michigan City, Ind., newspaper printed an article calling attention to the fact that the monthly wash list of a Pullman Palace car was 6,000 pieces. Each car then had 100 pillow slips, 30 hand towels and 10 roller towels for a trip. The entire linen equipment of the company was 50,000 sheets, 46,000 pillow slips, 16,000 hard towels, 6,000 roller towels and 13,000 blankets.

Today a regular standard "suit" for a Pullman sleeper from New York to Chicago consists of 180 sheets, 140 slips, 240 hand towels, 6 porter's white coats, a quantity of head rest covers and no roller towels. The latest inventory of linen equipment of the company is said to include 3,390,000 towels, 2,400,000 sheets, 1,812,000 slips and 407,000 blankets.

HERE'S A GOOD IDEA

A valuable safety innovation has been devised by Mechanic Peter Junker of the Chicago Northern District of the Pullman Company for use in the various yards. It consists of a blue flag sign bearing in white letters the words "Washers working in car" and is of great assistance to railroad switching crews, enabling them, while backing down to a train to easily locate cars in which cleaners are working. Mr. Junker is head of the Safety Committee for that unit of the Pullman Company.

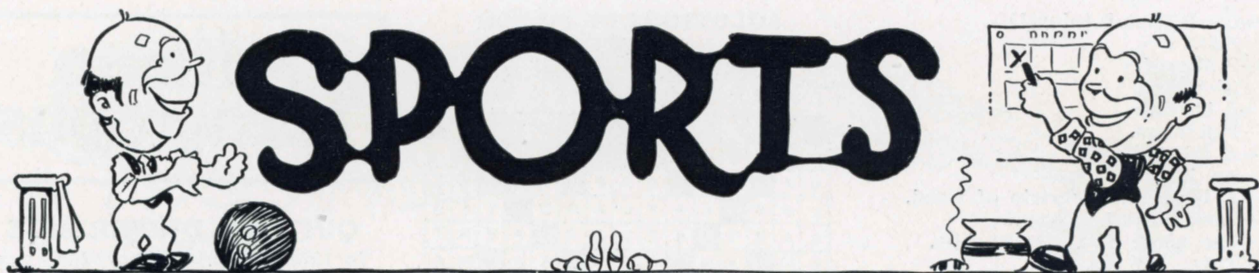
SOMETHING NEW "UNDER THE SUN"

At the Sun Theater in Omaha recently when a screen version of the Pullman play "Excuse Me" was given, the lobby was patterned after a Pullman car, and patrons were escorted into the body of the theater by a porter in uniform, armed with a lighted red lantern. That was clever!

NO WONDER!

A new conductor in an eastern district recently inquired if the famous manufacturer of "Lizzies" had anything to do with the Pullman Company. When answered in the negative and asked why he wanted to know, he replied,

"Coming down this morning I saw the Hansford, Eckford, Brookford, Pickford, Spofford, Radford and Henrietta all in one train."



BOWLING

SEMAPHORE LEAGUE

AT THE CLOSE of the season we find Glacier Park and Spokane in a tie for first place. The Glaciers have the highest team average and unless these two teams meet to decide the championship, the Glaciers will be considered champions. The Glaciers had to win 20 out of the last 21 games to keep pace with Spokane, who were hitting the pins around 900 all season, never faltering. Seattle finished strong, losing out by the small margin of 2 games, and a poor start cost them the championship.

Bratland of Grand Forks No. 1 set up a new record when he laid in 10 straight strikes for 289, hard luck on his first and last ball robbed him of a perfect score. His three game total was 698. Superior also set up a new record when they turned in 1,073. Captain Kuehlthau led the attack with 236 and Halverson was low with 190. McNally of Minot with an average of 193, leads the league and is the only member to average 190 or better. The Glaciers made 2,955 for high team total, led by Kirchoff with 655 and Captain Gutz with 637. Stepnick had high three game total with 703.

FINAL STANDINGS

	Won	Lost	Team Ave.
Glacier Park, St. Paul.....	34	11	909-31
Spokane	34	11	901-44
Seattle	32	13	891-26
Great Northern Ry., St. Paul	31	14	891-30
Superior	28	17	891-32
Grand Forks No. 1.....	27	18	872-17
Whitefish	26	19	878-8
Sperry, St. Paul.....	24	21	872-36
Oriental Ltd., St. Paul.....	23	22	865-8
Great Falls	22	23	859-11
See America First, St. Paul..	21	24	862-11
Minneapolis No. 1.....	20	25	867-40
Minneapolis No. 2.....	13	32	831-41
Minot	13	32	829-7
Havre	10	35	842-10
Grand Forks No. 2.....	2	43	743-30

INDIVIDUAL AVERAGES

Glacier Park		Sperry	
	Ave.		
Kirchoff	186-32	Kowalski	179-22
Baer	185-33	Ekensteen	179-20
Gutz	185-20	Fritzke	179-18
Stepnick	182-8	Connolly	170-3
Wedell	179-7	Nadeau	170-2
Wedoff	166-25	Lindorfer	170-0
G. N. Railway		See America First	
Peterson	184-19	Lauer	180-27
Beckwith	180-19	Skiff	177-5
Jorgenson	178-31	Whitlock	176-5
Spiesterbach	176-14	Maas	173-13
Russell	176-7	Spiesterbach	172-15
Ekwall	172-14	Olson	172-7
Maas	171-18	Brings	164-16
Oriental Ltd.		Minneapolis No. 1	
Ohlander	181-2	O. Carlson	181-21
Kittley	175-7	T. Sullivan	180-1
Wendt	173-25	Calkin	177-18
Fritzke	172-24	McCloskey	173-18
Johnson	168-16	J. Carlson	173-11
Kemp	166-5	Hortvedt	168-2
		J. Sullivan	167-33
		West	157-10

Seattle

Livingston	186-1
Spoffard	183-9
Ferg	182-29
Adams	182-7
Kachinsky	180-13
Moe	179-16
Dalrymple	177-4
White	176-27

Spokane

Dempsey	183-29
Shaffer	180-28
Weisenflue	180-13
Meenach	180-4
Moody	178-7
Whims	172-20
Warren	166-0
Seibold	163-4
Howe	148-2

Minneapolis No. 2

O'Leary	179-26
Fuzzey	174-15
Johnson	170-17
Young	169-6
Pearson	168-34
Cumming	161-30
Radelle	153-1
Pederson	150-2
Hughes	145-1
McConville	134-2

Superior

Svee	186-8
Murphy	185-4
Cushway	179-30
Mead	177-11
Kuehlthau	176-11
Halverson	171-17
Dau	166-7
Maas	165-2

Grand Forks No. 1

Jackson	188-3
Bratland	180-22
Sandbrink	174-37
Kay	168-36
Young	167-34
Nelson	153-11

Grand Forks No. 2

Campbell	161-2
Zintell	152-23
Montgomery	148-43
Olson	146-32
Snell	136-30

Minot

McNally	193-29
Lorbeski	184-6
Thompson	168-10
Gorman	166-10
Smedbron	159-14
Jackson	158-14
Hove	156-23
Roach	154-13
Carlson	148-12

Havre

McKenzie	180-12
Craig	177-11
Wanasek	173-11
Pouder	170-0
Mitchell	167-4
Amess	162-14
Carrier	161-18
Moltard	160-2
Challender	148-0

Great Falls

Conover	189-13
Montgomery	189-0
Anderson	185-18
Okrush	179-6

Pauls	170-1
Peters	170-0
Lowney	169-9
Young	166-9
Turner	165-20
Birch	161-5
Teague	160-40
Dunwiddie	159-12

Whitefish

Bowman	188-7
Horn	188-4
Vining	176-12
Strom	171-0
Fackles	169-8
White	168-2
Fontana	167-12
Potter	167-9
Knapton	159-1

HW. HINGLEY, treasurer of the Northwestern Fruit Exchange, Wenatchee, recently wrote in telling of the fast work of Mr. Art Reeves in the Northwest International Bowling Congress held at Aberdeen, Washington, April 6 to 11, inclusive.

Mr. Reeves was anchor man on the Wenatchee Apple Blossom team which won the championship in the five man event, with a score of 2,782 pins. Mr. Reeves and Mr. Hingley won the two man event in this tournament, with a total score of 1,201. There were ninety-one five man teams entered, from which it will be seen that the "Wenatchee Apple Blossoms" surely were in full bloom at Aberdeen.



OREGON CHAMPIONS LEAVE FOR CHICAGO

The Salem, Ore., High School Basketball Team, Champions State of Oregon, leaving Salem, March 26th, for Chicago, via the Oregon Electric Railway. Beyond Portland these lads went via Spokane, Portland & Seattle Railway to Spokane, and thence by Great Northern and Burlington. From left to right the members of the team are: John Drager, H. W. Huntington, Glen Nash, Tom Duffy, Robert Drager, Dennis Heevan, Jerome Hansen, Wesley Elles, and Robert Ashby.



BASEBALL

THE SPOKANE Great Northern Railway Baseball Club has arranged sixteen games in the Sunset League between April 20 and July 3 at Spokane. They play teams from the Home Sash & Lumber Company, Holley Mason Hardware Company, Pacific Coast Biscuit Company, John W. Graham & Company, West Pine Manufacturing Company, Crescent store, and the American Railway Express Company. The members of the Great Northern team are as follows:

Jerome Taylor, Outfield.....Carman, Hillyard
A. E. Geske, Infield.....Clerk, Hillyard
Harold Rickard, Outfield.....Machinist, Hillyard
H. A. Schulz, Catcher.....Carman, Hillyard
Kipp Adams, Infield.....Machinist, Hillyard
O. O. Wilcott, Infield.....Clerk, Hillyard
L. F. Spasek, Outfield.....Clerk, Hillyard
G. R. Roberts, Outfield.....Switchman, Spokane
Ray Schuemaker, Infield.....Call Boy, Hillyard
R. V. Miller, Infield.....Clerk, Hillyard
P. N. Casey, Infield.....Clerk, Hillyard
Ernest Grant, Infield.....Clerk, Spokane
Geo. Snyder, Pitcher.....Carman, Hillyard
Jack Webber, Infield.....Carman, Hillyard
Russell Pratt, Infield.....Carman, Hillyard
Thomas Edge, Infield.....Carman, Hillyard
Walter Granger, Catcher.....Switchman, Spokane
Clarence R. Buckman, Outfield.....Clerk, Spokane
Hugh Hamblin, Outfield.....Clerk, Spokane
Glen Gilloughy, Pitcher.....Clerk, Spokane
Ernest C. Haynes, Outfield.....Carman, Spokane
M. F. Kelly, Infield.....Gang Foreman, Spokane
R. H. Hurst, Pitcher.....Carman, Spokane

SIOUX CITY

Indications are that the Great Northern Boosters Club of Sioux City (all members of Chapter No. 7) will have one of the best semi-pro baseball teams in Sioux City and the surrounding territory this season.

Organization of the team was completed in time to play the fast Winchester-Simmons crew on April 18, for the first practice game of the season. Considering the fact that the Winchester team has been playing for several weeks and the Boosters for the first time, the latter played an exceptionally fast game, losing by a score of 2 to 1. This showing greatly strengthened the hopes of the club for a winning team this year. On the evening of the 23rd the team took the crack Sioux City Journal nine into camp to the tune of 4 to 2 at Gilman's Terrace.

Manager Bert Greeves this year has picked some really promising amateurs in the semi-pro, who will give any team in this territory a tough battle. Rockwood, an Indian, is one of the classiest pitchers seen here for some time. The line-up includes: Roghair, first base; George Gardner, catch; W. M. Kidder, catch and second base; Earl Blondgee, short stop; Lester Cocks, center field; Harry Aspleaf, right field; Joe Provost, third base; Chris Larson, left field. Milton Harbeck is secretary and treasurer of the club. On the 30th of April, the Boosters will meet the fast Standard Oil team and the Winchester-Simmons team on the following day.

OWLS WIN

Great Northern Railway Lady Bugs
Individual Averages and Final
Standings.

TEAM STANDINGS

	Won	Lost	Ave.
Owl	38	16	630-48
Wooden Shoe	37	17	646-24

	Won	Lost	Ave.
Washingtonian	29	25	604-41
American Ltd.	28	26	612-21
Chicago Ltd.	27	27	614-29
Goat	25	29	616-18
Oriental Ltd.	23	31	606-20
International Ltd.	22	32	598-11
Gopher	21	33	591-35
Glacier Park Ltd.	20	34	596-6

Chicago Limited

	Average	Games
M. Heaton	135-19	36
E. Anderson	131-33	46
C. Bongard	120-3	14
E. Long	114-28	48
E. Schmidt	96-1	46
E. Cuturia	81-6	42
E. Doyle	74-0	6
E. Dahlen	69-4	8
C. McKibbin	65-1	6

American Limited

	Average	Games
M. Anderson	138-3	38
E. Nilles	137-1	42
M. Eckstrom	121-6	24
K. Braun	98-10	24
W. O'Connor	77-6	52
M. Blake	76-25	36
E. Randloff	65-3	8

Gopher

	Average	Games
M. Kemp	121-4	12
M. Tschida	116-44	54
E. Hupfer	105-31	52
M. Ryan	96-45	50
H. Nelson	82-30	46
R. Strunk	71-15	38

Wooden Shoe

	Average	Games
K. Memmer	146-17	18
H. Robertson	140-37	54
H. Potts	132-12	54
M. Carlton	128-11	52
M. McManmon	90-23	44
P. Gewinner	78-15	32
I. Gibbons	70-8	12

Washingtonian

	Average	Games
H. Mottram	127-43	52
M. Schifferal	88-0	50
O. McWhinney	79-15	50
A. Greengard	78-37	50
N. Hart	73-31	50
B. Gay	55-3	6

Oriental Ltd.

	Average	Games
R. Renz	134-14	44
H. Wicken	113-5	54
V. Gauthier	108-21	48
A. Peterson	107-16	46
D. Locke	94-11	34
L. McCarthy	60-0	34

International Ltd.

	Average	Games
M. Van Allen	121-12	50
C. Ballmer	105-31	52
M. Francis	105-21	48
F. Humphrey	95-1	52
K. Jung	89-32	38
H. Scanlon	71-8	10

Glacier Park Ltd.

	Average	Games
R. Sandberg	116-3	52
R. Johnson	114-3	4
A. Berg	110-25	52
E. Treibel	104-19	54
M. Gillen	98-40	45
G. Carter	70-19	38
A. Millette	58-13	15

Owl

	Average	Games
E. Lindstrom	161-26	44
J. Thompson	154-3	6
M. Ablitt	101-22	52
E. Seide	97-29	50
E. Artery	85-40	44
N. Cregg	67-5	48

Goat

	Average	Games
J. Okeson	150-0	18
H. Gardner	109-32	40
M. Conoryea	102-5	48
T. Gilbertson	100-10	54
M. O'Brien	85-5	49
E. Olson	80-21	24
P. Smith	70-5	14

COMMERCIAL
TELEGRAPH SERVICE

The Great Northern Railway Company owns and operates 751 telegraph offices where Western Union telegrams are handled by railway employees. The revenue from these messages is considerable. Under agreement with the telegraph company, a portion of the tolls, whether paid at our stations or at off line points, accrues to the railway company and any increase in the volume of such business through solicitation on the part of our employees results in additional revenue to our company.

It is of great importance that the commercial telegraph service to the small towns be efficient and prompt. The public looks upon the railway company as administering the commercial telegraph service at its stations and feels that responsibility for any improper handling rests with the railway representatives.

The telegraph service rendered by a railway at its local offices is an excellent barometer of the efficiency and speed with which the general business moves, and also of the interest displayed in that business by the station employee. Good telegraph service is conducive to more friendly relations between the railroad and its patrons, and creates a spirit of cordiality and harmonious feeling helpful in the solicitation of all railroad traffic.

E. E. THOMPSON,

Commercial Telegraph Agent.



Our Honor Roll



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

337 John Roeder, section laborer, St. Joseph, Minnesota. Effective April 8, 1925.

IN MEMORIAM

101 George Mehl, retired June 14, 1918, died April 7, 1925.

102 Frederick Ferguson, retired November 1, 1916, died April 26, 1925.

The Pension system of the Great Northern was established September 16, 1916.

Since that date the number of pensions granted has been..... 337

Of whom there have died..... 102

Leaving enrolled on the Pension list at this time..... 235

The amount paid out in pensions to March 31, 1925 is.....\$424,380.59

JOHN ROEDER

Born February 24, 1855. Entered service as section laborer at St. Joseph, Minnesota, in October, 1897, and was employed continuously at this place until reaching the age limit when he was retired with 27 years of service.

GEORGE MEHL

Born June 14, 1848, at Milwaukee, Wisconsin. During the period August, 1885, to January, 1895, he worked as carpenter and foreman in St. Paul for Sheire Bros., John Martin Lumber Company and St. Paul Furnishing Company. He also worked a short period for the Northern Pacific Railway as coach trimmer in St. Paul Shops. He came to the Great Northern Railway January 21, 1896, as coach carpenter, St. Paul Shops, under Mr. E. A. Wescott.

He was retired June 14, 1918, with 22 years' service, and for some time had been living at La Grange, Illinois. Funeral services from Central Presbyterian Church, April 9, 1925, and interment at Oakland Cemetery.

FREDERICK FERGUSON

Born March 4, 1844, at Birkenhead, England. Served his apprenticeship

for Laird Iron Works at that place, and came to America about 1871. From 1872 to May, 1879, he worked as boilermaker for Geo. Tilton, master mechanic, C. & N. W. Ry. at Chicago. He first entered service of the St. Paul Minneapolis & Manitoba Railway May, 1879, as boilermaker at St. Paul under W. McTeigue, foreman, and May 15, 1882, was sent to the Willmar roundhouse where he stayed until July 20, 1891. He left service at that time on account of buying interest in the Granite Falls Iron Works and was in business there to April 22, 1893, when he sold his interest and went back to England. On August 28, 1894, he returned to the Great Northern Railway as boilermaker at St. Cloud, Minn. On December 21, 1894, he was transferred to St. Paul under E. Schultz, foreman, and worked until May 28, 1896. From July, 1896, to September, 1896, he was boilermaker at Breckenridge and from October 19, 1896, on, all his service was at Whitefish. September 1, 1907, he was promoted to boilermaker foreman and held this position until June 28, 1916, when he was assigned to lighter work, and on November 1, 1916, he was pensioned with 22 years of continuous service.

exclaim to another when passing our houses: "What a duckie little place!"

A big circus was showing here last summer, and they placed the women's sleeping cars opposite our houses. The women were delighted to see so many flowers in this "dry and thirsty land." We invited them to help themselves, and indeed they did. One little midget cried out to me: "Oh, mister! All the big folks are getting flowers and I get none; won't you help me?" Sure I would. I picked her up and carried her over to the dahlia beds, and one could not see her for flowers when I carried her back to the cars.

The manager of the show told me that it was the finest reception they

had had on the whole system. *Does it pay to advertise?*

—OLD TIMER.

NOTE.—This fine suggestion is in line with the company's decision to promote and encourage beautification of station grounds and the appointment of Mr. George W. Dishmaker to have charge of the work. However, there is nothing to deter us from anticipating Mr. Dishmaker's efforts in our behalf. Any one needing suggestions as to how to go about it has only to write to the SEMAPHORE. We shall be only too glad to put them in touch with Mr. Dishmaker or "Old Timer." —Ed.

REMINISCENCES

PENSIONED VETERAN TELLS OF EARLY DAYS OF ROAD

MR. H. W. AUSTIN, recently pensioned after forty-three years of continuous service, has witnessed a long parade of progress along the Great Northern. In a letter, part of which we publish below, he tells of one or two of his early experiences.

It gives me great pleasure to be asked to give a bit of my experience, as an employee of the Great Northern Railway Company, with forty-three years continuous service.

My first station was at Rolette, Minnesota, when the railroad was the St. Paul, Minneapolis & Manitoba Railway. Among my earliest experiences was delivering one of Mr. James J. Hill's prize polled Angus bulls to the big Fisher farm, about two and one-half miles from the station. The train on which it arrived got in at about midnight, and the bull and I started out. Part of the time I led and the rest of the time the bull was captain—as his temperamental nature dictated. Some times he would walk, some times he would rest and the remainder of the time he "jazzed"—being an aristocrat direct from Scotland, he was a little ahead of the time. However, we got there at last, and I managed to arrive home in time for breakfast. That was the beginning of the polled Angus herd in Northwestern Minnesota.

I have seen the Great Northern built up from a small enterprise to one of the greatest railway systems in the world, the wide unbroken plains changed into extensive grain fields, and large cities and towns spring up in the wake of its extension.

Combating blizzards during the earlier period was much more complicated than it is today with modern equipment, and we who worked in Minnesota and Dakota had our share of grief, although it was well seasoned with a sprinkling of adventure. Many of the old officials who have now crossed over the Great Divide were among my co-workers and friends and started in from the bottom.

I worked in Minnesota and Dakota as agent for twenty-three years, afterwards going to Bellingham, Washington, working there as operator and ticket agent for twenty years.

My greatest disappointment was in my being compelled to leave the service on account of ill health, instead of finishing out my full time, although I have been allowed the usual "vet's" pension.

Our Business Getters



Bassett, E. J., dispatcher, Whitefish, one passenger, Whitefish to Minneapolis.

Benson, Arthur, chief bill clerk, Lake Transfer, Superior, two passengers, Portland to Duluth.

Berry, D. E., agent, Des Lacs, N. D., one passenger, St. John, New Brunswick, to Des Lacs via Duluth.

Bowen, J. T., freight office, Wenatchee, two passengers, Wenatchee to St. Paul and return.

Brown, J. W., air brake foreman, Hillyard, five passengers, Spokane to Seattle and return.

Crane, George W., storekeeper, Great Falls, two full and one-half fares, Great Falls to St. Paul and return.

Dawson, Royal M., clerk, legal department, Spokane, one passenger, Spokane to Seattle and return.

Donkel, Arthur, janitor, Spokane city ticket office, one and one-half fares, Williamson, W. Va., to Spokane.

Duffy, L. T., freight foreman, Lake Transfer, Superior, LCL shipments of oil, Minneapolis to Superior.

Dwyer, J. J., stationary engineer, Minneapolis passenger station, has been of material assistance in routing delegates to attend the conventions of the I. O. O. F. and affiliated organizations, Minneapolis, June 8-11.

Fitzgerald, J. J., chief clerk, superintendent motive power, Spokane, one passenger, Seattle to St. Louis.

Gerbereux, J. B., rate clerk, Helena, two carloads potatoes, Helena to Henrybro, via Yakima.

Henry, John, engineer, Willmar, two passengers, St. Paul to Seattle and return.

Hershey, B. B., office vice president freight traffic,

Schroefer, Frank, chief clerk, general supt. motive power,

Williams, A. J., foreman, Dale street shops,

Walters, C. T., general foreman, Dale street shops,

Jackson, P. McLean, chief clerk, assistant superintendent dining cars, Spokane, one passenger Spokane to Jacksonville, Fla., and return; one passenger, Spokane to Chicago.

Jendritza, John, car inspector, Fargo, twenty members attending Yeoman convention, Fargo to Minot and return.

Kachinsky, Frank, chief clerk, assistant superintendent telegraph, Spokane, four passengers, Portland, Tacoma, Seattle and Spokane to Chicago and return.

Kelly, Martin, labor foreman, Spokane, one passenger, Spokane to St. Paul.

Lynch, Thos., lineman, Great Falls, one passenger, Great Falls to Seattle.

Nelson, Joseph, conductor, Crookston one carload machinery Bowbells, N. D., to Minneapolis, and one car Breckenridge to Minneapolis.

Purcell, J. J., conductor, Willmar, one passenger, Graceville to Minneapolis.

Seil, N. F., trainmaster, Great Falls, car furniture, Minneapolis to Lewistown.

Smith, Wm. A., foreman, car department, Spokane, one passenger, Spokane to Seattle; also with assistance of Mr. Fred Ferg of traffic department, secured trainload autos, Lansing, Mich., to Spokane.

Stephenson, R. E., relief agent, Superior, two passengers, Duluth to Los Angeles via Portland.

White, George, clerk, general yardmaster's office, Hillyard, four passengers, Spokane to Aberdeen, Wash., and return; one passenger, Seattle to Spokane.

Wycoff, J. F., engineer, Hillyard, one passenger, Spokane to Seattle.

Where They are Meeting

It frequently happens that the routing of delegates to conventions is effected by acquaintance between members of the associations and railroad employees.

This being so, we are publishing below the names of some of the organizations which will convene at points on our lines or which could readily be reached traveling by our lines, the places where they will be held and dates of the meetings when available:

At St. Paul, June 6-9, Norse-American Centennial; June 8-11, Independent Order of Odd Fellows; June 22-25 Kiwanis International; Vancouver, B. C., June 28, International Association of Gyro clubs; Portland, June 23-25, National Association of Master Plumbers; Hoquiam, June 11-13, Washington Federation of Business and Professional Women's clubs; Seattle, June 24-26, National Foreign Trade Council; Los Angeles, June 2-4, Shrine convention; San Francisco, June 15-19, National Electric Light Association.

Meritorious Mention

This column will carry the names of employes performing some special act of merit outside their regular duties.

Howard M. Cook, who is employed as operator by the contractors constructing the state highway along the right of way near Rock Island, Washington, on April 14, 1925, in the early morning discovered a broken rail near the west end of the Rock Island tunnel and immediately notified the dispatcher. Section men were sent at once to the tunnel and the broken rail was removed, a new rail put in, and danger of wrecking train No. 40, which was due shortly afterwards, was avoided. Mr. Cook has received a warm letter of appreciation from Superintendent Doyle for his action in promptly notifying the dispatcher and preventing what undoubtedly might have resulted in a serious accident.

On April 2 near Doody, Tony Kastle, motor car repairman, Kalispell Division, discovered that a small slide had pushed one of the new rails over to the track so that one end of it was across the track. The rail lay in such a way that it would probably have derailed an engine if not discovered. Mr. Kastle flagged the local that came along shortly after and the track was cleared.

"SAY IT WITH FLOWERS"

"Old Timer" Makes a "Timely Suggestion."

Our company has been spending a lot of money advertising Montana, the "Treasure State," and it seems to me that it would be of material help to this advertising campaign if we along the line should follow this up with practical demonstrations in the form of neat and well kept station grounds and section house surroundings. I think nothing appeals to the average homeseeker more than a well kept place and a nice garden plot with a lot of flowers in it. Can it be done? You bet it can!

My neighbor foreman and I started in on as barren and ugly a proposition as could be, but last summer we had 500 feet of woven wire fence next to the track covered with sweet peas and hundreds of dahlias and other flowers. The passengers nearly fell out of the windows trying to get as much of it as they could. I came upon the train one day and heard a lady

(Continued on next page)



Editorial

THE 5.75 PER CENT LIMITATION

WHOEVER MAINTAINS that the government guarantees railroad earnings in any measure or degree is either ignorant or guilty of deliberate misrepresentation. Nothing we might say would more effectually refute the absurd contention that such a guaranty exists than a recent editorial in the *Minneapolis Tribune*, in which it is said:

From one of our political camps it is declared over and over again with much positiveness that the government of the United States guarantees the railroads of the country 5.75 per cent return on valuation.

Let us assume that in this camp there is a right regard for the inviolability of contract, and a complete willingness that the government, having agreed to do a certain thing, should carry out its part in good faith so long as the contract survives, whether the contract be wise or unwise, fair or unfair.

On this assumption it is correct to say that if any railroad company does not earn the 5.75 per cent guaranteed to it, and if that railroad should call on the government to make good on its guarantee, those in the political camp referred to would approve the railroad's demand and insist that it be acceded to.

To get down to a specific illustration, let us take the Great Northern Railway. G. R. Martin, one of the vice presidents of the company, recently made an address in which he said that the Great Northern fell \$8,000,000 short of earning the alleged guarantee in 1923 and failed by a like sum in 1924.

It follows that if there is a guarantee, the United States government owes the Great Northern \$16,000,000 for these two years. If the \$16,000,000 were paid, it would have to come, of course, out of the pockets of the people. If the company should present this bill in Washington with a notation "Please remit," would the tenants of the political camp referred to be willing to indorse the bill as valid under the contract contained in the Transportation Act of 1920? Of course they would, if they believe in the inviolability of contracts, or in obedience to a law so long as it is a law.

The Great Northern Company could make mighty good use of this \$16,000,000 if it had it. Why doesn't it go after it? For the simple reason that it knows there is no such guarantee as we hear about and that the government does not owe the \$16,000,000 and therefore would not pay it. It would be embarrassing to have Uncle Sam pat it on the back, smile in a sort of patronizing way, and tell it to run on home and read the law over again.

What about this law? It authorizes the Interstate Commerce Commission to establish such rates as will enable the roads to earn 5.75 per cent on their physical valuation. Very few of the roads have earned 5.75 per cent, but the government has not bound itself to make up the deficits and it doesn't make them up. If, however, a road earns in excess of 6 per cent on the rates scheduled, half of the excess goes to the Nation's treasury.

COURTESY

THE GREAT NORTHERN is a public service corporation. The success of that service depends largely on the employe in that he is the point of contact between the company and the public.

What does the public want in this service? It wants many things: prompt shipment of freight with minimum loss, comfort and convenience in traveling and speed with safety. These are things that any well equipped, properly

managed and effectively manned railroad can achieve. They are what the public pays for and receives. But there is something the public does not pay for—cannot pay for, and that is *courtesy*. It is without price, a thing that cannot be bought; and yet the public wants it, and will react to it as it will to no other element of service.

Courtesy we give for courtesy's sake. It is spontaneous and born of kindness. We give it freely; and, oddly enough, the more we give the greater is our store from which to draw.

It is often assumed that the magnitude of a railroad organization renders it an impersonal machine created to serve all who come without favor or distinction. But rightly considered, we think, the fact that there are thousands of us to serve the public, offers thousands upon thousands of opportunities to be courteous.

Look where you will, courtesy wins always. The merchant who is gracious is ever the more successful. The other fellow may have as fine a stock, his prices may be as reasonable, his location more convenient; but if he is indifferent or surly, you will pass him by to deal where you receive courtesy and consideration. It is no different with a railroad: the public will patronize the line whose employes add to their efficiency the quality of kindness and courtesy. It is the right thing, the sensible thing to treat the other fellow as you would have him treat you. And, incidentally, it pays.

A NOTABLE EVENT

DURING THE SECOND week of June, there will gather in Minnesota the largest assemblage of Americans of Norwegian birth or ancestry ever brought together on this continent. The occasion will be the Norse-American Centennial, commemorating the coming to this land of the first company of settlers from Norway, pioneers in the emigration to this country of many thousand sturdy, brave-hearted people who have contributed so largely to the development of the northwest territory and the character of its citizenship.

The ceremonies incident to the Centennial will be held at the Minnesota State Fair grounds in Saint Paul, and the advance program announces an address by President Coolidge. Other features will include an historical pageant, music festival, addresses and athletics.

We are sure the entire Great Northern family will join with the SEMAPHORE in greetings and congratulations to those who initiated this event and those who will participate. Minnesota is honored in being privileged to extend its hospitality on this occasion of reunion and international comity.

EXCUSE PLEASE

THE SEMAPHORE takes its hat off to Locomotive Foreman Gus Gordon at Redland. Every indication points to the fact that friend Gus is "watching 'em," when it comes to Safety First rules. Seems that our March cover seriously infringed one of the regulations covering use of the acetylene torch, viz.: that tanks must be kept twenty-five feet from the point of welding. Also, our argus-eyed fellow employe points out that tanks should not be placed between tracks. In the picture, an obstruction on the approaching train would strike the tank, and as Foreman Gordon remarks "the front welder is right in line to get his."

Never again! We hadn't realized that Safety First could extend to the sacred precincts of the SEMAPHORE's sanctum, but apparently it does. We have written to General Supervisor LaFountaine for a book, or whatever he gets out, on Safety regulations, and believe us, the SEMAPHORE office force is going to sit up nights reading it.

VETERANS' CORNER

DON'T FORGET THE ANNUAL MEETING OF THE VETERANS' ASSOCIATION AT FARGO JUNE 5-6—WE WANT A FULL ATTENDANCE

MEMBERS ELECTED AT MEETING APRIL 24

Joseph J. Ahern, loading foreman, Dale St.; W. H. Brokaw, conductor, Tacoma; L. A. Cleall, painter, St. Cloud; Wm. H. Fowler, locomotive erecting foreman, Dale St.; Joachim Hartmann, assistant lumber yard foreman, Jackson St.; S. R. Parslow, machine foreman, Dale St.; John Perlewski, car repairer, St. Cloud; Jacob Sherrer, engineer, Spokane; Glenn E. Votaw, superintendent, S. P. & S. Ry., Portland; Mathias Weber, motor car repairer, St. Cloud; Lavrids P. Westergard, district roadmaster, Rugby, N. D.; Hans Yseth, roadmaster, Pipestone, Minn.; Thos. F. Burke, conductor, St. Paul; Peter F. Meinz, sheet metal supervisor, St. Cloud.

Honorary Member: Arthur Curtiss James, director of G. N. Ry., 99 John St., New York City, elected January 23, 1925, membership accepted by Mr. James, April 9, 1925.

Reports from the sick bed of Veteran J. C. Sheffield are very encouraging, but we all knew Jim would pull through; the pep he always put into his work as agent at Marshall for so many years was more than any ordinary sickness could overcome. In a short time he will be back in the harness with that same smile. Good boy, Jim! We are all pulling for you and know you are good for many more years; and as the weather is favorable, there is no reason why you should not come over and see the boys occasionally.

Another old Vet who is deserving of mention is W. E. Boyd, passenger conductor out of Willmar. The old boys who have known Bill for so many years, and have seen him at his work, know how difficult it was for him to get around owing to his size. He weighed 350 or more; but, by persistent dieting and proper exercise, has reduced until now he is anticipating going into the movies as the skeleton man. Some of you who have not known him in his early days just ask him how he got his liquid refreshment at Delano when he was running on the east end local, and also when on the west local and Jack Canty was on the Browns Valley run. Those were the real days of sport. Bill and Jumbo knew how to get the most out of any situation.

Jumbo and Canty have gone to their final reward, but Bill seems good for many years yet.

Say boys, are you all keeping track of the men who may be eligible to membership in the Vets' association? They keep coming gradually; and unless we all keep a watchful eye on them, some may remain outside the fold who are anxious to join but will not ask. As the annual meeting is near, it might be well if each of us appoints himself a committee of one to interview those who may be eligible and get them in so that they may attend the next meeting.



FOUR GENERATIONS

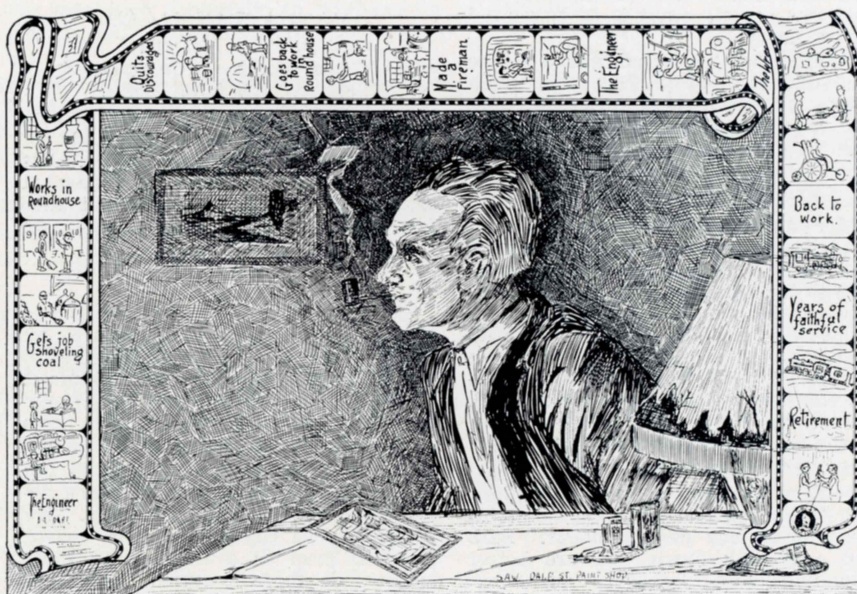
The accompanying photograph represents four generations of Great Northern veterans, which will recall old times for some of the employees who have known some of those in the picture in former years.

In the picture are Mrs. Wm. Feaster, wife of former veteran car foreman at Melrose, Minn., with 38 years' service on the Great Northern. At

the left, standing, is Mrs. M. M. Koenigs, daughter of Mrs. Feaster and wife of M. M. Koenigs, chief clerk to superintendent, Great Falls. At the right, standing, is Mrs. E. E. Doty, daughter of M. M. Koenigs, and seated on the lap of Mrs. Feaster is Roseann Marie Doty.

Our faithful and always-on-the-job James Stoddard, employed in the right of way and land department, celebrated his forty-three years' continuous service a few days ago. Began service with the St. P. M. & M. R. R. April 15, 1882. James B. Power was land commissioner at that time, and continued service until March, 1886, followed by A. L. Mohler, until December, 1886; Joseph Bookwalter, to November, 1892; W. W. Braden, to June, 1893; Samuel Hill, for the two months, July and August, 1893; Charles B. Babcock, assistant for a short period, then appointed land commissioner for term ending early in 1910; J. A. Coleman from early in 1910 to January, 1911; James T. Maher from February, 1911, to date. If the years to come have no more visibility on Mr. Stoddard than the forty-three past, the Pension Roll will have a lonesome time so far as he is concerned.

One of the veterans tells this one: A few years ago a lady boarded my train one evening with a little girl about four years of age, who was as lively a little thing as one often sees; she enjoyed herself in her childish way by doing something to every passenger in the car, and they all seemed to enjoy the fun nearly as much as she did. Finally she came to where I was sitting in the rear of the coach and said, "I'm going to sit with you now." As she climbed into the seat I put my arm around her and drew her close to me; she looked earnestly into my face and said, "Turn out the gas." I changed seats, cars I mean, immediately.



"THE VETERAN'S VISION," Drawn by S. A. Wilcox, Dale St. Shops.



Women's Department

UTILIZING THE LEFT-OVERS

TO THE AVERAGE family left-overs are tiresome and unattractive dishes and, no matter how good they were at their first appearance, they seem to taste different and fail to interest the persons served. Too frequently the main dish for luncheon consists of left-overs from the dinner of the day before simply warmed over without any additions or change in appearance or in the form of hash.

The principal dish for luncheon has many possibilities and may be served in many different forms, serving to utilize the left-over vegetables, fish, meat, and cereals cleverly and appetizingly in a hot dish which requires only a very little extra work and ingenuity, while the added zest and interest it gives to the meal for each member of the family is well worth the extra few minutes' work.

While it is not wasteful to cook too much for one meal, it is wasteful if any of the left-over usable portions of food are thrown away, and no matter how accurate the planning may be, there are oftentimes portions of food left over from a meal.

It is not always wise to use the left-overs from dinner for luncheon the following day. It is better to wait two days, if possible, and so avoid a repetition of foods and also having the family know exactly what is to be served for luncheon.

Food authorities agree that as a race the American people eat too much meat. To serve meat only once and that at the heaviest meal of the day is sufficient for most persons, although in many families it is served at both the noon and evening meal.

If there is only a small amount of meat left over from dinner, it may be used in combination with some other food to form the hot dish for luncheon. If a considerable portion is left over, it should be used in some way to form the meat dish for another dinner. When the meat is used for luncheon, the dinner that day might be a meatless meal, one of the meat substitutes or some of the other protein foods being used in place of meat in the dinner plan.

Some of the protein foods used alone lack flavor and are best combined with some other food rich in flavor. Milk and eggs lack flavor and are better combined with left-over vegetables, cheese, pimentos, fish, or poultry with a good blending of seasonings.

STARCHY, OR ROOT, VEGETABLES

Starchy vegetables differ from the green, or leafy, vegetables in composition and also in the part of the plant from which they are derived. They are chiefly the roots, tubers (or enlarged roots), and the bulbs, with a few fruits of plants, including white potatoes, sweet potatoes, beets, carrots, parsnips, corn, turnips, squash, oysterplant, pumpkin, and rutabaga.

Composition: Starchy vegetables, or root vegetables, contain a large amount of starch, together with much cellulose, mineral salts, and water. They also contain some vitamins.

The Irish, or white potato is the most commonly used starchy vegetable. This preference is due partly to its lack of pronounced flavor and to its food value. Potatoes are healthful and are easily and thoroughly digested. They furnish 12.5 per cent of the average American diet.

Composition: Potatoes contain—

Water, about $\frac{3}{4}$ their weight. They may, then, be baked, since they contain enough water to soften the starch.

Starch, about $\frac{1}{5}$ their weight.

Protein, about 2.5 per cent.

Cellulose, which forms the walls of the cells.

Mineral Matter, which is mainly potash salts.

Structure: The potato is made up of cells with thin walls of fiber, and these cells contain starch grains and water. Surrounding the mass of starch cells and just beneath the skin is a layer of nutritious mineral matter and protein material. This is wasted if the potato is peeled too thickly.

MANHATTAN SALAD

By LEO KRAMER

Chef, Great Northern Cafeteria Association, St. Paul, Minn.

Lay one cupful each of diced chicken, celery and apple in a marinade of lemon juice, oil, salt and pepper. Let stand for half an hour, and garnish with two hard boiled eggs cut into quarters, a dozen walnut meats and the sections of one orange.

YOU TELL US

AS THE SEMAPHORE is prepared by mere men it is impossible to know whether the material published for the information of our feminine readers is interesting to them or not, so we are going to be guided by the will of the majority as to the matter of continuing the Women's department and the Fashions Page. We invite all the Great Northern women folks to drop us a line giving their opinion of these features, with any ideas and suggestions for which we will be very grateful.

HOME IDEAS

PERHAPS THE most important article of furnishing in the kitchen, next to the range, is the comfortable, easy chair, one in which you can relax comfortably during the between time waits on your cooking schedule, remembering that five minutes in such a chair is worth 30 in the bolt upright, or the usual kitchen chair at a dollar ten.

TO PREPARE CRUMBS

Dry left-over portions of crackers and bread in the warming oven, but do not brown. Roll with the rolling-pin on a board until fine; then sift them and use them either plain or buttered.

To butter crumbs, use 2 tablespoonsful of butter to 1 cupful of crumbs. Put the butter in a pan, melt, and add the crumbs. Stir until all the crumbs are well buttered. Do not brown. Season with salt.

BAKING CROQUETTES

Croquettes may be baked in the oven in a deep pan or casserole instead of frying. Place them in the casserole, add bits of butter to the top of each or pour two teaspoonfuls of melted butter or a good vegetable oil over the top. Add a little water to cover the bottom of the pan. Cover and bake in a moderate oven for 20 to 30 minutes.

SAUTEING

Sautéing is cooking in a small amount of fat. This is a common method of cooking meat and vegetables, especially left-over portions of cooked food.

To sauté food add 1 tablespoonful of fat in a frying pan. When hot, add the articles to be cooked and stir or turn occasionally until brown and well cooked. Season and serve. Foods that are sautéed are more difficult to digest than those cooked in deep hot fat, for the reason that the temperature of the fat is not as high as when the food is covered with the fat and also because no eggs are used to prevent the absorption of fat. Most foods have a better flavor, are more easily prepared and are more thoroughly digested if baked in the oven. Oven cookery can be and should be used for most of the foods which are commonly sautéed.

Too much fat and too low a temperature in cooking makes food greasy and very difficult of digestion.

Fashions & Foibles

The narrow sheath frock is smart in crosswise designs while the new borders take so little material that they cut the cost more than in half.



The shops are full of perfectly gorgeous borders, and printed silks at a price that seems prohibitive to the woman who does not understand that they are so wide that a yard and a half will frequently make an entire frock and furnish the trimming to boot. When you consider that they are self-trimmed and save work as well as material you realize at once that they give you a very handsome frock at a very low cost. For this particular style the double jabot is made of Georgette on a dress of heavy silk crepe, crepe de Chine, crepe satin, etc.

The tiniest tot slips easily into this little dress with separate bloomers which serve in good faith as a buffer 'gainst the dusty corners in the world of play.

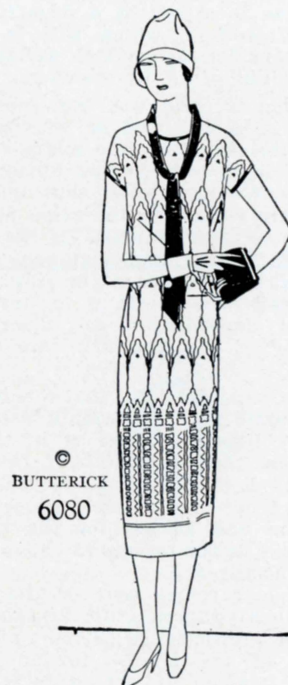


Two pockets for chic—and for cookies, perhaps—and a comfy collar like Peter Pan's—are the features that interest Miss Bobbie in the play-time frock sketched above. Mother is attracted by the worked eyelets, the ribbon lacing and the outline of the collar. The dress can be made of pin-checked gingham, cotton prints or of novelty cottons in a variety of colors with collar and cuffs in plain material to match. Light-weight flannel would give warmth, while plain cotton crepe launders beautifully.



The principal changes in the new fashions come at the top in tiny collars and string ties and at the bottom where the front flare gives a new line.

From knee to shoulder the sheath silhouette, cut on narrow lines and fitted closely at the hips, still holds its ground against all comers as one of the smartest silhouettes of the year. But between the hip and hem there is apt to be a kick-out of released plaits, godets or circular flares. Fairly firm material such as crepe de Chine, Canton crepe or crepe faille, either printed or plain should be used for a frock of this type. Blonde crepe satin embroidered in wood brown, or cocoa-colored flat crepe with square gold sequins is smart.



The tie collar, the straight lower edge for borders, and two tiny plaits above the hip in back, mark the latest version of the sheath frock.

Many of the new borders and crosswise prints are wide enough to cut a frock from shoulder to lower edge. The border both trims and finishes the lower part so that one doesn't even have to turn up a hem. When your underarm and shoulder seams are stitched and finished, your neck and sleeve edges bound, your frock is entirely done except for sewing on the buttons that hold the tiny plaits in back. These plaits come above the hip and give a little ease just where most women need it.



For the Health of Your Children

By Walter R. Ramsey, M. D., Associate Professor, Diseases of Children
University of Minnesota, St. Paul, Minn.

With the advance of science and the resulting changed attitude of the public concerning the child, the old superstitions, traditions and prejudices are gradually disappearing and a common sense attitude with a solid scientific foundation is beginning to prevail.

That the future of the race depends upon the child is now beginning to be realized for the first time in history. This was demonstrated by the fact that in 1921, the First International Congress of Child Welfare was held at Brussels, Belgium, and in 1923, a similar congress was held at Geneva, Switzerland, where more than thirty nations sent representatives to study and exchange ideas in the interest of children generally. The League of Nations, stationed permanently at Geneva, has incorporated a department of child welfare, which will in the future consider the common welfare of the children of all its members.

Whether a child was born normal and grew to manhood or whether it fell by the wayside, were matters formerly thought to be beyond human influence. We now know that human beings are subject to the same physical laws as other animals. If the parents are healthy and vigorous, children will be born normal, barring accidents, and will continue to develop normally, depending largely upon the character of the food and care they receive.

It is a recognized fact that the death rate of artificially fed infants is more than six times as great as in those nursed by their mothers. If this is true, and it is true, what excuse can there be other than a lack of proper information and advice, for the large percentage of the infants in this country artificially fed.

Fully eighty per cent of the ills from which children suffer are due to a lack of knowledge on the part of the parents of the simple fundamental rules of hygiene. If ignorance is the cause, education is the logical remedy.

There is no young animal so helpless as the human infant. In fact, for the first five years of its life it is almost wholly dependent upon its parents for all food and care it receives.

There is no department in the whole field of human relationship where tradition plays as big a role as it does with the children. Traditions and customs which have been handed down from generation to generation are difficult to displace. It is not enough to say they are wrong; sound reasons must be advanced which will appeal to the intelligence and common sense of the average individual.

The foundation for normal manhood and womanhood must be laid during the first five years of life, for it is during these years that children are most susceptible to the infections which frequently handicap them for life's battle.

The physical examination of our young men for the draft during the late war revealed the fact that thirty per cent were excluded as a result of physical defects. The majority of these defects were directly traceable to affections contracted during childhood, most of which could have been prevented.

For example, practically all badly formed chests and other bone deformities, such as bow legs, are due to rickets, resulting almost always from improper food and other unhygienic conditions during the first two years of life.

Many of the other causes of disability, among them being defective breathing, deafness, affections of the heart and kidneys, are directly traceable to such infectious diseases as scarlet fever, measles, whooping cough, or diphtheria, contracted during childhood. Many of these diseases are now preventable and curable.

During my student days the mortality from diphtheria averaged from thirty to fifty per cent. With the advent of diphtheria antitoxin, the death rate immediately dropped to as low as six per cent, and it should be zero. Within the past year a new remedy for scarlet fever will, according to the most reliable authorities, including the United States Public Health Service, greatly reduce, if not eliminate, the terrors of this dread disease. The mortality of cerebro-spinal meningitis was formerly not less than seventy-five per cent. It has now been reduced to twenty-five per cent, thanks to a remedy discovered by the Rockefeller Institute of Medical Research. These are only a few of the achievements of medical science during the past few years, and should be an antidote to some of the pessimism which is current among the credulous and the uninformed.

Tuberculosis was formerly thought to be an inherited disease. We now know for a certainty that it is rarely, if ever, inherited. Tuberculosis is a contagious disease, and is contracted from coming in contact with some other person who has the disease, or from drinking raw milk from an infected cow.

Tuberculosis, although extremely common in children, is with the exception of those under two years of age, amenable to treatment, and in fact if the nutrition of children were properly maintained throughout childhood, there is little chance that any individual will later succumb to the disease.

In this first article, I have aimed to do nothing more than touch upon some of the fundamental principles underlying the care of children, and to point out a few of the many subjects which I shall take up one by one and discuss with you more fully, and I hope clearly, in the articles which will fol-

low each month in the SEMAPHORE. It is not my intention to suggest that these articles will in any way take the place of the counsel of the family physician.

In order to emphasize this point, I shall repeat what I said to an audience of physicians in a western city some years ago.

The old adage "an ounce of prevention is worth a pound of cure" is now becoming fully realized in its application to the child.

Preventive medicine is possible only with the intelligent co-operation of the public, and the public can co-operate only when it has an intelligent idea of what is expected of it. The public must, therefore, be educated. Mothers and fathers must be taught the fundamentals underlying child life.

The physician should be the authority in every community on all questions of public health. The most fundamental part of every physician's practice is the care of mothers and children, and there is no part of his practice which will pay such high dividends in the future welfare of the community, if he do his work well.

Walter R. Ramsey

WHAT THEY SAY AND DO

There is nothing more interesting than normal, active children. When they are healthy and well trained, they constitute a constant source of entertainment and pleasure for everybody around them, and it is true that even the mischievous youngsters are more or less amusing, despite the fact that they may be something of a trial to their elders from time to time.

It is thought that in connection with the children's page and the monthly health articles, it would be interesting to have several short anecdotes of sayings and doings of the little folks, and the readers of the SEMAPHORE are invited to send in items of this sort from real life, concerning Great Northern kiddies. Just how soon all of these can be used will depend upon space limitations, but it will be a genuine help to have a fund of them in the files to be drawn upon, and it is certain that these little stories will bring smiles to the faces of every one of us, and years later provoke enjoyable memories on the part of the little lads and lasses themselves, when they have reached manhood and womanhood.



1—Phyllis Marie Nelson, daughter of C. W. Nelson, estimator, mechanical engineer's office, St. Paul; 2—John Bentley Nolting, son of Walter Nolting, assistant engineer, St. Paul; 3—Dorothy Knaffla, daughter of H. E. Knaffla, office chief special agent, St. Paul; 4—Kathlyn M. Oldfield, daughter of Wm. A. Oldfield, mechanical valuation department, St. Paul; 5—Charles Sheldon Oldfield, son of Wm. A. Oldfield, mechanical valuation department, St. Paul; 6—Marion and Budd Kask, children of Harry W. Kask, secretary to chairman of the board, St. Paul; 7—John Carroll Devlin, son of Frank G. Devlin, assistant paymaster, St. Paul; 8—Mary Eilleen and Lucille Ann Knaff, daughters of H. J. Knaff, comptroller's office, St. Paul; 9—Bernice and George Boyeson, children of S. Boyeson, assistant chief clerk, office of auditor disbursements, St. Paul; 10—Geraldine Schneider, daughter of Louis Schneider, chief clerk, superintendent motive power, St. Paul; 11—Betty and Donald Cottrell, children of J. L. Cottrell, drafting room, St. Paul.



THE INSULT

"Why did you strike the telegraph operator?" the judge asked the darky.
 "Well, yo' honah," said the culprit, "it was jest like this: I hands him a telegram for mah girl, an' he starts in readin' it. So I jest nachurally ups and hands him one."

OLD FASHIONED IDEAS

Doctor (after accident)—"Is there a woman here with old fashioned ideas?"

Crowd—"Why?"

Doctor—"Because I need a petticoat to make some bandages."—Widow.

WHERE IT HURT

Mary had been spanked by her mother. She was crying when the minister entered.

"Well, well, what's the matter with my little girl today?" he inquired.

"It hurts," she sobbed.

"What hurts, my dear?"

"The back of my lap."

HE KNEW HIS WIFE

Browne—"Did my wife speak at the meeting yesterday?"

Smythe—"I don't know your wife but there was a tall, thin woman who rose and said she could not find words to express her feelings."

"That wasn't my wife!"

PROOF POSITIVE

Two negro teamsters were arguing as to how long crap shooting had been a popular pastime in certain circles. "Ah tell yuh hit was invented in the Spanish-American War," insisted Moses.

"Niggah, yoh ignorance am shocking," declared Rastus. "A man wrote a book called 'Pair o' Dice Lost' befo' Gawge Washin'ton was bawn!"—*Exchange*.

OUCH—POOR MAN

"Yes, we've been married goin' on 40 years, an' my husband has never deceived me once!"

"My, isn't that wonderful!"

"Yes, isn't it? I can tell when he's lying—every time."—*Sydney Bulletin*.

TOOK IT LITERALLY

The two were discussing the careless way in which trunks and suitcases are handled by some railway companies.

"I had a very cute idea for preventing that once," said one of them, smiling reminiscently. "I labeled each of my bags, 'With care—China.'"

"And did that have any effect?" asked the other.

"Well, I don't know; you see, they shipped the whole darned lot off to Hongkong."

ESSAY ON FROGS

THE CHICAGO Board of Education has caused a classic essay to be immortalized in type. It's about frogs, and was written by a young Norwegian.

"What a wonderful bird the frog are! When he stand he sit, almost. When he hop he fly, almost. He ain't got no sense, hardly. He ain't got no tail, hardly, either. When he sit he sit on what he ain't got, almost."

BEAUTY TIPS

Attractive Cashier (to manager)—"I want a week off to preserve my health. I think my beauty is beginning to fade."

Manager—"What makes you think that way?"

A. C.—"The men are beginning to count their change."

THAT CAN-OPENER

"Can I see the lady of the house?" asked the canvasser.

"Yes, you can."

"Well, madam, I am selling a can opener which cannot be beaten. It opens any can that can be opened with a can opener, and any can can be opened with this can opener that can be opened by any can opener. If you can show me a can I can—"

But the door had shut and he could not.—*Family Wash*.

THE STORK'S UNDERSTANDING

Soph—"Why does a stork stand on one foot?"

Fresh—"I'll bite, why does he?"

Soph—"If he'd lift the other foot, he'd fall down."

THE SEASON DRAWS NEAR

Tait—"As you didn't catch anything, I suppose your fishing trip was a failure?"

Bait—"Not by a jug full."

HOW TO BE EXCLUSIVE

Be exclusive, but know how. We know a man who wears a canary yellow hat, a green cravat, and purple sox. He is exclusive.—*Right Way Magazine*.

FOUND OUT

It was a dark night, and the motorist was lost. Presently he saw a guide post with a sign at the top. Climbing the post with difficulty, he read the sign. It said, "Wet paint."

JESS REFRAINS

"Does you still refuse, sah, to pay me dem two dollahs I done loaned yo'?"

"Nussah! I doesn't refuse; I jess refrains."

THE FOUR G'S

"What under the sun do you girls do at afternoon teas?"

"Giggle, gabble, gobble and git."—*Yellow Jacket*.

PRACTICAL

First Dad—I sent my girl at school a \$10 bill, just so's she'd have something for a rainy day.

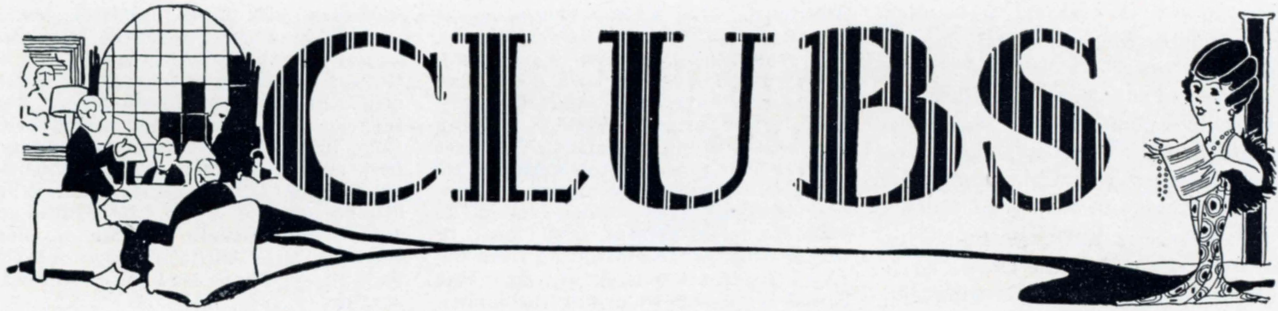
Second Dad—And?

First Dad—In her last letter she said she'd bought herself a pair of silk stockings.

HUMAN INTEREST

Professor—"This lecture is apt to be somewhat embarrassing. If any men or women care to leave they may."

Student (in back of room)—"Professor, can I invite some of my friends?"—*Octopus*.



What the Several Chapters and Allied Organizations are Doing

ST. PAUL

MR. W. P. WHITTEN, assistant engineer, spoke before the club on April 1. His talk consisted largely of an explanation of the work of his office, in connection with claims against the railroad, and he compared the work to that of a salvage corps' activities in municipalities. This work covers the entire system, in part, as cases from Washington and Oregon are frequently brought to Minnesota for trial, when his office is required to secure the data.

He divided the character of the cases handled into four divisions: first, drainage and fire cases; second, auto accidents; third, personal injuries; and fourth, general cases.

Photography is a highly important element in connection with many of these cases, especially where automobile accidents have occurred and it is impossible to take the jury to the scene itself. This may be done in local and nearby cases, but when the accident has occurred at a distance, the conditions and surroundings must be shown by photographs. Even in claims on account of drainage, Mr. Whitten pointed out the value of the photograph, as such claims usually hinge on the question of sufficient openings, in the territory to be drained, through the right of way of the railroad; as it is very often difficult for those whose property is affected to understand how a 4x5 culvert can take care of the situation as well as the 150-foot temporary trestle which it replaces.

Of course, in connection with drainage matters, there is a lot of engineering work to be done, as a survey has to be made covering seepage, estimate of rain fall, character of the land, and velocity of approach over plowed, marsh, or woodland. This work frequently produces some interesting adventures and Mr. Whitten recalled several, one of which included the using of snow shoes to go out into and estimate the depth and nature of a swamp.

Mr. Whitten also called attention to the accuracy with which fire maps had to be made and, as an illustration, mentioned a fire in the summit of the Rockies some time ago, which got away during burning of the right of way and swept over 75,000 acres.

In connection with automobile accidents, he said that in all his experi-

ence he could not recollect one that had occurred at a so-called dangerous crossing; most of them were on clear-view crossings and occurred in the day time.

Moving picture cameras are also used at times to better bring out to a jury certain features of an accident when re-enacted in accordance with the testimony of witnesses. He recounted in this relation having taken a position under the tripod of a moving picture machine set up in an automobile, the other passengers being the driver and the operator. The train, which they were photographing, was going at thirty miles an hour and the automobile was supposed to be going at twelve miles an hour, but when the crossing was reached, the driver, for some reason or other, did not make a very good guess and as the train went by, Mr. Whitten said the car was about two or three feet from it, and he, thereupon, determined that he would not be under the movie camera in similar cases in the future.

Not the least interesting part of Mr. Whitten's talk was illustrated by models, one of which showed the top of a fruit car with hand grab and hatch lever, and he explained a personal injury case that grew out of the injured person having seized the lever instead of the hand grab. Photographs taken immediately after this occurrence were highly important in connection with the evidence.

He also had a complete working model of a grain elevator with delivery platform and a freight car on siding, all of which he took apart and explained sectionally. This to illustrate claims for grain lost in transit. Every one voted the talk one of the best the club has had.

Mr. Claire I. Weikert, campaign manager of the American Legion, also gave a brief talk regarding the plans for acquiring a St. Paul home for the Legion.

DR. ARTHUR SWEENEY was the speaker at the St. Paul Great Northern club on April 15. Music was provided for this meeting by the octette saxophone band of Cretin High School, which gave a very entertaining program during the meeting.

While Dr. Sweeney had no formal subject, he used as his text the serious-

ness of the mental incapacity of a large number of the people of the United States and built his talk around his own epigram: "Education is that which adapts our intelligence to meet the exigencies of life."

He said he was not in sympathy with the idea that all men are created equal, or that they are equal in any sense, except that under the law they are entitled to full justice, irrespective of their intellect. He asserted that while our government is a democracy in name, as a matter of fact, it is governed by probably less than five per cent of the people of the country, among which will be found the largest measure of intelligence. This proves, once again, that brains always go to the top and determine efficiency both in business and government.

Much of his talk consisted of information which had come to him during the war, and he called attention to the fact that in modern military service only 1,400 men, out of 36,000, carried guns. The others are engaged in engineering work, hospitalization, artillery, machine guns, field telegraph and many other vital elements in present day war that do not call for the use of a rifle.

Dr. Sweeney asserted that the intelligence tests which were made during the war had been of great advantage in selecting men for industrial and mercantile advancement. While he deplored the large percentage of people in this country, who, because of inability to acquire certain types of education could not in all probability extend their achievements beyond certain limitations, he called attention to the fact that thousands of successful men and women in business had developed themselves through their personal efforts, in spite of the fact that they were not permitted by circumstances to enjoy the advantages of college or university training.

He spoke very favorably of the present immigration law, which provides that only two per cent of the nationals of another country, now residing in the United States, may be admitted as immigrants each year. It was his opinion that this was a beneficial law and would have a decided improvement on the general intelligence, and he asserted that the law should have been passed many years ago. Dr. Sweeney made it quite plain that he was aware of the fact that nationality and race

were no bar to personal accomplishment; but he did claim that the successful and intellectual people of quite a number of the countries which sent emigrants to the United States, remained in their own lands and we receive the less competent and more illiterate classes of their population.

Dr. Sweeney's talk was highly interesting and he had the closest attention of the members of the club during his entire address.

AT THE MEETING of the Women's club April 2, one hundred and eighty members were in attendance. Miss Edna Gille of the auditor of freight receipt's office sang a group of songs accompanied by Miss Lucille Michaud of the same office. Miss Gille has just returned to the office after a leave of absence for several months on account of illness. Mrs. W. A. Middleton gave a very interesting talk on health, diet and exercise. Her talk made such a favorable impression with the girls that there has been a popular demand for her to organize a class with the club. A class was organized April 24 which will meet twice a week, Monday and Friday at 5:30 p. m. on the thirteenth floor.

Letters were read from Mrs. L. W. Hill, Mrs. Ralph Budd and Mrs. G. R. Martin, acknowledging receipt of membership cards and expressing their appreciation of having been made honorary members of the club.

The kittenball team has been organized for this season and it is hoped that the members of the club will display real interest in their team this year. With a reasonable amount of support from the club the team feels sure it will win the city championship.

At the meeting of April 16 the girls from the fifth floor had charge. Miss Antoinette Greengard acted as chairman. A quartet, composed of boys from the fifth floor, favored the assemblage with several vocal selections. They made a big hit and had to respond to numerous encores. Miss Catherine Nevenheim entertained us with clog dancing. This was a surprise number and it proved to be a very pleasant one. She was accompanied by Vivian Ahearn, also from the fifth floor. Miss Greengard then introduced Mrs. W. A. Villars. Mrs. Villars is on Mayor Nelson's committee on "Americanization." She is also connected with the Auxiliary of the American Legion. She spoke very interestingly on "Americanization and Citizenship." She stressed the importance of women voters interesting themselves in the preservation of our forests and in the drainage laws. Minnesota attracts thousands of tourists each year to her "Ten Thousand Lakes" and her lovely forests, but because of improper drainage and forest fires, each year our lakes are fast drying up and our forests are being

destroyed. Mrs. Villars also spoke at length on the dangers of disarmament. She says what we want is not peace at any price, but peace with honor, and in order to have that, our Nation will have to be armed, thereby winning the respect of other nations. She says there are a great many speakers going about the country urging the voters, especially the women voters, to vote for disarmament, and most of this is propaganda emanating from the Third Internationale of Russia. She closed her speech by urging the women to "Think before they vote, and to vote."

A sextette, composed of girls from the Northern Pacific, sang a number of songs. This was their second public appearance and the manner in which they rendered the various selections proved very delightful indeed.

We were much honored at this meeting by having Miss Dora Oden, supervisor of women's service of the Chicago, Burlington & Quincy Railway Company of Chicago as a guest. She was for several years city passenger agent at Davenport, Iowa, then traveling passenger agent, the only woman passenger agent in the country at that time.

THE BUSINESS & PROFESSIONAL WOMEN'S ASSOCIATION of St. Paul was entertained by the Great Northern Women's Club at a dinner meeting in the cafeteria, Monday, April 20.

Mrs. Olivia Johnson, president of the Great Northern Women's Club, shared honors with Miss Mary McNabb, president of the association and introduced the speakers.

Messrs. Alec Janes, James T. Maher and E. F. Flynn were the speakers. Practically the entire program was by Great Northern talent, the Great Northern Minneapolis orchestra played during the dinner hour, and our quartet sang during the evening. Other numbers on the program were a musical act by the Misses Edna Gille, Ethel Tamborino and Mary Brown, and an act of legerdemain by Mr. J. Jos. Brown. Miss Billie Pokorny of the Dale Street Shops lead the community singing.

BLOCK SYSTEM—I'LL SAY WE HAVE

A MAN TRAVELING in a train that had made several abrupt stops and sudden jerks became a bit anxious. There had been numerous accidents on the line, so he had been told, and there was cause for fear. Calling the porter aside, he said: "George, is this train safe?"

"Safe as any, suh."

"Is there a block system on the road?"

George's grin extended from ear to ear.

"Block system, suh? Why, boss, we has de greatest block system in the world. Ten miles back we was blocked by a load of hay, six miles back we was blocked by a mule, jes now we was blocked by a cow, and I reckon when we gets farther south we'll be blocked by an alligator. Block system, suh? Well, I'll say it is!"—*Illinois Central Magazine.*



OFFICERS, EVERETT CLUB NO. 10

Standing, left to right: Mr. W. O. Lechner, second vice president; Mr. F. C. Griffin, president; Mr. J. G. Moore, treasurer. Seated, left to right: Mr. Lawrence Gendron, assistant secretary; Miss Madeline Griffin, secretary; Mr. Alex White, first vice president.



RAILWAY BUSINESS WOMEN'S ASSOCIATION

THE RAILWAY Business Women's Association musical trio composed of Miss Ethel Tamborino, violinist; Miss Edna Gille, soprano, both of the auditor freight receipts' office, and Miss Mary Alicia Brown, pianist, of the American Railway Express Company had the honor of appearing at the Minneapolis Traffic Club luncheon in honor of Mr. C. H. Markham, president of the Illinois Central System on Thursday, April 23. The program was broadcast over WCCO.

GREAT FALLS

ON APRIL 7, Great Falls Chapter No. 4 held its largest meeting of the year on the occasion of Mr. Budd's first visit to the club.

This meeting was in the form of a banquet and entertainment commencing at 6:30 p. m. in the banquet room of the First Methodist Church, and was attended by nearly three hundred and fifty members of the club from all branches of the service on the Butte Division.

The guests of the evening were President Ralph Budd, Vice President C. O. Jenks, General Manager F. Bell, General Superintendents F. J. Gavin and W. R. Smith, as well as practically all division superintendents from the entire system. There were also officials present from the traffic, claim and advertising departments of the Great Northern and three representatives from foreign roads.

The program of the evening was in charge of our genial agent at Great Falls freight station, "Bill" Loftus, who kept things humming nearly two hours without once letting the enthusiasm get below the boiling point.

The first number of the program was the address of welcome by Mr. H. B. Mitchell, Mayor of Great Falls, in which he commended the Great Northern employees for their co-operation in forming a club for the purpose of loyalty and good-fellowship and wished them all the success possible.

The feature vaudeville stunt of the evening was then pulled by the famous Great Northern quartet from St. Paul in the proper costumes, representing the railway officials' quartet consisting of Attorney I. Parker Veazey, General Superintendent W. R. Smith, Superintendent F. Wear and General Master Mechanic A. B. Ford, who rendered that good old song "Sweet Adeline" with about as little harmony as possible and still get the words in the proper place. They then sang the same song in a way that would have made the composer proud.

Mr. Budd was then introduced and gave us a very interesting and instructive talk with reference to the Great Northern Railway. He traced its growth from the time it pushed westward to Minot, its advance into Great Falls in 1887 and its final completion to the coast in 1893. He also explained the trying times of operation during

and since the war and the part the employees have played in helping to make the company succeed even with rising expenses each year. He then gave us some very good advice with reference to the form of entertainment and educational meetings that might be conducted by the club, advising that the club could not thrive solely on social programs, but must plan on a line up of programs of self-improvement in the way of inspirational and educational talks, such as accounting, fuel economy, roadway maintenance, etc., to educate and broaden the mind.

The St. Paul quartet then gave three or four more selections, among them being "The Railroad Rag" which went over big with everyone present.

Mr. Jenks and the various other officials were then called on to say something, and our toastmaster explained to them that on account of the large number present, their remarks would have to be brief. But after calling on several, he found most of them were so "brief" that he was getting way ahead of his program. Finally Superintendent Landis relieved the situation by speaking more than five minutes. Mr. Landis explained very clearly that he had not prepared a speech for the reason that during their trip from St. Paul, it was decided by vote that Superintendent Kelsey was to be the spokesman for the Lines East and that was why the others from the east end had not been prepared to talk. We have yet to learn what became of Mr. Kelsey's speech, but presume it must have been either stolen or lost in the mails. However, we received a very nice letter from him after he returned to Superior and cannot but forgive him.

Our SEMAPHORE editor, Mr. Ivins, gave us a short talk on his trials and tribulations in getting out for the employees what he hoped would become the very best magazine possible, one that would be second to none. He called for suggestions from the employees so that their magazine would be of greatest interest to all.

Mr. E. C. Lewis, freight claim agent, St. Paul, then entertained us for several minutes with short stories and afterward with an explanation of some of the activities of the St. Paul Chapter.

We were then entertained by Mrs. Crowley who sang two very fine solos, accompanied by Mrs. Niles at the piano. For an encore, they sang, as a duet, "Old Pal" in a highly artistic manner.

After a few more brief speeches from our officials and another round of harmony de luxe by the quartet, a motion was made and carried that Mr. Budd and Mr. Jenks be elected to honorary membership in Great Falls Chapter No. 4.

The meeting was then closed to allow Mr. Budd to catch his train for the Coast and every one went away feeling that this was about the best and most entertaining evening they had ever spent.

SIoux CITY

ON FRIDAY EVENING, April 17, Sioux City Chapter No. 7, held its regular monthly meeting and entertainment in the Union Depot lobby.

Arrangements for the gathering, which was given over to dancing and cards, were in the capable hands of the following entertainment committee: Misses Meta Froelich and Madge Keating and Messrs. Norman Buchanan, Amos Thompson, V. B. Meeker and Wm. Kidder. They certainly must have worked hard, for every one, on entering the depot that evening, remarked that they had not believed it possible to so beautifully decorate it.

Was there a crowd? We'll say there was. More than one hundred and fifty couples were dancing; and from the reports of Messrs. Meeker and Kidder, who had charge of the card tables, business there also was brisk; and we wish to proclaim here and now that these railroad boys and their ladies are regular card sharks. Several of them had to cut for first prize.

The dance was perfect in every detail and with the music of Masher's "Night Hawks," one just couldn't keep one's feet still.

Between dances there was a grand rush to the check room door. We could not figure out at first just what the attraction might be, but later learned that G. B. ("Bob") Norton was dispensing punch. We have wondered whether there was a kick in it (it was so very popular), but couldn't get near enough to sample it. Anyone wishing to know should ask Bob.

At the business meeting preceding the entertainment, there was discussed the question of holding a meeting at Sioux Falls in the near future. It was the vote of the club that the next meeting be held there, and an organization was effected to take care of the arrangements.

SEATTLE

ON SATURDAY evening, March 14, Seattle Chapter No. 8 held a St. Patrick's dance in the New Chamber of Commerce building, to pay homage to dear old "St. Pat," that famous Irish Snake Charmer.

Led by "Our Jimmie" O'Neill and "Dapper Dan" Flynn, all the Irishmen and their friends turned out to trip the light fantastic to the good music furnished by "Berliner's" orchestra. The only "fly in the ointment" was the fact that the orchestra leader's nationality prevented him from playing the "Irish Washerwoman," and that the Irish Jig, which was to have been a feature of the evening, was called off on account of "Marty's" absence from the city. Punch and "eats" were served by the Kimball-Harrison Company, caterers, much to the relief of several of the fair members of the club, who at previous dances juggled cups and dishes trying to feed the hungry mob.

Some fifty members of the Spokane chapter, led by President "Bill" Carswell and Mrs. Carswell, came over to



attend the dance and also to give us a few pointers in the art of bowling. We had expected to send them home on No. 28 Sunday evening, but due to the fact that there was a boat load of silk to hurry eastward, the time of departure of the mail train was set for 11:00 a. m. Sunday. As a consequence, the boys had to leave the dance and the ladies for a time and hold the contest on Saturday evening. Captain Eddie Weisenflue, the "bowl pipe bowler," being "wise," decided he would hit the hay early Saturday evening and be refreshed in the morning, as the Spokane boys had done at the time of our visit to their city. However, while he peacefully dreamed of the King Pin and the slaughter he would make, the boys held the contest without the aid of Eddie's smoke screen.

We were happy to have with us also, some members of the St. Paul Club, namely: Mr. J. C. Rankine, superintendent of telegraph; Mr. Sid Luft, Mr. C. O. Jenks' secretary, and Mr. Wm. Ratte, Mr. Hogeland's secretary; also a goodly number from the city of "smokestacks," led by "Denny" and Mrs. O'Hearn, and Trainmaster and Mrs. Ira Clary.

WHITEFISH

THE FIRST MEETING of the Whitefish Great Northern Railway Club was held in the Masonic Hall on April 8. Notwithstanding the short time we had in which to arrange things, it was a pronounced success. The meeting was opened by Mr. Henry Good, president of the Kiwanis Club of Whitefish. Mr. Good's ideas of active co-operation among the various organizations of Whitefish could not but meet with the approval of all and he welcomed the new club to the fold. While the evening was devoted mostly to enjoyment, yet plans are to be made to have papers prepared and read at future meetings, with the idea that a knowledge of the work of other departments of railway service cannot fail to help each one of us in his own line of work. Mr. Minkler gave us a very good idea when he advocated the ownership of property by the employees, so that in the event of dull times employees who might be temporarily laid off would not feel that they were wasting their time or having to go elsewhere for employment. This idea should appeal to many because, with even a few acres, there would be sufficient remunerative work on such a place to make it unnecessary to move away either permanently or temporarily. It is an idea that might well be enlarged upon not

alone at Whitefish, but at other places along the line.

Mr. Donnegan, as chairman of the Entertainment Committee, carried things along so that there was not a dull moment. After the entertainment a "go and get it yourself" lunch was served. It is impossible to pick out any of the many entertainers for special praise; we would have to mention them all and have not sufficient space. We will, however, on the part of the Entertainment Committee and the officers of the club, extend to them all our sincere appreciation. It was an enjoyable evening and with the additions to our membership we have already had, the only question in our minds is whether we will be able to secure a hall large enough for future occasions. After the entertainment and luncheon our own Hawaiian orchestra played dance music.

One of the joyful surprises of the evening was when Mr. W. N. S. Ivins, editor of the SEMAPHORE, sneaked in the door when the man wasn't looking. Mr. Ivins had heard of the meeting and took occasion on his way back to St. Paul to stop over and give us a little talk on the SEMAPHORE. He told us of the inception of the first club in St. Paul and the remarkable growth of the clubs along the line. It was an unexpected pleasure and we hope that his duties will not prevent a repetition at some future time.

The entertainment provided was all our own home talent. Vocal selections by Mrs. M. E. Joyce, Mrs. Lester Bernard and Mrs. J. E. Harrison were given. Miss Anna Johnson and Mrs. C. C. Cooke were the accompanists. Mr. Hollar sang a baritone solo and Miss Ida Lynn played several numbers on her banjo. Mrs. Frank Cochrane danced and the audience seemed to want more. Our Hawaiian orchestra gave several selections and our quar-

ter bids fair to enter into competition with the regulars from St. Paul. Geo. Thompson, accompanied by his daughter at the piano, gave us several old timers on the violin and Billy Price showed us what could be done with educated feet.

SUPERIOR

On Thursday evening, April 16, the employees of the Mesabi Division met at the Knights of Columbus Auditorium for the purpose of organizing a Great Northern Railway Club, which has now been designated as Chapter No. 12. Approximately four hundred employees were present, which attendance, though not large, was very good considering that this was our first meeting; in fact our first attempt towards effecting an organization of this kind.

Mr. A. J. Munn, district storekeeper, Superior, presided as chairman of the meeting and gave a short outline of the purpose of the organization, as well as the evening's activities.

Mr. E. F. Flynn, assistant to the vice president and general counsel, was present with his St. Paul "gang" of enthusiasts, and they certainly succeeded in providing the usual "pep" for the meeting. It was not necessary to give Mr. Flynn any introduction, and we are not going to attempt to offer any comments as to the excellence of his speech as our vocabulary is limited. Suffice it to say that every one present will never forget it. He pointed out just what an organization of this kind would mean to citizens of Superior, as well as employees of the Great Northern Railway, and he cited numerous cases of actual results obtained through clubs of this kind at other points. We are sure that every one present derived real benefit from the talk, and sincerely hope that Mr.



OFFICERS, VANCOUVER (B. C.) CLUB NO. 11.

Left to right: W. P. McMillan, treasurer; F. W. Pravitz, second vice president; F. C. Meyers, president; E. A. Dye, first vice president; Harry Lonsdale, secretary.

Flynn will soon be back with us again. We were also favored with remarks by Wallace O'Brien, general agent, Great Northern, St. Paul, vice president St. Paul Chapter No. 1; Mrs. Olivia Johnson, president Great Northern Women's club, St. Paul; Mrs. Nellie M. Severance, president, and Miss Alice R. Kellar, vice president, Railway Business Women's Association. The St. Paul "gang" is not only known for its oratorical ability, but also for its musical attainments, and we had the pleasure of having songs from Myron Skiff and Elwood Anderson of the male quartet; Misses Rozella Renz and Evelyn Capistrant of the girls' quartet, accompanied by Miss Lucille Michaud, as well as several violin selections by Miss Ethel Tamborino, accompanied at the piano by Miss Mary Alicia Brown and a vocal solo by Miss Edna Gille, accompanied by Miss Brown and Miss Tamborino.

After the entertainment we were called back to the business of the meeting, and the following officers were elected by ballot: Mr. A. L. Gilmore, contracting freight agent, president; Mr. R. P. Gordon, agent, Superior freight station, first vice president; Miss Lily Backstrom, clerk, district storekeeper's office, second vice president; Miss Esther Schneider, chief clerk's stenographer, superintendent's office, secretary; Mr. Carl A. Olson, chief clerk to shop superintendent, treasurer. The following trustees were also elected: Mr. D. J. Flynn, assistant superintendent; Mr. T. Fonfara, car foreman; Mr. C. H. Quinn, chief clerk, Superior freight station; Mr. J. M. Carroll, traveling engineer, and Mr. L. T. Duffy, foreman, Lake Transfer.

While the votes were being counted our shy Great Northern orchestra of Superior made its debut by playing several popular selections. As our St. Paul guests had to catch the night train back to St. Paul, the meeting was adjourned at an early hour.

Preparations are now being made for the next get-together meeting and we feel assured that there will be a much larger attendance, and there is no question that our club is going to grow. Keep your eye on Club No. 12.

MINNEAPOLIS

MINNEAPOLIS Great Northern Employees Railway Club No. 5, under the leadership of President Jones, is showing great activity. Membership is now approximately 800, having increased more than 600 members since March 12. An entertainment, with dancing and refreshments, is planned. A baseball team has been organized and entered in the City League. Kitten ball teams are preparing for the City League games. We will have an inter-league of six teams, all Great Northern employees.

An orchestra of ten men, all employees, is organized and doing good work, two male quartets have also been organized. There is also in contemplation a ladies' quartet as well as a glee club. Further in the future there are visions of a picnic to be held during the month of June and a banquet to be held at the Nicollet Hotel later in May, to be followed by dancing, at which it is expected to have present some of our general officers.

ST. CLOUD

GREAT NORTHERN employees of St. Cloud gathered at the Community Room of the Court House on April 16 to elect officers for Great Northern Railway Club, St. Cloud Chapter No. 13.

Temporary chairman, G. E. Frank, called the meeting to order and called on E. F. Mulcahy, division claim agent, who gave a general outline of the object of the meeting and told briefly what the Great Northern Boosters' Club was for and what good could be derived by the membership. In conclusion he stated that this club was for all railway employees in all branches of service.

The chair then appointed August Roos and A. B. Newgard as tellers and the election of officers took place. Officers elected were as follows: President, William Howe; first vice president, B. B. Van Steinburg; second vice president, H. A. Hemberger; secretary, L. V. Beorger; treasurer, A. C. Ethen.

R. E. Landis, division superintendent, spoke at length regarding the layout and general features of the St. Paul Club. He told of the suggestion made by him at several points to elect

the various club officers from the rank and file, in preference to men who hold official positions with the road. Great Falls was also mentioned by the speaker, as he had recently attended one of that club's gatherings. The good fellowship developed through these meetings was clearly evident.

The benefits to be enjoyed by the organization of a club at our point were briefly explained by Shop Superintendent F. C. Lindt.

ROTARIANS AT HIBBING

THE RECENT Minnesota-North Dakota District No. 9 Convention of Rotary Clubs had quite a Great Northern flavor. Mr. Ed. F. Flynn, director of public relations, who will complete his term as district governor on July 1, presided and one of the enjoyable events of the convention was the appearance of the now famous Great Northern male quartet. The attendance was about 1,000, and as is usual with Rotary Conventions, the meeting was full of pep and personality.

EXPERIMENT IN CAR PAINTING

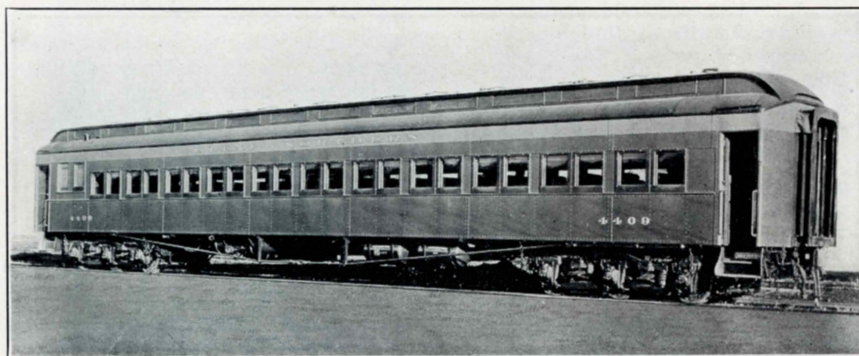
THE MERITS claimed for the new coach varnishes having a celluloid base, now widely used in the automobile industry, are being tested by the company to learn whether they will prove to be as superior for exterior finish on railroad coaches as on motor cars.

It is contended that these new compounds improve under conditions where the ordinary spar varnish rapidly dulls and deteriorates.

Four coaches are being painted with as many brands of celluloid finish and their "performance" will be carefully noted. Two of them are finished and in service on the Coast Line where the salt air has been found to be extremely hard on the usual varnish surface.

The work is being done at Jackson Street Shops. Coach No. 4409, pictured below, the first out of the paint shop, has the "Duco" finish, a Dupont product; No. 3504 is surfaced with "Lacqueroid," manufactured by the Glidden Varnish Company; No. 4414 is being finished with "Pyroxylin," put out by the Acme White Lead and Color Works; and No. 4105 is being painted with the Chicago Varnish Company's "Ce-Ve System."

These finishes all have the advantage of being easily and quickly applied—being put on with a spray instead of a brush. They dry so fast that there is no wait between coats. These factors of labor saving and shorter period of non-use are decidedly in their favor, and if they prove to have the lasting qualities claimed for them, it is quite probable that they will displace the varnishes heretofore used.



TEST CAR PAINTED WITH DUCO.



With Our Poets

BEATS THE DEVIL—THIS SAFETY FIRST

(To say nothing of Old Lady Hard Luck)

Old Lady Hard Luck did loudly complain—
Seemed all her efforts were bringing small gain;
Called upon Satan, her very good friend,
Asking if he could a helping hand lend.

Foxy old Satan said "You know quite well
It's getting harder to get them to sell
Their right to good health. They now use their heads:
Rather feel good than fill hospital beds.

"But to the railroad we'll go, for you see,
If accidents happen, 'tis there they should be.
Out at the shops we may catch by surprise
Some worker who's not protecting his eyes.

"Then to the crossing where the trains go by,
Somebody taking the crossing on 'high,'
One who will not stop to see if it's clear
Or shut the motor off, whistle to hear.

"Ha! Look! Oh here they come. Ha!
Ha! My word!
A family group overflowing the Ford.
What's that? Did you hear what 'father' did say?
'Here we will wait for a clear right of way.'

"If two long and two short whistles we hear,
We'll know that a train is fast drawing near;
And if the crossing bell clanks or rings clear
Or the red signals flash—train's about here.'

"Well, can you beat it?" says 'Sate,'
"What's the use?

Safety campaigns have quite sure cooked our goose.
What good our schemes or our wildest snare?

La Fontaine and his bunch taught them 'Beware!'

—G. W. RIST, *Conductor, Havre, Mont.*

BE A BOOSTER

There's "bizness" in that town of yours;

Don't let it get away—
Be a rootin', tootin' booster and go get it.

'Tis business your wage insures;
It earns for you your pay—
Be a hootin', scootin' booster, don't forget it.

Each passenger that goes our way
Because you told him to—
A schemin', steamin' booster sure can do it—

When he returns is bound to say
"Old chap, my thanks to you."
And beamin', gleamin' booster says
"I knew it."

A car of freight to ship is due;
The shipper wants dispatch—
O hopin', mopin' booster, don't be nervous.

Just tell 'im how we'll get it through
So fast his breath he'll catch,
For, ropin', lopin' booster, our name's
"Service."

When passengers and shippers say
"That guy is sure a pest,"
O teasin', pleasin' booster, never sicken.

You'll find they like the game you play,
Your firm belief and zest—
The tell 'em, sell 'em booster gets the pickin'.

Be a booster, don't be slow;
Be a rooster,—up and crow;
You've got a railroad that is good to boast of.

Just solicit ev'ry day;
Be explicit, by the way;
'Tis information sound they think the most of.

All of courtesy extend;
It will win them in the end
And make "G. N." a line they make a toast of.

Our praises they will sound,
While our rivals stand around
And wail "A chance we haven't got a ghost of."

—W. N. S. IVINS.

ONLY A BOOMER BRAKEMAN.

Only a boomer brakeman
Hailing from no one knew where;
Couldn't guess when he landed,
And nobody seemed to care.
For boomers come and boomers go
When the harvest fields are bright,
Coming like birds from the southland
And passing like ships in the night.

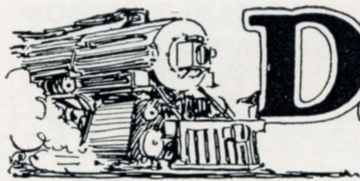
He had "broke" across the Summit
And where the snow-capped Cascades stand,
Seen the plains of far-off Texas
By the silvery Rio Grande,
Knew the white lights of old Broadway,
California's Golden Gate,
Had tried the "pass" at Skagway,
In the northland's vast estate.

Down through a valley at sunset,
Close of a summer day,
Nature was looking its grandest,
Song birds singing their lay.
Swiftly the train was speeding,
Banners of smoke floating high.
Softly around the tree tops—
Home and dear ones close by.

Round the curve with warning whistle—
Ahead on the gleaming rails
A wee little figure toddled,
Unmindful of engine wails.
A glance told of deadly danger—
Hearts of the crew went cold—
'Twas Bessie, the section baby,
Blue eyes and curls of gold.

Over the engine tender,
Through the gangway like a flash,
Scrambling from cab to pilot
In eager, panting dash,
Midst noise of grinding brake shoes,
Through hissing of steam and air,
The boomer's arm encircled
A babe with crinkly hair.

He was only a boomer brakeman,
But the light in mother's eyes
Was like the glory preachers tell us
Will be shining in Paradise
As she thanked him for her baby.
He looked on the wee one fair
And said, "I've a baby sister
With blue eyes and crinkly hair."
—JAMES P. LEO, *Warehouse Foreman, Grand Forks, N. D.*



BUTTE DIVISION

Associate Editor
E. L. CARVER
Great Falls, Mont.

The Butte Division claims to have the most accommodating train crew on the system. On April 9, after train No. 44 had started to leave



Great Falls station, a yellow cab came rushing up to the depot with a lady passenger waving her hands frantically out of the window. Thinking there was something materially wrong, Joe Craven, rear brakeman pulled the air, and after the train had come to a stop, the lady rushed up to the train, calling "Where is he! Where is he!"

A gentleman then leaned out of the window, had a few words with the lady, kissed her good-bye, she returned to her cab, and the train proceeded on for service? And if you think that gentleman wasn't some circus acrobat, try leaning from a car window to kiss your wife or best girl standing alongside on the ground.

Roy Jewell, clerk in the roundhouse at Butte, was married at Great Falls on April 18, and, after a short honeymoon, will return to his position at Butte and there make his home. In the meantime he is passing around the cigars. Here's congratulations, Roy.

Eugene Moon, general clerk in the local freight office at Great Falls, has returned from two weeks' vacation spent with friends at Havre and Lewistown.

Charles Lanterman, switchman at Butte, who had his hand injured a short time ago, is improving nicely. By the time he gets back from Ohio, where he is a delegate to the Trainmen's Convention, he ought to be in tip-top condition.

F. E. Anderson, E. & F. timekeeper in the superintendent's office at Great Falls, is confined in the Deaconess Hospital with an attack of quinsy. We trust that there will be nothing serious and that he will be back at his desk in a few days.

We are glad to learn that a few more of our train and enginemen have been put back to work on account of the opening up of gravel pits and other spring work, which has necessitated putting on of several work trains.



Jesse Mullikin, cooper in Great Falls freight house, who has been on sick leave for about nine weeks, returned to work April 20.

The Great Northern Club orchestra has been or-

ganized and is said to be making fine progress with weekly rehearsals. The personnel of the organization is as follows: C. E. Colegrove, cornet; Junior Caffyn, saxophone; J. C. Hickman, violin; Mrs. C. E. Colegrove, piano; R. L. Peterson, drums. We expect to hear from them at our future meetings.

Our genial friend, W. J. Warren, is again displaying his smiling countenance around the offices at Great Falls.

Albert McClay, checker in Great Falls freight house, has been granted thirty days' leave of absence to enable him to visit his ranch near Raynesford and take care of his spring work.

H. C. Shaffroth, A. F. E. clerk in the superintendent's office, has branched out in the commercial world, having purchased a grocery store in Boston Heights. We know now where we can cut down on our grocery bills. Good luck, Henry. Fred Rice, caller, Great Falls freight house, took part in a local home talent play a short time ago. Some have it that he is practising up for a trip to Hollywood, but as he was the nervous bridegroom in the play, others say that he is getting ready for a matrimonial venture.

We understand that a new line of sports is opening up in the way of a kitten ball league among the various departments at Great Falls. There are teams in the process of formation in the superintendent's office, freight office, and two or three around the shops and rip tracks. We hope that in the near future there will be challenges made and accepted.

Charles Higgins, trucker in Great Falls freight house who has been ill for some time, was removed to Columbus Hospital where he is now receiving treatment. Mr. Higgins is reported to be very ill, but we hope that he will have a speedy recovery and will be back at his work shortly.

Machinist John Hoyer, Judith Gap, left on April 9 for a visit with relatives in California and expects to be gone for about sixty days.

Machinist James Gray, Judith Gap, who has been on the sick list for the past two months, was taken to the Lewistown Hospital on April 20. Jim's health has been failing and it is likely that he will not be able to resume work for some time. The doctors advised him to leave this climate for a while and take a good rest as soon as he is able to make the journey.

Rudolph Zunchich and John Sedlock, machinists, Judith Gap, are working in the places of John Hoyer and James Gray. They were previously working at Great Falls.

E. B. Wilson, car foreman, Judith Gap, was laid up for several days with a severe cold but has resumed work again.

Engineer Albert Peterson of Judith Gap was a visitor at Great Falls to take visual examination on April 21.

CASCADE DIVISION

Associate Editor
D. O'HEARN
Everett, Wash.

On April 5 twin boys were born to Mrs. W. A. Holmberg, wife of Fireman W. A. Holmberg.

Mr. Joseph Woodward, employee at Delta Roundhouse, was taken to the Providence Hospital, April 19, and operated on for appendicitis.

Mr. Thos. Delaney, roundhouse foreman at Delta, returned to work on April 13 after being off sick for two weeks.

Mr. Alger Nelson, machinist helper, Delta Roundhouse, returned from Spokane, April 20, where he spent the week-end with his parents.

Mrs. Walter A. Nelson, wife of payroll and distribution clerk, superintendent's office, Everett, was called to Breckenridge, Minn. on account of the illness of her mother.

On April 9 a son was born to Mr. and Mrs. C. H. Sundstrom. Mr. Sundstrom is roundhouse foreman at Skykomish.



Mr. C. R. Johnson, signal maintainer at Cascade Tunnel has been off for a couple of weeks on account of rheumatism.

Jess Peterson, electrician at Cascade Tunnel, was down to Wenatchee last Sunday and tried out his new Dodge.

The last few weeks have seen many new faces on the motors at the tunnel, including Firemen E. Wells, Ring, McPhearson, Brockman, Smith and Conductors Hutchinson and Shephard.

It is reported that Cascade Tunnel is organizing a baseball team to play Tye and Skykomish.

NOTE: Most of the items for Cascade Division were destroyed by fire. Will appear June.

DELTA SHOPS

Between pussywillows, crocuses and Mr. Brennan there is no doubt that spring is here. He has been making inquiries for some time in regard to prospective vacations. The bets are on the table as to whether he will travel south as he did last year, or north in his new Dodge Sedan. It now stands two to one in favor of Vancouver.

Richard Cannon, machinist apprentice, smilingly announced the birth of a son, born April 9. Congratulations Dick!

We are glad to welcome Charles Stilwell, machinist, who has just returned from a five months' leave of absence due to illness.

We will greatly miss Gregg Doty, Delta Store material clerk, who recently resigned to accept an insurance agency. From our knowledge as to the number of shop employees who fell under the spell of his "line," we know Gregg has a big future. Aron Liming is his successor.

DAKOTA DIVISION

Associate Editor
J. W. TUTTLE
Grand Forks, N. D.

Veteran Conductor "Dinky" Miller has been confined to the hospital for the past two weeks, but is getting along nicely and will soon be the "Captain" on the Warroad passenger again.



Thomas Olson, veteran roadmaster, has been under the weather for some time, but it is hoped that he will soon be with us again.

T. J. Majers, agent at Warroad, spent a few days in St. Paul recently, conferring with Express Company officials.

Mr. A. S. Gilbertson, agent at Minto, is the proud father of a new daughter born April 3. No doubt

"Taps" will be putting in considerable overtime nights from now on.

Harold Brager, operator at Redland Tower, has been laid up for several days, due to injuries received in an automobile accident near Crookston.

A. G. Anderson, A. F. E. clerk in the superintendent's office, has been spending his vacation at Crookston. Understand "Art" is an expert gardener, and also figures on going into the chicken business in the near future.

The gravel pit at Benoit was opened up the 17th of April and expect some of the boys will be kept busy hauling gravel for a month or more.

W. B. Sullivan, trainmaster's clerk at Grand Forks, was married April 18 to Miss Lillian Leo in St. Paul. We all wish "Bill" all kinds of happiness and good luck.

"Curt" Monroe, timekeeper in the superintendent's office, is apparently under the impression that the fishing season is now open. At least it looks that way, for "Curt" has been spending the week-end at Cass Lake for several weeks. Of course, there may be some other reason!

The bowling season for the SEMAPHORE League is over, and while Grand Forks team No. 1 failed to land in first place, it certainly has made an excellent record, and the other teams had better watch their step next year.

Mr. E. L. Bangle, agent at Cavalier, was called



to Grantsburg, Wis., recently on account of death in his family.

Conductor A. G. Lockman, one of the oldest passenger conductors on the Dakota Division, dropped dead apparently from heart failure, Sunday, April 5. Mr. Lockman had been in the service of the Great Northern for 32 years. Burial was made in Chicago.

Miss Geneva Cronk, timekeeper in the superintendent's office, has returned from her vacation, which was spent visiting friends in Chicago, Washington and New York City. Geneva reports a very pleasant trip, but has been bothered considerably with a stiff neck since her return. Evidently the "sky scrapers" in New York occupied too much of her time.

W. W. Breckenridge, who, some years ago, was in the Great Northern service as Master Mechanic at Grand Forks, used to tell the story of the misrouting of a car. Some one directed that it be shipped to "Breckenridge" and the employee who received the order shipped it to him. He couldn't use it so he sent it back.

HEADQUARTERS

Associate Editor
C. H. TREMBLY
St. Paul, Minn.

Attention is called to the desirability of sending in to the associate editor items of interest available for this column.

Mr. H. A. Noble, A. G. P. A., who has been at Mounds Park Sanitarium for some time following an operation for appendicitis is now rapidly recovering.

Messrs. Beck and Binder, managers of our hotels in Glacier Park, have been at the general offices for some time organizing their staffs for the coming park season.

A Great Northern Office Kittenball league consisting of eight teams has been organized. Games will be played at six p. m. each Friday at Dunning field. Fourteen games will be played.

Miss Lena Larson, Miss Arvilla Crocker and Mrs. Mary Kemp, of the office of auditor freight receipts, have been in the hospital.

Mrs. W. A. Middleton, well-known lecturer and teacher of physical culture is taking charge of a class of 130 girls, teaching them physical culture. Classes are to be held on the 13th floor of the general office building each Monday and Friday evenings.

Miss Emily Birkholz is leaving the employ of the Great Northern accounting department to accompany her mother on an extended visit to Germany.

Miss Mary Rafferty of the treasurer's office has left the service of the Great Northern Railway. Just married.

The Great Northern public speaking class, conducted by Prof. Geo. W. Smith of Hamline University, decided to provide a real setting for their assignment "After Dinner Speeches." They accordingly invited Prof. Smith to be their guest at a six o'clock dinner at the Angus Hotel on May 7, Mr. J. Jos. Brown acting as toastmaster.

Some darts which Cupid shot away back in the school days of our fair assistant in the filing room of the law department began to "take" about a year ago and the result is that she is to be transformed into a June bride on the 6th of that month. All kinds of showers are making her blossom with smiles and are filling her hope chest with treasures. She will be greatly missed but everybody is wishing her joy.

Several changes in the arrangements of the traffic and operating department offices on the 7th and 9th floors of the general office building are being made. This with the idea of providing greater efficiency and working facilities.

Mr. E. J. Willis, auditor of freight receipts, was back at his desk on May 1, after several months of illness. Mr. Willis found his desk fairly buried beneath an immense basket of flowers bearing the well-wishes and congratulations of his office staff. He was glad to be back and everybody was glad to see him again in his accustomed place.



KALISPELL DIVISION

Associate Editor
IRVINE T. DUGAN
Whitefish, Mont.

Mr. and Mrs. R. E. Watson, operators at Stryker, who have been spending their time as well as their money in California during the winter, have returned and expect to resume work in the near future.

J. H. Hicken, who has been on the examining car for the past three or four months, has returned to Whitefish and resumed his duties as chief dispatcher, relieving Mike Joyce who again takes the night chief's position. This places Bill Depew back on the first trick for the west end.

Whitefish seems possessed of a new spirit since Jimmy "De Hicks" returned. Besides being chief dispatcher, he is promoter of the Whitefish City League, father of the Whitefish Athletic Club and chairman of the board of directors of the Kiwanis Club which recently elected him as delegate to the national convention to be held in St. Paul in June. In addition to the above honors we have it from good authority that he was chairman of ceremonies at the opening of the "Arcadia," Whitefish's new dancing emporium, April 18, with an attendance of about 1,500.

D. J. Best, dispatcher east end, is enjoying his vacation and, with his family, has left for Salt Lake City to visit relatives and tell fish stories.

C. B. Hill, better known as "Carney," B. & B. clerk, is confined to the Sacred Heart Hospital at Spokane for an operation on his nose. We all hope to see him back on the job soon as we want to see if there are any new styles since Dempsey had his fixed up.

Bill "Caruso" Morrison is getting in shape for the coming baseball season and with choir practice and his other duties, is having a hard time of it. In the recent "catch-as-catch-can," with only about one practice, Bill and three others put on

a fine quartet for the Railway Club; but they tell us Bill got a "charley horse" in the neck which bothers his throwing wing a little. Friends have sent him some new bird seed which they say will smooth off the voice and cure the "charley horse."

At the recent meeting of the club, Al Minkler explained to the members just how easy it would be to keep busy during the dull periods. All we have to do is to buy some land, raise a mortgage on it the first year and train the "wife" to run the farm. He is now being besieged with requests from the boys who have not the aforesaid wife, to provide one for them. We know Mink's idea is a good one if we can get the right kind of a wife and the right kind of a farm and the right kind of a mortgage.

The Railway Clerks gave their sixth annual dance Friday night, April 24. The Masonic Hall was beautifully decorated and it was voted that this was the best time of all.

Ecky Ekwald drove in last night from Havre in time to take in the clerks' dance. It seems that he is capable of teaching other things than bowling, but we certainly do not blame him for refusing to change pupils.

The rock crushing and gravel washing plant at Warland will be ready for operation May 1.

An electric arc welding outfit has been installed in the Whitefish Shops. This equipment will take care of all welding in addition to the regular acetylene torches.

So far this month (up to April 25), we have had no personal injury in the shops, where the disability has been three days.

Wat Cotton's B. & B. crew is at Bombay putting up a monument commemorating the place where the Lewis & Clarke Expedition crossed our right of way. We hope to be able to get some pictures of this when completed and send in with a brief account of the expedition.

The associate editor is still dickering with the manufacturers of high grade cameras and says that arrangements have been made to "shoot" him some time next month. Refusal to contribute articles until he furnishes the picture, has made him see the error of his ways.

The change of line at Coram is progressing and Mr. Deighton thinks he will have it finished by the tenth of May. We understand that if he does he will come out with a new spring bonnet.

MESABI DIVISION

Associate Editor
A. N. HALVERSON
Superior, Wis.

On Saturday, April 11, at 1:30 p. m. a joint meeting of the citizens' and employees' committees recently appointed in connection with the matter



of erecting a J. J. Hill memorial met at the Civic & Commerce Club rooms, the following being present: F. S. Thompson, E. P. Fulton, S. A. Buchanan, Wm. Link, J. L. Banks, J. Shafer, A. J. Wentzel, P. A. Lignell, J. T. Dolan, F. P. Miller, J. Clarke, A. L. Gilmore, R. P. Gordon, D. J. Flynn, A. N. Halverson.

Mr. Nichols of the Superior Granite & Marble Works gave such information as he had available regarding estimated

cost, size of memorial, etc., and it was decided not to take any definite action until such time as the committee could determine the approximate amount of money that they would be able to collect.

Mr. S. A. Buchanan was elected temporary chairman, Mr. J. T. Dolan was appointed secretary, and Mr. J. L. Banks appointed treasurer of the citizens' committee. Mayor F. A. Baxter was appointed chairman of the finance committee, representing citizens of the City of Superior, and E. P. Fulton, F. S. Thompson and Wm. Link were appointed to act with Mayor Baxter, with the end in view of working out plans for raising money. Another joint meeting will be held in the very near future.

Our first train of ore for this season arrived at Allouez from the Range Friday morning, April 10, and the first boat to arrive in the Superior harbor was the Steamer *Harvester*, which docked at the Great Northern ore docks at noon April 14, and was loaded at 6:00 p. m. with 9,189 tons of ore for the International Harvester Company at South Chicago. Captain Smith of the *Harvester* made a very successful trip, being delayed only about four hours one night when it was necessary to slow down and be on the lookout for ice fields. The good running time that was made is rather unusual so early in the season.

Heinie Ross, night general foreman at the ore docks, has returned from his spring training trip in Portland, Oregon, and is in fit condition for a good season.

Otto Holmquist, stenographer and clerk at the ore docks, motored to Cass Lake and spent a very pleasant Easter Sunday with his future "detician." We understand there have been some mighty fine fish caught at Cass Lake.

Ernie Olson has just returned from his honeymoon and is established for the summer as time-keeper at the ore docks.

Conductor H. E. Harvey recently left for a short trip to Hot Springs, Arkansas.

Miss W. Klassen is back to work in the superintendent's office, and is looking fine.

H. P. Goodwin, dispatcher, Kelly Lake, is temporarily on the sick list, but we wish him a speedy recovery.

J. M. Ryan is back at Kelly Lake working as relief dispatcher.

Fay Keeler is now working as night chief dispatcher on the third trick at Superior.

Our new auxiliary message line between Minneapolis and Superior is practically completed, and the telegraph department is now engaged in the installation of the necessary office equipment, which will provide us with first-class service between here and the Twin Cities.

H. S. Conroy, general yardmaster at Superior, has been on the radio every night since we had our last Great Northern Club meeting trying to get station WCCO in order to hear the young ladies from St. Paul who sang the song, "I want to be the first to kiss you good morning and the last to kiss you good night."

Yardmasters W. R. Minton and J. P. Donovan have just returned from St. Paul, after attending the conference in connection with the Yardmasters' Association.

J. P. Dooley, agent, Superior freight station, has just returned from a three months' visit in Florida and has taken an indefinite leave of absence on account of sickness. Mr. Dooley has thirty years' service with the company and we sin-

cerely hope that he will soon be back with us again.

Mr. A. Peterson, locomotive foreman, Kelly Lake, spent his annual vacation with friends and relatives at Kassa and Barnesville, Minnesota.

W. P. Milon, traveling engineer, has been transferred as traveling engineer, Dakota Division, with headquarters at Crookston.

SUPERIOR SHOPS

The appearance of and around our shops is just what each employe, through co-operation, makes it. Superior Shops in an effort to effect more pleasant surroundings have started to beautify the shop premises, under the leadership of Shop Superintendent A. C. Rinker, by planting trees, large bushes and shrubs, also flowers of various kinds. The work connected with this and also the shrubs, flowers, trees and so forth, are donated by the various employes at our shops. Special mention is due our gardener, Mr. Richard Rehl, watchman on the first night shift, who looks after the gardening and welfare of our plant life; also to our progressive Shop Superintendent Mr. Rinker, through whose efforts this move has had its origin. In the near future, as soon as Mother Nature does her share of the work, we will submit a picture of our efforts and no doubt in this way other shops can carry on the good work.

Mr. Richard Lindberg, assistant car foreman, and his wife will leave on a two months' tour of the west, by automobile, "Dodge sedan if you please," on account of his wife's health. He has been granted a two months' leave of absence in order to give his wife a much needed change of climate and scenery.

Miss Clara Krusel, machine shop clerk, has cast aside all semblance of fear and is about to launch out on the "smooth seas of matrimony" with one Mr. Patrick O'Cordon, a "Swede" from Seattle, Washington. The entire shop force unite to extend her good luck and congratulations on her choice and adventure. She intends to make their home at Portland or Spokane. It isn't a matter of choice for Pat any more.

Miss Ethel Lundberg, our own stenographer, is sporting one of those self-illuminated-cut-glass-stones and no doubt some one is trying to pry her loose from her position. Let's hope she stays for at least a short while.

Mr. Charles Segreen, master mechanic of the St. Paul City mechanical department, formerly with the Great Northern at St. Paul, made us a pleasant visit Saturday, April 18, to visit several of the foremen here with whom he has worked on the Great Northern.

Operators Amanda Dauer and Sylvia Lund recently returned from a trip to points in Florida and Cuba. On their return from Cuba they purchased a box of cigars and a box of cigarettes, but failed to declare them when entering the United States, resulting in same being appropriated by the Customs officers. We are under the impression that our genial Chief Dispatcher C. E. Hornbeck lost out on the transaction.

I. G. Jorstad, assistant chief clerk, superintendent's office, recently returned from a short trip with his family to Willmar; this point being his old stamping grounds.

Announcement was recently made by General Manager F. Bell, of the expansion of the Eastern District of the Great Northern to include the former Lake District. Mr. F. J. Gavin has been appointed general superintendent of the enlarged district, and will continue to have his headquarters at Duluth, Minnesota.

MINOT DIVISION

Associate Editor
CARL CARLSON
Minot, N. D.

Conductor Alfred E. Freemore, who has been off for the past three months on account of illness, has recovered sufficiently to be able to resume his regular run.

Hazel Mearns, roundhouse foreman's clerk, who is at present undergoing treatment at the Mayo Brothers Hospital, Rochester, Minn., is reported to be recovering nicely.

Conductor Wallace L. Woodward, who has spent the winter in California for his health, has returned to his regular run on the St. John Line. Wally looks fine and the rest did him a world of good.

A. L. Borsheim, agent at Minto, Manitoba,



was called to Westhope recently on account of the death of his brother, who had been ill for some time.

W. F. Cloone, first trick dispatcher, who has been confined to St. Joseph's Hospital threatened with pneumonia, has recovered sufficiently to be removed to his home.

Mrs. W. F. Foster, wife of dispatcher Foster, who has been confined to Trinity Hospital on account of a very serious operation, is reported to be improving.

On Wednesday, March 25, Elmer Gardner and Art Duggan of the engineering department were aroused "out of the hay" at McVillie by fire in the hotel. Gardner, who is a ladies' man and single, was much concerned about the female help and went back to awaken them, but some one beat him to it. Duggan, who is musically inclined, assisted one of the fireman in carrying out the piano. The remainder of the night was spent on a bench in the depot.

The Mouse River at Minot, which has been on its periodical rampage, reached a height of 19.67 feet, which necessitated weighting down the bridge near Third street, N. E., to prevent damage by water. A good many of our employes have been coming to work in rubber boots and transported by boats.

Edward A. Malloy, our agent at Bantry, has just returned from a thirty days' vacation on the West Coast and in the Twin Cities. Edward has been batching for a number of years, but got tired of it and brought back a wife to do his cooking in the future.

The Minot Great Northern band has been awarded the contract and appointed the official band for the Northwest Fair, July 4 to 11, 1925, and will be heard in front of the grandstand every afternoon during the fair. The band is now composed of twenty-eight first class musicians under the direction of Alex Guimont, chief clerk in the store department at Minot.

Mr. L. M. Davis, chief dispatcher, is spending his vacation in the East and is taking in points of interest at Washington, D. C., New York City and other places enroute. Mrs. Davis is making the trip with him.

Mrs. Charles Sundstrom, wife of the division roadmaster, who underwent a serious operation a few days ago, is recovering nicely at St. Joseph's Hospital.

General Yardmaster E. M. Cloone, who was reported in the March SEMAPHORE as sojourning in California, returned a few days ago minus the movie star he was supposed to have had his eye on.

Peter Hanenberg has been confined to his bed by what the attending physicians say was a strain on his liver and "innards" by lifting. He has been under treatment since March 21. He carried the Craft insurance and will be amply taken care of by its benefits. He returned to work Monday, April 6.

Sixty-eight pairs of wheels were loaded on three flats, which represents three days' work; changing thirty-six pairs on the 26th of March, besides attending to other loads in transit with minor defects, was the proud record made by the car department. Added to this, two loads of new wheels were unloaded and the three scrap loads were blocked and oiled. This record is a challenge to any point on the system with an equal number of men on its force. The Minot rip track had a previous record of changing thirty pairs in one day. In this instance, there was no premium set for the day. It was simply a congested condition, and the foreman wanted the work out and the men responded to the urge of the occasion.

Box cars marked, "Not fit for grain" were sent on to the rip track during the past week and made "Fit for Greeks." The Great Northern is sending out a number of outfit trains to gravel road beds and these cars were equipped with windrows, one side door, stoves and such other facilities as are needed for their habitation. Others were equipped with necessary rooms for kitchen work and mess cars. The boys on the rip have been somewhat crowded getting out this work along with taking care of routine work incident to the emergency work of the repair track.

Mr. and Mrs. Louis Siverling are the proud parents of a bouncing boy, who, the father declares, will be another carman when old enough to juggle a draw bar. Mr. Siverling is secretary of the Carmen's Local.

Blacksmith A. J. Morden of the rip track, absented himself for a few days during the high tide of the flood period and did a considerable amount of "banking," but it was surrounding his domicile.

A SKETCH

Without permission, also without pay.

Many people on the Minot Division have often been amazed over the wonderful settlements and splendid achievements of the local claim agent, Thomas Hogan.

Being born, as he was, on the 17th of December (no year given), he comes as the Archer under

the Signs of the Zodiac. This is, perhaps, the best sign of the twelve. It is said of these archers, that they generally know what to aim at and almost invariably "hit the mark." They are the luck folk, who can see the end from the beginning and act accordingly.

They have many good qualities, such as, "Busy Bees," always busy and attending to their own business; Fame, being seers looking ahead so they can see where and when to strike; Clairvoyants, they can see the past, present and future with their mind's eye, and this science comes to them very naturally; Frankness, they believe the truth should not hurt anybody. They have a fine personal appearance and are usually graceful.

Their faults (for they have them): quick temper, and an inability to forget an injury. They are too impatient to get their work out and by their impatience, make themselves sick. Lumbago and stomach trouble are their ailments.

With these, and many other splendid attributes, is there any use to wonder or doubt the success of the subject of this sketch?

MONTANA DIVISION

Associate Editor
H. G. AMESS
Havre, Mont.

Chinook Pit has opened and Contractor S. H. Sheeley is taking out washed sand and gravel for ballast and he will also furnish the sand and gravel for the concrete work on the Montana Division.

In all, the Chinook Pit will furnish 33,000 cubic yards, Frazer Pit, 41,000 cubic yards, and Brockton Pit, 50,000 cubic yards for this season's work on the Montana Division.

G. Rogney, agent at Froid, was called to Pasadena, California, on account of the death of his sister at that place.

Ticket agents run across some funny requests for articles lost, etc., and H. D.

Ernst recently had one that is unique to say the least. In December he received a message from a former passenger living in Hoboken, N. J., advising that he had lost a set of false teeth while traveling on Oriental Limited through Havre on December 4. About this time the conductor on the Oriental Limited turned in a set of false teeth and these were immediately forwarded to the party at Hoboken, and the incident forgotten. A few days ago Mr. Ernst received the set of false teeth and a letter from Finland advising that these teeth did not belong to the person to whom they were sent, and to please try to locate his own for him. Mr. Ernst is now wondering how it came that these two happened to get their false teeth mixed and who the other person is who also lost his.

M. F. Tewney, division chairman for the Railway Clerks, has been in St. Paul for the past month attending a conference of the division chairmen.

Rudie Christianson of the Store has purchased a new car, make unknown. To date he has not called upon the associate editor to exhibit his purchase so nothing can be said of its merits.

The station at Fort Union, formerly Mondak, Montana, was closed on the 18th by order of the Railway Commission. Years ago Mondak was one of the busiest places in Montana but of late years there has not been enough business to warrant keeping it open.

Andy Schilling, agent at Bainville, together with Mrs. Schilling and J. L. Duffy, conductor on the Montana Division, and Mrs. Duffy have returned from an extended trip which included Chicago, Washington, D. C., New Orleans, La., El Paso, Tex., and points in Mexico and California. They report a very nice time but are glad to get back to Montana.

R. N. Warden, agent at Fairview, spent his vacation at Fenwick, Michigan, visiting his old home.

Ivan Person and Jens Ohlson, engineers running out of Wolf Point, are on a sixty days' leave of absence and are spending the time in California.

Brakeman Bill Bruning is wearing a smile that won't come off and passing out the cigars, the occasion being a recent addition to the family.

J. F. Maloney, roundhouse foreman at Cut Bank, is in Rochester where Mrs. Maloney re-





cently underwent an operation. He is being relieved by John Britton.

L. A. Drukey, formerly traveling engineer on the Montana Division, has resigned as engineer on the Butte Division and is now with the Galena Oil Company with headquarters in Milwaukee, Wis.

Conductor E. C. Morrison was badly injured at Nashua, April 20, while on the work train. He was taken to the hospital at Glasgow and will be laid up for some time.

Pewee Daum is very much on the job as shown by the recent 'phone conversation overheard in the superintendent's office:

"Mr. Wood, do you need a new boy in your office?"

"No, I just hired Pewee Daum today."

"Is he all right, are you satisfied with his work?"

"Yes, he seems to be all right."

"You are not thinking of letting him go are you?"

"No, not as long as he keeps on the way he is going."

"All right, thank you."

This conversation was overheard by one of the officials who had been standing near and thinking that this was the making of a successor to the president, he said, "Pewee, I thought that you were working for Mr. Wood. Why did you ask him all those questions?" The answer was, "Yes I am working there all right but I just wanted to check up on myself."

Conductor J. E. Saulsbury recently spent ten days in Seattle visiting relatives and friends.

Adel C. Mueller, who is 'phoner at Havre, underwent an operation at the Deaconess Hospital at Spokane and has returned to work much improved in health.

Margaret Dominick, O. S. & D. clerk in the superintendent's office, spent her Easter vacation at Fargo visiting friends.

O. L. Hannon, clerk in the freight office, was called to Sunburst, April 12, on account of the death of his father.

Walter Beilke, night roundhouse clerk, pulled a complete surprise on his friends April 21, when he and Miss Frances Gonsior, daughter of Fireman Joe Gonsior, were married. In order to outsmart their friends and avoid the usual tin can choir, they motored to Pacific Junction and took the train from there to Missoula where they will spend their honeymoon. This explains, in part, why Walter has been so nervous and pale around the gills of late. All join in wishing them a clear track and a loving run.

Agent W. F. Reiland of Glasgow is on an extended leave of absence and will most likely leave for Rochester, Minn., where he will undergo an operation.

Charles Parke returned to work as B. & B. clerk at Glasgow, April 8, after two months spent in California on his honeymoon.

Raymond T. Horton, cashier at Glasgow, was called to Aurora, Ill., April 22, on account of the death of his sister. Charles Parke relieved him on the cashier's desk.

ST. CLOUD DIVISION

Associate Editor

G. G. TIRRELL

Minneapolis, Minn.

Robert F. Juno, gateman at Minneapolis Passenger Station, received injuries on April 8, when he stepped into an open elevator shaft and fell from concourse to train floor, from which he died on the 12th.

Keen competition among railroad radio fans at Barnesville; Agent F. J. Meissner with 5 tube Neutrodyne claims to have gotten Mexico City; Machinist Dick Edblom with his underground aerial gets Omaha in day time without static or ground. Engineer F. B. Greenough with same machine as Edblom, a 5 tube radio frequency product, makes no claims but mentions the name of Chile. Numerous one and three tube howlers, but no bets are taken or statements accepted.

Agent Benj. Boyum, St. Bonifacius, who has been on a two months' leave of absence visiting friends and relatives in the West and in California,



has returned and will resume his duties as agent May 1.

George Martin, assistant cashier at the Minneapolis local, recently purchased a duplex. George says it is one way of cutting down the high cost of living.

Baseball is also attracting attention at Barnesville. Mulligan Masterson, switchman, will patrol the right field section, and F. J. Meissner has been reappointed official scorer. Fargo newspapers give Barnesville teams space in papers as the "Railroaders," on account of having six railroad men in the lineup last year.

The Great Northern baseball club will be in the field this summer. Such players as Legacy, McConville, Pearson, O'Leary, Turgeon, Wincek and Carrier from the local freight office should make a hit.

Agent E. J. Chermack of Mayer had the misfortune to have his Essex car stolen from the garage. No insurance, but Ed says if he gets it back he will practice "Safety First" hereafter.

Agent James Barry of Lester Prairie, who has been confined to his home with the "flu," is now able to "talk" again and has returned to work.

Car Accountant F. Stickney, Minneapolis, is getting better and better at golf, all the time. Last report shows he can hit the ball frequently and only root up the ground about one foot.

Miss Mason of Minneapolis freight station is to make another trip to the Coast this summer. Wonder what the attraction is out there, or why she is inquiring if two can live as cheaply as one.

George Quinn, veteran yard clerk, Minneapolis, has been confined to his bed for the past week. George wishes to thank the boys for sending him such a beautiful wreath of cut flowers.

Agent Wm. O'Laughlin, New Germany, has just recovered from an attack of mumps and is on the job again.

Assistant Cashier John Mayer, Minneapolis local freight, will start his annual fishing trip May 15.

Agent John O'Toole at Silver Lake reports his business has increased 33 1-3 per cent over same month last year.

Station Helper Fred C. Trendy, Hutchinson, has been ill for several days but has now returned to work.

George Gebhardt, C. B. & Q. cashier at the local freight, will move to his summer residence at Lake Minnetonka about May 1.

O. P. Knedel, operator, Long Prairie, has taken an extended leave of absence. F. S. Wanous is on the job as relief.

Engine Watchman Bertel Jensen and wife at Hutchinson, celebrated their silver wedding anniversary on March 10, entertaining about eighty-five guests. A delicious supper was served and music entertained the guests during the evening.

ST. CLOUD SHOPS

The machine shop again has it full force going, the sick have recovered and are back on the job. Those having been off are Alois Mock, Henry Wischniewski and Ursus Schaefer, who all had tonsillitis.

Ervin Trosen arrived safely from his honeymoon spent in Chicago.

Frank Meixner has begun building a new home in Waite Park. We think the bachelors are going to lose a member, and although announcements haven't been forthcoming, our suspicions are well founded.

Frank Lauermann spent Easter around Duluth and Superior.

Mike Henter has returned to work after two weeks' illness.

"Another good man gone wrong," J. Schulte is to be married the fifth of May. We all join in congratulations and best wishes.

A special meeting was called on April 15 for the purpose of having a good time for all members of the blacksmith shop. Cards were played followed by a dance and lunch. Prizes were won as follows: Mrs. Jake Feichtinger, ladies' first prize; Mrs. Leonard Spaulding, second, and Mrs. Aug. Schwartz, third. Mr. Walter Pallies won men's first prize; Andrew Braun, second; August Engel, third. There was also an "all around cut" of all present which was won by Mrs. Mike Schmitt.

John Lahr is on the job after an illness of three days.

Mark Meyer returned to work April 14. He still uses a cane to keep his weight off of his injured foot.

Louis Blommer spent Easter in Duluth.

Congratulations are extended to Peter Lehnen who is to be married May 12.

The Carmen's Local No. 3 of St. Cloud has formed a baseball club which is out to meet all comers. They have elected John Prem as manager. If John is as good a manager as he is a fisherman, then we claim we will have a real ball club.

Frank Sabkoviak is back from Streator, Illinois, where he has been for three months, inspecting the

building of steel underframes of the 80,000 capacity cars.

On Friday, April 24, fire broke out in a pile of ties stored east of the Great Northern office. There were about two carloads and two-thirds of them were consumed. These ties had been treated with creosote, which added greatly to the combustibility. The loss is estimated at about \$1,500.

SPOKANE AND MARCUS

DIVISIONS

Associate Editor

CHARLES S. ALBERT

Spokane, Wash.

Louis Manitsch, Great Northern operator at Deer Park has been taking a vacation, Roy Harrington of Newport acting as relief operator during his absence.

Edward L. McKeen, Great Northern switchman at Hillyard, purchased the home of Mrs. S. Woods and will take possession May 1.

C. E. Kalat, former Great Northern engineer at Hillyard, now the local representative of the Bager Steam Motor Car Manufacturing Company at Pueblo, Colorado, has accepted a position with his company at Pueblo, taking charge of the oil burner business and superintending installations in Washington, Oregon and California.

A Great Northern baseball club is being formed to be composed of the best players in all departments at Spokane and Hillyard and will be in the Sunset League, consisting of ten teams. The first practice was held April 3, and about twenty-five men turned out. At the shops are some of the best ball players in the city. The Hillyard Shops ball club won the championship of the Great Northern System the past two years, and it is expected that it will win the pennant in the Sunset League.



Elmer Holman, formerly employed in the air brake department, died at Spokane, March 29, leaving a wife and child. Mr. Holman carried a policy in the Metropolitan Life Insurance Company.

The company has planned the house track crossing at Okanogan from the depot south to provide suitable facilities for parking along the platform. Heretofore only a narrow crossing was provided and much inconvenience was experienced. Application for the improvement was made some time ago by the Commercial Club.

B. L. Johnson, general master carpenter, and H. Torsen, division master mechanic, were in Pateros early in April arranging to have the section house moved and the G. N. buildings put in thorough repair and painted.

Paul Tillisch, chief clerk, general superintendent's office, treated the girls in the station to candy and the men to smokes—the occasion being the arrival of a fine baby girl at the Tillisch home.

Conductor A. C. Getchell left Northport Wednesday for Republic to rent a residence, as he has taken the run between that point and Marcus. His train will be a mixed one with layover at Republic, where he will be every night.

G. W. Dishmaker, superintendent of parks, was in Sandpoint on April 14 assisting in the planting and laying out of station grounds. The efforts made by Hugo Knigel, T. J. Dowling, Engineer Webb and Fireman Peterson to beautify the station property were heartily commended and approved by Mr. Dishmaker.

Superintendent of Parks G. W. Dishmaker has in hand the beautification of the station grounds at Cashmere. Shrubbery has been set out on the plat west of the freight house along Division Street. Plans call for the filling in of the section east of the waiting room with good earth and the sowing of it to seed. A number of water pipes with revolving sprayers have been placed and the ground fertilized. It is hoped to make a very good showing this season.

Extra gangs and work trains are replacing 78 pound rails with 90 pound rails between Marcus and Valley in anticipation of the use of heavier engines in hauling increased business. Replacement of rails on curves on this line during the year practically means the relaying of the entire track. When the Spokane Falls & Northern was

originally constructed, as much mileage as possible was laid to get between two points and this has resulted in one of the "crookedest" roads in the state.

Citizens of Valley, on the Marcus Division, are commenting on the heavy freight traffic through Valley and the constant coaling of engines taking place at that point. The fact that a wye, coal shed and water tank are stationed there leads them to believe that present prosperity promises to be permanent.

Mr. Joseph Chisholm, clerk in the Sandpoint station, wore a beatific smile on April 18. He became the father of a girl who was born at the Sacred Heart Hospital in Spokane.

On April 17, Engineer Henry S. Landis and Fireman Hugh Andres ran No. 27, the fast mail train, from Troy to Spokane, 139 miles, without a stop. The seven cars were hauled by engine No. 1442 which has made 245,000 miles without being shopped. Frequently, the run from Whitefish to Spokane, 275 miles, is made with but the one stop at Troy for change of engines. All the enginemen handling 27 are much interested in the showing made by that train and are bending every effort to make it a good one.

Engineer Webb who pilots the switch engine around Sandpoint lives in a car back of the depot. On the night of April 5 a hobo sold him a 22 caliber pistol for two bits. In an hour he tried to sell a 45 colt revolver to Webb. The engineer immediately called the sheriff and upon his arrival he identified the 22 as one stolen a few nights before from a hardware store in Sandpoint. At one o'clock the next afternoon Webb advised the sheriff that he saw the man who sold him the pistol heading for the hills. The man was captured and found to be an old offender who had escaped from the state prison at Boise. He had some nitro glycerine in his possession and was evidently figuring upon blowing up a safe in Sandpoint. Engineer Webb has been receiving many congratulations on his promptness in detecting this fugitive and it is expected he will participate in the reward offered for the capture of the convict.

Grandfather Doyle, superintendent of the Spokane and Marcus Divisions, smoked out the Spokane Depot April 12. A future railroad president was born to the son of the genial Jimmie.

The switch crew at Sandpoint, consisting of Hugo Kringel, T. J. Dowling, Engineer Webb and Fireman Peterson, have been digging out stumps around the Sandpoint Depot and making a beautiful lawn about the station. They have transformed the logged off land into a very pretty landscape. Water will be piped in and a row of trees planted around the depot grounds.

Both section crews stationed at Harrington joined in the clean-up day arranged for by the town and removed all litter from the railroad yards.

Signal Gang No. 9 which has been working at and in the vicinity of Harrington for about six weeks past has been transferred to Milan.

Recently Great Northern passenger train number forty was leaving Harrington but came to a sudden halt before it had left the yard. The reason for the stop was that a little boy two years old was sitting in the middle of the track playing with his dog and was only about seventy-five feet from the engine when it stopped. The little fellow was wholly indifferent to the oncoming train but the frightened pup sensed the danger and made a hurried exit. When members of the train crew came up to the little fellow he was crying because his dog had left him.

At the time of the opening of the new Chicago uptown ticket office, an announcement of it was made by radio through station WATS. J. F. Pewters, general agent at Spokane, journeyed out to St. Michael's Monastery to hear it, this being the only place here that receives that station. The moment the announcer was through Mr. Pewters was on the telephone dictating a congratulatory telegram via Western Union and in just twelve minutes he heard his telegram read back from Chicago.

Spokane employees were glad to welcome back General Superintendent F. S. Elliott who returned to Spokane on April 15 after spending his vacation in southern California.

Charles G. Moe, secretary to the general superintendent, has returned from his vacation spent in New Orleans, Chicago, and the Twin Cities.

HILLYARD SHOPS

Foreman W. A. Smith, car department, has a reputation as a business getter, but he has surely set a high mark this month when, with the assistance of Mr. Fred Ferg of the traffic department, he secured from the Transport Motor Company, a trainload of Oldsmobile autos from Lansing, Mich., to Spokane via Great Northern.

Mr. Ivan C. Crawford, dean of the College of Engineering, University of Idaho, Moscow, Idaho, and senior engineering class of fifteen students

made a visit to the shops April 3. General Foreman Colville took the party through the plant, showing and explaining the many things of interest to them.

Mrs. Lina Pearson, wife of Eric Pearson, foreman of the car department of the Great Northern Railway Shops at Hillyard, died April 21. She and her husband came to Hillyard thirty years ago and ever since that time Mr. Pearson has been connected with the railway company.

John C. Parks, for a great many years Great Northern conductor running out of Spokane, and lately city pumpman of Hillyard, died April 18 from a stroke of apoplexy.

The Great Northern has put a steam driver and a gravel train at work near the Nemo gravel pit in the vicinity of Odessa and will raise the grade along the line where the roadbed was damaged by the high water this spring.

Test trains have been operating from Wilson Creek to Spokane, very successfully demonstrating that engines of the 2100 class can haul 85 loaded box cars two-thirds of a mile long with over 4,000 tons loaded. This train ran from Wilson Creek to Odessa in one hour and two minutes, the usual time for a freight train being one hour and twenty minutes.

Roadmaster T. F. Olds of Deer Park has been confined to his house with a badly sprained ankle. The enforced absence from work is causing him much regret. He is laying ten miles of heavy steel north of Valley, placing a large number of ties in the track.

A crew of men was busy at Pateros tightening up the bands on the Great Northern water tank last week.

Recently Great Northern workmen began installing two new stands for electric lights, one on each side of the Pateros Depot. These will give much added light to the depot platform and will be both a convenience and an added protection. The wooden platform in front of the depot has also been renewed this week.

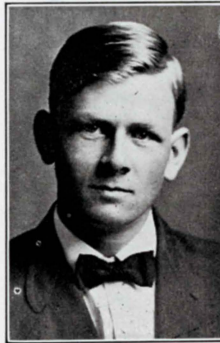
WILLMAR DIVISION

Associate Editor

EDWIN STENSON

Willmar, Minn.

A new canning factory is being erected at Cokato at an estimated cost of \$75,000 to \$100,000. The present canning factory there is also constructing



a new warehouse at an estimated cost of \$35,000. Last year more than fifty carloads were shipped by this concern and they expect to double the output this year. Shipments are made to all parts of the country; and with the addition of the new factory, business should be brisk at this station. Cokato boasts of being a wealthy agricultural community and these concerns should do a thriving business.

The B. of L. F. & E. gave its annual dance April 13 at the Masonic Temple of Willmar. We are advised this was one of the most successful dances given by the local lodge and a nice sum of money was realized. The radio set was won by a concern at Huron, S. D. Floyd Johnson, general clerk in the superintendent's office, recently surprised his many friends by taking upon himself added responsibilities (?). He is spending his honeymoon at Chicago. The cigars were fine, Floyd. Thanks.

T. J. Grattan, lineman, had the misfortune of breaking his right leg above the ankle April 13 at Willmar when a box on the motor car he was riding overbalanced and derailed the car.

Conductors J. J. Barrett and W. P. Hackett and their wives are planning an extended trip which will take them to the Ste. Anne de Beaupre Shrine at Quebec. They will join a large party which leaves Minneapolis, June 19.

Special Agent H. H. Hanson had a narrow escape recently while disarming a passenger who gave the name of Walter E. Buckley and who was traveling on train No. 9. Buckley was later taken to St. Paul where he was wanted as a murder suspect and was later turned over to Minneapolis police for a shooting affray there last December. On this charge he pleaded guilty to assault and went to Stillwater for from one to five years. He still may be prosecuted for assault on Hanson.

J. B. Haslet, roundhouse foreman at Willmar, spent April 19 with friends at Breckenridge. Returning, he lost his way, got on a side road and was mired in the mud several times. This failed to ruffle Jim in the slightest, for every time he stalled he put a fresh "Harvester" in his mouth, stretched back in his seat, made a heavier application of the gas and said, "When letter cars are built, Buick will build them." It is recorded this little bit of Coueism worked wonderful results.

Harold Beese, son of F. C. Beese, is a recent graduate of the U. of M. engineering course, and is spending a few days visiting around Willmar. Miss Mayme Beese has also just completed a course at a business school at Minneapolis and is visiting with her parents.

Engineer Ralph Davis has returned to service from his duties as representative in the Minnesota State Legislature.

Albert Nelson, baggageman at Ihlen, is exchanging cigars for congratulations, the occasion being the birth of a baby girl.

Henry Bly, at Ruthon, B. & B. foreman, has been reported quite seriously ill. He is being relieved by Edward Jilg.

Agent Chester Berge of Ihlen advises he is getting tired smoking his old corn cob pipe. We have been informed, however, that cigars will soon be passed around the station during which time Chet's pipe will have a little time to rest up.

We have been requested to express, through these columns, the appreciation of a number of machinists and boiler-makers to the management in securing for them a set of combination glasses and goggles for those who use glasses. Those furnished the employees were especially fitted for each individual and the employees feel indebted to the management for the interest taken.

H. J. Kregel, genial inventory clerk, connected with the auditor disbursement's office, while checking Thorsborg gravel pit on one of April's midsummer days, spilled the blue tempting waters of Lake Pomme De Terre and could not resist the temptation of a plunge after tramping about the burning sands of the pit from early morn. He reports the water fine but does not mention the art of swimming.

Operators Charles Dolan and H. C. Risch have been granted leaves of absence and left the first part of May on a trip to Portland via Seattle, thence to Frisco, Los Angeles and San Diego and down to Tia Juana, Mexico, there to take a chance on the ponies. They will return via Salt Lake City, Denver, Kansas City and St. Paul. The two telegraph artists plan on visiting several friends among the movie stars at Hollywood, in which case their stay may be indefinite.

SUPERINTENDENT GERRISH DIES

Superintendent F. E. Gerrish, Grand Forks, passed away at the Miller Hospital in St. Paul, April 17, from the shock following an operation for gall bladder trouble. Funeral services were held at the Masonic Temple in Grand Forks, Sunday, April 19, and interment was made in Memorial Park Cemetery at Grand Forks.

Mr. Gerrish was born in Minneapolis, October 9, 1867, and entered service with the Great Northern as an operator at Hillsboro, N. D., in 1887. He worked there for a short time and was then transferred to Barnesville, Minn. In 1894 he moved to Grand Forks and worked as operator at various points on the Dakota Division. In 1908 he was made chief dispatcher at Crookston, and was transferred to Grand Forks, February 1, 1922. On June 10, 1924, he was made superintendent of the Dakota Division which position he held at the time of his death. Mr. Gerrish had been in service 38 years. He was a member of Acacia Lodge A. F. & A. M. No. 4 and of Corinthian Chapter Royal Arch Masons. He was also a member of Grand Forks Rotary Club and the Veteran's Association of the Great Northern.



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For free books and information, apply any ticket or tourist agent, any Great Northern Railway office, or A. J. Dickinson, Passenger Traffic Manager, St. Paul, Minnesota.

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