

THE WHITE HOUSE
WASHINGTON

April 25, 1928.

My dear Mr. Budd:

Shortening and speeding up of the processes of communication have marked the progress of civilization from the earliest times. It is because I believe each advance of this kind is of real significance that I am glad to take part in the construction of the Cascade Tunnel by setting off the blast which, on May 1, will remove the barrier between its pioneer headings.

This artery of transportation, the longest tunnel in the Western Hemisphere, is an importance not alone to the State of Washington and the Great Northern Railway Company, but to industry and agriculture generally, and indirectly to each and every one of us. My congratulations go to those who have made it possible.

Very truly yours,

Mr. Ralph Budd, President,
Great Northern Railway Company,
St. Paul, Minnesota.

Great Northern Semaphore



June

At the White House, Washington, D. C., on May 1, 1928, President Coolidge pressed the button which exploded the charge that broke down the barrier between the two Pioneer headings of the New Cascade Tunnel.

1928

Here and There Along the Line

Superior Shopmen Compliment
A. C. Rinker

IN THE ISSUE OF *Shop Craft Gossip* of St. Paul of April 23, there appeared an interesting article entitled "Grievance Taken Up With Rinker by Superior Men." It seems that the men at Superior Shops, where Mr. Rinker was formerly superintendent, felt that they had something against him, and they appointed Orwell J. Soper and Sam Patterson to seek an interview with Mr. Rinker at Dale Street Shops, St. Paul, where he is now assistant superintendent.

Mr. Rinker arranged to meet these two representatives of his former force, and they called upon him in company with President Noble of the Associated Organizations of Shop Craft Employees and presented the matter to him. It developed that the committee felt that Mr. Rinker had treated Superior very badly by leaving that place and moving to St. Paul, but to prove that they would not forget him, and to insure that HE would not forget them, they presented him with a specially made traveling bag, fully equipped with toilet necessities, and insisted that he use it as often as possible to come up and see his Superior friends.

Mr. Rinker had been so curious as to what Mr. Soper's speech was all about, that when it finally "all came out," he was much affected, but he responded appropriately and assured that committee that he appreciated the gift and the spirit behind it and certainly would use it for the purpose intended as often as he could.

Division Heads Changed

A CIRCULAR UNDER date of May 6, announces the appointment of F. D. Kelsey, formerly superintendent, St. Cloud Division, to be superintendent, Mesabi Division, with headquarters at Superior, Wis., vice D. J. Flynn, assigned to other duties; and the appointment of H. C. Jones, formerly assistant superintendent, St. Cloud Division, to be superintendent of that division.

No Room for Poems

Over two years ago, there was published in the *SEMAPHORE* a notice to the effect that contributions in verse could not be accepted. The reason for this rule was that hundreds of poems were being received and as there was not room for all, it seemed unfair to accept some and reject others. We have recently been receiving quite a number of poetical contributions, and think it is likely that this rule has been overlooked. The only exceptions to the rule are where there is some bit of humor in verse which a Division Editor wishes to include in his news, or where the Safety Department finds it advisable to put over something in that department in rhyme.



GREAT NORTHERN SEMAPHORE

VOLUME V JUNE, 1928 NUMBER 6

Permission is given to reprint, with credit, any original matter appearing in this magazine

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New Cascade Tunnel

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

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

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

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MILEAGE OF THE GREAT NORTHERN RAILWAY SYSTEM

Great Northern Railway (including 995 miles of trackage rights).....	8,197 miles	Nelson & Fort Sheppard Railway..	55 miles
Duluth Terminal Railway.....	2 miles	Vancouver, Victoria & Eastern Railway & Navigation Co.....	230 miles
Midland Railway of Manitoba.....	6 miles	Montana Eastern Railway.....	108 miles
Watertown & Sioux Falls Railway.....	102 miles	Great Falls & Teton Co. Railway..	9 miles
Minneapolis Western Railway.....	2 miles	Spokane, Coeur d'Alene & Palouse Railway	175 miles
Brandon, Saskatchewan & Hudson's Bay Railway.....	85 miles		
Crow's Nest Southern Railway.....	34 miles	Total	9,005 miles

MAKING RAILROAD HISTORY

Pioneer Boring of New Cascade Tunnel, Opened up With Appropriate Festivities at Scenic, Washington

AT ONE O'CLOCK PACIFIC time on the afternoon of May 1 at Washington, President Coolidge pressed a button connected with an electric wire extending from Washington, D. C. to a point near Scenic, Washington, which caused about two hundred pounds of dynamite to explode. This discharge broke through the last barrier between the two headings of the new Cascade pioneer tun-

Fruit Cake
Coffee
Special Ice Cream
Tea
Assorted Nuts
Walnut Cream Cake
Hot Chocolate
Wafers

The card on which the menu was printed was made in the form of the mountains through which the tunnel extends, showing Mill Creek shaft, East and West portals, Cowboy Mountain, Big



"Mucking Out" the Last Shot in Pioneer Tunnel on May 1, 1928

nel extending from Berne to Scenic, Washington, in the Cascade Mountains.

Many officials of the Great Northern and of A. Guthrie & Company were present and with hundreds of employees rejoiced in this achievement, which is the forerunner by a few months of the final completion of the main New Cascade Tunnel.

During the afternoon the officials of both companies inspected the work at the tunnel and at six o'clock approximately seven hundred officials and employees of A. Guthrie & Company and of the Great Northern Railway sat down to a splendid banquet given at the Scenic camp in celebration of the holing through of the Pioneer tunnel.

Steve Lyons, chef, at the Scenic camp, had prepared a splendid menu as follows:

Fruit Cocktail
Sweet and Dill Pickles
Ripe and Green Olives
Green Onions
Hearts of Celery
Combination Salad
Oyster and Cream of Tomato Soup
Roast Young Chicken with Dressing
Baked Ham with Honey
French Rolls
French Peas
Asparagus
Mashed Potatoes
Fruit Jello with Whipped Cream
Custard and Green Apple Pies
Assorted French Pastry

Chief Mountain, and the other peaks. Chef "Steve" and the men in his outfit,

as a contribution to the printed menu, wrote the following poem:

"We have worked, watched and waited for this day to come,
When with pride and with joy we'd proclaim this part done.

So now, let us join these festivities gay,
And "dig in" to this menu, as we've "dug in" each day.

Let's give cheer upon cheer to the boys who've been true,
And all join in the chorus: "We've put the Hole through."

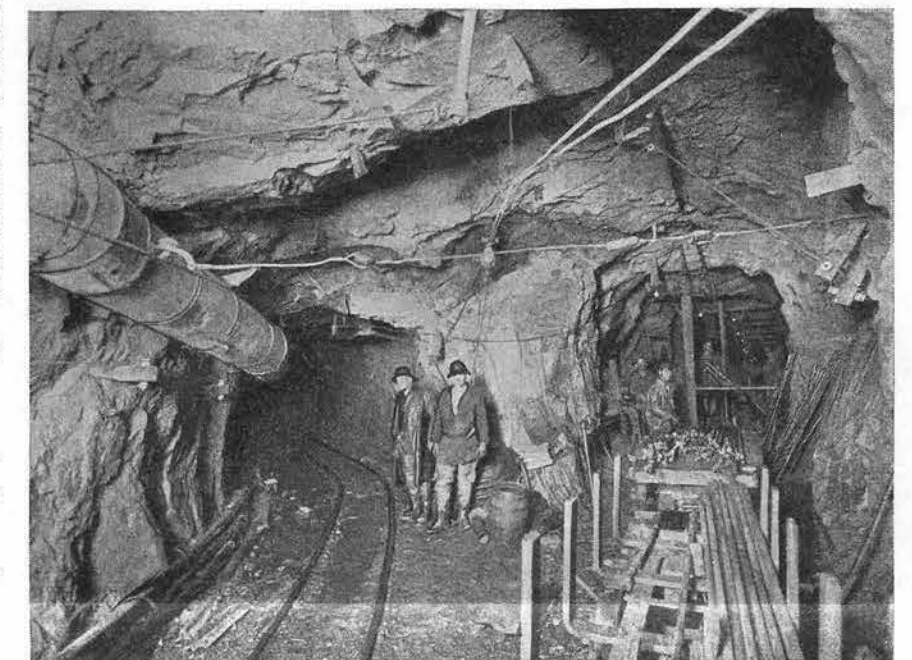
A very large fruit cake was made by Chef "Steve's" crew at Scenic which decorated the banquet table. It was a replica of the mountain through which the tunnel passes, showing the main tunnel, the pioneer tunnel, and muck cars and equipment, all decorated and lettered in white and colored icing. A picture of it is shown on these pages.

Following the banquet Edward F. Flynn, director of public relations of the Great Northern Railway, on behalf of the Great Northern officials, spoke, first reading the following telegram from President Ralph Budd of the Great Northern:

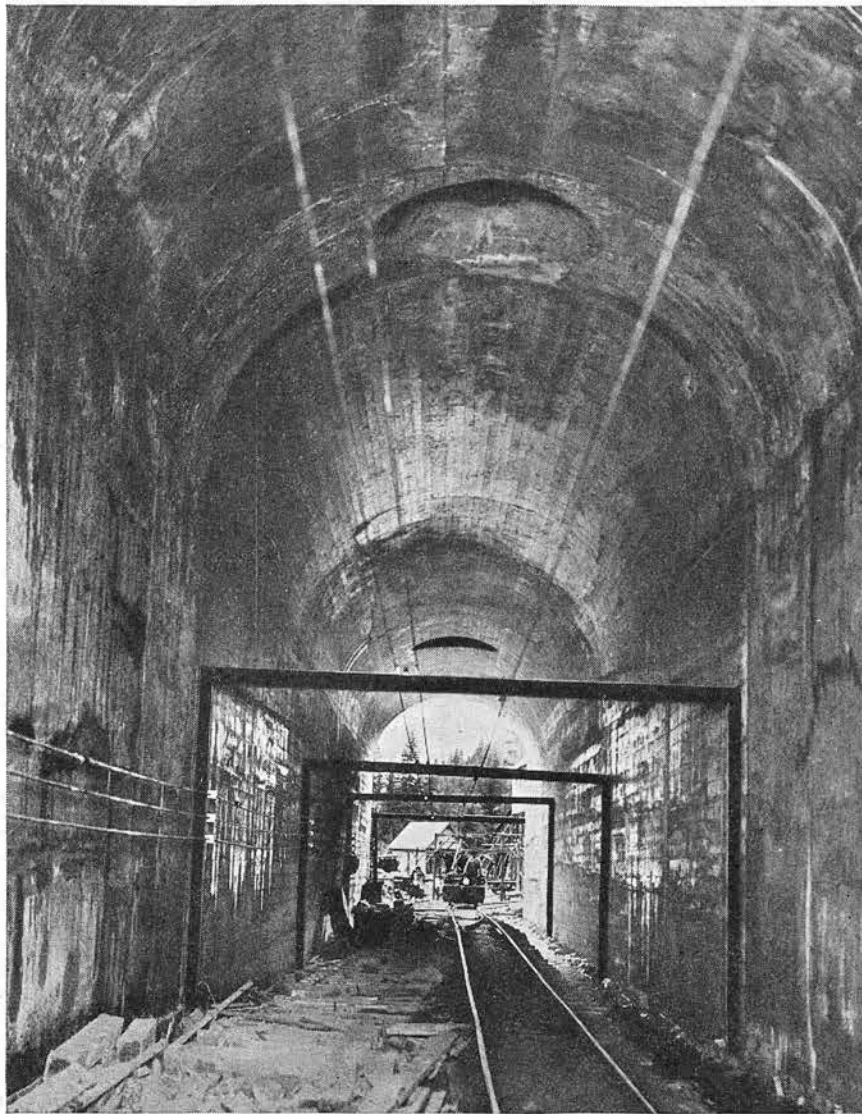
"The meeting of the pioneer headings at Cascade Tunnel is cause for congratulation from several points of view. The progress has been more rapid than ever was made before on any similar undertaking. I, therefore, congratulate you who are carrying on this great work upon your having broken several world's records in tunnel construction and shall make bold to predict that the records made here will stand unbroken for many years.

"Each time I have visited the tunnel during construction it has impressed me as being the most perfectly planned and efficiently executed of any such project I have ever seen. The result has been

(Continued on Page 2)



In Pioneer Tunnel—at Left, Cross Cut to Main Tunnel



From the Inside, Looking Out, Showing Concrete Work

that I have been greatly impressed and thrilled by these visits to the various points of intense activity and have greatly admired those who were there engaged as well as those who laid out the plan of attack and brought together the many parts of the marvelous construction plant. I have also had a feeling of great respect and admiration for the engineers who have labored under such heavy handicaps inside the tunnel and I congratulate them upon the very fine results which they nevertheless accomplished. It is not practicable or appropriate to single out individuals for particular mention but every one from highest to lowest rank has every right to feel a just pride in what has been done.

"The new tunnel together with the other improvements being made between Wenatchee and Everett will substantially better the Great Northern Railway which already possesses such outstanding physical advantages. I, therefore, congratulate the directors of the road who on Thanksgiving Day, 1925, authorized this great undertaking which will further perfect the shortest, straightest and easiest way from the Great Lakes to the Pacific Ocean. Thirty-five miles of winding mountain line with curvature enough to make twelve complete circles will disappear forever from railway operation. Twenty-five miles of nearly

straight line crossing the Cascade Mountains on easier grades at five hundred feet lower altitude will take its place. The line for seventy-five miles between Wenatchee and Skykomish will be operated electrically. Lessening of distance curvature grades and summit elevations serves to bring important parts of the country closer together and to promote the growth and prosperity of the nation. I, therefore, congratulate the public especially of the Northwest because in the end it will gain the most from this improvement. The most favorably situated route inevitably will fix the standards of service and charges for all carriers and the public will benefit accordingly.

"There is hazard in such work as this and there is cause for genuine satisfaction in the knowledge that every possible precaution has been taken for safety. It is appropriate for each one here to pledge himself to still greater watchfulness for it has truly been said, a careful workman is the best safety device.

"You will appreciate how keen is my regret in not being present at the completion of this, the first and in a way the key portion of the eight-mile New Cascade Tunnel, when I say that I consider it the most important single improvement ever made to the existing lines of the Great Northern System. I

look forward confidently to the completion on schedule time of the project so well begun and so successfully carried forward. I hope and trust that you will all enjoy this celebration and the satisfaction of achievement which you have so well earned."

The speaker also read President Coolidge's letter, which appears on the front cover of this issue of the SEMAPHORE. Mr. Flynn's talk was largely inspirational and at the close of his address he said among other things:

"Today here the Great Northern Railway is only an interested by-stander. You men are finishing a job for a contractor who in turn is working for our railway, yet we are more vitally interested in the work and its early completion than is A. Guthrie & Company. You have made a splendid showing, have eclipsed the records of all other tunnel builders or 'dirt removers,' whichever you wish to call yourselves. Today you are like a baseball team playing a big game. You are at the seventh inning with a score largely in your favor, but with a team fighting for their lives with their backs to the wall. The other team is nature, whose elements often cause trouble. Everything indicates that you are going to win and that when the season closes on Thanksgiving Day you will be leading in the race, winners of the pennant. However, as in all games, you must keep on your toes, full of pep and enthusiasm, continuing, as during the past two and a half years, your spirit of fight and your splendid morale. Your team work—esprit de corps, as they call it in the army, has attracted and well merited the attention, not only of technical, scientific, and railway men the world over, but the layman as well, for even he recognizes the great work you have accomplished.

"Nearly 1900 years ago the Emperor Claudius found it to his liking to have a lake in Italy drained and so had a tunnel about four and a quarter miles long drilled for that purpose. Thirty thousand men spent long hours daily for a period of eleven years to finish the work. Today four hundred of you men with some electricity and compressed air could finish the work in two and a half or three years.

"As a great undertaking, a great achievement, a great engineering feat, your work, your records will go down through the ages. While wars and war heroes may be forgotten and the lives of men of genius will have faded from the pages of history, this work that you are doing today will be rendering service to countless millions for ages to come, for just as the ships that sail the sea today are improvements over the first real form of transportation, so will railroads always transport on land the greater amount of the merchandise and material of nations and no doubt will carry the greater number of people who travel for long distances and over mountain ranges.

"It is said that there are 37,000,000 less people in the world today than there would have been were it not for the great World War. This number includes those killed in battle or as a result of the conflict, non-combatants who died because of the war, and more than fifteen million children who were not born because of the war's great mortality. This number will increase as the

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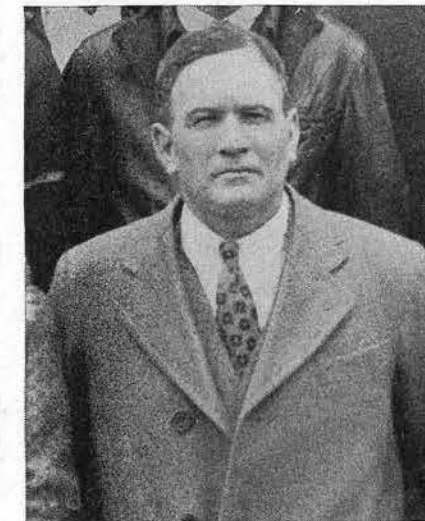
FINISHING THE TRIP TO KLAMATH FALLS

Great Northern Given Splendid Reception on the Occasion of Completing the Line Through Central Oregon

By Frank W. Sexton, Associate Editor, Klamath Division

THE KLAMATH DIVISION, the latest addition to the Great Northern's business producers sprang into being on May 7, 1928 when train 387 departed from Bend and Train 386 departed from Klamath Falls. The inauguration of a regular schedule marked the completion of a project conceived by the late James J. Hill over twenty years ago. The new line connects with the Oregon Trunk at Bend, thence south for twenty-five miles over the Shevlin-Hixon Line, purchased last winter. From the end of the Shevlin-Hixon Line, a new line was built to connect with the Southern Pacific at Chemult. From Chemult we operate over joint track with the Southern Pacific into Klamath Falls, a distance of seventy-five miles.

Before commencing operations it was necessary to relay all curves of eight degrees and over in the Shevlin-Hixon Line. This work was carried out by Foreman Amos Payne's steel gang under



Mayor T. B. Watters of Klamath Falls, Oregon.

the direction of General Roadmaster J. J. Hess, to whose untiring efforts the successful completion is, in a large measure, chiefly due.

The construction of the large new terminal at Klamath Falls was carried out under the supervision of Engineer C. B. Harding, the track work being done by Frank Howell's extra gang, while Pete Andonoff's gang did the surfacing on the new line from Stearns to Chemult as well as on the Shevlin-Hixon Line.

On Friday May 11, the City of Klamath Falls started its royal welcome

Klamath Falls, Oregon.
May 12, 1928.

Mr. Ralph Budd, President,
Great Northern Railway Company,
St. Paul, Minnesota.
Dear Mr. Budd:

The Portland Chamber of Commerce, through its members attending the Klamath Falls Rail Celebration, desires to extend to you its sincere thanks for the thoughtfulness and consideration of yourself and your associates in doing everything that could possibly be done to add to the pleasure of this trip. The exceptionally fine equipment provided in the special train, the courtesy of the officials and the attendants and the service in every particular have left nothing to be desired.

May we not take this opportunity also to express to you our satisfaction as citizens of Oregon in the part you and your organization are taking in the upbuilding of this state. We realize that a great essential in Oregon's development is adequate rail transportation. You have made accessible vast natural resources. We are confident of the rapid progress that will follow in the area served, and we trust and believe that your large investment will bring results that will exceed even your present hopes.

Yours truly,
Horace E. Thomas
N. A. Leach
W. A. Holt
Special Committee
Portland Chamber of Commerce.

to the Great Northern. At 2:30 p. m. the special train carrying the Portland Chamber of Commerce steamed into the new station of Sixth Street, followed shortly after by the special carrying residents of Bend and Prineville. The Portland delegation brought the famous Kilties Band while Bend brought the Shevlin-Hixon Lumberjacks Band and the American Legion Drum Corps. To Conductor Earl Crawford and Engineer Paul Hodge goes the honor of bringing the first passenger special over the new line, the second special being handled by Conductor Wm. Dunne and Engineer John Windser.

Immediately after the arrival of the special trains, the private car formerly

used by the late James J. Hill and now used by General Manager J. H. O'Neill was taken to a temporary track laid on Third Street to Main, where it was parked for two days. On the observation platform President Ralph Budd crowned Queen Marjorie as Great Northern Queen and from this platform the various speeches of welcome and responses were made.

The Golden Spike, symbolizing the completion of the line was driven by Captain Applegate, a Klamath Basin pioneer and veteran of the Indian Wars. In the evening a special display of fireworks was held on the shores of Lake Ewauna. Among the set pieces was one depicting the arrival of the first train as well as ones showing the features of the late giants of the railroad world, James J. Hill and E. H. Harriman.

At daybreak on Saturday, May 12, the booming of cannon announced another



J. B. Smith, Assistant Superintendent of Transportation; T. F. Dixon, Superintendent of the Klamath Division; F. S. Elliott, Assistant General Manager, Lines West; D. J. Kerr, Assistant to Vice President, Operation.

day of celebration. At 11 a. m. the grand parade moved slowly down Main Street. Leading the parade were cars containing Governor Patterson of Oregon, Mayor Watters of Klamath Falls and Great Northern officials. At 2 p. M. the annual May Day fete of the Klamath Falls High School was held on the Courthouse lawn with Queen Marjorie presiding. The evening was given over to dancing, and midnight

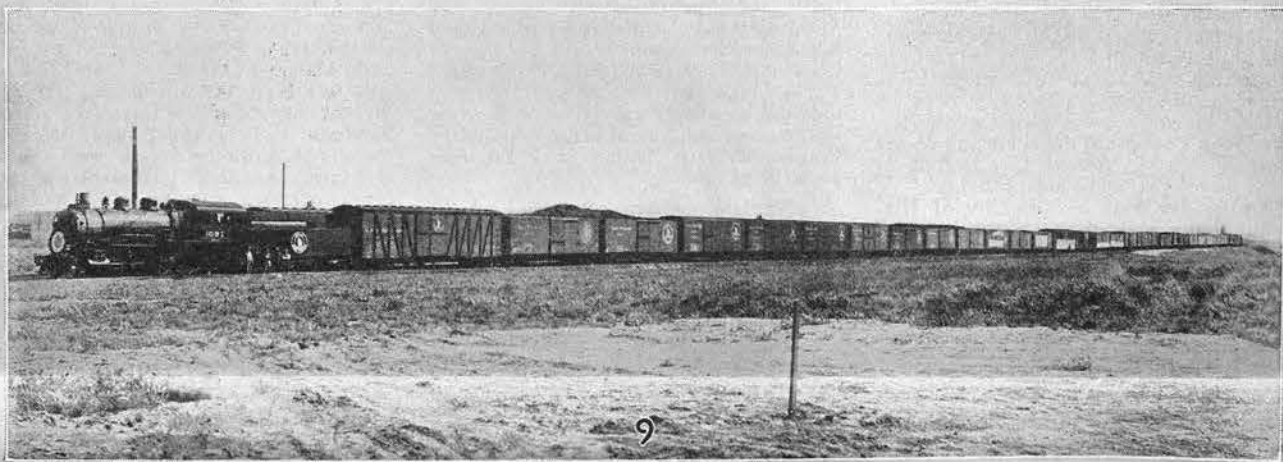
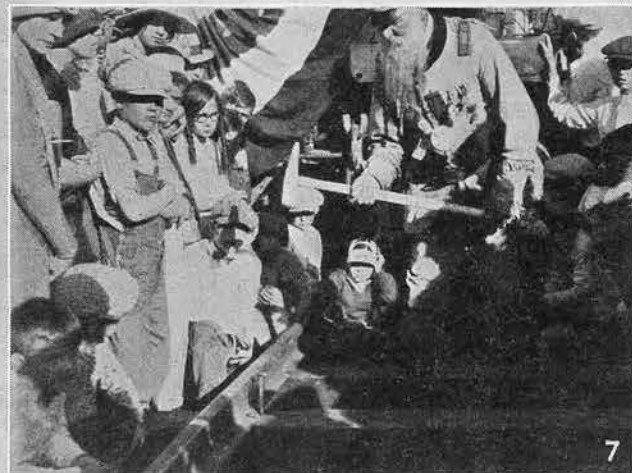
(Continued on Page 13)

Pictures in layout on next page: 1—Arrival of Portland, Ore., Chamber of Commerce Special; 2—Pondosa Pete Andonoff and crew. Pete is the smiling gentleman at the right; 3—President Ralph Budd crowning Queen Marjorie as Queen Klamath. Mr. Bruce Dennis, chairman of celebration committee, at the right; 4—Left to right, J. H. O'Neill, T. F. Dixon, J. J. Hess, F. C. Harding, and F. L. Howell. Mr. Hess is general roadmaster and Mr. Howell, steel gang foreman. 5—Great Northern float with Queen Marjorie and maids of honor; 6—Men who did the work on the steel gang, with Amos Payne, foreman; 7—Captain Applegate, Klamath Basin pioneer and Indian War veteran, drives the spike; 8—Christening of engine of first Great Northern train to go over the line, by Queen Marjorie; 9—Departure of first train on line, bearing Klamath Falls lumber products.

Opening Klamath



of the Division



Making Railroad History

(Continued from Page 2)

years pass. Contrast that great blot on the pages of world history with the work you are doing here and now. The service you are rendering will add more to the comforts of the world than any war of aggression and selfishness.

"Is it any wonder then that we are here tonight to add our words of praise and thanksgiving to those extended to you by your own employers. Our heartfelt thanks, our sincere congratulations (and now I speak for some 28,000 Great Northern employees), go to you tonight. We are proud to be among those asked to take part in this dinner of appreciation to you who have so faithfully labored to accomplish this great achievement, one of the finest pieces of engineering ever undertaken in this western half of the world.

"Deeply mindful of your great undertaking so splendidly carried on, we thank and congratulate you and bespeak your continued success."

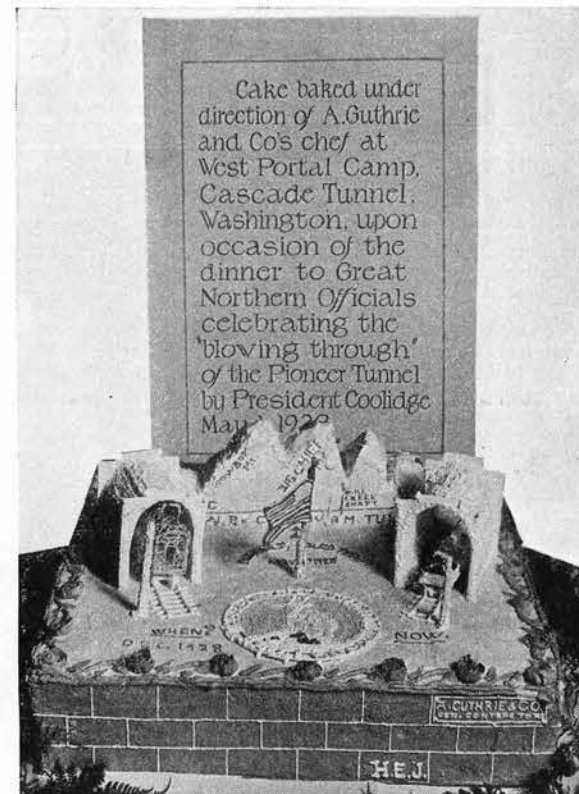
J. C. Baxter, vice-president of A. Guthrie & Company, then led the men in cheering for the superintendents and other men in charge of the work at the tunnel, and it seemed as if the roof would be taken from the building so lustily did the men shout for their superiors. This cheering was evidence of the splendid esprit de corps of the tunnel crews, which resulted in the breaking of so many records.

Short addresses were made by W. E. Conroy, general superintendent, who also very capably acted as toastmaster, and by others including Superintendents Frank J. Kane, H. J. King, and C. G. Jones. Other officers and foremen were introduced, each introduction resulting in extended cheering.

Instrumental music was furnished by Guthrie's Musical Muckers. The Great Northern Quartet sang many selections and never before did their singing produce more applause. The participation by the quartet in the activities was one of the leading features of the evening.

While this banquet was in progress, the women of the camp and the wives of a number of officers enjoyed by themselves a dinner at the Scenic Hotel. The

Cake Designed and Baked by Henry E. Jadot, Baker, and Served by Steve Lyons, Chef, at the Banquet at Scenic, Washington, on the Occasion of Celebrating the Breaking Through of the Barrier Between the Headings in the Pioneer Tunnel

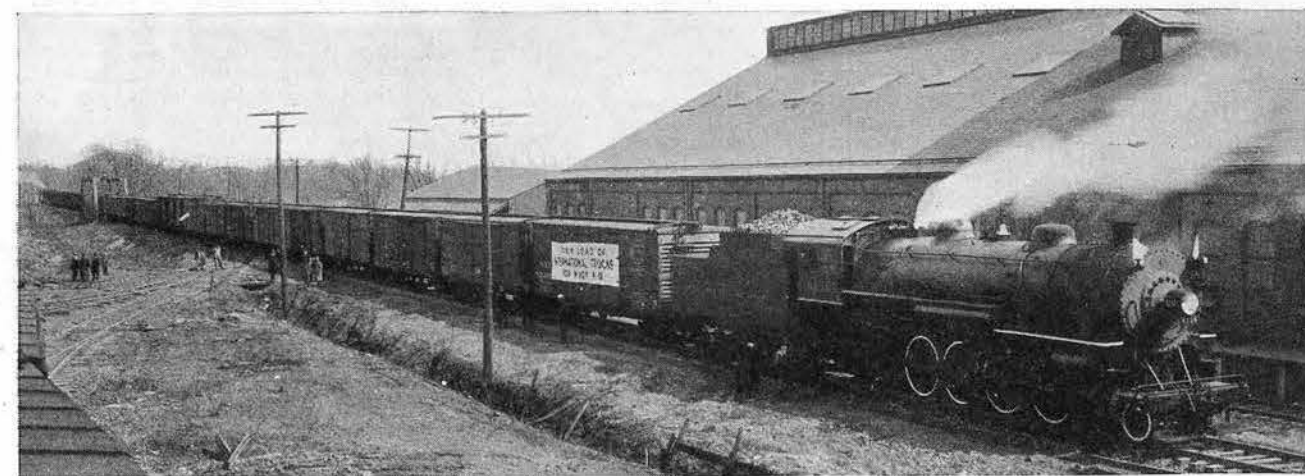


dinners were followed by dancing at the Scenic Recreation Hall.

Among the officials of A. Guthrie & Company present were H. L. Mundy, president and treasurer; J. C. Baxter, vice-president; A. D. McDougall, vice-president; W. E. Conroy, general superintendent, and H. J. King, Frank J. Kane, and C. G. Jones, superintendents. Among Great Northern officials present were C. O. Jenks, vice-president, operation; J. H. O'Neill, general manager, lines west; Colonel Frederick Mears, assistant chief engineer; D. J. Kerr, assistant to vice-president, operation, and M. J. Andrews, engineer in charge.

Railway Superintendents Meet

MEMPHIS, TENNESSEE, will be the meeting place June 12-16 of superintendents from the railways of the United States, Canada, Mexico and some of the South American nations. The occasion is the thirty-fifth annual convention of the American Association of Railroad Superintendents, which has a membership of twenty-five hundred. Owing to the central location of Memphis, and its importance as a railroad center, attendance at the convention is expected to establish a record.



Trainload of Trucks

THE REPRODUCTION of a photograph is shown above, which depicts a New York Central trainload of thirty-four cars of International auto trucks, shipped on March 8 from the plant of the International Harvester Company at Springfield, Ohio, to Minot, North Dakota, for distribution to various points, but was run special as far as Minot and Great Northern from St. Paul. The train reached Minot on March 11. There were one hundred and twenty-seven trucks on the train, most of them of the six-speed type for farm use. The trucks were completely assembled and ready for operation upon reaching destination.

FOUR DAYS OF DELIGHT

In Glacier and Waterton Lakes National Parks

By O. J. McGillis

THE TRANSPORTATION concessioners of Glacier and Waterton Lakes National Parks, in co-operation with the Glacier Park Hotel Company, are featuring, this year, a new four-day, all-expense tour of both parks which should greatly interest transcontinental travelers who desire to break their overland journeys by stopping off in the Rockies but who, because of limited vacation periods, find it impossible to plan extended outings in this famous international playground region. Readers of the SEMAPHORE, many of whom have spent vacations in the Montana Rockies, are generally familiar with the location and physical aspects of Glacier National Park. They know that many people, in-



The Glorious Beauty of Dawn
Mist Falls

trigued by majestic beauty, diversity of form and color in the mountains, the charm of superb lakes and the exhilarating quality of the very air they breathe, leave the park reluctantly after spending from several weeks to an entire season there. They know, too, that Waterton Lakes National Park lies just north of Glacier in the Canadian Rockies; that the two areas, comprising 1,750 miles of colorful peaks, lakes of turquoise and emerald, hanging glaciers set off by somber cliffs, luxuriant forests of fir and pine and Alpine meadows aflame with wild flowers, are linked together by a splendid highway, trails over mountain passes and by an international launch route on upper Waterton Lake. But that tourists may see comfortably and become familiar with the great scenic centers of both parks and enjoy several of the most popular side trips from the hotels—all in a few days—will be news to many.

Travel between the great hotel centers on the Four-Day Two-Parks Tour will be by automobile and launch. Overnight stops will be made at Many-Glacier Hotel, at the head of Swiftcurrent valley, the Prince of Wales Hotel, on Waterton Lake, and at Going-to-the-Sun Chalets at the west end of Upper St. Mary Lake. There will be time at each of the hotels for rest and for side

trips by saddle horse, walks to nearby points of interest, or, for boating and fishing on the lakes. It should be understood that purchasers of the Two-Parks, Four-Day, All-Expense tour coupons are not held by any hard and fast itinerary. If the traveler finds that his vacation schedule will permit him to spend more time at any of the park centers than his coupons call for the time limit of the tour can easily be extended for the routes followed are those on which there is regularly scheduled daily service and all that is required, in arranging for longer stop-overs at the hotels, is payment of the difference between the total expense incurred at any hotel and the value of the hotel's interest in the tour coupon.

On the first day of the Two-Parks, Four-Day tour the traveler leaves Glacier Park Hotel—"Big Trees Lodge" at Glacier Park Station—at 8:15 A. M., for Many-Glacier Hotel. This fifty-five mile ride is over the Blackfoot Highway, crossing the lovely valleys of the Two Medicine and Cut-Bank Rivers, Hudson's Bay Divide, and following the shore line of lower St. Mary's Lake for nearly ten miles before entering the valley of the Swiftcurrent which leads to Many-Glacier. This first day's destination is reached before lunch and the afternoon and the following morning will give the traveler time to enjoy a side trip by saddle horse to Iceberg Lake, Cracker Lake or to Grinnell Glacier, walks to Josephine and Grinnell Lakes, an easy climb to the top of Mt. Allyn, or a circuit of McDermott and Josephine Lakes by launch. The first night in Glacier Park will, of course, be spent at Many-Glacier Hotel and there are few places in all the world more enchanting at night than the Many-Glacier Region. McDermott Lake, for a period at dusk, when even the winds which blow out

of deep canyons seem to rest, is a mirror broken here and there by the lusty strike of feeding trout or the startling warning smack of a beaver's tail. It reflects the stars and the long shadows of the encircling snow-draped peaks. In the distance Grinnell Glacier and its milky cascades gleam in the night light and the deep blue of heaven's star-jeweled vault is broken by the dark outlines of Gould, Grinnell, Wilbur and Allyn mountains and the serrated ridges of the Garden Wall. Within the hotel there is gaiety inspired by music and dancing and the cheer of great open fires.

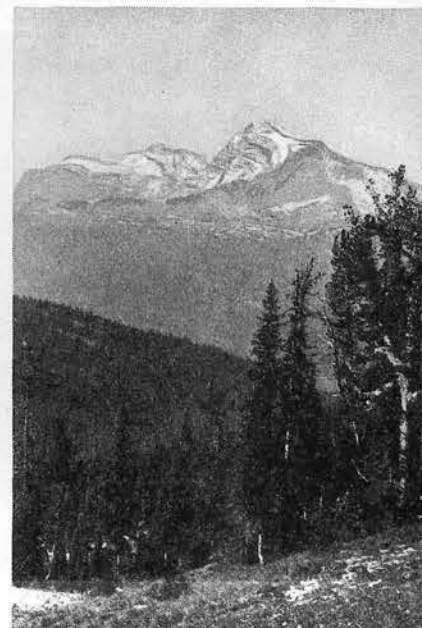
The afternoon of the second day of the Four-Day tour is spent en route to the New Prince of Wales Hotel. The seventy-eight mile ride from Many-Glacier is over the new International



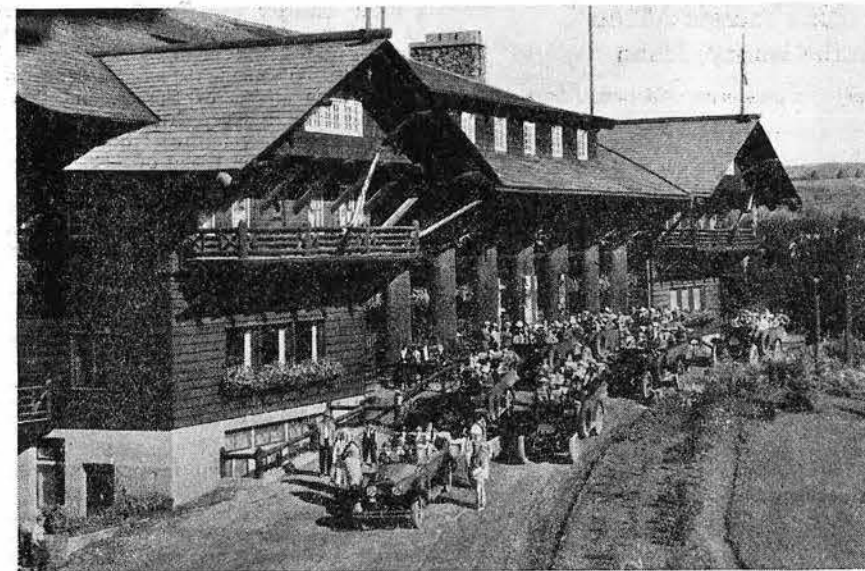
Indians in the Pool Below Trick Falls

Park-to-Park Highway via Cardston, Alberta. Cardston, which was settled by Mormons who trekked north from Utah in the eighties, is interesting as the center of a fertile wheat growing region and the headquarters, in Canada, of the Mormon sect. Here also is a two-million dollar temple which is the pride of all Canadian Mormons. From Cardston the way is west through the Blood Indian Reserve to Waterton Lake. One of the most interesting scenic features of the ride from Many-Glacier to Waterton Lake is Chief Mountain. This notable landmark of the plains at first has the appearance of a huge yellow monolith but as it is approached and rounded it is seen to be a mighty mass of limestone projecting far from the main line of the mountain range.

The new Prince of Wales Hotel structure graces a high rounded promontory at the base of Mt. Crandall where the outlook east is over rugged Vimy Ridge and the middle Waterton Lake, west and north over a charming mountain tarn known as Lake Linnet and up the slopes of Crandall and Bertha Mountains, and south over the full length of upper



Heaven's Peak in Granite Park,
Glacier National Park

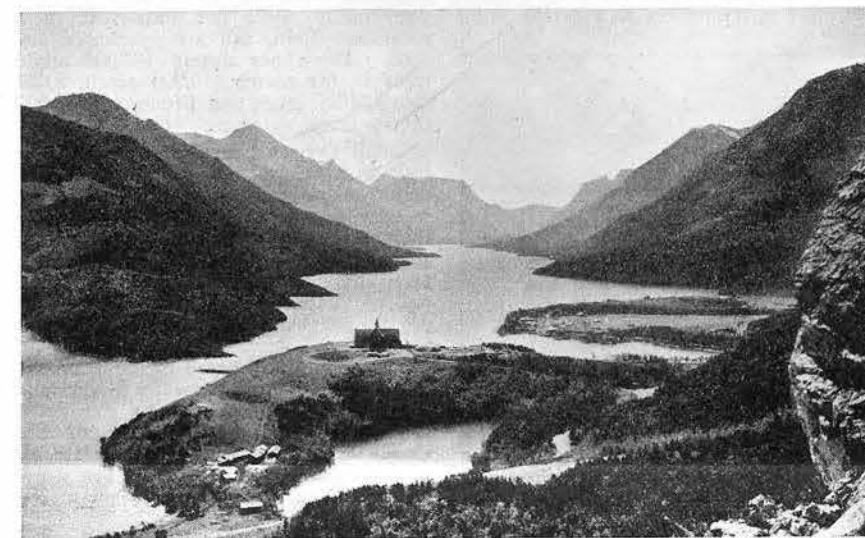


Leaving the Glacier Park Hotel for the Four Days' Trip

Waterton Lake to the mountain masses which pile up at the south end of the lake in Glacier Park. Upper Waterton Lake fills the whole floor of a long narrow valley. Curving bays and rocky promontories give grace to its shores, a thick pine forest frames it with luxuriant green and above, rising from the water and encircling the lake, are more than a score of splendid peaks. Some of them are formed of gray limestone with bare and rugged upper slopes, others are splashed and banded with bright reds, greens and golds; some are humped and massive like the backs of stooping giants, others carved by erosion into towers and turrets fantastic as the castles of fairyland.

The inviting comforts of the Prince of Wales Hotel are enjoyed on the second night of the Four-Day tour and on the next day, before the busses leave at one o'clock, the traveler may have his choice of spending a few delightful hours in the environs of the hotel at golf, fishing or kodaking, or he may board the launch "International" for an excursion to Goathaunt Camp at the south end of the lake and in Glacier Park.

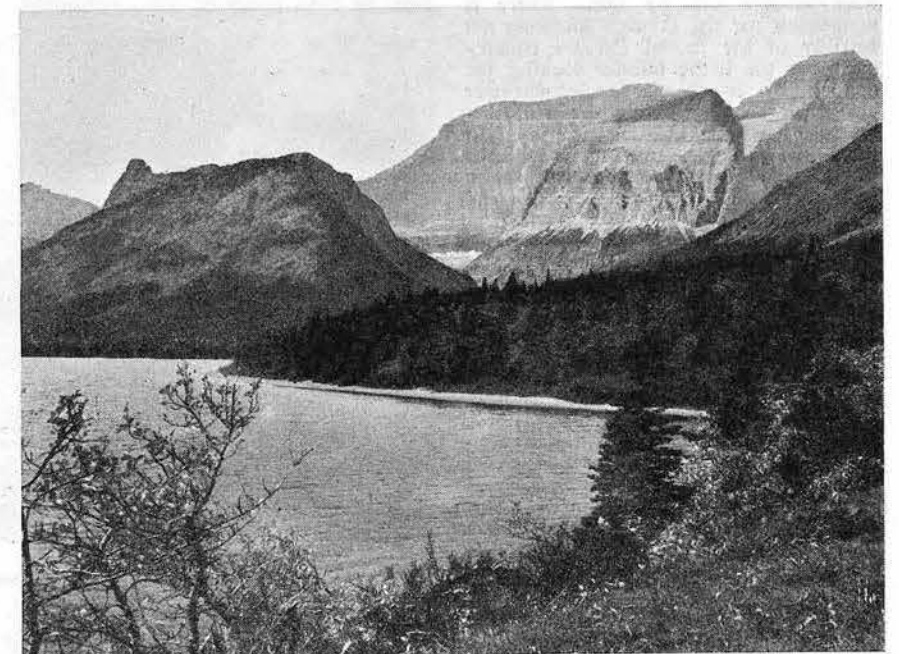
Evening of the third day of the Four-Day tour finds the traveler back in



Majestic View of Waterton Lake, with New Prince of Wales Hotel in Foreground

Glacier Park, at Going-to-the-Sun Chalets. He has traveled direct from the Prince of Wales Hotel to St. Mary Chalets by automobile and from St. Mary to Going-to-the-Sun by launch and, if he is normal, he has found the wild beauty, so profusely displayed in the St. Mary Lake region, a fitting climax for all that has gone before. The upper St. Mary Lake country is a combination of perfections—water, sky and mountains so harmoniously blended as to form, in all its moods, the most wholly pleasing picture in all the western mountains.

After spending the night in the hospitable shelter of Going-to-the-Sun Chalets, the morning of the last day in Glacier Park will be found a good time to visit Baring Falls, Sunrift Gorge or St. Mary Falls. These are easy side trips from the Chalets that can be made either afoot or in the saddle. At two o'clock in the afternoon the boat leaves Going-to-the-Sun for St. Mary. As the trim launch approaches the narrows of the lake at the Golden Stairs the traveler looks back on a scene that makes his



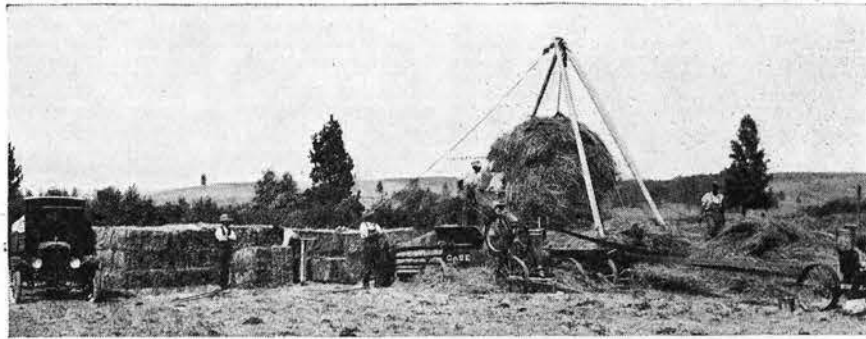
Crosley Lake and Mount Cleveland

farewell to Going-to-the-Sun a reluctant one. The rustic home-like chalets perched on a rocky promontory above the blue of the lake, the tawny pinnacles of Citadel, the crags of Almost-a-Dog, the slanting cone of Fusilade, Sexton Glacier shelved high in Baring Valley and the classic outlines of Going-to-the-Sun Mountain make a picture so impressive that the memory of it is never lost.

At St. Mary Chalets busses are again boarded for the last thirty-two miles of travel on the tour. The traveler is brought back to Glacier Park Hotel at the eastern entrance of Glacier Park in time for dinner and an hour or two of rest before the arrival of east and west bound evening trains. It seems hardly necessary to say, in concluding, that nowhere else may the sightseer, the vacationist or the lover of nature's wild beauty enjoy so much exhilarating but easy travel or see so much grandeur in four short days as he may in Glacier and Waterton Lakes National Parks.

"Where the Pines and the Prairies Meet!" The Wonder Land—Latah County, Idaho

By Burton C. Rowe, Secretary, Chamber of Commerce, Moscow, Idaho



Baling the Fragrant Hay on a Farm Near Moscow

WHERE NATURE HAS placed in abundance great timber stands, which keep great sawmills operating, and where one of the most fertile and picturesque rolling prairies in the Northwest snuggle side by side. There is temptation for the farmers knowing the fertility of the famed Palouse country soil; for the home builder looking for opportunity in cheap, fertile, cut-over land; for people wanting the neighborliness of small, bustling towns. All these, near to the great outdoors, near to the mountains, with their brooks, their trees, their solitude, their fish and their game.

That is Latah County!
It is old, and yet still new. It was one of the first areas of northern Idaho to be settled, and it is regarded by bankers and men familiar with the West's agricultural situation as one of the most prosperous and stable counties in the vast north Pacific Coast region. It is new, for there still remains opportunity for the seeking—new lands to be brought under cultivation and to increased values; untouched natural resources awaiting development for men with capital and vision; a field for new business and new industry; a place for agricultural specialization and diversification to supply growing markets in the new Pacific Coast industrial centers and to the East, just now discovering Idaho's superior produce.

Latah County comprises 692,291 acres and supports a population of approximately 21,000 people. The southern and

western portions are rolling, rilled table lands, all under cultivation. The eastern and northern sections are comprised largely of timber lands of immense value; dotted here and there by protected valleys, or flats, many of them cultivated,



A Home with Charm on an Idaho Farm

others awaiting the enterprising plow. The largest body of white pine timber in the world lies just to the east, and over-lapping the borders of the county, which nurtures one of the largest lumber mills in the nation, at Potlatch, with

a daily capacity of 750,000 board feet of lumber. As the timber is cut, new lands suitable for farming are opened up; others, less suited for agriculture will mature new stands of timber, and this great asset will never disappear.

Here are a few figures from the last United States Department of Agriculture Year Book:

Total number of people living on farms within Latah County, 5,097, all white, 4,116 of whom live on their own farms.

Of the 692,291 acres of land in the county, 213,299 are under cultivation; 94,853 acres are in farms from 100 to 170 acres in size.

The total value of land and buildings, of the county's farms placed by the government, is \$14,714,106, buildings being valued at \$2,369,305.

The county's annual farm production is valued at from \$8,000,000 to \$10,000,000. In 1925, 43,036 acres were planted to wheat, yielding 1,072,875 bushels, making a 25-bushel per acre total average for the county. Barley produced a yield of 29,879 bushels from 1,236 acres, while oats yielded 419,114 bushels from 14,911 acres.

Forest resources of the county are valued at approximately \$50,000,000.

Wheat often yields as high as 50 bushels an acre; oats 80 bushels, and hay runs three tons to the acre (alfalfa five tons). Peas are important in a rotation system, and are purchased for seed. There are nearly 100,000 apple trees in the county, 10,000 peach, 8,000 pear, 20,000 plum and prune, and 12,000 cherry trees.

Latah County provides whatever altitude you desire, and with it whatever opportunity you are looking for. Its mountainous regions are 4,000 feet above the sea. In the southeastern section the altitude is only 700 feet, with a warm, even climate, where soft fruits, berries, melons, garden vegetables, beans and poultry vie with grain farming for first rank.

The county is drained by small creeks and rivers to the Clearwater River, one of the main tributaries to the great Snake River, itself a branch of the Columbia. The county's temperatures, even at the higher altitudes, are mild, the average monthly temperature at the Moscow weather station ranging from 28.4 degrees in January to 66.4 degrees in July. Its lands are watered by an average rainfall of 22.4 inches, the

heaviest yearly rainfall in any known region having a volcanic-ash soil. Severe storms are unknown.

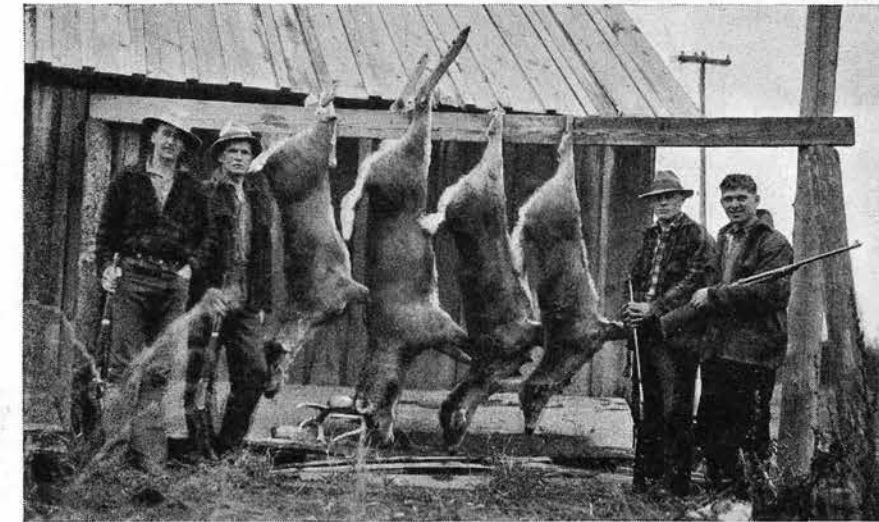
The county's soil is the work of thousands of years of slow decomposition of volcanic materials. Nature has been kind; its soil depths are deep—40 feet not being unusual. It is easily worked. Droughts are practically unknown. Moisture comes in through a great gap worn through the Cascade Mountains by the Columbia River, which allows the warm, rain-laden trade winds off the Japanese current to penetrate an unusual distance inland.

Land values are reasonable, yet sound. The stability of the region during the

director of the State Bureau of Mines and Geology, and dean of the State's School of Mines, tell about Latah County's clay deposits:

"If you want to be just 25 years ahead of the times," he said, not long ago, "just prophesy that one of the great industries of this kind (ceramic products manufacturing) in the country will be built up here. These are the reasons why:

"Through the central line of Latah County there are many deposits of high-grade residual clays, resulting from the decomposition of granite. The Idaho Bureau of Mines and Geology, with the aid of the United States Bureau of



A Chance for Fine Sport in the Nearby Hills

depression period following war inflation kept values near normal, while in other parts of the country they were deflated to the point of sacrifice. Since that time they have kept steady and are improving. Average farm lands, with improvements, sell for from \$80 to \$125 an acre, depending upon location and the extent of improvement. Cut-over land, from which timber has been removed, can be bought for \$25 an acre, and less.

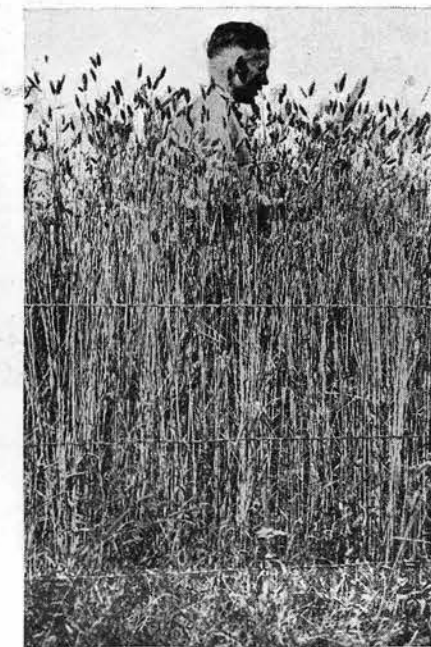
The county supplies the Northwest with no insignificant portion of its lumber. Vast quantities go east to the metropolitan markets. At Potlatch is located one of the largest sawmills in the country. A great new mill was opened in the fall of 1927 at Lewiston, adjoining Clearwater County, to tap the great timber stands of Latah and Clearwater Counties. Pine is the principal wood; the others are larch, cedar, fir and tamarack. The annual payroll of the Potlatch Lumber Company mill at Potlatch, is \$2,393,900.

Excellent grazing areas are available for summer range in the timbered areas. Outside sheep owners utilize the national forest grazing lands to a large extent. Smaller grazing grounds are used by private farmers for their sheep and livestock. Pastures remain green during the warmest summers.

As a natural resource, yet practically untouched, clay holds the spotlight. Several brick plants supply a considerable portion of the building and fire brick needed by the Northwest. That at Moscow is the largest, having an annual output of nearly \$300,000, and an annual payroll of approximately \$150,000. But let Dr. F. M. Thomson,

Mines, has found by test that this clay is of exceptionally high quality for the manufacture of refractory wares, fire brick, tile, pottery, and so on. No one knows the extent of these deposits, but I do not consider it an over-estimate to say that there are no doubt millions of tons along this line of contact between the basalt and the granite."

In the fall of 1927, the first effort to utilize this vast resource for other pur-



Shoulder High in the Golden Grain

poses than brick was inaugurated. The Idaho Ceramic Products Company was organized, to make white china and pottery, for Latah County is one of the few places in North America where china clay is available in quantity.

That the field of agricultural diversification is just opening can be illustrated by several recent occurrences. Upon the advice of Idaho agricultural college specialists, the practice of summer fallowing is being replaced by many progressive farmers with systems of crop rotation with peas, principally, alfalfa and sweet clover. Results are so satisfactory that one of the largest pea purchasing, certifying and distributing houses in the country is located at Moscow. The crop is sold for seed, principally in Wisconsin. And new revenues now accrue to Latah County farmers, where formerly there was no revenue in revitalizing the soil by summer fallowing.

Within the last year or two, seed potatoes have become important items of specialization to supply the famed Southern Idaho commercial potato farms, which must buy seed each year from non-irrigated sections. A seed potato storage warehouse was completed during the fall of 1927, co-operatively, at Genesee. A smaller private storage cellar was constructed near Moscow.

Poultry, dairying and other cash-product specialties are being recognized. Fruits, in the southeastern portion, melons of all types, berries and garden truck, are shipped over the entire surrounding territory in quantity.

Markets are close at hand. The Northwest is growing. Industry is getting its start. The Pacific area is becoming a reality. Four railroads serve the county, each making direct contact with transcontinental trunk lines. Railways in the county are the Northern Pacific; Great Northern; Chicago, Milwaukee, St. Paul & Pacific; Oregon, Washington R. R. & Navigation Company, and the Idaho, Montana & Washington Railway. Highways are numerous and well improved. Approximately 60 miles are state-surfaced and maintained.

Streams of the county offer possibilities for hydro-electric power. The scenery is excellent, from rugged to gently-sloping timbered areas, to fertile and populated valleys and rolling prairies. The angler finds a paradise along its creeks. Big game is to be found in the mountains. Game birds abound where the prairies meet the pines.

A Dependable Railway

There are times when "being personal" is a most agreeable thing, and the following letter to the General Superintendent of Dining Cars is a case in point. The writer is Robert Ruhlender of Pasadena, California, and his letter is short but full of meat:

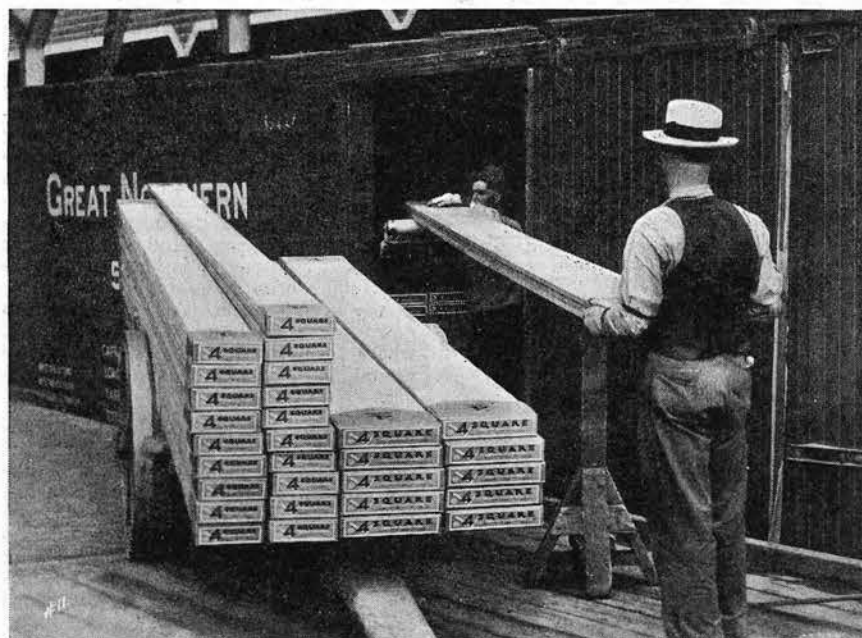
Wonderful train, the "Oriental Limited." The train leaving Chicago last Friday evening had the most pleasant and agreeable steward one could wish for, to say nothing of the excellent food served. Big, fat, jolly fellow, who made the trip one to be remembered.



Summer Fallow Work on a Large Scale

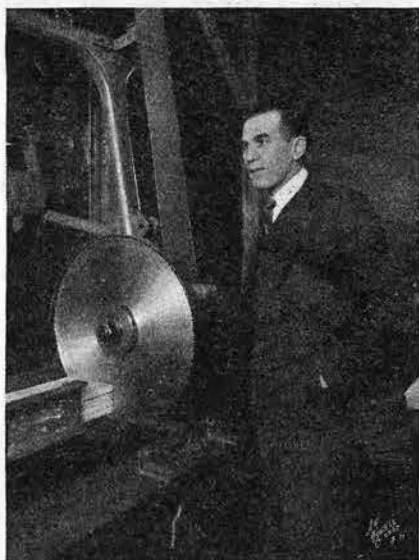
Lumber Expert Invents Saw Which Cuts "Four Square"

Saves Labor Cost at Scene of Building, and Permits Shipping Lumber in Packages



Loading Lumber in Packages, Cut with New Square Cut Saw

EARLY IN APRIL public announcement was made of the invention of a "wizard saw" by H. H. Payzant, of the Weyerhaeuser Forest Products, and former mill superintendent at one of the Weyerhaeuser mills in Everett, Washington. For a year development engineers have been working on the perfecting of machinery which would cut lumber four square and also upon a proper fibre cover cap in which the new product might be shipped.



H. H. Payzant and Saw He Invented

This saw is now in operation, and we show a picture of it with the inventor beside it. Also a picture of lumber cut by it and with jackets on being loaded in a Great Northern box car for shipment.

Selected lumber is brought from the planing mills to a special trim bench, also invented by Mr. Payzant. To this

bench is attached the "wizard saw" which provides the means of automatically "squaring up" the lumber. The work of this saw is said to be almost equal to the average job of planing.

After cutting the lumber is reinspected to meet the highest specifications as to

quality and finish and then is shunted onto a truck, where the fibre end wrap is put on. The boards are bundled together in from three to twelve thicknesses of the standard length. The package consists of a heavy fibre binder or cap, which fits over each end. It is a combination of sleeve and hinge which accommodates the flexure of the lumber as it moves over the loading jack. These caps are labeled to show the name of the species, the grade and kind of lumber.

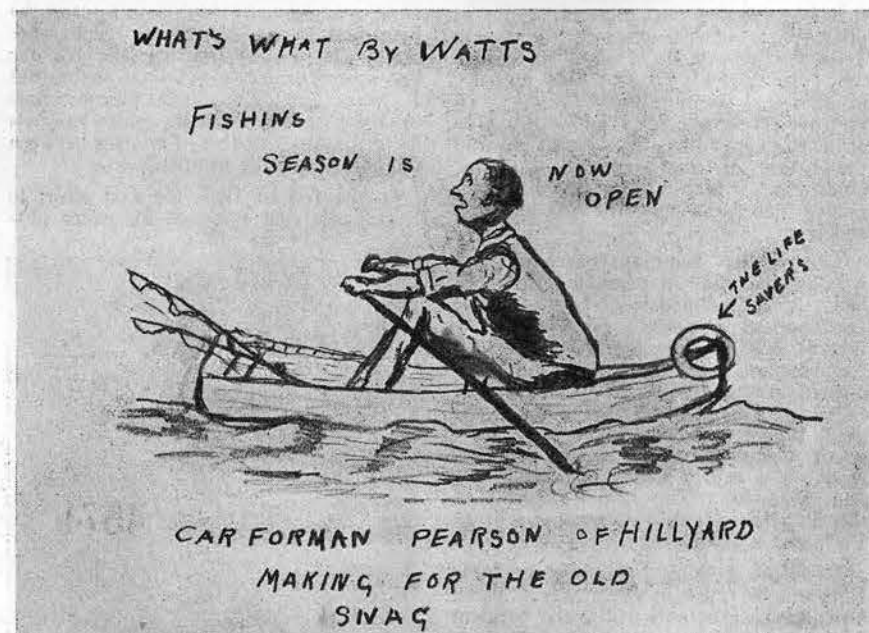
According to Mr. C. L. Hamilton, secretary of the Weyerhaeuser concern, the rebutting of lumber at the mill, under this new plan, effects a substantial saving in labor cost by eliminating one of the most costly wastes in building—the carpenter's time required for squaring up every board on the job. Furthermore, lumber that is made right assures the home builder that it will be used right. This plan of rebutting the lumber at the mill and shipping it in packages which identify it and guarantee it to be what it is represented to be, should stimulate finer craftsmanship in the building of the real American wood house. It means that the home builder, contractor and architect will know that every package of lumber will be what he has bought it for, just the same as food products are identified and guaranteed.

Took the Count

"Judge," cried the prisoner in the dock, "have I got to be tried by a woman jury?"

"Be quiet," whispered his counsel.

"I won't be quiet! Judge, I can't even fool my own wife, let alone twelve strange women. I'm guilty."



Watts Has a Vision of What's To Be

THIS WAS DRAWN BY Wm. C. Watts, painter foreman, Hillyard Shops, and it is said that his prophecies are usually correct. To quote one of his wise sayings, some of which we have used from time to time, "When some people make a good guess, they call it intuition." One of the best of his sayings, and hitherto unpublished, which comes to our minds at this moment goes

this way, "There is a free government bulletin on almost everything except ways to avoid being a nuisance." That's the way Watts spills clever sauce every time he says something. In conclusion, let us quote him on a deep and never-changing truth, "A good many husbands are getting shot by their wives, now-a-days, but we notice none of them are the ones who help with the dishes."

Meritorious Mention

A LETTER OF COMMENDATION has been written to A. M. Fry, telegraph operator at White Rock, B. C., owing to receipt of a similar one from a business man in Vancouver, B. C., written to General Agent E. A. Dye.

This commendation grew out of the fact that Mr. Fry when delivering a telegram, also picked up a package, which the telegram mentioned as having been sent by bus, and delivered it at the same time. This package contained medicine for a person seriously ill, and its prompt delivery very likely saved the life of that person. Delivery of the package was entirely outside of Mr. Fry's line of duty and as the letter about him said "Such service as this should not go unappreciated, for had it not been for the foresight and wisdom of your agent, the package would probably have lain at the hotel until called for."

On March 30, Brakeman Wm. Buckman of Butte Division found FGE 51330, empty refrigerator car with one pair of trucks crosswise on tracks. This car had been off the track for about four rail lengths when discovered. Brakeman Buckman opened the angle cock to prevent train from moving until car was railed, and he has been commended for his care in this case.

Two broken rails were discovered by Sectionman John Farrel on April 10 near Craig, Montana. A credit mark has been placed on his record for this and also for flagging and stopping train 238, which prompt action probably prevented a serious accident.

Brakeman Barney Rubin, Grand Forks, has been congratulated on attention to duty because of discovering broken arch bar at Emerado, N. D., on work extra on March 30, and thus preventing a bad accident which might have otherwise occurred.

Commendation has been accorded Second Trick Operator Merrill Priest of Nashua, for discovery of hot box on train second 447, which was passing Nashua station recently. This was in GN 18227, and as there was danger of the journal burning off, his careful examination as train passed undoubtedly prevented a serious accident.

Conductor William Reynolds of the Kalispell Division has received official commendation for his watchfulness in discovering a broken rail near Fort Browning, Montana, last month.

A credit mark has been placed with the record of Brakeman D. R. Craig, Superior, Wis., for discovering a broken arch bar on GN 32709, while inspecting train at Milaca, Minn. on April 13, on extra 1975 east. His special attention to duty very likely saved serious trouble and possible accident.

On the afternoon of May 8, Stockyard Custodian James Sipes discovered the Sun River Road viaduct in the West Great Falls yards on fire. Fanned by a high wind, the flames were gaining fast headway. Mr. Sipes' prompt action in calling the yard office and notifying the fire department, no doubt saved the big viaduct from heavy loss, and possibly total destruction.



Railway Barge Launched

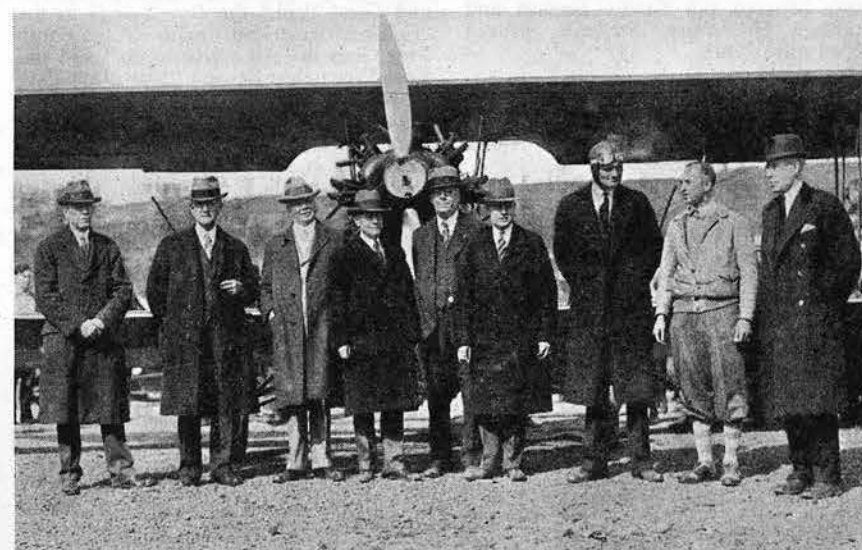
New Vessel for Yorke & Son Put into Service

SEVERAL WEEKS AGO THE barge of which a picture is shown above, was launched from Poplar Island, Vancouver, B. C. with appropriate ceremonies. This vessel was built for Captain F. M. Yorke & Son, of Vancouver, B. C., who operate a car ferry for the Great Northern Railway. This barge will be operated between Vancouver and points on Vancouver Island and up the coast with others in the same service.

The launching was a complete success, and the christening with the usual bottle of champagne, was performed by Mrs. G. T. Yorke, and the name "Yorke" given to the new carrier. Representatives

of the Great Northern present were, E. A. Dye, general agent for British Columbia; H. R. Lonsdale, contracting freight agent, Vancouver; O. H. Wood, Seattle; S. R. Manuel, traffic representative, Vancouver; F. C. Meyers, general agent, Vancouver; D. W. McArthur, assistant agent, Vancouver.

Captain Yorke is one of the pioneers in Fraser River shipping circles. He has been a resident of the Pacific Coast since 1880 and is said to have been the first to discharge a general cargo from a deep sea vessel at New Westminster, and he also unloaded the first cargo of steel rails for the Great Northern at a point now known as Liverpool, B. C.

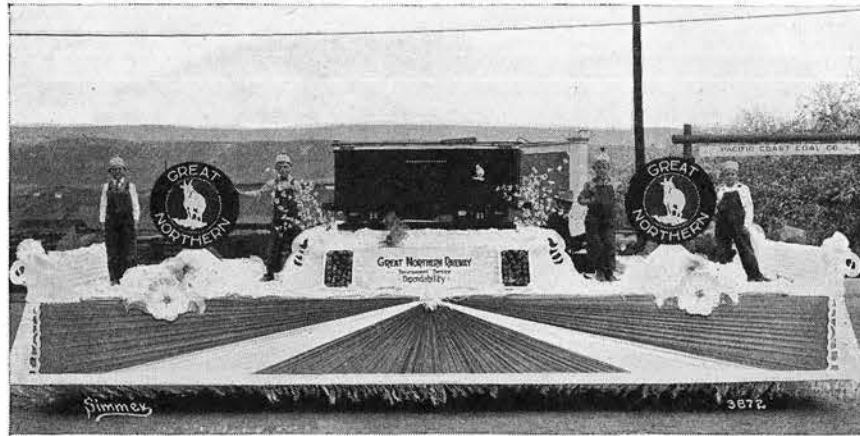


Group at Inauguration of Air Express Service

THE GROUP SHOWN IN THE picture was composed of those who were most prominently concerned with the celebration held on April 3, 1928, to signalize the opening of air express service between St. Paul and the other principal large cities of the United States. On this day the first two planes left St. Paul carrying express packages, and several hundred people gathered to witness the event.

Those in the picture from left to right are: L. I. Crosbey and J. G. Johnston, superintendents, G. D. Curtis, general manager, of St. Paul; E. A. Stedman, vice president, Chicago; C. A. Mall, general agent, F. J. Dick, supervisor vehicle service, St. Paul; all the foregoing of the American Railway Express Co.; "Speed" Holman and Eddie Middagh, pilots; and Col. L. H. Brittin, vice president of Northwest Airways, St. Paul.

The Wenatchee Apple Blossom Festival



A Refrigerator Car, the Great Northern Float. Designed by John Maher, General Agent, Wenatchee

THE NINTH APPLE Blossom Festival at Wenatchee closed Saturday night, April 28, in a blaze of revelry and is conceded to have been the most successful from an attendance and entertainment point of view in the history of blossom festivals. Wenatchee, the apple capital of the world, has made for itself a niche in community affairs of the country by its annual fiesta of apple blossoms. The pink and white blooms were never larger nor more beautiful than this year, and it is the opinion of George Jones, president of the Wenatchee Chamber of Commerce, that they cannot be duplicated any other place in the world.

At least 25,000 people lined Wenatchee avenue, watching from windows, or from tops of buildings on Saturday, viewing the parade with its colorful floats, and listening to the many bands. An air circus, community programs, and a ball game between the Seattle firemen and Gonzaga University, Spokane, proved added attractions.

Prize winners in the parade were announced by Joe Welty, chairman of the parade committee, as follows:

Sweepstakes: Aplets float of Aplets Company, Cashmere.

Community: first, Bridgeport and Bar; second, Pateros; third, Leavenworth; honorable mention, Orondo.

Organization: first, Labor; second, East Wenatchee Garden Club; third, American Legion; honorable mention, Rotary Club, Master Butchers, Camp

Fire Girls, Boy Scouts.

Business floats: first, Skookum; second, Morris Hardware Company; third, Webb's Shoppe; honorable mention, Liberty Theatre, Farmers' and Telegraph Company, and Jim Hill Growers.

School: East Wenatchee and Ardenvoir.

Animated: Nicholson & Rupp, Entiat Kids, Western Produce.

Best decorated car: Valley Garage, Durant and Chrysler.

A few of the floats deserving special mention were Pateros, the Gateway to the Methow, Bridgeport and its "Bar," the Telephone Company's "Smiling Voices," Leavenworth's mountain of flowers advertising the Chelan county fair, the Great Northern's refrigerator car, Morris Hardware Company's "Plea for higher grade products," the Skookum's "Telling and Selling the World," the Rotary Club's "Fellowship, Service and Good Will," the Boy Scouts in the "Spirit of American Boyhood," the Camp Fire Girls in "All ready to go," and the East Wenatchee School, "Not Maypoling Now, Just Posing."

Yes, Queen Leona's reign of a few days was a joyous occasion.

Sorrow is akin to joy, and the most successful Apple Blossom Festival ended in grim tragedy, when Major John T. ("Jack") Fancher, brave commander of the 161st air service unit of Felts Field, Spokane, died in a hospital from injuries received when a faulty bomb exploded in his hands.

Three hours before, the heroic commander who had taken his squadron of six planes to Wenatchee, had electrified gay crowds with his daring flight in his electrically illuminated plane. Sweeping down the field, Major Fancher made a beautiful landing. He alighted from his plane and was talking with friends when the accident happened. He was rushed to the hospital but was unable to rally from the operation.

Major Fancher was nationally and internationally known. Every citizen of the Northwest will suffer a keen loss for no other man has done more for aviation than has Jack Fancher. The new airport at Wenatchee will be christened Fancher Field, and a beacon light known as the Fancher Light, will be placed high in the rocks above Felts Field as memorials to Jack Fancher, heroic pioneer of the air.



E. B. Duncan

Agricultural Development Agent Appointed in Montana

ANNOUNCEMENT IS MADE by E. C. Leedy, general agricultural development agent of the Great Northern, of the appointment of E. B. Duncan, of Havre, Montana, as agricultural development agent.

Mr. Duncan was born and raised on a large irrigated farm and stock ranch in eastern Oregon, was graduated from the agricultural college at Corvallis, spent several years as county agent, state club leader, and at the Idaho department of agriculture. For the past four years he has been county agent in Hill County, Montana.

Mr. Duncan's practical experience and acquaintance with Montana conditions will enable him to work with and assist agencies and communities along the Great Northern lines in northern Montana. The large interest shown by prospective settlers in farming opportunities of northern Montana that have been developed by the construction of the new branch line from Saco to the Turner

(Continued on Page 23)

Great Northern Semaphore

SAFETY FIRST

It is the duty of every man to protect himself and those associated with him from accidents which may result in injury or death.—Abraham Lincoln.

Stop, Look, and Listen!

THIS IS WRITTEN especially for the boys and girls who live in railroad towns or whose homes are near railroad tracks which they must cross as they go back and forth to school. Each year hundreds of boys and girls suffer serious injury and even death as a result of carelessness. They forget that on a railroad track or in a railroad yard are not safe places to play. They have no more right on a railroad track than the train has to run over their yard or playground; and as a result they pay dearly for their thoughtlessness.

Railroads have always had a peculiar fascination for any boy or girl and even as we grow older there is something about a train, whether it be a slow freight or a fast passenger train, that allures all of us. One of the first things that a baby is told of is the "choo choo" train, especially in a city where the railroad plays a vital part.

An empty box car on the side track makes a dandy hiding place, but it is dangerous. Hopping trains is a thrilling pastime for it gives the child an opportunity to show that he is grown up. Many a boy has been crippled for the rest of his life because he jumped on and off of moving trains. A boy's legs and his arms are worth more to him than the few minutes' pleasure that he may get out of such a dangerous sport. It is better to grow to manhood with your hands, your arms, your feet, and your legs whole than to be a cripple for just a few minutes of fun.

If you live where you have to cross railroad tracks in going to the store or to school be sure you STOP, LOOK, AND LISTEN, before crossing them.

If you see or hear a train coming don't try to run across the tracks ahead of it. You may stumble and get hurt. If you are stopped at a crossing by a train, wait until the train is past, then look carefully to see if another is not coming from the opposite direction and then cross the tracks. Better be safe than sorry.

If on your way to and from the store or school you meet a pal, don't stop in the middle of the track to talk. Get off the crossing and then you can talk and laugh to your heart's content. STOP, LOOK, AND LISTEN. Don't give away any part of your body for a few minutes of fun. Be a good loyal soldier of safety and do your part to keep a whole body.

First Aid to the Injured

IT IS THE SMALL CUT or scratch, which does not bleed freely, that is most liable to infection. The injured man usually does not want to bother with these wounds and will say: "Oh, that don't amount to anything; it's just a small scratch." That is where he is badly mistaken. The little cut or scratch will get infection into it just as readily as the larger wound—with this difference: the larger wound bleeds freely, which has a tendency to wash the infection out, while the small scratch bleeds little and the pus germs remain in the wound undisturbed to start their devilry. Soon the victim develops a very sore arm (or whatever other member is injured), the arm gets worse and



The Record-Making Cut Bank Rip Track Crew

HERE ARE THE MEN composing the Cut Bank, Mont., "Rip" Track Crew, who have had only one lost time accident in four years, and no accidents in the past twenty-two months. During this time the crew has consisted of from thirty to fifty men. G. J. Gillard is car foreman of the outfit, which included the wrecking crew.

June, 1928

becomes a veritable hell of torture. He is now compelled to go to the doctor, and for the next week or two, or three, he and the nurses have a merry time getting that infection stopped, and in fact are lucky if they succeed. Many times infection is beyond the skill of the best doctors, and a limb is lost; or perhaps a life. Get first aid attention for every injury where the skin is broken, no matter how slight the wound.

A. W. O. L.

Here lies the body of Samuel Crane Who ran a race with a speeding train. He reached the track, got near across, But Sam and his car were a total loss. The sexton softly tolled his knell, Speeding Sam on his way to—well, If he'd only stopped to look and listen He'd be livin' now instead of missin'.

—Dallas Hurry Back News.

Finishing the Trip to Klamath Falls

(Continued from Page 3)

marked the close of one of the most enthusiastic welcomes ever given any railroad in any part of the country.

Bruce Dennis, chairman of the general celebration committee, was untiring in his efforts, and the smoothness and almost clock-like precision with which the events moved spoke eloquently of his organizing ability.

The personnel of the Klamath Division on May 7 was: T. F. Dixon, superintendent; J. W. Carman, chief dispatcher; Frank W. Sexton, chief clerk; H. G. Amess, agent Klamath Falls; W. S. Newgard, roundhouse foreman Klamath Falls; Oscar Anderson, car foreman; Francis Waters, stenographer; H. F. Surles, E. H. Crawford and Wm. Dunne, conductors; W. E. Herrington, R. E. True, M. Sharpe, Jack Daugherty, A. W. Winegar, M. J. O'Donnell, brakemen; J. Stafford, Paul Hodge and J. B. Windsor, engineers; R. W. Mitchell, Sid Stauffer and W. E. Welch, firemen; Amos Payne, Pete Andonoff, Frank Howell and M. Gammond extra gang foremen; A. G. Palmer, F. H. Payne and Roy Cowan, timekeepers; Perry Ayers, track welder; A. G. Veitch, operator Shevlin-Hixon Junction; Stanley Creech, Ed. Riley and Lee Dowling, roundhouse force.

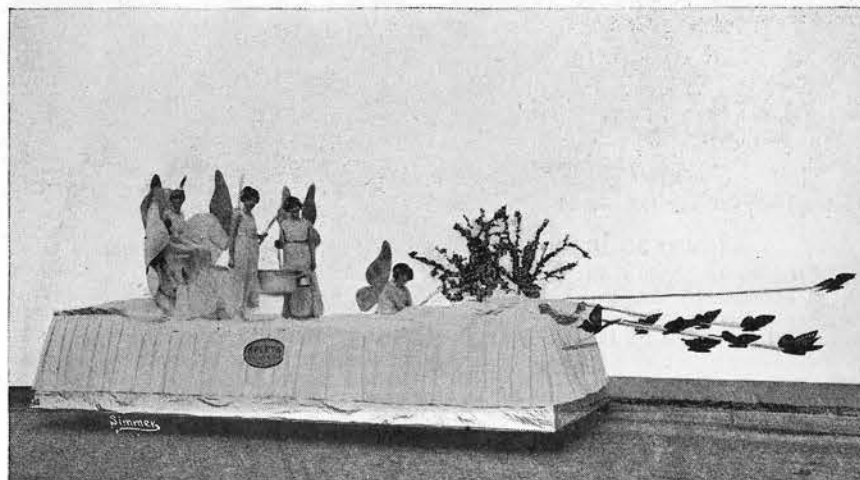
Railway Editors Meet in Missouri

THE AMERICAN RAILWAY Magazine Editors' Association, of which the SEMAPHORE editors are members, held its annual meeting at Columbia, Missouri, on May 10-11, as the guests of the School of Journalism, University of Missouri, Columbia, Mo. Several members of the organization addressed classes of the school on railway magazine work, and the banquet on the evening of the 11th was called "A Railway Banquet," and decorations and specialties were all prepared by and put on by the various railways. The SEMAPHORE was represented by B. C. Everingham.

No, Madam!

A haughty lady had just purchased a postage stamp at a substation. "Must I stick it on myself?" she asked.

"Positively not, madam," replied the clerk. "It will accomplish more if you stick it on the letter."



Aplets Float, First Prize Winner, Wenatchee Apple Blossom Festival, 1928.

JUNE, 1928

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

Cascade Tunnel Celebration

PRESIDENT COOLIDGE in his letter to President Budd relative to the new Cascade Tunnel states, "Shortening and speeding up of the processes of communication have marked the progress of civilization from the earliest times." He also states, "This artery of transportation, the longest tunnel in the Western Hemisphere, is important not alone to the State of Washington and the Great Northern Railway Company, but to industry and agriculture generally, and indirectly to each and every one of us." President Coolidge stated that because of this fact he was glad to take part in the construction of the Cascade Tunnel by setting off the blast which removed the barrier between the pioneer headings.

President Budd of the Great Northern stated in reference to the completion of the Cascade Tunnel, "I consider it the most important single improvement ever made to the existing lines of the Great Northern System."

The SEMAPHORE feels that not only will the completion of the tunnel mark a further step in the progress of civilization and not only will it be the most important single improvement to the existing lines of the Great Northern System, but it will mark one of the most important improvements ever made on any American railroad.

Comment editorially upon this outstanding achievement of the Great Northern Railway seems unnecessary after reading the letter of President Coolidge and the telegram of President Budd in the article, "Making Railroad History."

The Land of Shining Mountains

THE LEAGUE OF NATIONS is busily engaged in endeavors to prevent war; the United States and other nations are seeking to have treaties—multilateral agreements—for the purpose of effecting world peace and over 135,000 business men—Rotarians—in forty-four countries of the world hold weekly meetings, annual conferences, and a great international annual convention endeavoring "to encourage and foster the advancement of understanding, good will and international peace, through a world fellowship of business and professional men united in the ideal of service."

All of these activities are commendable and we hope will bring about the desired results. As its share in this worthy enterprise and as a practical example of international friendship, the Canadian Government and the Great Northern Railway a few short years ago entered into an agreement whereby the said government leased to our railway a beautiful tract of land in Watertown Lakes Park adjoining Glacier Park on the north. Here the Great Northern Railway in 1927 erected an attractive hotel. The Great Northern did not call that

hotel "The Washington" or "The Lincoln" or "The Great Northern," but "The Prince of Wales."

Today, side by side, these two great organizations, the Canadian government and the Great Northern Railway, are busily engaged in a mutual enterprise, which has resulted in international acquaintance developing international friendly relations and good will. The Great Northern tells the world of the beauties of the mountains and lakes and other scenery in Waterton Lakes Park, while the Canadian government likewise in a beautifully illustrated booklet has a good word to say about our hotel in its country. This is a practical example of "international good will."

The opening paragraph of this Canadian government booklet reads: "Oh, all you philosophers, once wrote the charming Emile Souvestre, 'begin the search for pleasure! Find for us if you can, amusements that do not degrade, joys that uplift. Invent a holiday that gives everyone pleasure and makes no one ashamed.'"

United in this effort to find such pleasure and amusement are both the United States and Canadian governments, and such joys can be had for a trip to Glacier and Waterton.

Glacier is one of our largest national parks containing an area of 1,534 square miles, while on the Great Northern also is the smallest of our national parks, Sully's Hill Park near Devils Lake, North Dakota, containing 1½ square miles. The United States government, model of modesty and conservatism, speaking of the smaller park says: "Small park with woods, streams, and a lake. Is an important wild animal preserve."

You may be surprised to know that Sully's Hill Park is six years older than Glacier, having been established in 1904 and Glacier in 1910.

Now listen to what that same conservative and modest government has to say of mighty Glacier, grand and glorious "Land of Shining Mountains," "Land of Sky Blue Water": "Rugged mountain region of unsurpassed Alpine character—250 glacier fed lakes of romantic beauty—60 small glaciers—precipices thousands of feet deep—almost sensational scenery of marked individuality—fine trout fishing." Surely every red blooded American is glad to know what his government thinks of this playground where one is too busy enjoying the gifts of a Divine Providence to think of any amusement or any joy that does not uplift one's soul with a firmer belief in the Great Spirit.

Two hundred years ago Jonathan Carver, soldier-explorer-writer, obtaining from Indians of the great northwest his information as to the beauties and natural splendor of Glacier Park, referred to this section of the country as the land of "Shining Mountains." Carver's information gave him the idea that these mountains contained "more riches in their bowels than those of Indostan and Malabar or that are produced on the Golden Coast of Guinea nor will I except even the Peruvian mines."

Do you think Carver was extravagant in his statements? No indeed, for while the "Land of the Shining Mountains" may not contain in the depths of its majestic peaks the kind of riches and wealth Carver supposed, the "Land of Sky Blue Waters" does contain the ingredients that make for good health, great joy and happiness, peace on earth and an opportunity to become rejuvenated, and inspired to greater deeds. Isn't good health and happiness after all more valuable than all this abundance of wealth and precious stones that Carver expected to find in these mountains? And if one is not in search of youth and health and joy and happiness, one surely can find untold wealth of scenery, mountains whose bosoms contain lakes—jewels of nature, while Carver's crystals are the parks' added attractions—glaciers. Vacation time should be a joyful time. At Glacier Nature did truly "invent a holiday that gives everyone pleasure and makes none ashamed."

Sleep

THE WORLD'S GREATEST restorative, its best medicine, its most effective tonic, is sleep, quiet, peaceful sleep.

Nothing can take the place of sleep. It supplies quickly the energy used so unstintingly by young and old today. The nation that uses its proper quota of sleep, building healthy bodies, is the nation that succeeds.

In business, how many failures can be traced to lack of sleep! The business man who takes hours from his rest at night in pleasure or dissipation, cannot compete with the man who has had his rest, his sleep, yet, how much time that should be occupied in sleep is wasted on things not worth while!

Today many people are inclined to poke fun at the man who insists on having his six, seven, eight or nine hours of sleep. Different persons require different periods of sleep. The man who uses without discretion all his nervous energy, must have more sleep, perhaps, than the quiet man who never becomes excited, or who never works on "high tension."

What would you think of a railway engineer who stayed up late, night after night, and daily went to perform his important duty with drowsy eyes? Yet all of us are engineers. Our trains may be trains of thought, the direction of which may be as important as the directing of a railway train, and yet we may think we can "get by" without the amount of sleep nature and experience has taught us is necessary.

Perhaps the most valuable, the most timely advice doctors give today is, "Worry less, rest and sleep more."

We all agree with Longfellow, I am sure:

"For I am weary and overwrought—
Lay thy soft hand upon my brow and
cheek,
O Peaceful Sleep."

Prudence

ONE OF GEORGE Washington's greatest qualities was prudence.

Prudence is the first requisite of a leader. Prudence perhaps can be cultivated. One can be trained to be prudent.

If we are prudent we know the things to seek and the things to let alone; the things to study and the things to cultivate.

Some men are nearly great, but they lack prudence, thinking of the present, seeing only the present, while the successful man visions far ahead because of this great characteristic, prudence.

One never thinks of a rash, reckless, thoughtless, indiscreet, or imprudent man as a successful man, and no man
(Continued on Page 23)

VETERANS' CORNER

CHARLES A. AFFLECK
Department Editor
1534 Thomas St.
St. Paul, Minn.

ELECTED TO MEMBERSHIP IN THE GREAT NORTHERN VET- ERANS' ASSOCIATION

MAY 17, 1928

Baumgartner, W. A., conductor, St. Cloud, Minn.
Bayorgeon, P. J., engineer, St. Paul, Minn.
Buchelt, P. J., stockman, Dale Street stores, St. Paul, Minn.
Burke, Mark, crossing flagman, Minneapolis, Minn.
Burton, clerk, office auditor of disbursements, St. Paul, Minn.
Cavanaugh, J. W., switch foreman, Minneapolis, Minn.
Callahan, Thomas, trainmaster, Havre, Mont.
Carney, J. E., engineer, Wahpeton, N. D.
Coleman, S. E., master carpenter, Havre, Mont.
Corvin, D. S., engineer, Sioux City, Ia.
Creasy, Fred, engineer, St. Cloud, Minn.
Finn, John, engineer, Skykomish, Wash.
Fitzgerald, M. J., brakeman, Seattle, Wash.
Haley, Timothy, pile driver engineer, Delta, Wash.
Haley, W. J., yard clerk, Minneapolis, Minn.
Hill, J. W., engineer, Minot, N. D.
Jardahl, Andrew, section foreman, Garretson, S. D.
Johnson, Gust, rod shop foreman, Dale Street shops, St. Paul, Minn.
Johnson, Victor, conductor, St. Cloud, Minn.
Larson, S. E., car repairer, Willmar, Minn.
Linchan, Dan, engineer, Superior, Wis.
Low, A. F., switch foreman, Minneapolis, Minn.
Lowry, A. E., transportation inspector, Great Falls, Mont.
Mackay, Joseph, fuel inspector, Seattle, Wash.
Maguren, H. W., cashier, Alexandria, Minn.
Morrissey, J. L., conductor, Breckenridge, Minn.
McDonald, Floyd, engineer, Havre, Mont.
O'Connor, P. J., conductor, Kelley Lake, Minn.
Roderberg, Simon, conductor, Willmar, Minn.
Torwedo, B. J., yardmaster, Minneapolis, Minn.
Verkinnes, N. J., conductor, St. Cloud, Minn.
White, R. J., conductor, Williston, N. D.
Woodhouse, Arthur, gang foreman, Dale Street shops, St. Paul, Minn.

HONORARY MEMBERS

Deverell, A. M., chief dispatcher, Minneapolis, Minn.
La Fontaine, Chester L., general safety supervisor, St. Paul, Minn.
Clark, Sam. G., master mechanic, Minot, N. D.

Annual Convention at Winnipeg

JUST A SHADE MORE than two weeks, and the 1928 convention of the Veterans' Association of the Great Northern Railway will be in full swing at Winnipeg, Manitoba, Dominion of Canada. This convention, at the northernmost point reached by the Great Northern, has been planned to be one of the most interesting and entertaining in the history of the Association, and the well-known hospitality of our Canadian cousins can be depended upon to make the program even better than the plans.

The convention will be held on the 15th and 16th of June, and special sleeping cars will be placed for convenience of members at the following points: Seattle, 1; Great Falls, 1; Grand Forks, 2; Fargo, 1; special train from St. Paul.



Celebrate Golden Wedding

PENSIONED VETERAN Carman and Mrs. William F. Lueck of St. Cloud, Minn., celebrated their golden wedding anniversary, April 7. The aged couple was married on April 7, 1878, at Sukow, Germany. They emigrated to the United States in 1880 and have lived in St. Cloud ever since. Mr. and Mrs. Lueck have seven children all of whom are living. They are: Gustave Lueck, Los Angeles, Calif.; Mrs. E. F. Webster, St. Paul; Mrs. Harry C. Sleight, New York, New York; Mrs. John Carter, St. Cloud; Frank Lueck, Claremont, South Dakota; William Lueck Jr., Minneapolis; and John Lueck, San Francisco, Calif. Sixteen grandchildren and three great-grandchildren are living. Mr. Lueck Sr. is 73 years of age and Mrs. Lueck is 70. The SEMAPHORE and their many friends wish them prosperity, health and happiness for long years to come.



Wintered in Florida

PENSIONED VETERAN Agent G. L. Harris of Wahpeton, N. D., and Mrs. Harris spent the winter at Bradenton, Florida. Part of the time they had as their guest, Miss Hattie J. Stokes, veteran cashier and telegrapher, also of Wahpeton. This was the first real vacation Miss Stokes has had in twenty years.

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

Yesterday's Recollections

OUR TRAVELING PASSENGER Agent in Spokane, A. Alstrom, writes interestingly of his early days in railroading, as follows:

"While employed as callboy at Willmar, Minn. in 1894, I picked up telegraphing under the tutelage of J. F. Branton, John H. Styles, W. H. McCune and W. C. Albee. Mr. Albee was then chief dispatcher on the Breckenridge Division.

I well remember the first time I took hold of the key to send a message to O. O. Winters at Minneapolis. I called "S" office, got him and started in to send, when Branton hollered at me, "Say, what in the world are you trying to do?" I stopped and looked at him (a scared kid), and he said, "See what you've done, knocked every insulator off the poles between here and Wayzata." I was surely scared, thinking I had really done this, but I got over it.

Another incident, later on in years was when I was running as train auditor

(Continued on Page 21)

For the Health of Your Children

Teething

By WALTER R. RAMSEY, M. D.

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

TEETHING! YES, it is a very commonplace subject but it is one, the improper understanding of which, results in the permanent injury and even the death of many thousands of children every year.

From the time human beings lost their natural instinct and began attributing all their ills to some visible or invisible cause, the cutting of the teeth has been blamed for practically all the maladies from which children suffer. For the digestion and assimilation of solid food, which is necessary to proper growth and development, a sufficient number of teeth are required by all mammals, the human included.

Most animals have a complete set of temporary teeth when they are born. This is a provision of nature, because almost all young animals, including the domestic group, begin to eat solid food very soon after they are born.

If these young animals had serious symptoms of any kind in "cutting" this complete set of teeth before they were born, stock raisers and veterinarians have not been able to observe either the symptoms or their results and so we have no folk lore (fairy tales) concerning the terrible things which happen to little animals when they are cutting their first set of teeth.

The human infant also has a complete set of teeth when it is born. We can not see these teeth, however, because nature decreed that on account of their much greater mental development, humans should grow much more slowly than animals. If, however, an X-ray photograph is made of the head of a new born infant, one can readily see the teeth in the jaws, in various stages of development. These teeth, which at birth are very small and short, continue to grow in size and length, gradually projecting themselves in the direction of the free surface of the gums, until at an average of eight months, in normal infants, the "first" tooth appears. If grandmother happens to notice this tooth when it appears, it is the occasion of much rejoicing, that the baby has successfully passed this terrible and much dreaded ordeal. From time to time other teeth show themselves, until at the age of thirty months, two and one-half years, the baby has its complete set of twenty temporary, or as they are commonly called, milk teeth. The fact is that the cutting of the teeth is not a cutting process at all and is accompanied usually by no symptoms whatsoever. Children usually get their teeth as they do their hair or their nails; it is a natural, painless process.

The tooth, as it grows in length, makes some slight pressure on the gums from below. This gentle pressure which is continuous from day to day over a period of months, results in the gradual absorption of the soft tissues overlying the crown of the tooth, so that after a while all the tissue is absorbed and the tooth appears, surrounded by normal mucous membrane.

It often happens that babies get their teeth without the mother knowing any-

thing about it until one day she notices that baby has another tooth. What then is the explanation of this terrible "teething bogey" which has come down the ages from generation to generation?

The explanation is simply this: up to a few years ago no one, including the doctors themselves, knew anything about the real cause of disease. As people have always insisted on attaching some cause to everything which happens, they attributed disease and misfortune to all sorts of things. In the case of infants, the teeth were the most available thing on which to blame infant troubles since diarrhea and other disorders from which infants frequently suffer during the first years occur during the same period in which they are getting their teeth. Since children are continuously getting teeth up until they are two and one-half years of age, a ready explanation for any illness was always at hand. If baby has a fever, it's the teeth; if a diarrhea, it's his teeth; if he has a rash, a sore throat or a cough, it's his teeth. The pathetic thing is that the diarrhea often develops into a dysentery, the sore throat is found later to be a diphtheria, the cough is often a pneumonia, and when the physician is finally summoned, it is too late and the baby dies.

Lancing of the gums to promote the cutting of the teeth is almost always unnecessary and many times actually harmful. I have on several occasions seen a child almost bleed to death from having had a tooth lanced.

The same thing applies to hard rings and other substances which are given to infants upon which to bite, in order to promote the cutting of their teeth. Many of the sore mouths in infants are produced by such things as rubber nipples, rings and thimbles, which injure the delicate mucous membrane, not infrequently producing the condition commonly known as thrush. At every point where the protecting epithelial cells are rubbed off, a white spot will appear. This infection may become very widespread, including the entire surface of the mouth, and is often accompanied by serious digestive disturbances such as vomiting and diarrhea.

The important thing to remember is that if your baby is properly nourished he will get his teeth without any symptoms and they will appear at approximately the right time.

The first two teeth to appear are the lower central incisors or cutting teeth. The two upper corresponding teeth usually follow within a few weeks. The next two to follow are the upper lateral incisors. To celebrate his first birthday properly and according to rule, the baby should have six teeth. If he has more, the whole family may celebrate.

From twelve to fifteen months the two lower lateral incisors and the four anterior molars appear; between the eighteenth and twenty-fourth month, the four canine or stomach teeth; and between the twenty-fourth and thirtieth month, the four posterior molars appear. This completes the full set of twenty temporary, or milk teeth.

The cutting of the "stomach" teeth is usually anticipated with dread as some sort of symptoms more or less serious are supposed to accompany them. All of this is sheer nonsense as is also the traditional "second year" of a baby's life with all its attending horrors. If a baby is healthy, he is much more able to stand the second year than he was the first. The reason so many children suffer from diarrhea and other digestive disorders during the second year, is that having been weaned from the breast, the feeding is frequently badly regulated so that the symptoms are due to the food and not to the teeth.

If a baby has no teeth at ten months, there is probably something wrong with his nutrition. If the teeth come through at irregular times, not following fairly well the schedule as given above, or if the teeth when they appear are misshapen and discolored, rickets or some other nutritional disorder is usually present.

In order to prevent these disorders of nutrition, every infant should be examined at regular intervals by a physician or by someone else who knows about such things.

By this means and the simple modification of the food, practically all of the nutritional disorders which result in defective teeth, as well as in other bone deformity, can be prevented.

The teeth of artificially-fed children should be cleansed daily with a soft cloth wet with some alkaline solution such as soda water.

As a parting word for the time being on the subject of teething, I wish that every mother would remember that the teething is a normal process, and when your baby is ill with fever, vomiting, diarrhea or any other severe symptom, the illness is due to something other than the teeth and should have proper attention.

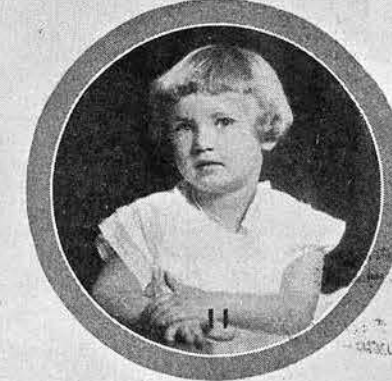
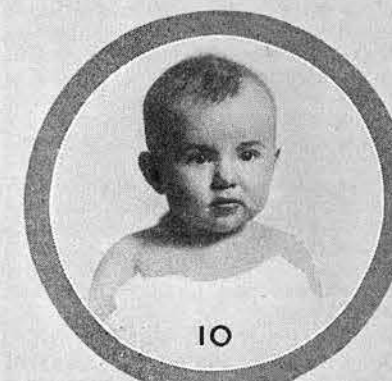
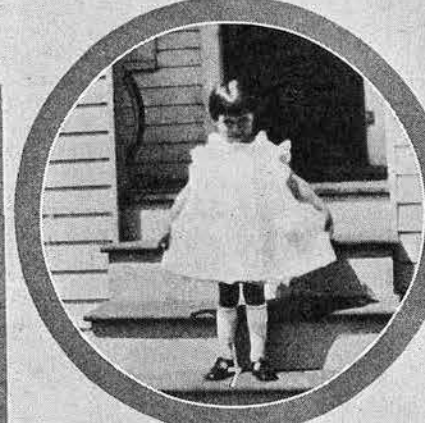
Mrs. Albert in Educational Readings

THE FOLLOWING quotation from the *Portland Spectator* of May 5, will be of interest to the admirers of Mrs. Chas. S. Albert, wife of General Attorney Col. C. S. Albert, of Seattle, regarding the final reading in a series of plays that she has been giving at Portland:

"The ability with which Sarah Truax Albert creates atmosphere for her play readings and the sincerity with which she portrays the various characters were forcibly brought out in her rendition of 'Coquette' at the Congress Hotel on Tuesday, when she gave the final number in her series of play readings. 'Coquette,' by Abbott and Bridgers, has created a deep impression this season in New York where Mrs. Albert stated it was presented by an excellent cast. Mrs. Albert gave to the story of the South where old traditions in conflict with the broader views of today brought tragedy to a once happy household, a realism that allowed her interested audience to gain a vivid impression of the play—a drama which left anything but a happy feeling with the listeners.

"Mrs. Albert paid high tribute to the efforts of the Little Theatre groups, and urged Portlanders interested in the spoken drama and theatre art to support the splendid projects in this line already on a firm foundation in this city."

Great Northern Little Folks



1. George, son of P. Barker, section foreman, Doran, Minn.;
2. Ellen Jane, daughter of Leonard Lochlein, carman, St. Cloud, Minn.;
3. Raymond, son of A. E. Caryl, brakeman, Hillyard, Wash.;
4. Dorothy, daughter of F. R. Nowlan, engineer, Minot, N. D.;
5. Rosella, daughter of F. R. Nowlan, engineer, Minot, N. D.;
6. Duane, son of F. A. Emme, trainmen's timekeeper, superintendent's office, Minot, N. D.;
7. Lorraine, daughter of C. W. Stahl, baggage and express messenger, Fargo, N. D.;
8. Corinne, daughter of F. A. Emme, trainmen's timekeeper, superintendent's office, Minot, N. D.;
9. Rita, daughter of Wm. F. Cloone, train dispatcher, Minot, N. D.;
10. Eloise Adell, daughter of A. J. Rutkowski, agent, Climax, Minn.;
11. Jean Marie, daughter of A. J. Rutkowski, agent, Climax, Minn.

Of Interest to Women

Conducted by MRS. J. MABEL DILHAN

THAT NEARLY ONE of three cases of juvenile delinquency involves children from broken homes, was found from an analysis of 420 cases conducted over a period of five years from 1920 to 1926, in Dane County, Wisconsin, under the direction of Professor J. L. Gillin, sociologist.

It was shown that children often get into mischief because they have nothing else to do, and that adequate playgrounds and recreation centers, would perhaps greatly alleviate the problem. Children under a certain age are prevented by law from working after school or during summer vacations, but no provisions are made to occupy their time otherwise.

It was also shown that the father was dead in ten per cent. of the total delinquency cases, parents separated or divorced, four per cent.; mother dead, five per cent., and parents remarried, five per cent.

Children being the principal sufferers from broken homes, the unbroken home becomes the great prize in life, to be attained before all others. That American women are realizing the necessity for better homes is being proved every day by the increased space in all newspapers and magazines that is being given to home matters and living conditions, hundreds of contributions being made by physicians, urging that better living conditions can only come with better health for all the family, and this of necessity must begin with the health of the mother.

And side by side with the importance of physical health is shown the importance of child training, considering him from his infancy as an individual, with individual rights. Along this line may be noted the following by Dr. Arthur Dean, which appeared recently in a Minneapolis paper: He asks, "What have we to offer the child?" and replies: "All we've got. And the hardest thing we can do is to limit our efforts and guidance that the child may learn to grow up without us."

"What should we offer the child? We should offer him courtesy—certainly as much as is accorded a guest, which he is."

"What should we offer the child? A room by himself where he can study, sleep and play. A room with pictures suitable to his age, books suitable to his taste, a desk or a table at which he can study and a drawer or a box where he can hide his keepsakes."

"What can we offer the child? Work around the house and plenty of it. Not *servant's work but service work*. Not simply an order to do this and order to do that. Rather the child should be asked to do this and asked to do that. And still better, asking in a partnership

sense. It is our home, the home of parents and children. Useful work is a rightful heritage of the race. Such an heritage begins early, is assigned regularly, rewarded amply and recognized always.

"What can we offer the child? A training in leisure so when he grows up he will not be absolutely miserable if he is alone. Bring him up so he will enjoy his own company, enjoy his own books, enjoy his own friends. Resourcefulness in leisure time is one of the great things to be provided to the children who are to live in the next generation."

"Our children are our guests. When they are born we telephone, 'Today a little visitor came to our house.' Tomorrow may we say when the child leaves home, 'Speed the parting guest.' Meanwhile we shall have twenty years in which to furnish the personal qualities which he packs into his traveling bag."

While Dr. Dean's theories may seem somewhat far fetched and fanciful, and everyone knows there are thousands of homes where it would be impossible to assign a separate room to each child, yet the outstanding idea that each child should be regarded from infancy as an individual, with the rights of an individual should be given careful consideration. Too often the child is not taught to think for himself, and even after he has attained the grown-up estate parents continue to arrogate to themselves the right to do his thinking for him.

Another writer on child psychology says:

"No better foundation for a child's character can be established than the feeling of responsibility that comes with a bank account however small. It brings a sense of independence and teaches the true value of money and respect for property. It demonstrates the fact that there is no such thing as 'easy money.' And when the youngster who has acquired the saving habit grows up and enters the working world he has developed in him the understanding of fair exchange, the fact that he must give value for what he gets."

Recognizing the value to future generations of the thrift habit, New York schools have established school banks to teach pupils the value of saving their money and encourage responsibility among them. There are now forty-three banks in New York City high schools and 390 banks among elementary schools, with nearly 400,000 active accounts in these banks.

That the pupils themselves see the value of saving is indicated in the records, which show an increase of twenty-three per cent in the accounts last year.

The man or woman who lives with the knowledge of something laid by is happier, more contented, self-reliant and peaceful of mind than the one who spends right up to his or her income. This last kind of person must always be a little apprehensive of disaster and continually haunted by worry. The thrift habit is one that should be acquired early.

A few months ago cries of amazement went up through the length and breadth of the land, when, in response to an advertisement for a woman's left ear, many answered, one young woman in Chicago saying she wanted the money to buy a fur coat, and another discouraged mother said she would dispense with hers to pay bills. A saner conception of relative values will come with the acquirement of the thrift habit, following the philosophy of Longfellow's "Psalm of Life":

"Trust no future, how'er pleasant,
Let the dead past bury its dead,
Act—act in the living present,
Heart within and God o'erhead."

Hot Weather Dishes

J. A. BLAIR, GENERAL superintendent of dining cars, whose keen knowledge of what the "inner man" craves and enjoys would fill volumes, remarked the other day that the appetites of the traveling public, with the coming of spring, change just as naturally and perceptibly as the color scheme of the forests and fields skirting the right of way. Meat dishes seem to lose much of the popularity that prevailed during the cold winter months, and the guest scans the menu for something that is in accord with the season, that is, fresh vegetables, and other tender, juicy, green stuffs. With this in mind, Great Northern dining cars are now featuring a unique and attractive supplementary menu entitled "Salad Selections." A varied number of new and choice salads are listed thereon, each one being cleverly described, so that the diner knows in advance the exact combination of vegetables and green stuffs or fruits contained in the particular selection that appeals to the individual taste and appetite.

Eggs Florentine

A new dish which recently appeared on the luncheon menu of Carling's restaurant in St. Paul, is particularly tempting to the jaded appetite, and is easily prepared. Put about two tablespoonfuls cooked spinach in bottom of individual baking dish, place on top thin slice of cheese, any kind, or sprinkle thickly with grated cheese; on top of this place two poached eggs and cover all with cream sauce. Bake quickly in oven or under broiler.

Our Business Getters

The company is indebted to the following employes for their successful efforts in securing freight and passenger patronage for the railroad:

Boggs, A. W., ticket agent, Bellingham, Wash., two cars freight from eastern points to Bellingham. Due to courteous treatment of a passenger patron.

Boyle, J. W., switchman, Great Falls, Mont., one passenger from Great Falls to Minneapolis and return.

Braun, James, caller, Spokane freight house, Spokane, Wash., one passenger from Long Beach, Calif., to Union City, Pa.

Everingham, B. C., assistant editor, SEMAPHORE, St. Paul, one passenger, St. Paul to Silverton, B. C., via Nelson.

Ferguson, Alex, inspector, Great Falls, two passengers from Great Falls to Vancouver, B. C., and return.

Ferguson, W. W., engineer, Minneapolis; one passenger, Minneapolis to Seattle and return.

Gilmore, A. L., contracting freight agent, Superior, Wis., two passengers, Superior to St. Paul, and thence over another line to California; returning via Great Northern from Portland.

Hakanson, John, Jackson Street stores, St. Paul, one passenger from St. Paul to Valley, Wash., and return, via Spokane.

Hess, John, car repairer, Tacoma (Wash.) yards, one passenger, Tacoma to Ann Arbor, Mich., and one to Detroit, Mich.

Hoelzel, Carl, clerk, Great Falls (Mont.) freight office, four competitive carloads wheat from Arro spur to Minneapolis.

Lang, Chas. A., clerk, general agent's office, Great Falls, shipment household goods, Choteau to Great Falls; and two passengers, Great Falls to Winnipeg, and Winnipeg to Portland, Ore.

LaSelle, Harry, yardmaster, Helena, Mont., one passenger from Great Falls to Minneapolis, and return.

Mayer, J. H., dispatcher, Great Falls, Mont., one passenger from Great Falls, Mont., to San Francisco, Calif., and return, via Portland, Ore.

Morrison, J. A., pensioned veteran conductor, Hillyard, Wash.; three passengers Portland, Ore. to St. Paul.

Mulligan, Ray, baggageman, Helena "D" Mont., one passenger, Helena to Kirksville, Mo., via St. Paul.

Neehan, P., engineer, Sioux City, Iowa, two cars of paint from Minneapolis to Sioux City.

Neehan, P., engineer, Sioux City, Iowa; one car kalsomine from New Brighton, N. Y. to Sioux City, via Great Lakes and Great Northern from Duluth, Minn.

Phillips, R. F., switch foreman, Everett, Wash., one passenger from Everett to Pittsburgh, Pa., and one passenger from Everett to Philadelphia, Pa.

Posey, John H., dining car steward, three passengers from Seattle to Chicago, and return.

Redmond, Patricia, comptometer operator, office auditor of passenger receipts, St. Paul, one passenger and Pullman accommodations, St. Paul to Winnipeg, Man.

Schaffroth, Fred, machine helper, Great Falls shops, one passenger from Great Falls, Mont., to Chicago, and return.

Smith, J. C., motorman, Spokane (S. C. & P.), one passenger from Spokane, Wash., to Omaha, Neb., via St. Paul.

Stead, Charles, coach carpenter, Delta shops, Everett, Wash., two passengers from Seattle to Chicago.

Valine, T. A., executive department, St. Paul, one all year tourist ticket, St. Paul to San Francisco, via Portland, Ore.

Van Gaal, John, pensioner, Tacoma, Wash., one passenger, Tacoma to New York, N. Y., and return.

Warboys, W. C., machinist, Delta shops, Everett, Wash., one passenger, Everett to Pittsburg, Calif.

Welch, James, custodian of general office building, St. Paul, five and one-half fare passengers from St. Paul to Newport, Wash.



Great Northerner Was With "Princess Pats" During the World War

ONE OF THE THINGS WHICH keeps us steady in this age of restless activity and the swiftest panorama of events the world has ever witnessed, is the knowledge that in every trade, profession and occupation, one can discover some of those splendid men who with our own Armies, or those of some of our Allies, made the world safe at least for human equality and justice, and gave to all mankind an opportunity to work out our destiny and undisturbed by futile and ill-considered warfare.

So it was not surprising to learn that genial Jack Thomas, news agent on the Oriental Limited, enlisted "at the drop of the hat," at Calgary, Canada, in the famous "Princess Pat" regiment. When they

left Canadian soil, they were 1,162 strong; at the end of the war, there were twenty-two left to tell the tale. Mr. Thomas was wounded twice, was blinded by gas and shellshocked. Something of the horrors they endured may be faintly imagined when it is known that when discharged at Victoria, B. C., Mr. Thomas weighed only eighty-five pounds.

Mr. Thomas has written a number of stories for magazines and with F. B. Morrill of Spokane, is the author of "In Flanders with the Princess Pats." It is indeed a privilege to be able to reproduce a photograph of "Jack" Thomas at the head of this story.



1928 Montana State Scholarship Champions

THE WHITEFISH HIGH SCHOOL for the second year in succession won the State Championship in scholarship. Their dads are now employed on the old Great Northern. These are future employes who promise to make good. Left to right: Joe Mullin, Instructor R. B. Tate, Sherwin Morris, Leone Cannon, Principal H. H. Clemens, Felicia Holter, Nathaniel Kutzman, Madeline Bonner, Walter Jacoby, Jack Weller, Superintendent E. A. Hinderman. The second place in the state contest went to Kalispell, another Great Northern town.

A Catch Somewhere

Mrs. Knowall took a great interest in the doings of all the neighbors. It was a great day for her when a new arrival came to the house on the opposite side of the street, and she watched with interest as the furniture was removed from the van and carried into the house.

"Well," said her husband, when he returned from business in the evening, "have you found out anything about the social standing of the new folks across the street?"

"Not yet," was the reply. "They have no car."

"No?"

"Yes, and they have no 'pom,' no phonograph, no radio and not even a grand piano. I can't imagine what they have got."

"Humph!" remarked friend husband, sardonically. "Perhaps they have a bank account."

CLUBS

What the Several Chapters and Allied Organizations are Doing

Men's Club, St. Paul, Chapter 1

April 18—The problem of the Northwestern farmer was the subject of a very fine talk by C. F. Collisson, who is agricultural editor of the Minneapolis Tribune. He was introduced by President Ralph Budd, who spoke briefly.

Besides Mr. Budd a number of other officers of the railway were present including Vice President G. R. Martin, Treasurer F. L. Paetzold, Comptroller Geo. H. Hess, Jr., Assistant General Counsel A. L. Jones and others. Among the out of town guests were officers of the Greater North Dakota Association as follows: C. E. Danielson, president, from Minot, R. R. Wolfer, vice president, from Jamestown, and James S. Milloy, secretary, from Fargo. Guests from Minneapolis were Ivan Bowen, George Hoke and T. J. Peycke and Charles Petran of the American Beet Sugar Co.

The constitution and by-laws of the club were amended so that hereafter the annual membership fee will be due on January 1, each year, instead of November 1, and the annual meeting of the club will be held at the first regular meeting in January each year instead of the first Wednesday of November.

Elizabeth Lee, vice president of the Women's Club, sang several selections with Ethel May Bishop at the piano and Ethel Tamborino pleased as violinist with piano accompaniment by Mary Alicia Brown.



C. F. Collisson

In part Mr. Collisson said: "As we travel around the country we hear a great deal about the 'national farm problem,' whatever that is. One man says it is the price—raise the price and you don't have to raise anything else on the farm—no milking to do, no plowing—just raise the price and we'll all go to glory."

"Another says it is credit 'rural credit,' and somebody exclaims, 'Credit?—why, farmers have too much credit already; all buying automobiles and radios, and riding straight to the poorhouse in their own motor cars.' One old fellow wanted to argue with me that the country is going straight to the bow-wows because 'farmers up here are buying bathtubs.'"

"Another says the farm problem is profit—or no profit at all, and all our farmers are going 'haywire'; and politicians running down to Washington hollering for help, while the real farmer stays at home, milking the Northwest out of debt."

"I don't believe we can put our finger on one thing and say, 'That is the farm problem'—or on one thing and say, 'That's the solution of it.' Seems to me that we have as many farm prob-

lems as we have farmers. The farm problem is being solved on the farms of the Northwest right now by our farmers, not working alone, but with the cordial cooperation of business men like you, helping them do it. All over the Northwest men in town and country have learned that it pays to pull together to make farming pay."

Mr. Collisson likened modern diversified farming to a doughnut "like Grandmother used to make," and described all the ingredients which go into that luscious tidbit. And he contrasted it with the pretzel, which is mainly flour and water, and this he likened to the one crop, never change farmer. His address was decidedly interesting and full of humor mixed with some truly remarkable facts and figures.

THE CLUB WAS addressed at its meeting on May 2, by one of the most unusual speakers who has ever appeared before it, James W. Frazer, deep sea diver in active service of the United States Navy, and whose home is in Saint Paul. He assisted in the raising of the two United States submarines, S-4 and S-51, and gave a very interesting talk describing his experiences at that time. He also told of the development of deep sea diving beginning with pearl divers, then the pole divers and the bell divers. In 1837 the diving suit came from England and he told in more or less technical terms of the present day suits and how they are constructed to withstand water pressure, about the different air lines, telephone connection and how they are operated. Men work in these suits about fifty minutes and then ascend but they do not ascend to the top at once. They have to go up by stages resting for so long on each stage before ascending to the next, on account of the effect of the reducing of the water pressure on the body as they ascend.

The S-4 sank last December to a depth of about 102 feet of water and it was necessary to tunnel under the boat so that heavy chains could be fastened around it. Then he explained how the pontoons were operated, by letting the water in to sink them and blowing it out to raise them. The latter part of his talk was given in explanation of lantern slides, which showed the different submarines and especially the S-4. The place where it was struck by the ship that sank it could be plainly seen. He brought his talk to a climax when he told his experience with a shark, while he was

waiting on the stage fifty feet below the surface.

The Great Northern Oriental orchestra furnished the music and Mary Louise Welter, reader, connected with the Saint Paul Pioneer Press, gave several selections. J. E. LeValle, president of General Office Lodge No. 1 of the System Protective Association, presented a surprise number which consisted of several dance numbers by Bubbles Sissons of the Kiddie Revue.

Great Northern Railway Women's Club

ELIZABETH LEE, vice-president of the Women's Club, assisted Miss Hupfer, president, at the luncheon April 26, Miss Lee had charge of the program and announced the various numbers.

Mrs. Edith Brown Kirkwood, formerly with the Dispatch, chose as her subject, "Reminiscences," recalling a few incidents of her early newspaper career.

There was a musical program consisting of Dominic Carbone, violinist, accompanied at the piano by his sister, Jennie Carbone. Lillian Swanson, contralto, sang a few numbers accompanied at the piano by Ethel Mae Bishop.

H. BOYD, Assistant Comptroller, spoke to the Women's Club, Thursday, May 11, about the Community Club, an organization composed of a number of smaller clubs whose chief purpose is to be an aid to the community in finding employment, providing entertainment, etc. The Lincoln Club, composed almost entirely of Great Northern girls, is one of the clubs in this organization.

Mrs. W. C. Harms, chairman and Catherine Carlson, president of the Community Club, were honored guests of the Lincoln Club at this luncheon.

Emmet O'Connor played a few numbers on the cello, accompanied at the piano by Mary Graham.

Four Great Northern Club pins were given away as prizes by means of a drawing.

Esther Hupfer, president of the Women's Club, presided.

Women's Club Comic Costume Party

THE CAFETERIA WITH its lights adorned with strips of the comic section of newspapers provided the proper setting for the comic costume party given by the Women's Club on April 17.

Paint played a prominent part in the make-ups of the crowd as black eyes, freckles and beauty marks were applied as needed.

Many characters were represented such as the Gold Dust Twins and the Barefoot Boy, as well as quaint old ladies and bowery girls.



The Costume Party

Games consisted of a large four-team university meet, each team having its own yell and representatives for the various events. Notre Dame scored the most points and won the loving cup.

For entertainment Leah B. Miller and Rae Allen did a clog dance and Myrtle Cox and Dorothy Cox danced some Irish jigs. A juggling act was put on by Leah B. Miller, assisted by Margaret Pursley. A skit on Hamlet was given by a group of girls from the car records office.

Myrtle Schifferl was beyond recognition in her costume, the comic effect of which was carried out to the fullest extent and for this reason she was awarded first prize. Second and third prizes were won by Dorothy Murray and Anne McBean.

A great deal of credit is due the entertainment committee for the efficient manner in which things were handled, thus providing a good time for all who attended.

Ten and Two Club

THE "THIRD ANNUAL" WAS THE delightful affair of a group of girls from the auditor disbursements office known as the "Ten and Two Club," which was held on Thursday, May 19, at 6:30 p. m.

Dinner was served at the Curtis Hotel, Minneapolis, to this group, comprising the Misses Mae and Marty Schally, Alice Garretty, Caroline Wyman, Emma Cuturia, Hazel Cornell, Lucille Tollett, Dorothy Garretty, Laura Wyman, Charlotte Yarnau, Viola Flaherty, and Frances Atkins, after which the party attended a very entertaining performance at the Minnesota Theatre.

MINNEAPOLIS

THE CLUB PARTY of the Minneapolis chapter at the Columbia Park club house on the evening of April 24 was very well attended by members and guests. The chalet, with its beautiful appointments, is an ideal place for a gathering of this kind. There was a large number of dancers and cards were played at a dozen tables. The bridge prize went to Ed. Legacy and the five hundred prize to Chas. W. Olson, both of the Minneapolis freight station. Mrs. F. Wisdom, a guest at the party, won the cash door prize. Music for the dancers was furnished by the "Oriental Limited" orchestra from the general office and was rendered in a manner to please the most exacting. A count of noses showed representatives present from practically all departments in the Twin Cities and several visitors from St. Paul and all were unanimous in their declaration that the party was a success in every way. A feature of the evening was the fancy dancing and singing of little Alice Evelyn Olson of St. Paul, a winsome little lady of eight, whose talents indicate that she has a career on the stage ahead of her.

SPOKANE

THE GREAT NORTHERN Railway Club held an enthusiastic meeting followed by a program, dancing, and refreshments at the W. O. W. hall, Thursday evening, April 26. Plans for the annual picnic and summer baseball were discussed. It was decided to hold this year's picnic in one of the beautiful parks of Spokane instead of in the park at Coeur d'Alene as heretofore.

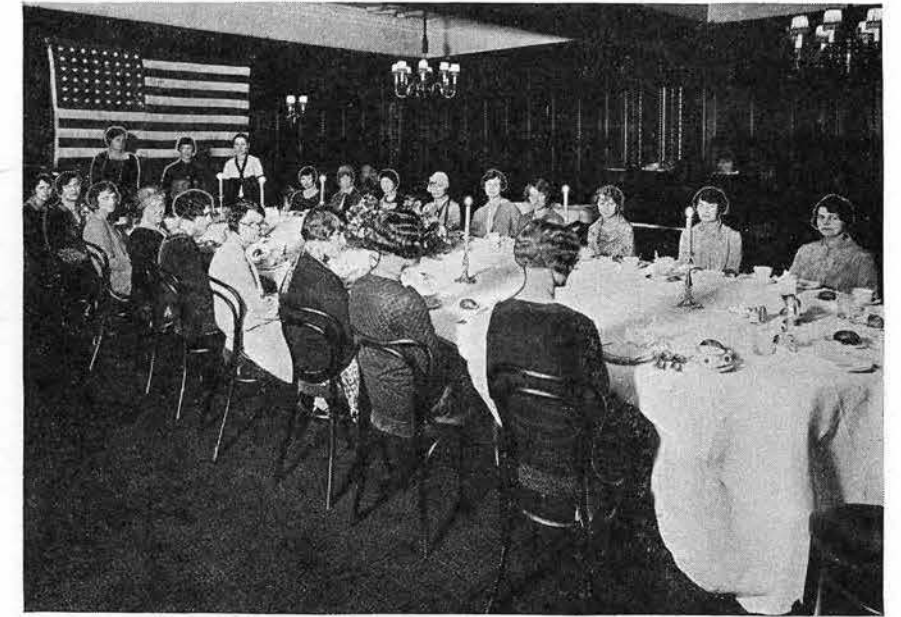
F. A. Kachinsky, acting manager for the Great Northern team, Transportation League, called attention to the games to be played during May at 5:45 p. m. on the Court House grounds.

James Cantlon was in charge of the interesting program put on by the clerical department. The program follows: Violin solo, John Ludders; piano solo, Carrio Karkau; dance, the Fish sisters; violin solo, Dorothy Hamaker; dance, Dorothy Draught.

Traveling Auditor Warren from H. J. Sturner's office, St. Paul, was a guest of the club and gave a stirring and humorous address on club work along various parts of the system.

MARION BACKUS, new president, Great Northern Railway Women's Club, entertained the officers and executive committee on Tuesday evening, April 24, at her home on 17th Avenue. A profitable and pleasant evening was spent transacting Club business over the tea cups.

Annual Banquet, Great Northern Women's Club, Spokane, Wash.



Front row, left to right: Mary Taylor, Sibyl Sayles, Ruth Otey, Grace Hitchcock, Leona Smith, Opal Smith, Mildred Crearer, Dorothy Karl, Pearl Bell. Back row, left to right: Marion Backus, president; Betty Pugsley, past president; Alice Edge, secretary; Beatrice Spores, Marion Lantry, Cora Gresham Merritt, Marie Fallberg, Mary Mills, Winifred Spores, Theresa Baier, Mary Gies, Hazel Johnson

THE ELIZABETHAN Room of the Davenport Hotel was the scene of the club's annual dinner on Wednesday evening, April 18, honoring new and retiring officers.

Mrs. Betty Pugsley is the past president and was presented with a gold necklace and a corsage of pink rosebuds. Sybil Sayles also received a corsage complimenting her birthday anniversary. Marion Backus is the new president. The club now has thirty-four members.

A huge oblong basket of daffodils and orchid-colored sweet peas graced the center of the

banquet table, the same colors being carried out in the candles and place cards.

During and following the dinner, a merry time was spent in the initiation of seven candidates who were required to do all kinds of stunts.

Plans for the annual May Frolic, a dance to be held in the Marie Antoinette Room of the Davenport Hotel on May 12, were completed and tickets distributed for sale among the members.

The evening, because of its merriment, is one that will live long in the hearts of the Great Northern girls.

RUTH OTEY, smiling cashier at the Great Northern freight office, has become a manufacturer of cold cream under the clever caption of Vel-Otey Cream. From now on the velvety complexions of Spokane will not be attributed entirely to the climate, for the cream is true to name.

CUPID HAS CLAIMED another victim from the Spokane Club. Loretta M. Hurley, daughter of Mr. and Mrs. J. M. Hurley, and one of the fairest members of the Club, became the bride of James L. Little of Spokane, the latter part of April, at St. Patrick's church, Spokane. The Rev. Father J. Vander Pool read the marriage service. Leonore Little, sister of the groom, was bridesmaid and Joseph E. Hurley, brother of the bride, best man. Twenty-four intimate friends of the couple attended an informal reception and wedding breakfast at the home of the bride's parents, following the ceremony. The wedding trip was to California. Mr. and Mrs. Little will make their home in Spokane.

THE OLDE VIRGINIA TAVERN was the scene of a pretty dinner party when the Great Northern Railway Women's Club, Spokane, entertained for Mrs. Loretta Hurley Little, Wednesday evening, May 9. The place cards were miniature brides and grooms and the banquet table was gay with tulips. Covers were laid for Loretta Little, Marion Lantry, Betty Pugsley, Mary Taylor, Theresa Baier, Mary Giles, Jennie Gray, Pearl Bell, Leona Smith, Beatrice Spores, Jean Forman, Cora Merritt, Winifred Spores, Sibyl Sayles, Wilma Tackman, Marion Backus, Dorothy Carle, Vera Vollinger, Ruth Sage, Opal Smith and Grace Hitchcock. Mrs. Little was the recipient of a beautiful gift of silver from the Club.

Yesterday's Recollections

(Continued from Page 15)

from the office of the auditor of passenger receipts, C. W. Tilton. One morning on returning to St. Paul, I went to the paymaster's office to remit. There was an extra gang there that morning of some hundred men, getting paid off at one of the windows. The late Frank A. Davis was at the receiving window and he took my remittance of thirty cents (cash fare then from St. Paul to Minneapolis). When he was signing the receipt, he said, "Well, Alstrom, you're just in time. We need the money to pay these fellows off." Mr. Davis was always there with a smile!"

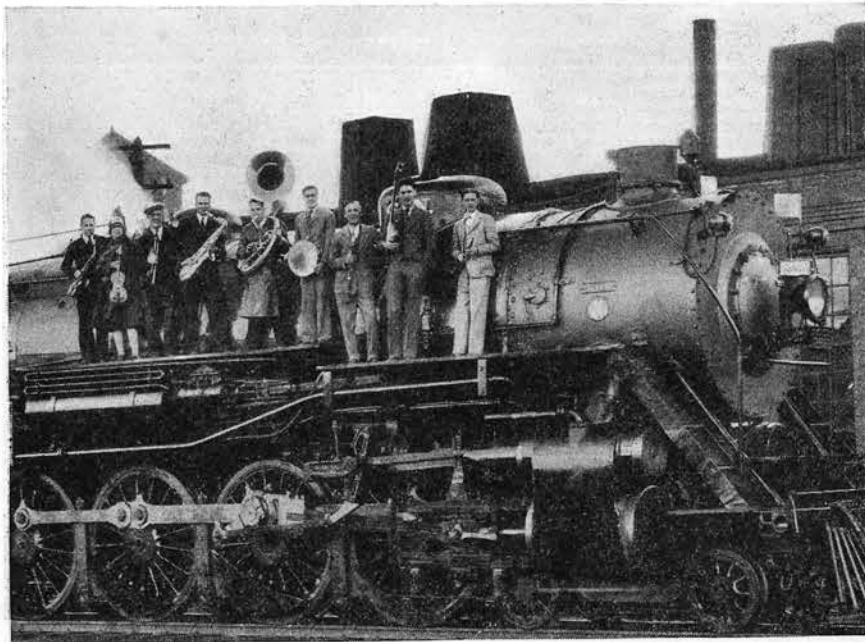
Try This Good Remedy

Grocer: "What's the matter?" Clerk: "I have a terrible toothache and want something to cure it."

Grocer: "You don't need any medicine. I had a toothache, and when my loving wife kissed me and consoled me the pain soon passed away. Why don't you try the same treatment?"

Clerk: "I think I will. Is your wife at home now?"—*Railway Employees' Journal.*

B. of L. F. & E. Ball at the Garden



Garden Orchestra: Left to right, Ben Lenone; Lillian Fredericks, director; Newton Green; Frank Kellogg; Cliff Reem; Paul Lloyd; Rolla Starr; Jack Campbell; Dill Yandon.

THE MAY DAY BALL at the Garden Dancing Palace, Spokane, Tuesday evening, May 1, sponsored by the B. of L. F. & E., No. 571, at Hillyard, Wash., and the Ladies' Auxiliary to the B. of L. F. & E., No. 317, was one of the outstanding social affairs of the season. The huge ball room was lavishly decorated with apple and cherry blossoms, with blues and greens predominating in the lighting scheme, provided a cool, fresh, spring-like atmosphere for the party. Members of the Garden Orchestra,

shown above perched on one of the "2500's" used in pulling the Oriental Limited over the Spokane division, were decked out in the official overall suits and caps of the great Brotherhood of railway workers. "Casey Jones" and "The Wreck of '97" as taken from "Transportation Blues," were featured by this well-known Columbia Recording Band during the program, with a huge locomotive headlight used as a "spot" during feature numbers, and "moonlight" waltzes. There were about 1,200 people at the dance.

A Dependable Railway

In March George L. Ringel, manager of the Columbus (O.) office of Fritzsche Brothers, Inc., of New York, N. Y., wrote the following pleasant words to General Superintendent Dining Cars, J. A. Blair:

I am compelled to make three trips a year to the Western Coast and had not traveled over your railway for several years. Now I have just finished a trip over your road and wish to inform you that I was agreeably surprised with the service and the meals during the entire trip.

The dining car steward, C. E. Martinson, was exceptionally courteous and obliging and always made a point to see that every one was satisfied at every meal. I was so favorably impressed that there is no doubt but that I shall use your railway when I make my trip in May.

EVERETT

EVERETT CLUB MEMBERS enjoyed an informal evening on May 2 in the drawing room of the Knights of Columbus hall. Progressive whist was enjoyed, the prizes being won by Mrs. Andrew Olson, Mrs. Harry McCaustland, Lewis Johnson and Charles Meyer. Table prizes were won by

E. P. Hagland, Lewis Johnson, Jake Danuser and Emerson Warboys.

We were very glad to welcome H. L. Dodd into our family at this entertainment. Mr. Dodd came to Everett recently, having been appointed city passenger agent replacing Mr. Ballew. Lunch was served to one hundred club members and friends. Henry Verlinda, who assisted in serving, was the personal answer to "service with a smile." His technique was unexcelled even by Edith Purinton, who also served on the committee.

Henry has surely bloomed under Edith's supervision and she says she is willing to give anyone pointers on how it's done. Beside excelling in service it is reported that Henry knows his "honeymoon bridge."

Plans are now under way for the next entertainment which will be held early in June.

Twin City Women's Traffic Club

ONE OF THE MOST interesting meetings of the Twin City Women's Traffic Club held in a long time, according to some of the members, was that held in one of the club rooms of the Great Northern headquarters building, St. Paul, on Monday, May 7, at which time the Club was the guest of the Great Northern Railway Company for dinner.

Leo Kramer, chef of the Great Northern cafeteria, had prepared a typical and toothsome Great Northern dinner, which was much enjoyed, the while a section of the Oriental Limited orchestra provided music. Later the Great Northern Songsters offered several vocal selections as only these girls can, and they were repeatedly recalled. Mrs. Olivia Johnson, of the office of the auditor of freight receipts, St. Paul, and Mrs. Beatrice Mooney, of the office of the general agent, Minneapolis, were hostesses, both being members of the Club.

Mrs. Sarah O. Seamer, president of the Club, presided and introduced as the speaker of the

evening George R. Martin, vice-president, executive department, of the Great Northern, whose topic was "Artificial Waterways." He traced the history and development of canals, especially in the United States, and contrasted the aid such arteries of commerce had received from the government, with the burdens which railroads were compelled to bear, especially in regard to the maintenance of their running surface, regulation of rates and taxation.

Others present representing the railroad, were P. H. Burnham, general freight agent; W. R. Sedon, assistant general freight agent; W. R. Mills, general advertising agent; W. D. O'Brien, general agent, freight department, and B. C. Everingham, of the Great Northern SEMAPHORE, all of whom spoke briefly.

General Office Romance

A GENERAL OFFICE romance of unusual interest culminated on Saturday, May the fifth, when Florence Virginia Bunnell, daughter of Mr. and Mrs. Frank R. Bunnell, and secretary to Geo. H. Hess, Jr., comptroller, was married to George F. Anderegg, local accountant, Canadian Rockies Hotel Company. The ceremony took place at 5:30 o'clock, at the home of the bride's sister, Mrs. Harry C. Nelson, 1700 Hillcrest Avenue, St. Paul, the Rev. C. H. Hook, of Arlington Hills Presbyterian Church, officiating, in the presence of the immediate members of the families of bride and groom.



Principals and Attendants in Bunnell-Anderegg Wedding. Left to right: Worth Read, Ellen Donahue, Mrs. Geo. F. Anderegg, Geo. F. Anderegg.

The maid-of-honor was Ellen Donahue, secretary to A. L. Aldrich, general agent mail traffic, while Worth Read, auditor of miscellaneous companies, acted as best man.

The ceremony was followed by a family dinner, with a later reception to friends.

Mr. and Mrs. Anderegg left the same night for an extended western trip, which included visits to the principal Pacific coast cities, and terminated at the Prince of Wales Hotel, Waterton Lakes National Park, where they will spend the summer and enjoy the opportunities for horseback riding, both being expert riders and members of the Glacier Park Riding Club.

Some "Feat"

Conductor (somewhat irritated after stumbling over obstacle in the aisle): "Madam, you must remove your valise from the aisle."

Colored Lady—"Fo' de lawd sake, Mistah Conductah, dat ain't no valise. Dat's mah foot."

SPORTS

GREAT FALLS

Bowling

FIREMAN JOHN CRAIG, of Havre, tied with Urgan of Anaconda for first place in the singles event at the Montana State Bowling Tournament recently held in Great Falls. His scores were 220, 205 and 215 for a total of 640 pins.

Track Events

THREE GREAT NORTHERN boys, Bill Wallinder, Raymond Stimps, and Joe Burke, the only entrants from Havre High School in the Montana Inter-scholastic Track and Field Meet recently held at Missoula, won fourth place in that meet with a total of 12½ points. Stimps won the hundred-yard dash and placed fourth in the broad jump, while Wallinder placed second in the high hurdles and tied for third in the pole vault. Bennion, of Gallatin County high school, who beat Wallinder in the high hurdles clipped three-fifths of a second from the state record in doing so, and while Wallinder's time was not checked the judges were agreed that he also had broken the old record in that event. Joe Burke, whose performance in the 440-yard dash has been very creditable all spring, was suffering from a strained tendon and failed to place.

Kittenball League Formed at Headquarters

HERE'S GOOD NEWS FOR the kittenball fans. A league has been formed in the general office building in St. Paul, known as the Great Northern Railway Kittenball League, and will play games every Friday evening for ten weeks beginning with May 11. No record of the first games were available when we went to press. Teams in the league will represent the following departments: Auditor Disbursements, Engineering, Auditor Freight Receipts, Freight Traffic, Joint Facilities Office and Auditor of Overcharge Claims. Games will be played at Dunning Field on the following diamonds: BB1, BB4, and No. 7.

Prudence

(Continued from Page 14)

possessed of these drawbacks can be successful, because such a man is not prudent.

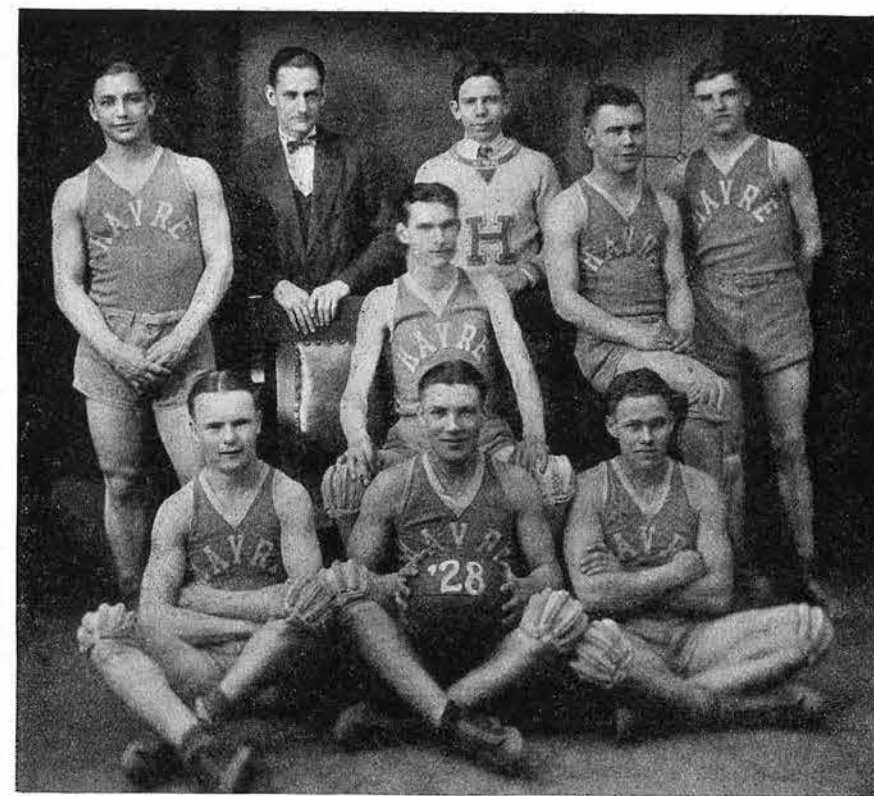
The difference between a prudent man and an imprudent one is the difference between the ant that looks to the future, and the grasshopper that thinks only of his present needs.

As men grow older they are likely to become more prudent, because of knowledge gained through years of experience. It is said that young men seldom profit from the experience or advice of older men. Free advice, the young man thinks, is poor advice, and so he waits and learns, unless he be prudent.

If you would be prudent, think, deliberate; do not jump at conclusions, for, says Coke, "Precaution is better than cure."

A Cordial Word from Canada

A SHORT TIME AGO we had a most enjoyable letter from Mr. G. W. Ward, agent for the Canadian Pacific Railway at Plenty, Sask. He speaks in glowing terms of the SEMAPHORE, which we deeply appreciate; and he especially enjoys stories of the old days. Mr. Ward will be remembered by many friends in Minot, and vicinity, and he occasionally is able to revisit there and says many of his former associates are still there and on the job. He also



Havre High School Basketball Team, 1928

Top row, left to right—Clarence Mayer, guard, son of Conductor L. S. Mayer; R. C. Adams, coach; James Gormley, manager, son of Switchman J. P. Gormley; Edward Bailey, Sub., son of Engineer John Bailey; Leo Konopatzke, Sub. Seated in center of picture, Malcolm McGougan, center, son of D. McGougan, general foreman, mechanical department; Bottom row, left to right—Walter Mack, Jr., guard, son of Conductor Walter Mack; Bill Wallinder, forward, (Captain), son of Leading Mechanic Peter Wallinder; Raymond Stimps, forward, brother of Henry Stimps, manifest clerk.

THE HAVRE High School basketball team of 1928, which recently closed one of its most successful seasons, was, with the exception of Leo Konopatzke, composed of Great Northern boys. We lay some claim to Leo also, inasmuch as he has been spending his vacations on the Havre rip track, and was a member of last season's champion rip track kittenball team.

A month late in their training due to a late football season, and starting their basketball schedule with practically no practice, the team lost their first three games. They then won fourteen out of fifteen, dropping one to Great Falls, probably the strongest team in the state this year, by a 29 to 23 score, which they evened up in the return game, beating Great Falls, 41 to 39.

Among the teams defeated by them was Teton County High School, runners up in the North Central District Tournament, by a 42 to 30 score, and Whitefish High School, champions of the Northwestern District, by a score of 41 to 13.

The team then won the Round Robin Invitational Tournament which is put on each year

by the Chinook High School, defeating each of the other teams entered there.

In the North Central District Tournament at Great Falls they were unfortunate enough to be drawn in the same bracket with Great Falls, which meant that one of the two teams could place no better than third and would be excluded from the state tournament—only two teams being allowed to represent the North Central District there—although they were admittedly the two strongest teams in the district. They met in the semi-finals and Great Falls won after an exciting struggle. Havre won all other games in this tournament, placing third. Bill Wallinder was given a forward position on the All-District team.

In the State Tournament Great Falls lost but one game, to the champions, and we feel that our boys could also have placed high in that tournament.

Of this team, Mack, Bailey and Konopatzke will still be in school next season, with several other railroad boys who played the past season on the second team. We are looking forward to another very successful, Great Northern conducted, basketball season for Havre High.

True to Form

The girl reporter accepted the editor's invitation to dinner, and when asked how she enjoyed it, said:

"Oh, fine; but I'll never go to dinner with an editor again."

"Why?"

"Well, the dinner was fine but he blue-penciled about three-quarters of my order."

Dental Sentimental

"Oh, Mrs. Magnus, did you ever meet a man whose touch seemed to thrill every fibre of your being?"

Mrs. Magnus: "Yes, the dentist."



Another G. N. Championship Team

THE GREAT NORTHERN Volley Ball Team, shown above, is the winner of the 1928 championship of the Capital City Volley Ball League, Class B, of St. Paul. The team won seven out of eight games and finished the season at the top of the league. Other teams in the league were Hudson, Wis., Stillwater, Minn., St. Paul Athletic Club, Midway Y. M. C. A., Midway Y. M. C. A. Nooners, St. Paul Y. M. C. A. Ghosts, St. Paul Y. M. C. A. Gobblins, and First Baptist Church. The season just ended is the first the league has had.

Members of the team shown in the foregoing picture are: Left to right, standing, W. R. Wood, mechanical engineer, J. U. Haley, valuation accountant, V. N. Wahlberg, engineer



Railroad Post No. 416 The American Legion

THE POST INAUGURATED its busiest season, by devoting the May meetings held on the eighth and twenty-second, to consideration of plans for Memorial Day activities.

Sunday, May 27, was selected as the date for placing flags on the graves of service men buried in Oakland Cemetery, this detail under the personal supervision of Commander H. F. Dumas, and upon completion of this task, the entire assembly passed on to Calvary Cemetery, there to unveil official American Legion grave markers, which the Post has erected over the graves of its departed comrades Elmer A. Beneke and Frank P. Leschinsky. The unveiling ceremonies were arranged by comrades John E. Snyder and William H. Gordenier. During the day, time was found to pay a short visit to the graves of Past Commander Kidwell McKnight, and Comrade William A. Bergstrand, both of whom are at rest in Oakland.

The Memorial Day program for "Soldiers' Rest" at Oakland, was held under the auspices of the Post, a responsibility to the Memorial Day Association having been assumed for the first time. Rev. Charles L. Grant was selected to give the address, and children from Washington Junior High School rendered vocal selections. A detail from the 206th U. S. Infantry "fired" the salute, and sounded taps.

accountant, Thomas Balmer, assistant general counsel, Geo. H. Hess, Jr., comptroller; kneeling: J. H. Kaufmann, auditor insurance bureau, E. C. Lewis, freight claim agent, W. G. Reed, accountant miscellaneous companies, C. F. Bartelheim, auditor freight receipts, J. C. Seiberlich, general accountant.

Organization of the team is largely due to the efforts of Mr. Hess, who has been active for some time in getting out a group of men from the general offices for exercise and play at the St. Paul Athletic Club.

The successful outcome was the result of the fine spirit of teamwork of the players, and to the leadership of Captain Reed, which produced victory over some rather strong opposition.

In handling these arrangements, Comrade John E. Snyder has again attained unusual achievement.

The Men's Club, Chapter No. 1, Great Northern Railway, honored the Post at the luncheon meeting held May 29. An appropriate program was presented. Claire I. Weikert gave a short talk, L. A. Brandenburg acted as chaplain, and our own Walter W. Janis was the official bugler. District Commander Fred C. Nelson represented the Legion of Ramsey County, and several Post members were in attendance.



Members of Railroad Post on Memorial Day

Great Northern Semaphore

Comrade Henry A. Doth handled the arrangements for the Post, and acquitted himself with credit.

After some delay due to inclement weather, the kittenball team played its first game at McKenty Field on May 10. Its opponent, Christie Post, had not assembled a team according to the league specifications, so a forfeit was claimed, but the game played for the sake of practice. The result was 14 to 10 with our boys on the short end, so they were somewhat elated over the forfeit, only to learn later that the official umpire had turned in the score for a regular scheduled contest. But everything is all right now, for the game lost on the diamond, was won at the Court House by Henry A. Doth, score 1 to 0 in our favor. Doth expects to go on a fishing trip soon, so it is up to some of the boys to row the boat. It is hoped that Walter C. Nolting will recover from an injury, sustained in sliding to third base, in due time to take care of the oars on Henry's boat.

Maurice J. Mickelson has recovered from his operation, enough to leave the hospital for his home, and another thirty days ought to see him walking around as a promising invalid. We are all sincerely glad that the worst of it is over for Maurice.

Axel R. Dolen has had occasion to visit the Veterans' Hospital at Fort Snelling the past month for professional advice. He reports excellent treatment, and feels confident some slight defects can be remedied with little inconvenience.

Arthur Larson and Hugh F. Dumas fell victims to the recent la grippe epidemic, but were out for only a few days. Out at East Shore Park, Hugh has opened his summer residence with a few new improvements, these including a modern refrigerator. If any of the boys drop in out there, we would like to have a report of the hospitality extended. Ever since Hugh made the remark beef tenderloin could be made out of round steak, we felt he should be given an opportunity to prove it for our satisfaction.

Vice Commander J. M. Rice conducted the meeting held May 8, and must be given credit for two fast ones. When someone asked why a dozen kittenballs should be purchased at this time, Jim complacently replied, our team would not be at bat all the time, so more than one would be needed. Later, when John E. Snyder and the adjutant were having some debate over horses, Jim silenced the argument with the remark, "Forty years from now the people will not know what a horse was." Take care of yourself, Jim.

Ed Simons was at the meeting, and tangled with the adjutant about correspondence. The Captain, who is a majestic campaigner of the old military school, may not have realized it but handed us a good idea on how to get more work out of the committee chairmen. We are going to try it out to see how it works. June meetings on the 12th and 26th. Why pay \$3 to see a fight?

HAROLD J. BEECH, Correspondent.



BUTTE DIVISION

Associate Editor
ELZA TWAY
Great Falls, Montana

We were glad to see the editors release the ban on poetry so far as to publish on the Safety First page of the May SEMAPHORE the poem entitled,

"Suppose, Mr. Speeder!" The author of this masterpiece is not shown, but whoever he is, he deserves the distinguished service medal and the thanks of every fair-minded reader. We of this speed-crazed day are entirely too prone to accept as a matter of course the senseless and inexcusable dangers to which we must subject ourselves, our families and friends, every time we venture forth upon the public highways. For the maintenance of our road system we are taxed almost to the breaking point, and in every conceivable way, and it does not seem unreasonable for us to expect to be able to enjoy an occasional pleasure drive without feeling the constant menace of being wrecked or forced into the ditch, by some speed-mad fool with no regard whatsoever for the rights or safety of others. We believe, along with a hopelessly small minority of present-day thinkers, that the public road should be a place of safety for the old and the infirm, the women and children, and for everybody. If this theory is sound, then the public road is no place for terrific speed and irresponsible drivers. Shall we have the moral courage to strike at the root of this evil, and force manufacturers to limit the speed which they may build into a motor car, so that it can not be operated out on the public highway in other than a sane and reasonable manner? We answer, with regret, "It is very doubtful."

The baseball season in Great Falls opened with a rush on May 6, when the Great Northern Railway Club's "Orientals" defeated the crack Bootleggers Athletic Association team, 1927 pennant winners by a score of 14 to 4. The youthful Bob Kleinhans, pitching for the Orientals, worked in his usual perfect form, and had his old enemies of last year well in hand at all times, holding the heavy hitting Bootleggers to 8 scattered hits, and striking out 10 men. An enthusiastic crowd of 400 fans viewed the opening game, and the big amphitheater at Power Park will no doubt be filled to capacity as the season progresses. Indications are that the Electric City League will give Great Falls the best baseball seen here since 1924.

Carl Hoelzel, of the freight office forces, is chairman of the Organization Committee of the American Legion junior baseball activities, and has been very busy during the past few weeks getting his ten juvenile ball teams in Great Falls placed under responsible sponsorship, and properly organized. A junior team has been taken over by the B. of R. C. and is being coached by H. M. Eyestone, Junior Caffyn, and Art Larson. The season opens in Great Falls May 14, and the B. of R. C. team expects to make a strong pull for the local championship.

Lineman Bill Wosinek had a narrow escape from death when he fell from a load of telephone poles at Havre, on April 13. Wosinek was engaged with Telephone Inspectors Conroy and Samuelson and Lineman Jack Maloney, in unloading a car of poles at Havre stock yards. The men had just grappled a pole with their peavies preparatory to rolling it off the car, when the poles beneath suddenly started to shift position. The big 35 foot pole turned over quickly. Wosinek's peavey held, with the result that he was catapulted into the air and thrown 20 feet to the ground, with the heavy pole bounding after him. The three men on top of the load stood breathless, expecting to see him crushed to death. The powerful bite of the peavey undoubtedly saved his life, as after the log turned over the peavey still held, and stopped the big pole, fairly dangling over the edge of the load, 18 feet above the prostrate

body of the lineman. His legs were bruised and he was slightly injured internally, but no bones were broken, and his injuries are not considered serious. Bill says Friday the thirteenth is surely his lucky day.

We have received from W. F. Van Norte, general agent of the Midland Valley and the K. O. and G. Railways, at Wichita, Kansas, a program of the annual entertainment and banquet given at Wichita on March 22, under the auspices of the Traffic Club of Wichita, of which Mr. Van Norte is president. He was at one time an agent on the Butte Division of the Great Northern, and will be well remembered by old timers here.

Vice President W. P. Kenney and Assistant General Freight and Passenger Agent J. F. Pewters, were in Great Falls May 1. Mr. Kenney's optimistic comments on the bright outlook in Montana for 1928 were quoted at considerable length by the local press.

Traveling Inspector Ben Stevens, W. W. & I. B., Bozeman, was a visitor in Great Falls April 27, attending to matters pertaining to the Bureau. Ben's pleasing personality and happy smile have won for him a legion of friends, who are always glad to see him.

Conductor T. F. Richardson has been granted thirty days' leave of absence, and will leave shortly to attend the National O. R. C. Convention, at Miami, Florida.

Mrs. J. M. Taylor, wife of Conductor Taylor, left May 4, for Hood River, Oregon, to visit relatives and friends. On her return trip Mrs. Taylor will make short visits at Milton, Oregon, and Yakima, Washington.

V. J. Josephson, for several years employed as agent at Brady, recently resigned his position owing to ill health, and will make his home on the west coast. He was relieved by Extra Agent J. A. Raitor, who has recently returned from a leave of absence.

Johanna Dahl, comptometer operator in the superintendent's office, who is now on leave of absence, left on May 1 for the west coast, where she will recuperate from the effects of a recent illness.

Norma Stewart, our popular lady operator in the Great Falls yard office, is the proud possessor of a new Chevrolet coupe. As Miss Stewart has not yet learned to drive, competition is quite keen among the clerks and call-boys, for the position of chauffeur pro tem. Call Boy Art Fifer proved that he had the most convincing "line" when he was seen escorting Miss Stewart home from work on the day of the purchase.

C. L. Stenjem, who has been doing relief work at Brady, has resigned his position to enter the employ of the Montana Western Railway Company at Valier, as agent.

Earl Cox has been appointed warehouseman and clerk at Fort Benton. He was formerly employed in the baggage room of the Great Falls passenger depot.

Conductor S. M. Komsom returned to work on April 23, after a prolonged absence as the result of injuries.

Alex Stolingwa, cashier at Conrad, has left for Rochester, Minn. where he will undergo an operation.

Conductor C. E. Lines after bidding us a fond adieu has gone back to the Montana Division to work out of Wolf Point. Charlie's "whiskers" are getting too long and a chain gang car doesn't look any too good to him when he can hold a local farther east. B. H. Rech has been sent down from Havre to fill the vacancy created by his departure.

A station helper was recently put on at Dutton. The position is being filled at the present by Charles Bournier.

Conductor Joe Romundstad has been confined to the hospital for the past several weeks. His condition was very serious for a while, but last reports indicate that he is on the road to recovery, although it will be some time before he can return to work.

The sudden passing of Switch Foreman Charles Anderson from our midst was an unexpected and sad shock to the men who had worked with him and to his numerous friends. Mr. Anderson had just completed his shift in Great Falls yard, on the morning of May 2, and had stopped in the yard office, with the hope of catching a ride home. While sitting in a chair in the office, he suffered a heart attack from which he failed to recover. Mr. Anderson came to Great Falls in 1922, and secured employment as a switchman in Great Falls yard. He was of a quiet and cheerful disposition, loyal to his friends, and a willing worker. He apparently was in good health, and his ailment was known only to a few of his closer friends and relatives. Mr. Anderson was born in Whittemore, Iowa, May 7, 1886, and is survived by his wife, Emma, of Great Falls, his parents, Mr. and Mrs. David Anderson of Britt, Iowa, and a number of other relatives, all residing in and around Britt, to

which point the remains were sent for burial. The SEMAPHORE extends its sincerest sympathy.

L. H. Van Camp, from the office of the Superintendent of Employment Bureau of St. Paul, was a visitor here, Monday, April 30.

Conductor A. W. Fy was called to Waterloo, Iowa, April 20, by the serious illness of his mother, Mrs. Harvey Fay, of that city. She is reported as somewhat improved at this writing, May 10.

Agent H. F. Cochrane at Craig is being relieved by Extra Agent L. D. Cowie for thirty days. Mr. Cochrane left recently for a month's visit with friends and relatives in the East.



Misses Howard, Tway and Vegas

It is with an unusual feeling of pride that we present the above trio of Montana's finest. They are Montana born, Montana raised, and Montana educated. Frances Howard, daughter of Section Foreman Lee Howard, of Hedgesville, was graduated from the Montana State Normal College at Billings, June 1. Dorothy Tway, daughter of Assistant Agent E. Tway, of Great Falls, and Patricia Vegas, daughter of Engineer Pat Vegas, of Great Falls, were graduated from the Montana State Normal College at Dillon, May 31. With the welfare and training of our children in the keeping of young women of sense, culture and refinement, we may look into the future with every assurance of the safety and security of our American institutions.

James Rask, recently retired pumper at Vaughn, died at Great Falls on April 22. Interment was made in Highland Cemetery at Great Falls. Our sympathy is extended to his surviving relatives.

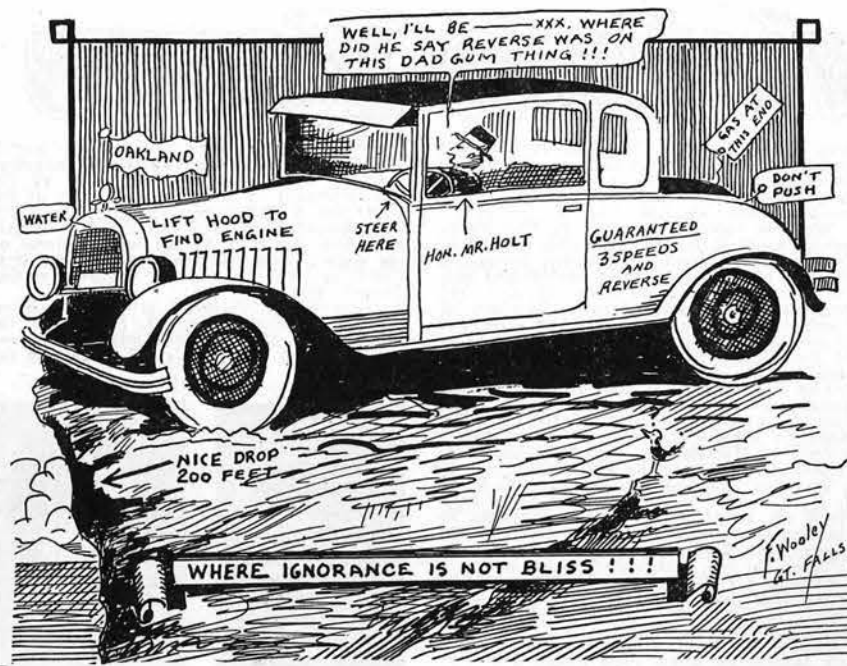
Bruce Teague, assistant material clerk, superintendent's office, and J. F. Edwards, manifest clerk at the yard office, left May 8 to attend the national convention of the B. of R. C. at Columbus, Ohio.

G. O. Galloway, agent at Fort Benton, was on the sick list for several days in the past month. We are glad to report that he is again able to be on duty.

F. I. Sauls, local chairman of the B. of R. T., left May 2, for Cleveland, Ohio, to attend the national convention. He will be joined by Mrs. Sauls at Rochester, Minnesota. After the adjournment of the convention, Mr. and Mrs. Sauls plan to visit Charleston, S. C., the home of Mr. Sauls' parents.

J. V. Maki, extra agent, is relieving Agent E. E. Chamberlain at Stanford, due to the illness of Mr. Chamberlain.

When the soft April breezes began to waft over the rolling Montana prairies, and the honk of wild geese echoed musically from the clear blue skies, the urge of his cave dwelling ancestors to get back to nature grew strong in the breast of Switch Foreman "Snappy" Howard Holt, as he rode the old 895 up and down through the big A. C. M. yards at Black Eagle.



From low line to high line, from high line to sky line, from sky line to high line, and then back to low line, morning, noon and night, slack 'em ahead, ease 'em back, pick 'em up and get 'em out, cut 'em off, and drop 'em in — "Wow!" soliloquized Snappy, "This here snake-life shore does grow most mon-on-tonious. I've just got to have one of them buzz wagons, and get around more, that's simply all there is to it. I'm afraid I'm ruinin' a mighty promisin' career by this here solitary confinement. Looks to me like a guy that can rascal this here old 895 up and down these mountain sides ought to be able to engineer one of them gas buggies; but how in the world am I ever goin' to know which one to buy?"

After several days spent in a fruitless effort to solve this puzzling problem, Snappy went into consultation with his bosom friend Dud Jacobson, another Knight of the Club and Signal Corps.

"Why not get an Oakland?" said Jake. "Sounds a good deal like the stuff in a brake club, and ought to be a humdinger." "You're right, Jake, I'll buy an Oakland, by heck, and you shall take the first ride."

The new All-American Six was duly delivered, and the two friends climbed aboard.

"Whence ho?" quoth Snappy as he started the New Oakland, pulled out into the highway, and headed for the big open spaces.

"Let's caper down towards Volta and inspect the big high dam," replied Jake. "Did you get running orders before you got out on the main line?"

"Don't need any," said Snappy. "We're a first class train. Rights over everything."

By this time the big machine was roaring down the highway, and gathering speed at a tremendous rate. Farm houses went dashing by, and cross roads flashed up and disappeared in a cloud of dust. Snappy's foot rested unconsciously upon an innocent looking little bulb in the floor. The finger on the dial in front of him was gradually crawling over—35—40—45—50—55—60—65—70—"Holy Mackerel," yelled Jake, hanging on with both hands, "pull your steam a little, and whistle for these crossings, or you'll kill somebody."

"I don't see no whistle cord, and I can't find the throttle," yells back Snappy, as his feet inadvertently pressed a little heavier on the innocent little bulb on the floor. "Turn up the retainers. You aint doin' nothing to help hold her. Give her the air."

"Retainers don't seem to have any effect on her," Jake hollered back, as he switched on the lights. "Triple valve must be on the blink."

By this time the bluffs of the river banks above the big dam hove into sight, but still several miles away. "Better unload, Jake, I can't stop her. She's goin' to jump across the Missouri sure as shootin'."

"Good luck, Snappy, I'm going," Jake shouted in Holt's ear. "She'll fly better without the extra ballast." Stepping out onto the running board, Jake sailed out into the atmosphere like a clay pigeon, and landed feet up

against a barb wire fence in a big pile of tumble weeds. An instant later the fleeting Oakland with her ill-fated pilot had passed out of sight into the blue distance.

The bluff was now close, and rushing right at him. Holt quickly estimated the distance to the opposite bank at half a mile, and resigned himself to the hope that at her present speed the big six should easily make the jump. Bracing himself for the flight, he unconsciously pushed his feet into the two pedals, his thumb at the same instant accidentally pushing down the clutch out and brake set, the car slowed down and came to a stop, her silvery nose fairly dangling over the edge of the precipice. Snappy crawled cautiously out, regaining composure as he felt his feet back on terra firma once more. He brushed the dust from his eyes, and looked the beautiful demon of speed over with proud and admiring glances. He gazed far out into the chasm of the great Missouri at his feet. He looked across to the bluffs on the opposite side. At last he spoke: "You All-American son of a gun. I just wonder if you could have made that jump."



Madeline Schneider

Here you see a picture of Madeline Schneider, daughter of Engineer Wm. Schneider of the Butte Division. Miss Schneider will be graduated from the Great Falls, Montana, high school this month.

Black Eagle

The District Court which is now in session at Great Falls, requires for its jurors only men who are blessed with high ideals and good judgment. Accordingly they have selected from within our ranks Switchman M. P. Driscoll. We are proud of you, Mike. Measure out your judgment impartially.

In order to keep up with the increased volume of business at the wire-mill, Fred Wooley has exchanged his Chevrolet coupe for a four door sedan of the same make. Bob says he must have a larger car in order to carry the extra load which has been placed upon him. Let us hope the next one will be a Packard.

We understand that Wilfred Wooley recently had an opportunity to rent his bungalow on the south side. Upon making inquiry from Bill, he informs us that this was a fact, but upon second thought he decided not to rent, as he figured it was about as cheap to drive double as single. You are right, Bill. If you don't believe it, try it and see for yourself.

On account of the irregular schedule which the street cars have been operating upon, owing to the new connection on ninth street, Frank Evans has decided not to take any chances on getting to work on time, so he has called his automobile into service. That is the correct way to look at it, Frank. The new arrangements are bound to work a few hardships until we become accustomed to them.

We shall have to admit that the powers that be in the Electric City Baseball League made a very wise choice when they came into our midst and selected Ralph Dimke, our efficient clerk, to officiate as umpire for the League during the season, which is to open on May 8. Just a word of advice, Ralph. If the going gets rather rough for you in there at times, just talk to those would-be-tough boys with signals which we use only on rare occasions, and we believe you will be able to handle the job fine.

Frank Smith, switch foreman on sky line, was off one day this week, the occasion being a visit from one of his brothers who is located at Poplar, Mont. Mr. Smith made an extensive visit to the various departments at the smelter, and expressed special interest in the operations of the wire mill.

Butte

The Boosters of the car department at Butte are staging a first class entertainment in the passenger depot on the evening of May 16 at 8:30. The program will feature pictures of Glacier National Park, besides several vocal and instrumental musical numbers. Lunch will be served to all. The railway employees of the other lines in Butte are cordially invited.

Ticket Agent G. A. Wendorf was called to his home in New Ulm, Minn. on account of the death of his father, who died May 3. The sympathy of his fellow employees and the SEMAPHORE is extended to Mr. Wendorf.

K. O. Kessler is acting ticket agent in the absence of Mr. Wendorf.

Engineer Tom Davis and family are spending sometime in southern California.

Geo. Nordstrom, traveling M. C. B. auditor, was a Butte visitor the early part of May.

Great Falls Store

Sam Clutton spent the week of April 9 to 14 in the Veterans' Hospital at Fort Harrison, Montana, undergoing medical examination for diseases contracted during the war while he served as a marine in the Far East service.

A choice brand of cigars was distributed among the store employees Tuesday, May 8, by Bethel Young, rip track section stockman, who proudly told us he was the father of an eight-pound baby boy.

Art Wallin, our store foreman, was laid up a few days with a severe cold, but is now back on the job and going strong.

Mrs. Clarence Anderson is spending several weeks visiting relatives and friends at Ames, Iowa.

Adolph, vice assistant material handler and Murphy, who has a lesser title, have their back pay ready to invest in more profitable things than any of the other store employees so far heard from. Adolph knows where he can buy setting eggs that will hatch chickens that will lay golden eggs, while Murphy is debating with himself whether to buy a new Ford or invest in a copper boiler and tubes.

Clarence: "I hear you have a baby boy in your home."

Bethel: "Great Scott, can you hear him that far?"

Great Northern Semaphore

CASCADE DIVISION

Associate Editor
D. O'HEARN
Seattle, Wash.

Vancouver, B. C.

When it comes to singing, the Great Northern Quartet, composed of Myron R. Skiff, R. J. Maloney, E. T. Olson, and E. O. Anderson, all of St. Paul, certainly know their onions. These boys were here on May 3 and sang at the Kiwanis meeting, annual Y. M. C. A. meeting, and over the radio in the evening. Many comments were heard from those attending the two meetings, and the radio station managers state that they were the most popular entertainers they had over their station for many months. May we have the pleasure of a visit from them again in the near future?



Mrs. Charles Bellman, wife of Demurage Clerk Bellman, Tacoma, accompanied by her two daughters, were visitors the middle of April. Mrs. Bellman is always a welcome visitor, as she has many friends here, but it always seems a shame when she comes up that she doesn't bring Charlie with her, and this time her promise was secured to have him accompany her next time, sure.

Mr. Peterson, night switchman, accompanied by his wife, were visitors at Everett and Tacoma, Wash., for several days in April.

Edward Erickson, track welder, of Mt. Vernon, was a visitor over a week-end in May.

William Warren, traveling auditor, Spokane, and Fred Rice, traveling auditor, were visitors the early part of May. It certainly is a pleasure to see both of these fellows. A visit with them, whether on pleasure or business, is always a real treat.

Leslie MacDonald, baggage master, was off several days the early part of May on account of having the mumps. Which was it, Mac, the left or the right side? The mumps is no joke, but Mac is old enough now to have this affliction, so we had nothing to worry about.

George Williams and George Fletcher, B. & B. department, were visitors at Seattle over a week-end in May. Upon their return, the two Georges voted a wonderful time, and said another visit would be made some time next month. Rumor has it that they have fallen in love with the same girl, which, if true, will mean some rare competition.

R. E. Heaton, car clerk, was a visitor in Seattle over a week-end in May.

Sincerest sympathy is extended to Mrs. Cecil Weeks, wife of Collector Weeks, on account of the death of her mother recently.

Leonard Thomas, formerly with the welding gang at Scenic, Wash., is now located at the Great Northern docks, working with the paper gang there. Good luck, Leonard, and we wish you all possible success in your new position.

Sincerest sympathy is extended to H. R. Lonsdale, contracting freight agent, on account of the recent death of his father at New Westminster, B. C.

Sure signs of the arrival of spring have been manifested around the terminal here for the past weeks. The B. & B. gang have been very busy painting the roundhouse, car foreman's office, dock, and local freight sheds and office. To say we now present a nifty appearance is putting it lightly, and many favorable comments have been heard on the work, and the nice, bright appearance of the terminal buildings. It is the intention to start on the station soon and when that is finished we won't have to take boys from anyone.

Bellingham, Washington

W. P. Kenney, vice-president, and M. J. Costello, western traffic manager, were recent business visitors to Bellingham.

C. P. Mabel, agent for the Western Fruit Express Company, was a business visitor recently, looking after the interests of the express company at Bellingham.

R. M. McCormick, car clerk at Bellingham, has purchased a new Pontiac sedan. He figures it will take quite a while to recover from the shaking up he got in the old Ford.

Charlie Plumb, cashier at Bellingham, has purchased a new Buick sedan. It looks like a case of "keeping up with the Joneses" between him and Bob McCormick.

Hans Anholt, section foreman at Bellingham, spent a week on the section at Blaine, but was bumped by Steve Drago and has returned to the section at Bellingham.

Mrs. Harry Landeck attended a card party at Blaine last week, and had a very enjoyable time. The guests played auction bridge and Mrs. Landeck won first prize.

Harry Landeck, agent at Bellingham, was a business visitor at Seattle on Thursday, May 10. Engineer McLeod has returned to work after being on the sick list for a few days.

Sol Pickett was a business visitor at Bellingham recently, looking after the interests of the mechanical department.

Mrs. Susan A. Woodruff, mother of Ross Woodruff, freight house foreman at Bellingham, has returned to her home in Sedro Woolley after spending a month visiting her sons, Ross and Nove Woodruff at Bellingham.

Tony Naser, engineer on 384 and 383, was off for a few days the latter part of April and spent his vacation at home in Anacortes. Tony states that he made great progress with his garden and other work while away. Engineer A. White handled his run.

On account of M. Sharp and M. J. O'Donnell bidding in on the new runs lately advertised at Klamath Falls, their runs here on 383 and 384 were advertised. The boys were relieved by Brakemen N. B. McCulloch and Geo. Jenner, until the runs are filled by bulletin. Mr. Sharp and Mr. O'Donnell left for Klamath Falls on April 27 and reports have it that they are well pleased with the new adventure. Their families expect to leave shortly to join them.

Conductor E. M. Merwin and Mrs. Merwin were Seattle visitors over a recent week-end. Mrs. Merwin's mother, who had been visiting at Ladner for the past month or so, returned to Seattle with them, and is extending her trip to Spokane for a visit in that city.

F. A. Zilske and crew were at Colebrook doing some repair work on the tegrath lines on main line and branch, early in April, and were called to Everett, to do some repair work at that point. F. A. said it was too bad that he had to leave so soon as he liked our climate very much and hoped that he would soon return to complete the work here.

The Canadian National Railway telegraph gang were also visitors at Colebrook for a few days recently. They were stringing two new copper wires from Blaine to Vancouver, B. C.

A. Shunn, B. & B. department, have moved their outfits from New Westminster to Colebrook, and expect to be located there for some time while making repairs to bridges 69 and 70 in connection with laying of the new steel.

The work of laying the new steel is moving along nicely, as they have completed the work as far as the Fraser River bridge. J. Roberts is handling the work.

A. L. Lanter, formerly agent at Aldergrove, and Mrs. Lanter, left recently for Gold Bar, where he will work the second trick for a while.

Floyd Bussing, baggageman at Bellingham, visited Spokane on April 21, attending to some business in connection with the L. O. O. M. convention, which will be held by the Moose Order in Bellingham in the month of June. This will be an important convention, and it is expected that over 6,000 members and delegates will attend. Mr. Bussing is chairman of the registration committee which will attend to the business of looking after accommodations for the visiting Moose.

Wm. Barricklow of the section forces at Blaine, was section foreman at Bellingham for a few days in April.

The week of May 7 was the busiest of the year at Bellingham. The tulip festival was on May 10, 11 and 12 and the city was all decked up in holiday attire. There was also a carnival in town and everybody had a good time. If you have once taken in a tulip festival at Bellingham, it means that you have acquired the habit, and will attend every year, if possible.

Switchmen Fred Tisher and Bill Moore spent the week-end of May 5 in visiting friends at Blaine.

A pretty wedding took place in Bellingham in May when Aileen Abbey of Flint, Mich., and Ray Fowler, Jr., of Bellingham, were united in wedlock. Mr. Fowler is the son of Mr. and Mrs. Ray Fowler of Bellingham. The young people are residing in Seattle where he is engaged in teaching music.

Wm. Weeks, federal safety appliance inspector, was a recent business visitor at Bellingham.

DAKOTA DIVISION

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

Conductors W. H. McGraw and M. J. Keeley attended the O. R. C. convention, which was held in Jacksonville, Fla.

Conductor W. A. Lyon, acted as general chairman of the B. R. T. during the absence of P. C. Bradley, while attending the B. R. T. convention.

Recent appointments in station service are: A. T. Eberhardt, agent, Juanita, and R. Tupa, agent, Mal-lory.

Conductors C. P. Nichols and E. L. Conkins, attended the B. R. T. convention at Buffalo, N. Y.

Oscar Swanson and P. R. Hughes, attended the B. R. C. convention at Columbus, O.

E. E. Donaldson, travelling engineer, has been transferred to the Minot division. We are sorry to lose "Don," but wish him the best of success in his new location.

Sympathy is extended to ticket agent P. G. Holmes, of Grand Forks, on account of the death of his father, which occurred recently.

Conductor W. W. Gilmoure, intends to leave for a trip to Calgary and other Canadian points in the near future.

Trainmaster M. M. Bailey has recovered from his recent operation and his many friends are glad to see him back on the job.

Inventory clerks H. J. Krengle and W. Gutz have gone to Minot to take inventory on that division.

Three new dispatchers have been added to the force at Grand Forks, J. M. Ryan, M. A. Good, and Dave Leeper.

Dispatcher E. V. Lambert, spent his vacation fishing in Minnesota.

Alex Lee and Ed. Quigley of the superintendent's office spent Sunday May 6, taking in the sights in Winnipeg.

HEADQUARTERS

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

R. C. Klostermeyer has been appointed city passenger agent, Great Northern Railway at St. Louis, Mo., succeeding E. L. Vierling, who resigned to engage in other business.

Traveling Field Accountants Shane and Gignas are now stationed at Malta, Montana, where they are taking care of the accounting for the new Saco-Turner branch.

Traveling Field Accountant H. E. Olson is located at Scenic, Washington.

Traveling Field Accountants Caplan, Ekwall and Locker are stationed at Leavenworth, Washington; while Austin Peterson is now making his headquarters at Grand Forks, North Dakota.

Della Ortt of the auditor capital expenditures office has recovered from an operation which she underwent and is now back in the office.

Rose Collopy of the auditor capital expenditures office is ill at her home. A speedy recovery is hoped for.

Mr. and Mrs. Leo Reuther, 1402 Portland Avenue, St. Paul announce the birth on Sunday, May 6, of a 7-pound boy. Mrs. Reuther was Helen Nelson, of the auditor of freight receipts office, whose former business associates extend congratulations.

Evelyn Hansen, stenographer, A. F. R. office is on an extended leave of absence and Mary Ditty, formerly Mary McManmon of this office is doing relief work.

Russell Bruchs, interline force, A. F. R., is the proud father of a new boy. Mrs. Bruchs was formerly Kathryn McDonough of the statistical force.



Candy and cigars were passed to the local force in the A. F. R. office by John Schiltz, X5's desk. With the treat he announced the birth of a boy. Congratulations.

Clementine Gallery, check clerk, local force, left the service on May 17. On May 26 she became the bride of Kenneth Evans of Minneapolis.

Knute Gustafson, who eight years ago was head of the interline force, A. F. R., is back in the office, investigating for the Interstate Commerce Commission.

Mary Fleischacker is at St. Joseph's Hospital recovering from an appendix operation. Miss Fleischacker is a typist on the interline force, A. F. R.

Norman Knutson and Emil Johnson of the valuation engineering department, spent a half-day of their vacation at Bob Connors' baseball pasture on the opening day.

Mabel Norquist has left the valuation engineering department to accept a position in the chief engineer's office.

Libby Soldusky is spending her vacation at New York City, where she is visiting her sister.

F. J. "Mike" Winters has moved to his summer home at Happy Hollow on the Jefferson Highway.

E. L. Johnson is sporting a new Ford coupe, "1925."

W. A. Hart is a new member of the R. C. R. Force, transferred from the chief engineer's office. He is taking the position left vacant by A. Jorgensen who is now field clerk on the new Saco-Turner Line.

S. G. Christensen has been out on the Willmar division taking an inventory for the past three weeks.

Good news girls. Frank Trost has purchased a Ford. Suppose he is now in the market for a good club to drive the girls away.

Joe Ahern is still waiting for delivery on his new Ford. Understand the old one does not satisfy his speedy inclinations.

Chas. Gehman, entertained some of the boys from the office at his home, and Art Conway, elected himself on entertainment committee and rendered the song hit "Ramona" along with a few encores accompanied at the piano by George Freidland.

P. N. Gelly was confined to his home account of sickness for two weeks but made good his claim that you can't keep a good man down, and is now back on the job.

Walter Harman formerly employed in store department at Hillyard, Wash. has been transferred to Dale Street and appointed general foreman.

That spring's here, is evidenced by the fact that the horseshoe quartet—Woods, Pojer, Peschke and Carlson, are out every noon giving their arms a workout. Our bet is on Carlson, as he seems to have good control and wonderful change of pace.

H. Dumas is a lukewarm baseball fan and predicts a big year for St. Paul club. Harry has followed the destiny of the home team for years, and as the saying is, "knows his onions" about ball teams.

Notice how spring weather affects Jack Stickney? Always on the go and all excited; he has the girl, the ring has been presented, too. Guess it won't be long now.

The golf stars—Conway, Freidland, McTeague and Rangitsch, intend to start active training next Sunday, and after a few months of practice they believe that each member of the team can break the 125 mark for 18 holes.

Helen Hoult, formerly of Dale Street, now at Jackson Street, and Ruth Brown have spent a week-end visiting friends in Superior.

Clara Johnson and Esther Fredien were recent visitors in Chicago.

Joe Micheals has suffered a nervous breakdown and is confined to bed at Bethesda Hospital. Joe will appreciate a visit from some of the boys.

John Garrod looks sort of tired these days. Understand the bunches from Dale and Jackson Streets are paying him frequent visits. Wonder what John serves with the lunch?

May Shaller of the car record office left the service to be married to Maurice Gitlin on May 27, 1928. We wish them much happiness.

Lillian Kemmick, Cecelia Schnobrich, and Lillian Frogner, out on leave of absence on account of poor health, are improving, and we hope they will be back with us some time this summer.

The car record office extends its sincere sympathy to Mrs. Paul Hitchcock upon the death of her brother in Astoria, Ore.

The office of the auditor station accounts extends its sincere sympathy to Elva Kipp because of the death of her brother.

F. Vobeyda of auditor station accounts office has just returned from his vacation to the Black Hills of South Dakota. He reported having a splendid trip.

The embattled married men of the freight traffic department have signed up a likely recruit in John Fallon, whose term of enlistment will be from June 2, 1928, on and on. The announcement of Jack's forthcoming marriage to Agnes Thompson, who co-starred with him in the Great Northern Players' production of "Adam and Eva," while not entirely unexpected, was received with consternation by

the Bachelors' Club of the freight traffic department, whose ranks have been greatly thinned during the past year. President Robert Morrison has appointed Charles Tschida to discover ways and means of preserving intact the remainder of his handsome and eminently eligible contingent.

The sympathy of the freight traffic department was extended to Bowman Gravel on the death of his father, May 3, 1928.

Colonel W. H. McGraw, of Grand Forks, N. D., representing the Dakota Division of the Order of Railway Conductors of America, was a visitor at the general offices on April 20, on the way to the annual convention of the Order at Jacksonville, Fla., which was held during the two weeks commencing May 7. Delegates were in attendance from all parts of the United States, Canada, Mexico and the Panama Canal Zone.

Mrs. Olivia Johnson, of the office of the auditor of freight receipts, was elected president of the Business and Professional Women's Association of St. Paul last month. Mrs. Johnson was twice president of the Great Northern Women's Club at headquarters, is president of the St. Paul club of Zonta International, is president of the Railway Business Women's Association of the Twin Cities, and has had much to do with the organization of similar clubs in a number of other cities.

KALISPELL DIVISION

Associate Editor

J. A. MINCKLER
Whitefish, Mont.

G. J. Gillard from Cut Bank has taken the position of assistant car foreman at Whitefish. Mary Patton has taken the position of check clerk and messenger in the relief office.

Operator Britain is holding the job of ticket seller at Whitefish, pending bulletin. George Cannon, Great Northern agricultural agent, recently addressed the local farmers and business men of Whitefish on potato culture, his talk revealing the many activities of the company to foster the industry and improve methods. Mr. Cannon's visits to this part of the country are altogether too few and far between. His addresses always draw a crowd and are bound to result in closer cooperation between the carrier and the people it serves in so many different and important ways.



L. E. Cooper

On May 6 official announcement was made of the appointment of L. E. Cooper as trainmaster on the Kalispell Division, with headquarters at Whitefish. Mr. Cooper was born

at Ashland, Oregon, 47 years ago and has been a railroad man all the years of his business life. He was for 16 years conductor on the Southern Pacific, during eight of which he ran passenger trains. He spent some time on the Copper River railroad in Alaska, and in 1916 came to this division of the Great Northern as conductor. He brings to his new office the advantages of long and active experience in railway operating matters together with the friendly good will of all the employees who will be under his charge, and we bespeak for him a successful tenure.

The lecture and demonstration on life saving by means of artificial respiration, given by C. L. LaFountain, attracted large classes of highly interested employees.



Genevieve Joyce

It is one thing to be a graduate of high school classified as A-1. To be valedictorian of an outstanding class in such a school is yet another thing. Such, however, is the honor that has come to Genevieve Joyce, daughter of assistant chief dispatcher and Mrs. M. E. Joyce of Whitefish. Genevieve expects to enter the University of Michigan next fall and take a course in architectural engineering—some course for a girl, but we know "Guenn" well enough to be sure that she will make good.



Jackie Dennis

A lady was sitting on her home porch on Second Street, Whitefish. The street was deserted, when of a sudden she spied the young gentleman presented above trudging down the

Great Northern Semaphore

sidewalk. Fortunately she had presence of mind to grab her camera and secure the snap while there was a chance. The subject proved to be none other than Mr. Jackie Dennis, son of Weighmaster and Mrs. Lonnie Dennis, on his way to the yard office to weigh cars. The lad doesn't quite fill the old man's shoes now, but sometime he will, and when he does this old railroad will not be ashamed of him. To fill Lonnie Dennis' shoes, as an employee and as a man, is a worthy ambition for any boy.



W. J. Shanahan

The above picture is to introduce W. J. Shanahan to the personnel of the St. Cloud division, where he has gone to take up the duties of trainmaster. This will show how he looks, but "Shanny" himself is his best introduction. He has been with us at Whitefish for about ten years as yardmaster, and these woods out here are full of friends whose best wishes go with him to his new home. Mrs. Shanahan will go to Minneapolis with the children when school closes. The ladies of the St. Cloud division will find Mrs. Shanahan an attractive addition to their circle.



Dorothy Goodell

We are proud to introduce to the readers of the SEMAPHORE Dorothy Goodell, daughter of

June, 1928

Engineer and Mrs. John Goodell, of Whitefish. This charming young lady has just added to her laurels of accomplishment, by winning first place in a statewide chemistry contest. There were 186 essays presented by that number of students of Montana. Dorothy selected as her subject "The Relation of Chemistry to the Development of Industry in the United States," a rather formidable subject, but apparently easy for her. The essay now goes into the national contest, representing the state of Montana. Where is that old fellow who spends so much time deploring the present tendencies of our young people, and harking back to the "good old days" when young people didn't know much of anything, and were not supposed to? Sometimes we wonder at the patience of these young people.

Extension of the Kalispell Division on May 6 made several changes and additions necessary in the dispatcher's office. Our old friend, E. G. Flaherty, is now back at Whitefish where he belongs, handling trains on the Third District, Hillyard to Troy, first trick. Pat's many friends in Whitefish are glad to welcome him back. J. B. Ogg, formerly operator at Columbia Falls and extra dispatcher, now holds second trick on the Third District.

W. S. McNally, relay operator and extra dispatcher of Great Falls, has been installed as regular dispatcher, third trick, Third District. C. R. Bowman, formerly extra dispatcher, has been moved to the extra swing position.

It is with sincere regret that we record the passing of James A. Dickinson, veteran operator of this division, which occurred on April 24, 1928. Mr. Dickinson was 57 years old, stood number one on the operators' seniority roster of the Kalispell division, and was for years chairman of the O. R. T. organization. During his long service he made a host of friends whose heartfelt sympathy is extended to the surviving members of his family.

R. E. Cripe went to Jacksonville, Florida, to attend the O. R. C. convention. Mrs. Cripe accompanied him.

The SEMAPHORE joins with the entire personnel of the Kalispell division in extending sympathy to B. & B. Foreman Watson Cotton on the death of Mrs. Cotton following an operation at the Kalispell hospital.



The McPhersons

In the changes that came about by the extension of the Kalispell division on May 6, 1928, Whitefish lost two people whom everyone will be glad to remember, Mr. and Mrs. S. McPherson. Mr. McPherson came to us as trainmaster about five years ago, and during his stay has impressed us all with his fine qualities as an official and a gentleman. In no less degree has Mrs. McPherson made for herself a place among the people of the city in their social and civic life. While Mr. McPherson will still be of the Kalispell division, their home will be at Spokane. The accompanying picture was taken some 15 years ago. We wish we might have had one taken more recently, showing Mrs. McPherson as we know her today; but then, we wouldn't have "Sandy" in the Shrine fez. So we shall simply have to get along with it as it is, and be satisfied. Here's to their good health and good luck in their new home.

MINOT DIVISION

Associate Editor
CARL CARLSON
Minot, N. D.

It is with regret that we have just learned of the death of W. D. Fore, agent at Palermo, N. D., for the past twelve years, on the night of April 30. The body was taken to Vinton, Ia., for interment, that being his old home.

Mr. Fore is survived by his wife and two daughters, Esther 16, and Emma 13, also three sons, Robert 10, Oliver 5, and William 3 years of age. The family has the sympathy of the entire community in their sorrow.

Geo. W. Wilson, veteran agent at Rugby, N. D., left on April 29 for a visit to his old home at Warsaw, Ind., for a 30 to 60 days' vacation. Mrs. Wilson also making the trip with George. We wish him a pleasant time and are sorry he won't be with this division on his return.

George Geise, agent, Souris, N. D., was called to Aneta, N. D., recently, on account of the illness of his wife, who was visiting relatives at the latter place. Souris station is in charge of Extra Agent M. E. Withey during Mr. Geise's absence.



Ruth Cecelia LaFleur

"One of the reasons Minot, N. D., is so popular." We present herewith a study of the captivating personality of Miss LaFleur, stenographer and assistant timekeeper at Minot store. Besides being a very good Great Northern booster, Ruth is a violinist and singer of note. After graduating from the Minot high school, she studied music for several years, under the guidance of Professor Arthur Petrucci. She is the daughter of Nap LaFleur, former Knights of Columbus secretary in France, during the World War, and at present a member of the Minot city commission. As may be judged by a glance at Miss LaFleur's picture, she is very popular with the younger set about Minot.

J. E. Lohman, agent at Boiesvain, has taken a 90 days' leave of absence, to try his luck at the merchandise game for a while, having bought an interest in a large general store at Parshall, N. D. If successful, he will no doubt sever his connection with the Great Northern. Joe has always been a good, faithful worker. We wish him success in his new venture, but hope to see him back in the railroad game at the expiration of his leave of absence. Extra Agent W. C. Melville is filling the agency during Mr. Lohman's absence.

M. J. Gores, agent, Battleville, N. D., is on a 30-day leave of absence, which is being spent on the Pacific coast and at his old home near Bisbee, N. D. E. O. Tollefsrud is filling the agency during his absence.

The annual accounting department inventory on the Minot Division was taken as of May 1, 1928, and we have with us again the veteran inventory clerk, H. J. Kregel, also one whom we have never had the pleasure of meeting before, Walter Gutz. We wish both of them good luck in balancing their inventory, and trust they will have the usual success.

Al Gamble, local switchman, Minot yard, has been batching it lately, as Mrs. Gamble was called to St. Paul recently. Al is seen quite frequently on the corner up town whistling at somebody. Why all the hilarity, Al? Paul Johns, our local switchman, was called to Devils Lake unexpectedly last week. What was the reason, John?



Cattack and Van Hook

The above snapshot is that of our genial Lineman A. L. Cattack, of Minot (left). Al is always trying to slip in some funny crack on his friends, but this friend got one ahead of him. The one at the right is that of Switchman R. D. Van Hook.

Rip Track Items

Lewis A. Morden, who was incapacitated from air-test rack work on account of being gassed during the World War, and who was compelled to undergo hospitalization since December, 1924, returned to work here April 6, 1928. After a short time of work, he found it impossible to continue and has again returned to hospitalization at Fort Snelling, where he receives treatment as well as disability compensation.

The operation for gall bladder trouble undergone by K. T. Lien not bringing him back to his normal health, as a result of which he was rejected as not healthy enough to return to work on the rip again, compelled him to undergo another operation, for hernia, and has left the hospital now on the road to complete recovery. He has asked for total and permanent disability payments, however, but pending the report of the attending physicians as well as of the company doctor, H. P. Knapp, he may not be able to draw this insurance, but will perhaps be again installed in his regular work with the Great Northern on the rip track.

Anton Tiegen, who was injured between two cars on river track March 5, is now out of bed, but not allowed to be about farther than the hospital. His double fracture of the pelvis bone requires time for healing and he is taking his punishment in a very philosophical way.

Clarence Taylor, president of the Carmen's Local, suffered a bereavement the past month, when his mother died here after a short illness of arterial sclerosis. His father is also very ill, suffering from cancer of the stomach from which there seems to be no relief. Mrs. Taylor was buried at Denbigh.

Staik Poulos, carmen helper, feeling as if he needed a rest and some Hot Springs treatment, accordingly hied himself to Camas Hot Springs, Mont., where he took thirteen baths, much to his benefit, and has now returned to work.

Van Richards, who suffered an attack of synovia, for which he visited St. Paul for an examination by a well known specialist, returned home, but when ready to resume work, was taken down with a siege of the flu, and has been weakened to such an extent that his return to work is indefinite.

The wrecking crew feel that Church's Ferry is their Mecca, for they were called there two weeks in succession to take care of engine No. 3074, and the following week No. 3070 was the victim.

About a dozen 80,000-pound capacity cars have been brought in for a change to "outfit cars" for use of crews or gangs and have been made or remodeled into "kitchens," bunk, office, commissary, but as yet no "investigation" cars have been created. It has kept the men busy for a good share of the time for the past two months.

The picture shown below is a perfect likeness of the irrepressible cartoonist of the rip track, from whose unerring, close-observing acumen no one is sure to be left out of the "funnies" of the SEMAPHORE, be it now or later. There are so many occasions for inspirations that he often times finds it difficult to keep his mind on his duties as might be expected. He answers to the name of Morden Lane.

Lane's notion for this month's issue of the SEMAPHORE is the actual digging of a basement by Harry Matson, wrecking engineer, seen holding on to a scraper and whose ability as a squirrel has long been demonstrated, while in the background can be seen another of the wrecking crew who is about to build, and his imagination running along lines of least resistance, expects to use the wrecking outfit to dig his cooler or basement, and it is safe to say his calculations are well founded and will meet up with expectations.



Morden Lane

MONTANA DIVISION

Associate Editor
FRANK J. COVELL
Havre, Mont.

Effective May 6, the Montana Division was extended to Blackfoot, giving us an additional twenty-six miles of double track. Cut Bank terminal was abolished on that date, both freight and passenger engines now running through between Havre and Whitefish. Through freight engine and train crews are changed at Blackfoot, at which point a new hotel and restaurant building has been erected and placed in charge of A. H. Hay, who formerly conducted the eating house at Cut Bank. Of the employees whose positions were abolished by this change, Roundhouse Foreman J. F. Maloney has gone to Interbay as night roundhouse foreman; Yardmaster W. F. Zion to Havre, as night yardmaster; Yardmaster J. C. O'Donnell, who holds twenty-one years' rights in train service, has taken a local freight run; G. J. Gillard, car foreman, is at Whitefish as assistant car foreman; R. DeRemer, storekeeper, has taken the chief clerk's position at Jackson Street store; Arthur Requiem, car foreman's clerk, has transferred to the car foreman's office at Havre; Otis Rasmussen, manifest clerk, to the Havre yard office; B. C. Boyd, diversion clerk, to Havre freight house; Forest Cole, manifest clerk, to Hinsdale station. J. A. Plowman, test rack operator, has transferred to Tonga; Edward Casey, wrecker foreman, to Skykomish, and John Britton, roundhouse foreman, to Blackfoot. Ray Berube, night yardmaster, has taken a position in Whitefish yard. We have no advice as to the moves of the others affected by the change.



"Denny" Kelley, car distributor, is spending the week-ends on his farm near Burnham, looking after the seeding of his wheat crop. We understand "Denny" is contemplating the purchase of a bull tractor and will soon be turning over the virgin soil in preparation for a big acreage next year. He reports the jack rabbit crop particularly good this year, and anticipates a considerable revenue next winter from the sale of fur and meat. He is perfecting an ingenious system of collecting the animals at the time the fur is prime, which he claims is a great improvement over the old salt system. There will be a special article by Mr. Kelley on this system in a future edition of this magazine.

(Continued on Next Page)



Great Northern Semaphore

A Smile or Two

"Your school isn't a college; it's a match factory," said a smart young scamp to a co-ed.

"You're right," replied she. "We furnish the heads and get the sticks from the men's colleges."

—Cincinnati Cynic.

Dime Novel Publisher: My business is going to the wall. People don't buy anything but expensive editions nowadays.

His Assistant: Yes, de luxe against us.

—Pennsylvania Punch Bowl.

As the little chorus girl said to her sweetie, as she kissed him good night: So long, I'll sue you later.

—Arizona Kittykat.

Prof. (in physics class): A rifle bullet will go through an inch of solid wood. Remember that, you blockheads.

—Ollapod.

Lives of great men all remind us.

As their pages o'er we turn,

That we're apt to leave behind us

Letters that we ought to burn.

—California Pelican.

"Grandma, can you help me with this problem?"

"I could, dear, but I don't think it would be right."

"No, I don't suppose it would, but have a try at it and see."

—Middlebury Blue Baboon.

The Wife: Henry, baby has swallowed the ink. What shall I do?

Professor: Write with the pencil, my dear.

—Annapolis Log.

One Frosh: Ever read Carlyle's Essay on Burns?

Another: I'm not in the medical school.

—Notre Dame Juggler.

"Mabel, did he get your fare?"

"I guess he did; I didn't see him ring it up."

—Bison.

"Solve this one: A man bought a dog for five dollars, then sold him. How much did he lose?"

"What did he sell him for?"

"Chewing the piano leg."

—Middlebury Blue Baboon.

Dispatcher A. L. Decker has left for his vacation. He will visit his old home in Wisconsin, and also make a trip to Chicago, to meet his cousin, Burleigh Grimes, one of the leading pitchers of the Pittsburgh "Nationals," and watch him pitch a winning game for his team.



J. E. Saulsbury

The picture above is of Conductor James E. Saulsbury, of the Oriental Limited, running between Havre, Mont., and Williston, N. D. Mr. Saulsbury has been with the Great Northern for thirty-two years, and one cannot but believe, to look at his picture, that he was a mere boy when he entered the service. The picture was taken with "Saul" wearing the "Hook 'Em Cow" badge at the time of the annual Stockmen's Convention at Havre last April.

Mrs. F. W. Teela, wife of Conductor F. W. Teela, was recently called to Sheboygan, Wis., on account of the death of her father. Her many friends extend sympathy.

Mrs. K. J. Ernst, operator, Havre, recently returned from Summerfield, Kan., where she had been called by the critical illness of her mother. We are pleased to report that her mother's condition was greatly improved before her return to Havre.

Dispatcher W. F. Hall, who is doing the vacation work at Havre, dispatched trains on this division during the time headquarters was at Wolf Point, but has been employed on the

Southern Railway at Birmingham, Ala., for the past three years. It is good to have him with us again.

"Jimmy" Ring, of the superintendent's office, on leaving the office one evening, found a neatly printed card attached to the steering wheel of his car. This proved to be an invitation to a party to be held in the rooms of the police judge at 10 A. M. the next morning. "Jimmy" said, that while he appreciated the courtesy, he would really be too busy to attend. His attention was called to the fact that no R. S. V. P. appeared at the bottom of the card. He then decided, rather than appear discourteous and perhaps hurt the feelings of the judge, he would sacrifice enough time from his work to at least look in and say "Hello." His host, the next morning, after the usual small talk about the rotten weather, etc., said he had been advised that "Jimmy" was using green as the predominating color in his license plate decorations, going on to say that, while this color was very popular in 1927, it was now being largely replaced with yellow. "Jimmy" replied that he had been color blind from a boy and therefore had not observed the changing style. "Too bad. Two-fifty," said the judge. "Jimmy" now blames the late spring for the attention directed towards his green license plates. He says they would otherwise have blended with the lawns and passed unnoticed.



The above picture was taken in 1910 of the local train crew running between Glasgow and Wagner. Left to right, Don McLean, brakeman; C. F. Grace, brakeman, and R. J. White, conductor.

The following is a good example of the service rendered by Great Northern train crews. Conductor R. F. Spears, running on trains three and four between Williston and Havre, recently had as a passenger on train number three, J. H. Weaver of Bottineau, N. D., who, accompanied by his wife, was en route to San Francisco, where they had been called by the

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serious condition of Mrs. Weaver's brother. Their transportation was routed over the Great Northern to Portland and then on via the Southern Pacific. East of Glasgow they received a message that Mrs. Weaver's brother was in a very precarious condition and inquired if there was any possible way by which they could make the trip in shorter time. Conductor Spears advised them that there was a commercial aviator, Earl Vance, at Great Falls, whom they could possibly secure to take them to Salt Lake City to make connections with the air mail plane for San Francisco, and kindly offered to do what he could to make such arrangements for them. They eagerly assented and Bob, immediately on arrival at Glasgow had one of his friends place a long distance phone call to Great Falls to see what arrangements could be made. On arrival at Hinsdale a message was waiting saying that the plane would be ready to leave Great Falls with them for Salt Lake on the arrival of train 235. Spears then got in touch with the Pullman conductor who transferred them to the Butte sleeper. They arrived at Great Falls at 7:00 A. M. the next morning, and before 8:00 A. M. they were winging their way toward Salt Lake City, where they arrived at 2:00 P. M., made connections with the air mail plane, and before 3:00 P. M. were on their way to San Francisco, saving many precious hours in their race with death.

Bruce Wood, engineer on the Bainville-Scobey local, and wife, were recently called back to Ohio by the death of Mrs. Wood's father. The sympathy of their many friends is extended to them.

Dispatcher L. S. Otto and family recently returned from a vacation trip to Seattle and Portland. They report a delightful trip.

Conductor George Opasl has returned from Albuquerque, N. M., where he has been for the past year and a half account of impaired health, and has taken the Scobey-Opheim mixed run. His many friends are glad to learn that he is greatly improved in health.

Conductor George Bondeson has recently returned from a trip to St. Louis where he looked over the St. Louis "Cardinals" and Chicago "Cubs," obtaining an option on the services of three players belonging to the St. Louis club, whose names cannot as yet be made public. George says that, while there is but little doubt that Chet Grace, "Buss" Funk, and Johnny Bundhund will continue to give the Glasgow club the same high class service they have rendered for the past twenty years, it is always well to be prepared for the worst.

Engineer C. C. Zartman and Assistant Timekeeper M. M. Zartman were recently called back to their old home in Peru, Ind., by the serious illness of their father. We hope their arrival there found his condition very much improved.



The above is a picture taken in the palmy days of 1910 of a switch crew in Glasgow yard. Left to right, top row: Miller, switchman; Hanson, fireman; Sprague, engineer. Bottom row: R. J. White, yardmaster; Chas. Mayer, switch foreman; Doc Kelly, switchman. R. J. White, now conductor on local freight between Williston and Wolf Point, is, so far as we know, the only one of the group now in service on the Great Northern.

M. F. Tewmeyer, trainmen's timekeeper, has left for Columbus, O., to attend the annual convention of the Brotherhood of Railway Clerks.

S. D. Irwin, dispatcher, recently returned from a vacation trip spent, as he claims, visiting relatives in Shelby and St. Louis, Mo. Judging, however, from a hint in the *St. Louis Republic*, he was asked to come to St. Louis to confer with some of Jim Reed's leaders, with the prospect of managing Reed's presidential campaign in Montana, in case the latter should choose to run. Sid reports having had a nice trip and a very enjoyable vacation.

The following, written by Dora L. Cameron, Wenatchee, Wash., while en route on number one between Havre and Whitefish, March 17, well illustrates the traveling public's appreciation of the Oriental Limited's equipment and the courtesy shown by Great Northern crews. We are indebted for this poem to Conductor J. S. Boyer:

St. Patrick's day upon the train
And "green" nowhere in sight,
But there are wondrous hills in view,
Still wearing robes of white,
And all are happy on the train.
They read of storm and loss
In other states not far away,
Where other railroads cross,
But the Great Northern runs along,
De luxe on every hand.
No finer train on any line,
Or any other land;
The diner is a lovely place.
Conducted to our seat
With courtesy and kindness, too,
And shown what to eat.
Wenatchee apples greet the eye
When menus first are read;
They'd bring you back your appetite
Though you were almost dead.
The waiters wait as waiters should,
Polite to one and all.
They care not what your order is,
If it is large or small.
A careful maid, too, on this train,
Makes travel twice as nice,
Not only waits on every one,
But gives such good advice.
The porters, too, on every car,
The "Newsy" through the train,
All work to make the trip a joy,
They work and not in vain.
The observation car's complete,
Where one can sit and read,
Write letters and send cards away,
Get all the stamps you need.
The engineer and brakemen, too,
And all the splendid crew
Who run the Oriental line,
Are thorough through and through.
Conductor Aldridge, Pullman lord,
A gentleman and friend,
The kind that makes his passengers
Regret the trip must end.
The train conductor, too, is fine;
In fact there's not one thing
To mar the pleasure of this trip,
This day that seems like spring.
For scenery, comfort, courtesy,
Good cars and all that's best,
Folks who have traveled all declare
The G. N. line is best.

Operator H. W. Anderson, formerly of Brockton, has bid in a position at Bainville, and is now working at that point. Third trick at Brockton is being worked by Operator Raymond Adams.

Mrs. H. W. Anderson, wife of Operator Anderson, of Bainville, recently returned from a trip to St. Paul, where she has been for several weeks taking treatment for an infected foot.

H. A. Berryman, second trick operator at Bainville, has purchased the Home Hotel at that point, taking possession May 1. "Berry" is a likeable fellow and will give the public good service. We wish him success in his new undertaking.

Mrs. James Duffy and children, of Havre, are spending a few weeks with her parents, Mr. and Mrs. A. W. Schilling of Bainville, at which point Mr. Schilling is agent and Mrs. Schilling first trick operator.

Ben Burr, assistant engineer, claims to have a commutator in his Nash car which thinks. It evidently has a complex on country roads, being quiet and unassuming in town but whining and grumbling from the time the city limits are reached until once more back on its familiar streets. Garage men, when asked to repair it, would make an examination, drive the car a few blocks, look compassionately at Ben and say: "Are you sure you heard anything? What time of night was it?" Ben at last pulled a deep, though underhanded trick on this commutator. He had a mechanic wait for him along a side street, sneaked him into the rear seat without stopping and drove into the country. Sure enough, Mr. Commutator at once, in a voice audible even to the ears of the mechanic, began to protest and cry like an engineer with a cut time slip, while Ben, with an exultant cry, turned and headed for the car hospital. The commutator at last report was convalescing nicely.

Wm. Goggins, veteran conductor, who recently underwent an operation at Rochester, is expected home shortly. His many friends will be glad to see Bill around again and back on his run, the Oriental Limited between Havre and Williston.

Engineer B. Jones has been filling the run on the Bainville-Scobey local during the absence of Engineer Bruce Wood.

Conductor T. W. Bassett has taken the mail run, trains 27 and 28, between Havre and Williston. His former run on the Bainville-Richey mixed run has been temporarily filled by Conductor Victor Bell.

Engineer John McMurtrey has taken the Bainville-Richey mixed run vacated by Engineer A. Killam.

Operator H. Gregory, of the Havre relay office, has been transferred to Great Falls as extra dispatcher on the Dutte Division. We wish him the best of success in his new work.

Emil Doughtney, former distribution clerk in the superintendent's office at Havre, has taken a position as machine operator at the Lyric Theater of Havre. We hope he is successful in his new position and apparently he is, as he is driving around in a shiny new Ford sedan.

The flu has been rather prevalent of late. Mrs. Gallagher, second trick operator, Bowdoin; A. P. Klinger, agent, Savoy, and Melba Wood, roadmaster and master carpenter's clerk, Havre, were each laid up with it for several days recently.

J. H. Frisvold, agent, Richey, recently sprained his back while unloading freight, and was unable to work for several days. Kenneth Holmes, agent, Havre, says he never sprained his back with any such work, from which remark you may draw your own conclusion.

We are indebted to John Koerner for the following: A farmer from the Missouri River brakes south of Glasgow, recently came into that city to do some shopping, bringing with him his son, sixteen years of age, who was making his first trip away from the home neighborhood, and had yet to see his first train. He and his father were standing in front of one of the local stores when a drag of one hundred cars pulled by the station. On reaching home again the boy was recounting his experiences to his mother and sister, and finally told about the train. "Gee, maw, but you should have seen that train. My, but it was a long one. It was a good thing it came in endways, because if it had ever come in sideways it would have wiped out the whole town."

Here, There, Everywhere

A group of tourists was looking over the inferno of Vesuvius in full eruption. "Ain't this just like hell?" ejaculated a Yank.

"Ah, zese Americans," exclaimed a Frenchman, "where have zey not been!"

One good thing about a flivver—it rattles before it strikes.

ST. CLOUD DIVISION

Associate Editor
JULIUS A. JOHNSON
Minneapolis, Minn.

Effective May 6, Fred D. Kelsey returned to the Mesabi Division as superintendent, from whence he came to this division two years ago.

He made a lot of friends during his stay here who regret his leaving. He is succeeded by Harry E. Jones, who was promoted from assistant superintendent on this division. William J. Shanahan, formerly yardmaster on the Kalispell division has been appointed trainmaster in the Twin City terminals.

Conductor James F. Cumbeys attended the O. R. C. convention at Jacksonville, Florida, as delegate. He was accompanied by his wife and son, Fletcher.

Stationary Engineer Steve Robinson has returned to work at St. Cloud, after being away for a month on leave of absence.

Conductor Warren W. Shoebottom passed away at his home in St. Cloud on April 22, after a short illness. He was fifty-two years of age at the time of his death and had been in the employ of this company for a period of twenty-two years. Funeral services were held at the home on April 25 with the Reverend Edwards officiating and burial was made in the North Star cemetery. Sympathy is extended to his wife and three sons, who survive him.

Agent Benjamin Boyum, of St. Bonifacius, has been bereaved by the loss of his mother, Mrs. E. A. Boyum of Rushford, Minnesota, who passed away on April 3. Agent Boyum has suffered the loss of both of his parents in just a little over a year, as his father died in February, 1927.

Demurrage Clerk Harry Foltmer is enjoying his vacation by trying out his new Chev. on various short trips out of St. Cloud.

Assistant Chief Clerk H. J. Whear, of the Minneapolis local freight office is absent from duty on account of illness. Late reports are that he is improving and we expect to see him back among us in a short time.



A Goat Canoe

Herman Haberer believes in dispensing the gospel of Great Northern service at all times. Right now his slicker prominently displays the G. N. insignia on the pockets and he is dickering on a deal to have a large goat put on his back. The above picture was taken on Lake Darling, near Alexandria, last summer and the sign on his canoe was made and applied by himself.

Steward Carl J. Kurtz and wife, of the Minneapolis passenger station dining room, recently returned from a vacation trip lasting a month. They visited Pacific coast points, going out over the Great Northern and returning via the southern route to Chicago. This is their first vacation in some time, and it was thoroughly enjoyed by both. They encountered pleasant weather and were traveling in sunshine every day after they reached the coast. Harry Foley presided at the cash register during their absence.

Machinist Helper James P. Roche has been absent from his duties at St. Cloud roundhouse about a month on account of an attack of the "flu."

Mayer Gregory, of Barnesville, has replaced H. E. Coleman, night roundhouse foreman at St. Cloud, who is transferring to Superior.

We are in receipt of an attractive menu listing the good things served at the second annual banquet of the Park Rapids Bowling Association. This association is composed of

Great Northern Semaphores

two six-team leagues, and in scrutinizing the season's standings it is noted that the Menahga team ended up in first place in the faster league. Agent T. W. Schleppegrell, of Menahga, gets very prominent mention in the standings as he had high individual single game and three games totals and also high season average.

Switchman Robert Clitty, at St. Cloud, is receiving congratulations on the arrival of a son at his home.



Charles Lowe

This picture shows Retired Engineer Charles Lowe and was taken at his lake home near Pequot, Minnesota during the fall shooting season. Charlie looks very well satisfied and proud of the bag, and rightfully so. Before his retirement he was pulling the Oriental Limited out of St. Paul.

Ed. Ethen, assistant warehouse foreman at St. Cloud, passed out cigars and candy to celebrate the arrival of a baby daughter at his home.

Mississippi Street Coach Yards

Mrs. Clem Scott, wife of Carman Scott, returned from Los Angeles on April 12, where she visited with friends and relatives.

Electrical Foreman Clyde Malmquist and wife took a trip to Chicago on April 13. Clyde reports having a very good time. The only thing he regrets is not having time to take in a burlesque show. Too bad, say we.

At 12:30 p. m., April 25, through the courtesy of General Safety Supervisor LaFountaine, motion pictures were shown to the employees of the Coach Yard on resuscitation from electrical shock by the prone pressure method. This is a very instructive picture giving the employees an idea of what should be done in case of some other employee or friend getting an electrical shock or drowning, etc. This same picture was shown earlier in the day to the Pullman porters and conductors. Mr. LaFountaine also thoroughly explained how to apply the prone pressure method by having some of the boys practice it on one another.

On April 26 at 12:30 p. m., the Pullman Company showed motion pictures pertaining to "Safety First," to the employees of the Coach Yard, and also to their own employees. The picture is entitled "Safety Pays." Mr. Peterson, safety supervisor of the Pullman Company, gave a short talk on Safety First. These motion pictures were greatly appreciated by all. It gave them a very good idea of what will happen if "Safety First" is not practiced at all times. Mr. Tetu is an old ex-Pullman conductor and a personal friend of Superintendent Healey, of the Pullman Company, and they worked together to have this picture shown in our yard. Mr. Healy also gave a very interesting talk regarding the picture and "Safety First" in general.

Now that summer is just around the corner, the grass on the lawn in the park has been cut, the trunks of the trees washed and the cindered parking place spaced off, giving the ground a very pleasing appearance. As soon as there is no more danger from frost, Mr. Tetu will have flowers planted around the buildings and in the park.

Carman Frank Schalk has not been driving his car to work the last few days, owing to the fact that while taking a ride to Hugo, Minnesota someone crashed into him, taking

both rear wheels along. Better leave the car in the garage hereafter, Frank.

Steve Kirievsky, carman leader, is all smiles upon the arrival of a baby girl in his home April 28.

Carman Godfrey Nelson, and Carman Helper Jack Johnson, and families, took a trip through the Minnesota state prison at Stillwater recently.

Howard Teter, electrician, returned from a trip to International Falls which was made in a new Ford "Tudor." According to Howard this new Ford is second to none.

SPOKANE AND MARCUS DIVISIONS

Associate Editor
GRACE W. HITCHCOCK
Spokane, Wash.

First, I wish to thank every one of you for your splendid co-operation in sending me news items, photographs, and cartoons. Let them come, for that is what will make our column a good one.

Mrs. Etta Vessey, Yakima, Wash., one of the few successful woman wool-growers of the country, and well known as a shipper of sheep over the Great Northern, passed away April 24, following a stroke suffered while driving to Yakima from her sheep camp near Grand View. The erratic movements of her car attracted the attention of J. C. Halleck, who jumped on the running board and shut off the motor. Mrs. Vessey was hurried to the hospital, but did not rally.

Mrs. W. J. Grove, of Nelson, B. C., recently spent several days with her father, H. Zwang of Marcus, according to the *Columbia Courier*. Mrs. Grove was formerly Clara Zwang, and worked in the master mechanic's office at Marcus and Spokane until her marriage.

Not only Marcus' readers but many others along the line will miss the lively little publication, the *Columbia Courier*, which was merged with the *Statesman-Index* of Colville, the second week of May, and is now known as the *Statesman-Index-Courier*, published at Colville.

Spokane must be a magnet since folks always come back. Small wonder that Mr. and Mrs. Harry Kelly, now of Oakland, Calif., return for they have hosts of friends in the "Power City." Mr. Kelly is now employed as foreman in the Oakland yard for the Southern Pacific. Mrs. Kelly is a sister of Conductor A. A. Richardson.

Another girl with Spokane friends galore is Elsie Miller, formerly of the depot ticket office, now of Oakland, Cal., who has been visiting her mother and friends.

Mrs. Fred C. Norcross and little Bob have made several trips to Spokane this month, Bob having received a bad cut on his forehead which required medical attention. The little fellow is better.

A longing for the bright lights proved too much for Mrs. Ruth Langbein, telegrapher at Ephrata, and she spent several days shopping in Spokane the first week in May.

N. R. Stephens received bad news from the Southland recently. On May 1 his father, A. K. Stephens, age 71, passed away at Tampa, Fla., and a week later a brother, James E. Stephens, died in the same city. The father made his home in Spokane with Conductor Stephens for a time and is known by many. The SEMAPHORE extends sympathy.

Mr. and Mrs. N. J. Bostwick have had as house guests their son Wayne and wife, of Everett, Wash., former residents of Hillyard.

Some men's social life is like other men's money—in their wife's name. Mrs. L. R. Lewis, Roy's wife, entertained the Waku Club in May. Prizes were awarded to Mrs. Frank Gibson and Mrs. Jesse White. Nor have we ever heard of Frank or Jess receiving prizes.

Mrs. A. B. Westcott, who had been visiting her sister in St. Paul, arrived in Spokane the latter part of April and is a guest at the O. R. Day home, where she will remain during the summer months.

When Mrs. Chris Anderson recently "went to the country," Chris was heard whistling a merry tune the very next day. Some folks are like that, and use joy as a shield for tears. We are glad to announce that Mrs. Anderson has returned. Mrs. Matt McGovern, Coeur d'Alene, Ida., sister of Chris, kept house while she was away.

This Pipe Smoker Has a "Kick" All His Own

It's directed against himself
for not discovering this tobacco
five years ago

When a real man has been wrong about something, he admits it. Here's Mr. Bayer, for example. He once thought he couldn't smoke a pipe. Let him tell you about it:

St. Paul, Minn.,
June 1, 1927

Larus & Bro. Co.,
Richmond, Va.

Gentlemen:

About five years ago, after trying out many different styles of pipes from the Missouri meerschaum to the genuine meerschaum, including the upside-down style made popular by Vice-President Dawes, and experimenting with just about all the tobaccos then on the market except Edgeworth, I finally decided that pipe-smoking was not for me.

For the last year or so I noticed the boys around the office here using Edgeworth to the exclusion of all other tobaccos and evidently getting real pleasure from their pipes.

In April of this year I was in Canada on a business trip and decided to take another whirl at pipe-smoking. So I invested a good share of my savings in a pipe and a few cents additional for a can of Edgeworth.

From then on I have been figuratively kicking myself around the block about once each day when I think of the five lean years I put in trying to get along without a pipe. However, I am trying to make up for lost time and am succeeding quite well. Why I failed to try Edgeworth long ago will have to go down in history as an unsolved question. But now that I have found it, the years ahead look rosy to me.

Very truly yours,
Ben Bayer.

To those who have never tried Edgeworth, we make this offer:

Let us send you free samples of Edgeworth so that you may put it to the pipe test. If you like the samples, you'll like Edgeworth wherever you buy it, for it never changes in quality.

Write your name and address to Larus & Brother Company, 27 S. 21st Street, Richmond, Va.

Edgeworth is sold everywhere in various sizes to suit the needs and means of all purchasers. Both Edgeworth Plug Slice and Edgeworth Ready-Rubbed are packed in small, pocket-size packages, in handsome humidor holding a pound, and also in several handy in-between sizes.

On your radio tune in on WRVA, Richmond, Va.—the Edgeworth Station. Wave length 254.1 meters. Frequency 1180 kilocycles.





Great Northern Railway



General Offices: St. Paul, Minn.; 32 Nassau Street, New York City

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CHARLES HERRIN, Editor THE GOAT, St. Paul, Minn.

GLACIER PARK HOTEL COMPANY

L. W. HILL, President, St. Paul, Minn.
W. P. KENNEY, Vice-President, St. Paul, Minn.
C. O. JENKS, Vice-President, St. Paul, Minn.

Excitement was at white heat at the Spokane passenger depot recently. Betting ran wild. Finally the bomb broke. "It's a boy!" said the nurse, and Skeezix wanted to give it to somebody that needed it.

C. Schauer, of Orient, has bid in the section at Naples and will move his family when school is out. Their son, Carl, who joined the Marines last September, is now in Nicaragua in the thick of the trouble.

The shake-up in train and engine crews following the change in divisions on May 6, resembles an old fashioned kaleidoscope. Conductor A. S. Newell has established himself on the Hillyard-Sand Point local. Conductor E. H. Touhey has taken runs 1 and 2 on the west end from Spokane to Wenatchee. Conductor Frank Johnson has received runs 39 and 40 on bulletin, the run having been made vacant by the death of Conductor Mike Sullivan. Conductor John Murphy, evidently tired of the "sticks," has given up the W. O. local passenger run, which he has held for the past five years, and taken main line service. Conductor Ollie Cartwright has taken the local between Hillyard and Wilson Creek. Conductor Bliss Pangle has taken the Spokane division ditcher job for the summer months. Four work trains are now busy hauling gravel to the new Peshastin-Winton cut-off.

Engineer John Burke was the successful bidder on the ditcher job, for the Spokane division. Engineer Edward Sweeney has taken the swing job between Spokane and Wenatchee, displacing Engineer E. L. Lenz, who has returned to local service between Hillyard and Wilson Creek. Engineer Otis Day, who has been holding runs 39 and 40 for the past eight years, has given up the same and taken runs 3 and 4 between Spokane and Wenatchee. This change made May 6 by cutting 39 out at Wenatchee, instead of running through to Leavenworth. Engineer Homer G. Wales, who has been holding Nos. 27 and 28 for the past six years, has taken the new run 37 and 38 daily between Wenatchee and Skykomish, a new gas-electric service. Engineer J. A. Caldwell has taken runs 27 and 28 between Spokane and Wenatchee made vacant by Engineer Wales.

Mrs. Frank Clemens, wife of our genial traveling engineer, plans to be in Seattle May 12. A daughter, Miss Myrtle, has accepted a position as pianist on one of the boats plying between Seattle and Alaska, and will make her bow to the sea-faring public on that date.

George Wiedenborn, formerly a freight brakeman on the Spokane division, now owner of a thriving bakery and lunch room at Twisp, Wash., in the Methow Valley, was a Spokane caller May 11. He drove to Spokane to meet his sister, Emilie Wiedenborn, who is coming from Constance, Germany, to make her home with him. Mr. Wiedenborn, with true loyalty, gave explicit instructions that his sister be routed via the Great Northern.

Frank Gruenberg, a senior trucker, better known in the Wenatchee freight house as "custodian of the stock yards," has a new title, "The Milkmaid." A carload of thirty milk cows was unloaded to feed and rest at milking time and Frank was equal to the occasion. The result, a crowd of small boys, open-mouthed, for warm milk, and a bountiful supply of milk in Frank's home.

It is an unwritten rule that vacations at Wenatchee will not be granted during the heavy fruit movement, May and June being the best time to slip away. The vacation list for May includes George Syster, demurrage clerk, week commencing May 7; Maud Wegner, expense clerk, the 14; W. H. Pemberton, bill clerk, better known to his associates as "Red," who gets away the 21. If "Red" returns single, it will not be the fault of any one of a flock of pretty girls constantly smiling in his direction.

First Trick Operator W. H. Hopkins ("Hoppe"), Wenatchee, traded his old Essex with \$1.80 and some small change for a brand new Essex. The fine new auto with the office mascot, "Hoppe's dog, Tillie," causes a real sensation on Wenatchee Avenue.

Our popular local chairman of the O. R. T., E. E. Kay, recently spent several days in Spokane, in conference with officials concerning the consolidation of the Spokane and Kalispell divisions.

Mr. and Mrs. Quimby have returned to their "old stand," the news stand, after spending a month on the coast.

Fred W. Smith, first trick, Appleyard has returned to work after some weeks spent in the hospital. We do not wish to crowd a man who has been ill, but SEMAPHORE readers are eager to hear from your pen again, Fred.

Amos Johnson, agent at Port Hill, is vacationing for sixty days, being relieved by O. L. Gorrell.

A fine supply of dahlia roots was received from G. W. Dishmaker, for planting at Fort Wright interlocker. Mr. Dishmaker has the right idea—"Flowers for the living."

The Great Northern "Goat" Thinks These Are Funny

Jack (horseback riding): Hey, you! Don't stop your car in front of my horse.
Jick: Don't worry, I know the rules: "Don't park in front of a plug."
—Selected.

"Which is the quickest way to St. Joseph's hospital?" shouted the jaywalker, standing in the middle of the street as motorists tried to avoid hitting him.
"Stay right where you are!" yelled back the traffic policeman.

"Hello, Hayseed," said the facetious youth. "How's for a lift to Centreville?" He jumped into the car without waiting for an answer. Twenty minutes passed. "Quite a distance to Centreville, isn't it?"

"Uh, huh."
Twenty minutes more.
"Say, how far is it to Centreville?"
"Few thousand miles if you go this way; 'bout twenty if you get off and walk back."

Hay: What's all that racket down there?
Straw: Fella turned a corner?
Hay: Well?
Straw: Oh, there wasn't any corner.

"The horn on your car is broken."
"No, it's not; it's just indifferent."
"What do you mean?"
"It just doesn't give a hoot."
—Wash. Dirge.

Traffic Cop: Did you blow your horn?
Motorist: No; why? Does it look like it needed blowing?
—Frisol.

It is reported that while on his lecture tour recently in a mid-western state former Gen. William Mitchell of the United States air service was being entertained by the governor of the state. While out automobile riding they were stopped by a motorcycle policeman for speeding.
"Don't you know who I am?" asked the governor. "I am the governor of the state, and this is Billy Mitchell with me."
"Hell!" replied the traffic policeman, "and I suppose that is Calvin Coolidge driving you? Tell it to the judge."
—Charles A. Pursley in Aero Digest.

The ancient car chugged up to the gates of the ferry. The gatekeeper demanding the usual fee, called out, "Two dollars for the car."
The owner looked up with a pathetic smile. "Sold," he said, and got out.
—Motor Life.

Angry Motorist: "Some of you pedestrians walk along just as if you owned the streets."
Irate Pedestrian: "Yes, and some of you motorists drive around just as if you owned the car!"
—Hardware Age.

Operator Milne on the extra list, is on a thirty days' leave. "Dame Rumor" has it that Morton is thinking of leaving the railroad game to go with the telephone company. The Great Northern will be sorry to lose him, but wishes him all the good luck in the world.

Operator H. S. Dowdy, who has been off duty for several weeks because of sickness, is back again and relieved M. H. Taylor at O. W. R. & N. Junction, who was ill for a few days.

The Great Northern baseball team of Wenatchee is at the head of the list, still 100 per cent, being known as the "Sunset League." The league is made up of teams representing various business and wholesale fruit shipping organizations. The Great Northern team is a "bear." You will hear from them later on.

The new trains, Nos. 37 and 38 between Wenatchee and Skykomish daily, facetiously dubbed "The Izaak Walton Special," runs through the heart of the Cascade Mountains, and from present indications will be very popular, especially during the summer months.

The new electric sub-station, one block east of the Wenatchee freight offices, is about half completed and the new motor shed at Appleyard is well under way. Tell us, Shades of Solomon, is the snorting locomotive, like our good old Dobbin, to join the ranks of the "vanishing race"?

A buffet luncheon and party was given April 25 by Mrs. W. E. Haggart, E 2312 Diamond Avenue, Hillyard, for officers of Ivanhoe Chapter, No. 80, Eastern Star. Miss Patricia Haggart and others entertained the guests with music.

"Well, young man, I'll soon have you on your feet again."
"You're right, doctor, I'll have to sell my automobile to pay your bill."
—Smiles and Giggles.

An anonymous southern contributor mails us a hot one:
Doctor: "I suppose, Mrs. Jackson, that you have given the medicine according to directions."

Mrs. Jackson: "Well, doctah, I done mah bes.' You said give Rastus one o' dose pills three times a day until gone, but I done run out o' pills yistadday an' he hain't gone yet."

An apparently bold physician challenges us to print the following:
Dottie: "Come in and see our new baby."

Teacher: "Thank you, but I will wait until your mother is better."
Dottie: "You needn't be afraid. It's not catching, teacher."

CORRECT
Professor (in Engineering class): "What's a dry-dock?"
Student: "A physician who won't give out prescriptions."

TRUE TO FORM
One of the very noted physicians in a neighboring city had six sons. He and his wife were greatly disappointed because they had never had a daughter.

Upon the stork's seventh visit, however, the doctor's joy was great. There were twins and one was a little girl!
With much pride he placed the baby girl in her mother's arms and said: "Now, dear, aren't you happy?"
"No," said the mother sobbing, "I'm outraged. I couldn't even have a girl without having a boy tagging along."
—L. O. Bell.

The young medico coughed rather gravely.
"I am sorry to tell you," he said slowly, looking down at the sick man in the bed, "that there is no doubt you are suffering from scarlet fever, and, as you know, it is extremely contagious."
The patient slowly turned his head upon the pillow and looked toward his wife.
"Dearie," he said in a faint but distinct voice, "if any of my creditors call, you can tell them at last I am in a position to give them something."

"Doctor, if there is anything the matter with me, don't frighten me half to death by giving it a long, scientific name. Just tell me what it is in plain English."
"Well, sir, to be frank, you are lazy."
"Thank you, doctor. Now tell me the scientific name for it. I've got to report to the missus."
—Hardware Age.

Rose Doran, daughter of Agent Doran, Ephrata, after spending several months in the hospital, Spokane, is greatly improved in health.

Clifford Newdall, leading tenor in the American Opera Company, will spend the summer with his mother and stepfather, Mr. and Mrs. Bert Hagler, Wenatchee. The opera company closed its season in Chicago two weeks ago.

As the Oriental Limited sped like a comet through the "bosques," the smiling faces of C. A. Dunham, his right hand man, Brashear, and Don Miller were discerned from the rear of the observation car last week.

It seems good to see C. A. Hunt, of the engineering department, who has been ill with pneumonia for the past three months, back on the job again.

As confusing as a jig saw puzzle have been the changes caused by the shake-up in divisions. Pat Flaherty, erstwhile veteran dispatcher, goes to Whitefish; "Andy" has pinned his faith to the Spokane division and will handle the extra work. The line-up on the west end consists of Dispatchers Leahy, "Tripp" and Ruple; Shores and Barrett handle the "grapevine" or Marcus division, while Dunn, as night chief, helps Chief Dispatcher Kase launder out the car wrinkles.

According to the last bulletin, A. E. Kane is now stationed at Milan as agent; J. W. Wilson has the Naples agency, and Erickson the third trick at Camden.

John Thomas Moore, a Great Northern engineer, living at Marcus, Wash., died in a local sanitarium at Spokane on May 8. Mr. Moore is survived by his wife, Achsah; his parents, Mr. and Mrs. James P. Moore, Rice Wash., three sisters and a brother.

"Greater love hath no man . . ." At the time of writing this item, Joe Klansnie, blacksmith, Wenatchee, is at St. Anthony's Hospital, in a very serious condition following a major operation. It was only after every other method known had failed that the attending physician decided to put Joe under the knife. At a call from the hospital for volunteers for a blood transfusion, almost every one in the roundhouse offered himself, not reluctantly, but unhesitatingly and without thought of compensation.

Mrs. A. A. Good, Arlington, Wash., spent about six weeks in Wenatchee visiting with her son Jack. For six weeks Fred Good was good, but now that his mother has returned to Arlington, we hear Fred Good is not so good.

"The height of something or other" was Jewish Bill Greene, playing a trombone solo, "My Wild Irish Rose" at the K. of C. banquet, Wenatchee, Sunday, May 6. "Nothing's too good for the Irish."

There's a new Star in Wenatchee—Albert Connor and his new coach.

"Cy" Mitcham is back on the day shift at Wenatchee. We venture to say that by the time he is through helping Machinist Bill Douglas, he will be ready for the ministry—not.

Engineers Joe Stafford and Paul Hodge have taken jobs on the new Klamath Falls division.

Machinist Bill Douglas is wearing the "smile that won't come off" these days. He is the proud owner of a Ford coupe. We know how Rockefeller felt when he first struck oil.

Mrs. R. Cannon, roundhouse clerk, Wenatchee, has purchased a beautiful little cottage in Viewdale and moved there Friday, May 4.

When Fireman Shirley Maddox, Wenatchee, took Locomotive Inspector Otis Elam for a ride in his new Waco plane, Engineer Bill Young said to his "side-kick": "Say, Jake, look up there at that plane; you know I'd hate to be up there in one of them things." "Well," replied Jake Sherrer, after a few minutes of silent meditation, "I'll tell you, Bill, I'd sure hate to be up there without one of them things."

Machinists Martin Roach and Joe Stelzig, Wenatchee, win this year's award for being the most benevolent machinists on the Great Northern system. Theirs is a novel, although simple method; they leave their dinner pails so that any stray, hungry hobos may come along and help themselves to the contents—which they did last Sunday.

Every one is remarking about the nice appearance of the roundhouse foreman's office at Wenatchee and we challenge any one on the system to be able to show an office as nice and neat, both inside and out. We hope to have some pictures of it for the next issue.

Mrs. James Benson, wife of Machinist Helper J. Benson, is visiting with relatives at The Dalles, Oregon.

Machinist Florian Bauer has accepted a position at Hillyard. Our loss is your gain, Hillyard. Ahem!

Federal Inspectors Kane and Snodgrass spent a few days at Appleyard the early part of May. Their attempt to give Frank Slavin a shower bath was frustrated by Frank's infallible memory and his great presence of mind.

Operator Wm. G. Bennett, Wilson Creek, carries a rabbit's foot in his new Hupmobile, so they say.

Switchman Harry Mudgett is very ill at a Spokane hospital at the time of this writing. His many friends are hopeful of a speedy return to health.

Agent Morgan, Douglas, has been called to Kansas City because of the serious illness of a sister. He is being relieved by H. A. Dittmanson.

Because the offices, Dean to Leonia, were transferred to the Kalispell division, Operator Schwager, third, Camden, and Agent Cadwell, Naples, exercised their seniority and remained with the Spokane division. Schwager displaced Ingersol, third, Quincy, and Cadwell displaced Connen, agent, Hedley, B. C.

G. W. Phillips, O. W. R. & N. Junction, spent several days in Wenatchee recently. He was relieved by Clark H. Anderson.

J. W. Wilson, operator at Okanogan, is on a thirty days' leave, being relieved by Operator Salvage.

J. W. Ferguson, formerly a brakeman on the Great Northern, now with the Northern Pacific, met with an unfortunate accident a few weeks ago, when a piece of steel lodged in his eye. He will, in all probability, lose the sight of that eye.

The passing of M. J. Sullivan, known to all as "Mike," at Rochester, Minn., on April 26, registers the death of another veteran conductor. Mike was stricken several months ago, while on his run 39 and 40 and rushed by friends to a Spokane hospital. He finally seemed better, and decided to go through the clinic of the Mayos, who could do nothing for his serious heart trouble.

No kinder heart was ever buttoned within a blue uniform than that of Mike Sullivan, who was always doing something for the "other fellow." Employees in isolated places along the line were remembered with papers and magazines thrown from his train, and those who knew him best report many favors not in the schedule to passengers. He leaves two brothers and a sister in Kentucky. A nephew came from the South and took the body to Lexington, Ky., for burial.

S. C. & P.

The S. C. & P. is well represented on the Great Northern baseball team and its players are a bunch of live wires. Johnny Daschbach is pitcher, Bill Vance, shortstop; Chuck Voss, first base; Luther Cook and Harry Van Horn, fielders. It went over with a bang—that first game with the Milwaukee! The score was 7 to 4 in favor of Great Northern.

Harry Root, line car foreman, S. C. & P., has transferred to the Cascade division of the Great Northern. Bob Harris was promoted to his place from "Dinky" foreman, and Andy Wheeler now has charge of the "Dinky."

The bonding crew of five men is now working between Thornton and Colfax. The S. C. & P. ditcher is working on the Inland division.

Billy Wirsch, welder, better known as "Half-Pint," recently raffled a hand painted picture which he painted during leisure hours. Billy wields a wicked brush and "Daddy" Lash, owner of this new work of art, considers himself lucky.

The senior class of the University of Idaho held its annual excursion to Hayden Lake on May 8, when a five-car special carried the students from Moscow to Hayden Lake and return via Spokane. Breakfast was served in a converted baggage car. The special was held at Spokane returning, from 8:20 p. m. until midnight, so that the seniors could take in the town. During the trip, the baggage car was the center of attraction. The floor had been waxed for dancing and an orchestra kept the crowd lively. Motorman Bud Anderson and Conductor Frank had charge of the train from Moscow to Hayden Lake and return to Spokane. Motorman Gottschalk and Conductor Thorpe took the train back to Moscow.

Another special was run on May 8 from Colfax to Coeur d'Alene and return, with a party of seniors from the Colfax High School. Motorman Cooper and Conductor Back were in charge.



One of the best equipped and well managed beauty parlors in Spokane, is under the direction of Ella M. Smith, daughter of E. E. Low, electrical inspector, S. C. & P. Railway. The Marcelle Shop, located in the Spokane Savings & Loan Building, Spokane, is of unusual architectural design and introduces the very latest in drapes and tapestry, imported floor coverings, and Italian lighting fixtures. It is one of the most exclusive beauty salons of the city. In the picture Mrs. Smith is shown left, with a friend Mae MacPherson right, vacationing at Long Beach, Calif. Mrs. Smith's little daughter, Jean, in the insert, seems to say, "Come on in, the water's fine."

Jim McCanna, armature-winder helper, has accepted a position with Guthrie & Company at Cascade Tunnel. Bill Vance has filled the vacancy in the armature room.

Chuck Voss of the store department has sold his little "Red Chariot" and has acquired an open-air model flivver. Since the law went into effect that only two can ride in a coupe, Chuck realized that he had to get a bigger car in order to accommodate his friends.

Mr. and Mrs. Theodore Goody were presented with a set of silverware as a wedding gift by the employees of the S. C. & P. shops. Mrs. Goody was formerly Miss Fellows, time-keeper for the store department.

Frank Lamberson, handsome sheik of the armature room, acquired a relic recently, when Bill Roble raffled off his flivver.

The S. C. & P. shops have been kept humming lately, repairing gas-electrics. Numbers 2313, 2309 and 2323 were turned out in double-quick time, due to the efficient force.

Mrs. Sam Manning, wife of Division Roadmaster Manning, had a birthday last October. Sam bought her one of the new Fords, delivery of which was made a few weeks ago, since which time Sam has abandoned his speeder "Ol" and is jazzing around in the new car.

Motorman Otis Jones, better known as "Casey," opened wide his pocket book and bought his wife a new Oldsmobile two-door sedan.

WILLMAR DIVISION

Associate Editor
L. A. JORSTAD
Willmar, Minn.

Telegraphers Kenny Kiely and Dick Chambers, second and third tricks, Watertown, recently went on a sight seeing tour of that city.

Kiely reports he was much impressed by the beauty of the residence district. Did not hear Chambers' version of the trip, but it must have been favorable as he is still there.

While driving between Thomas and Colton, S. D., on the W. and S. F. line, during a high wind a couple of weeks ago, Agent Casper Steen of Colton, had the top of his collegiate Ford blown off and next day sold the remains for a song. Better try one of the new ones, Casper; they are supposed to hang together.

Reah Miller, comptometer operator, superintendent's office, Willmar, for past four years, resigned May 1 and is now busy keeping house at Raymnod, Minn.

Harold Renstrom, recent helper at Viborg, was promoted to the agent-telegraphers' list, effective May 1.

Prospects for increased activities at Yankton are very favorable this season. The city voted \$75,000 bonds for the purpose of obtaining Missouri River water; the Sacred Heart Hospital awarded contracts May 12 in the amount of \$145,000 for an addition to their present hospital which has been very much overcrowded for several years, and if the newly incorporated railroad, the Yankton, Norfolk & Southern, gets under way, it should furnish considerable labor and tonnage.

Ervin S. Lehman, second trick telegrapher, Willmar, was united in marriage with Evangeline Snicker, of Willmar, at the home of her parents on May 15. The happy couple are spending their honeymoon at Vancouver, B. C., and other Pacific coast points, and are expected back first part of June. The SEMAPHORE extends congratulations and best wishes.

Alice Hengstler, chief clerk, freight office, Willmar, and Myrtle Lundquist, employed in general office of Soo Line, Minneapolis, returned from an eastern trip, May 11, touching at New York City, Washington, D. C., Philadelphia, and other points of interest. A fine trip was reported.

Construction of the new 250-ton electrically operated modern coal chute at Morris, is being carried out by Contractors Siverson & Fiken, Minneapolis. Work is progressing rapidly and it is expected the improved coaling facility will be in operation by August 1.

George E. Lacy, retired passenger conductor, and wife, have returned to Yankton, S. D., from Gainesville, Fla., where they spent the winter.

Helen Tenger, general clerk, superintendent's office, and her mother, returned a few days ago from an extended trip to Los Angeles and other western points.



The position of first trick telegrapher, Sioux Falls, was discontinued May 5, releasing Clinton Steed, who was holding the position temporarily.

Agent Victor E. Roskrans has fully recovered from a sick siege and was checked in as agent at Tea, S. D., May 12. The boys are all glad to see you back on the job, Vic.

Maurice C. Knudsen, junior in Yankton high school, son of Agent and Mrs. H. D. Knudsen, took first place in the barytone solo selection at the district musical contest held at Springfield, S. D., May 4, which entitled him to represent Yankton high school in the state contest held at Vermillion on May 11, where Maurice again placed first.

Dispatcher D. O. Hahn, Willmar, returned from a two-weeks' vacation May 13, after an enjoyable visit to Fargo, Chicago, Columbus and Cincinnati. Mrs. Hahn accompanied Dinty as far as Fargo, where they parted ways, Mrs. Hahn continuing westward for a visit in Los Angeles, Portland and Spokane and expecting to return home the middle of June.

Grading contract in connection with the five-mile stretch of second track between Morris and Hancock, has been let to Roberts Brothers of Chicago, who expect to complete work on or before August 1.

Robert Wenchlag, chainman, St. Paul, was recently added to the engineering force, Willmar.

Conductor C. S. Samuelson, Willmar, contributed cigars on May 14, in honor of the arrival of new baby boy.

Sam Solverson, train checker, Willmar, attended the wedding of his brother, George Solverson, at Minneapolis, May 18, and incidentally called on other close friends. No doubt Sam will know just what to do when his act is pulled off, the date we cannot say, but understand soon.

Carl C. Howell, switch foreman, Willmar, has purchased a home on East Third Street.

George Kuntz, third trick telegrapher, Willmar, was called to California the first part of May on account of the illness of Mrs. Kuntz, who has been spending the winter in the West. We are glad to report her condition as improved.

Doc Dougherty, switchman, Willmar, recently returned from California, where he has passed the winter months visiting friends at Hollywood.

Chet Lambert, local chairman of the clerks' organization, attended the national convention at Columbus, O., commencing May 14.

F. C. Brake, agent, Alvord, Ia., just returned from a trip to Oregon, L. R. Anderson relieving.

If you want any pointers on gardening get in touch with Yardmaster W. J. Lawler, Willmar. Bill's hobby is raising radishes and quack grass and he has a fine crop of both.

We are glad to report the recovery of L. H. Schuster, agent, Rutland, N. D., who was confined to a Lidgerwood (N. D.) hospital for several weeks, with a very serious case of double pneumonia, Ross McDowell relieving.

Martin J. Johnson, dispatcher, Willmar, resumed his duties the latter part of May after spending a two-weeks' vacation improving his various properties at Green Lake.

C. C. Steen, agent, Beardsley, recently underwent a major operation at Rochester, and we hope for his early recovery. Paul Whitaker was in charge of the station during Steen's absence.

The G. N. kittenball team of the Willmar League met their first defeat at the hands of the Rexalls, May 14, score 6 and 2. Manager Earl Collier, however, feels confident that his "goats" will walk off with the pennant at the close of the season. Here's hoping his dreams come true.

We are in receipt of a communication from E. B. Fish of Everett, Wash., who at one time was employed as engineer on the Great Northern or, rather, the St. Paul and Pacific, between St. Paul and Breckenridge. We are taking the liberty of quoting his letter which reads as follows:

"My daughter-in-law coming home from a visit to a friend of hers, whose husband is an engineer on the G. N. out of Everett, Wash., handed me a SEMAPHORE magazine. I never saw one before and you will understand how interested I was in reading it, when you know who I am. It was a 1925 SEMAPHORE, but new to me. Fifty-eight years ago I went firing a snow plow on the old St. P. & P. R. R. out of St. Paul. I commenced firing a switch engine in 1869 in Chicago on the C. & N. W. R. R., with Sam Wheeler as my engineer. "Aid" was the name of the engine (all engines were named in those days), and she was the first engine Sam ever ran and the first one I ever fired. After the Chicago fire, there were quite a number of the N. W. boys who left and followed George W. Cushman, superintendent of motive power, to St. Paul to take charge of the N. P. and St. P. & P. out of there. I arrived in St. Paul, February 21, 1872, and asked Cushman for a job. He went over to the roundhouse with me, introduced me to the roundhouse foreman and told him to put me to work. They were just finishing a snow plow on the Danforth and Cook engine, the number 15. The foreman told me to get her ready and go out on her the next day to

Willmar. We left the next A. M. and got stuck in the snow all night between Kandiyohi and Willmar. I could tell some true experiences that I had in the snow between Willmar and Breckenridge that would read stranger than fiction. In my thirty years of railroad experience I was discharged only once, and that was at Willmar. There was a young man boarding at the Herrick House (the only place we had to stay those days) and usually in the spring when the ice had left the lakes, we went spearing. One Sunday afternoon we got hold of a boat and an old jack. There was, however, nothing to make light with, so that night I went and drew ten pounds of waste and two gallons of kerosene and charged it to my engine and told the night foreman I would fix it up with the master mechanic when I got back Tuesday. We went fishing that night, got a boat load full, the fish were so thick you could throw them out with a pitch fork. When I got back Tuesday, they had another man marked up on my engine. I went to the office to see the master mechanic (Monroe) and he would not listen to any explanation and gave me a red ticket, and I was requested to go to St. Paul to have it signed. When I went into Superintendent of Motive Power Cushman's office he wanted to know what I was doing in St. Paul. I told him the whole story and he turned to his clerk and instructed him to issue a pass back to Willmar and a letter to Monroe, with instructions to put me back to work at once. Naturally I am very much interested in what happens on the Great Northern, as I have had a great many experiences on what used to be that streak of rust and right-of-way between Willmar and Breckenridge (that is all there was when I was there). Yours truly, E. B. Fish, Tacoma, Wash., 515-35th St. So."

Willmar

H. V. Powell and Gunnar Overgaard have joined the bachelors' apartment at Green Lake, namely, Camp Cuckoo. Wonder if it wouldn't be a good idea to provide a housekeeper for them or a chaperon to keep the boys from getting wet when pushing out their Evirude. Neither Vern or Gunnar are exceptionally good swimmers and need constant watching when near the water.

Sioux Falls

The crossing gates at Sioux Falls have been removed and new and up-to-date signals have been installed at both Sixth and Eighth Streets. These were put into operation May 11.

Louis Barnydt, freight checker, who has been sick with the flu for several weeks, is back on the job again and fully recuperated.

Our Great Northern park is looking better than ever this year, and credit is due Agent Vogel for its present appearance.

Fred Anderson is still making regular Sunday trips to Willmar. This is off his assigned territory, but it is not hard to understand.

Carl Moyer, chief clerk, is also a carpenter, having finished his porch and intends to build an additional two rooms to his residence so as to have them completed by next fall. He explains that they are going to have company.



In the picture you will see Engineer Andrew Patchell and wife, of Benson, Minn., and Engineer Fred Preston and wife of Breckenridge,

MESABI DIVISION

Associate Editor
I. G. JORSTAD
Superior, Wis.

The first day of the fishing season found a large number of Mesabi division employees on the various trout streams. Among the lucky ones on the Brule

River who bagged the limit, were James Bannister, chief clerk to general yardmaster; Maurice Nagel, yardmaster; William Pink and Axel Hjalmer, en-AI Springer, and gineers; Brakeman Switch Foreman Van C u s h w a y. While we did not see the results of their day's work they said that there were no fish stories connected with their statements, and we have no reason to doubt their word.

Engineer and Mrs. George Phelps were called to Mapleton, Minn., on May 13 on account of the death of Mr. Phelps' grandmother.

P. E. Frye, machinist, Superior roundhouse, accompanied by Mrs. Frye and daughter Helen, are visiting relatives and friends at Waterloo, Ia. They will also spend some time at Chicago, Rockford and Mendota, Ill.

B. W. Peterson was called to Des Moines, Ia., on May 8, on account of the serious illness of his sister, Miss Luella Peterson. On his arrival at Des Moines Ben found her greatly improved and he was able to return home the next day.

With the opening of the ore season the Allouez ore docks are again in operation, and George Landrum, Otto Holmquist, Billy Kelly and Ray Halverson, who during the closed season were assigned to other positions, are now back at the docks. The first boat to leave the ore docks this spring was the steamer "Wolf" which completed loading and departed at 4 p. m. on May 4. The "Wolf" is owned and operated by the D. Sullivan Company. The first arrival from the East was the steamer "J. J. Sullivan," of the Hutchison & Company Line, the second arrival being the steamer "Harvester" of the International Harvester Company.

Stanley Peterson, agent at Grandy, was in Superior, May 14 for his four-year visual examination, and while here called on his friends at the superintendent's office. He says the fish are becoming impatient around Grandy and expects to get his share this season.

It is with profound sorrow that we report the passing of George R. Clarke, chief dis-



Minn., all ready for a trip through the hills at Hot Springs, Ark., where they have been spending the winter months.

patcher at Kelly Lake, on April 24. Mr. Clarke was born on March 15, 1884, at Elora, Ontario. He came to the Great Northern in 1903, and worked as agent and operator on the Dakota division until 1904, when he went to the Omaha as operator at Hudson, Wis., and later at Altoona, Wis. After that he was assigned to various positions with that company and on June 30, 1910, he again entered the service of the Great Northern as train dispatcher at Superior, being finally promoted to the position of chief dispatcher at Kelly Lake.

George, on account of his square dealing in all things, was loved and respected by all who knew him, and his passing is a great loss not only to the Great Northern and its employees, but to mining people as well. His family have the sympathy of his numerous friends in their bereavement.

F. B. Rainsford, accompanied by Mrs. Rainsford, is making an extended tour, visiting at Key West and Jacksonville, Fla., New Orleans, San Diego, San Francisco, Portland and Spokane. They expect to return to Superior the latter part of July.

Engineer Sam Tomson and Mrs. Tomson are visiting relatives and friends at Hancock, Mich.

The Great Northern offices have again entered a team in the city Diamond Ball League. Manager Dan Byrnes is busy whipping his boys into condition. The first game was played against the Eimon Mercantile Co. on May 12, and our ball tossers won by the score of 16 to 12. The feature of the game was the pitching of Allan "Sally" Byrnes, who fed the opposing batters a mixture of curves and drops that they had never seen before. Carl Huber starred at bat, the first ball pitched to him being hit on the nose and it landed where "they ain't" in a pasture far distant from the field of battle. He had Babe Ruth's luck, however, as there was no one on when he made the terrific drive. Thereafter, when Carl was at bat the opposing pitcher walked him, perhaps intentionally. We hope to see some of the St. Paul Great Northern teams here again this summer.

Ella Hawkins, who during the winter months held the position of car foreman's clerk at Allouez, has now returned to Kelly Lake, where she is employed in a similar capacity. She was relieved at Allouez by Mildred Goddard.

A Dependable Railway

Here is a letter received a short time ago by Edward A. Dye, general agent at Vancouver, B. C., and sent to General Superintendent Dining Cars Blair, which makes very interesting reading:

It was my pleasure to travel from Chicago to Vancouver on the Oriental Limited. I enjoyed traveling on this train so much and appreciated the service extended to me by everyone on the train, that I felt compelled to write you. E. H. Gosnell, dining car steward, has a particularly pleasing personality and seemed to make everyone on the train feel right at home.

W. C. MAINWARING,
District Sales Manager,
Northern Electric Company,
Vancouver, B. C.



About the SHOPS

DELTA

Our sympathy is extended to Mr. and Mrs. Philip Baker upon the death of their two daughters, Mrs. F. J. Sauerbier, who died April 16 following an operation, and May Baker who died April 25 in Los Angeles, Calif., following an extended illness.

Edward Hughes, erecting foreman, returned May 12 after attending the supervisors' convention at St. Paul.

Mr. and Mrs. Albert Scrivener are receiving congratulations on the birth of a daughter, Lois Ann, born April 10. Mr. Scrivener is chief clerk at the Everett store.

John Schaum, sheet metal foreman, recently purchased a new Buick sedan. Earl McGhie also invested in a Ford coupe a few weeks ago. We understand Earl is going to enjoy some real swims this summer, but Mr. Schaum will not disclose his intentions.

Hans Holstad, car repairer, has been greatly missed during his illness. We hope for his speedy recovery.

Elmer Eslick, coach carpenter helper, and Judith Zedderberg, who were married May 2, left June 1 for a trip east, stopping at St. Paul, Philadelphia, Pa., New York City, and Orange, Mass. Upon their return they will be at home at 2606 Rockefeller Avenue.

Henry Thompson, freight painter, and Mrs. Thompson are now located on their three-fourths acre tract at Liberty. Mrs. Thompson is a poultry fancier, and we wish her success in her new enterprise.

Mr. and Mrs. Fred Krohn and children expect to leave June 15 for a visit with relatives and friends in Rosthern, Sask., Canada. They will also visit at Calgary, Alta., Canada, en route.

Recent Seattle visitors were: Mrs. E. Hughes and son Edward; Mr. and Mrs. E. P. Hagland and son Carl; Beatrice Trownsell, Edith Purinton, Nora Gaul and Bernard Geary.

William O'Neill, blacksmith, was married May 9 to Mrs. Jessie English, of Everett. Their friends unite in wishing them much happiness.

Early this spring John Tenbrink, locomotive painter, bought a dairy farm at Arlington. How he manages to operate and improve this large farm is the wonder and envy of his associates. Mr. Tenbrink has one of the nicest farms in this district.

Fred Fritzberg and family recently moved to their new home in Marysville. Mr. Fritzberg chose a wonderful location for his new residence, which is located in the heart of Washington's new bulb industry.

GREAT FALLS

Traveling M. C. B. auditor, George W. Nordstrom, has been at Great Falls for the past week, reviewing foreign repair cards for discrepancies in billing. He expects to leave for Butte in the near future.

Car Foreman Felix Miotke left for St. Paul May 2 to attend the supervisors' convention on May 5. Mr. Miotke represented the Supervisors' Local at Great Falls.

Carman John Cox was on the sick list for a week on account of being disabled with rheumatism.

Fred Curtis returned to work after an absence of one week, in which he was confined to bed with influenza.

Our sincere sympathy is offered to Mrs. Frank Blasing, wife of Chief Freight Car Inspector Blasing, upon the death of her cousin, F. Anderson, local brakeman for the Great Northern. Mrs. Blasing accompanied the body to Britt, Iowa, where interment was made.

Martin Keihn, machinist, has resigned from the service of the company to engage in other work at Havre.

Rex Dare, machinist, recently won another baseball pool pot, the second this season. It is getting to be the popular belief that Rex has some kind of a formula or performs some kind of a ritual to be favored so repeatedly by "Dame Luck."

Sam B. Harris, Nornand Kerr, and Erwin Denk are newcomers at Great Falls shops. All three of these men are employed as machinists. Harris was previously employed at Wolf Point, Kerr at Hillyard and Denk at Jackson Street, St. Paul.

Sverre Michelson, machinist, left the service of the company to return to Everett, from which place he was transferred.

J. H. Harrison paid his usual visit to Great Falls and remained here over night. We generally take a visit from Mr. Harrison as a good omen, in respect to the weather.

Shop Superintendent A. H. Malenke and wife left for St. Paul May 12, where he was called to attend the Board of Adjustment meeting May 14.

Boilermaker Foreman Theodore Laysek expresses his inability to get around and see the sights on foot and intends to make a trip to Havre, driving his car back for use this summer.

We take this occasion to express our sympathy to the bereaved relatives of Joseph Riach, brother of General Foreman J. G. Riach, upon his death April 29, at Des Moines, Ia. Dr. Riach was a specialist in bronchial diseases and maintained an office at Des Moines until his death. He is survived by his wife and four children.

Marion Halladay, clerk at Great Falls shops, left May 25 for Grand Forks, Devils Lake and Brainerd, Minn., for a week's vacation.

John Hayes, oxcweld cutter, has been granted an extended leave of absence on account of

poor health. George W. McDonald was assigned to the position of cutter during his absence.

Alfred Taft and Francis Freeman, coach cleaners, are absent on a trip to California and points west, where they will visit friends and relatives for several weeks.

ST. CLOUD

Wood Mill Helper Henry Schwinden has returned to work after an illness of several weeks.

Ben Weitkamp and Christ Younger of the rolling mill force reported for duty after a prolonged vacation. The former had an operation while the latter had an attack of the "flu."

Wood Machinist John Lahr spent several days visiting at Redwood Falls. He took time while there to visit his daughter Eleanor who teaches in the high school at Morton.

Jacob L. of the staff has recently presented P. J. Zierden, wood mill foreman, with a large relief plaque of George Washington, which is very much appreciated.



"Jake's" Grandson

The above photo shows Jake's grandson with the dog that picks up scrap wood whenever he accompanies the little boy on his trip to carry dinner to granddad.

Nic Roeder has returned to his "old love"; that is, he is back again manipulating one of the shop tractors.

John Reding, apprentice, and Lavina Litzinger were married April 25, and have gone to housekeeping in Waite Park. The staff sends its "good luck" to the newly-weds.

They fall one by one. Leo Grossman, our efficient timekeeper, has fallen victim to one of Cupid's darts. On April 14 he was united in marriage with Miss Harrington of Sauk Rapids. They have pulled the anchor and set sail upon the sea of matrimony, and much may be lying in store for them. We wish them both a happy and prosperous voyage and that the storms will be few and not too severe. Here is wishing both of you a long, happy life.

Mrs. J. M. Graves and daughter Lenore, enjoyed a western trip during the latter part of April. Miss Graves being a delegate from the St. Cloud Teachers' College Y. W. C. A. to the national convention of that organization, held at Sacramento, Cal. They also made a short excursion to Oakland and San Francisco.

P. J. Zierden, foreman of the wood mill, has again shown his ability as a director of theatrical plays in the very successful production of "The Rosary," which was given on April 30, at the Waite Park parochial school hall. All players are Great Northern people, who usually acquit themselves in masterly fashion when called upon to present a play.

Clarke Linnell became chairman of our Great Northern shop committee at a recent election of officers.

George Roeder, blacksmith helper, is reported on the sick list since Monday. We hope it isn't any more than the "flu."

Frank Reberg has been seen sticking pretty close to last year's champion fisherman, Ed. Trader. Wonder if he figures he can acquire the championship this year. Ed. says he will try his best to show him "by repeating the record he set last year."

"Greetings" from one "horseman" to another, is the correspondent's wish to one Owen O'Keefe, of Superior.

Carman and Mrs. Edwin Weber spent a short vacation at Luverne, Minn.

The painters are extending their sympathy to Rudolph Maurer for the loss of his mother May 5, at St. Joseph, Minn.

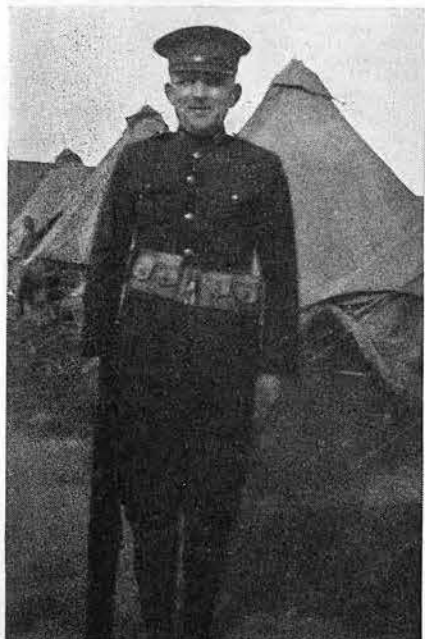
Sympathies are extended to Painter Peter Spicer and Carman Helper Martin Spicer for the loss of their father and sister, Mrs. Trettie.

The carmen are extending their sympathy to Carman John B. Meyer upon the loss of his mother. Mrs. Meyer, who was nearly ninety years of age, was one of the early pioneers in this part of the state.



Magdaline Schroeder

It is a pleasure to present Magdaline Schroeder. She is a former student of St. Benedict's College from which she was graduated before entering the Great Northern service. At the present time Miss Schroeder is taking a western trip, and will visit friends at Los Angeles. If Mack Sennet or some other film producer doesn't get to see her we shall be extremely fortunate, as we would like to have her with us again.



Emil Krolezik

The above photo is of Laborer Emil Krolezik who was a blacksmith helper up to a short time ago. Besides working for the good old Great Northern, Emil is serving as a corporal in the National Guard. He is also driving a good looking Ford and is unmarried, so look him over, girls. They say he is very generous with his car.

Carman Ed. Jagielski became the daddy of a ten-pound baby girl on May 2. Ed. came to work with a big smile but no cigars. He says he'll pass cigars next time.

Peter Lacher, wood mill machinist, is certainly getting prosperous, as his newest acqui-

sition is a Chevrolet coach. "Pete" promises the staff a trial ride to Pleasant Lake to visit "Honnu" Hansen's summer resort.

Assistant Blacksmith Shop Foreman spent several days at St. Paul attending the Foremen's Convention.

Little Bobby Erickson, son of Ernest Erickson, machinist helper, is convalescing from a recent operation for acute appendicitis at the St. Cloud hospital.

At the same time, the stork visited Ernie's home, leaving him the proud parent of a baby girl. Congratulations.

We wish to announce through Alfred Rausch, blacksmith helper, the arrival of a son on March 11.

Electric Welder Ray Theisen informs us of the arrival of a daughter on April 2. "Jack" has quite a family of girls now.

Machinist Erwin Trossen and wife enthusiastically announced the birth of a son April 29. We enjoyed the cigars, and wished them the best of luck with their little family.

The boys in the machine shop are all glad to see "Duke" back among them again.

Bob Zierden returned to work May 1, after an absence of four weeks' illness as the result of blood poison. Bob is anxious to get in shape for the kittenball season.

Machinist Edward Pull and family motored to Hanley Falls over the week-end, to visit with Mrs. Pull's folks, incidentally taking in the Hanley Falls high school class play, Saturday night.



Martin J. Casper

Introducing Carman Martin J. Casper who has distinguished himself in the sports' world in no small way. Martin was one of the originators and promoters of the St. Cloud Gun Club, and at the present time is holding the office of president in that organization. The club is composed of eighty members, among them being a good percentage of Great Northerners, including Fred C. Lindt, superintendent of the St. Cloud shops, and J. B. Welsh, superintendent of the rolling mill. The club owns its own grounds in the western part of the city limits, and has as fine a shooting groundship as could be found anywhere, and uses blue rock targets exclusively. The club has given a number of central Minnesota shoots, and several Great Northern boys have taken part in most important events, breaking their share of targets and generally carrying away their share of the purse.

Carman Louie Wippich has returned to work, after an illness of five months, during which time he was confined to the St. Cloud United States Veterans' Hospital.

Gang Foreman Gust Olsheski is enjoying his annual vacation at the present time, and should have some very unusual fish stories to tell the boys when he returns to work.

Mrs. John Theisen, wife of gang foreman, is confined to St. Cloud hospital and an early recovery is wished her.

Mrs. Isador Fandel, wife of Blacksmith Fandel, who underwent an operation for goitre at the St. Cloud hospital, is progressing nicely.

Mrs. August Roos, wife of Carman Helper Roos, and two daughters, will make an extended visit to Philadelphia, Pa., in the near future.

It is very evident that Cupid has been playing havoc with Car Apprentice Billy Ross, lately.

DALE STREET

John Smith, blacksmith recently purchased a piece of land on Round Lake and has moved his family out there. Before he purchased his new home he was pretty much taken with it, as at the time the lake was well crowded with wild ducks, and he thought it would be an ideal spot for hunting. However, after he bought the property and moved out there, it transpired that it is a game reserve. But John is not to be stampeded, as he has already started to collect duck eggs and raise some of his own birds, which Commissioner Wenzel will have nothing to say about. Hope John invites some of his friends from Dale Street out this fall, to take a shot at his private covey of domestic ducks.

Clayton Wager from Everett, Wash. is visiting his son Philip, electric welder, Dale Street.

The stork visited the home of Merle Pogue, electric welder, April 7, and left a healthy baby boy, which has been named William Raymond.

The mechanical supervisors of the entire system of the Great Northern Railway, held their biennial convention at the Lowry Hotel St. Paul, May 7 to 9. The officers present were John Grant, president, Wm. H. Fowler, secretary and treasurer. D. J. Ritchie chairman, Eastern District. Edw. Hughes, Central District, and Thos. O'Laughlin, Western District. The delegates were Andrew Wemyss and Axel Dolen, Twin Cities. George Shaker, Superior. J. B. Theisen, St. Cloud. J. B. Haslet, Willmar. F. Miotke, Great Falls, and Gus Zimmerman, Spokane. Monday evening May 7, a reception and dance was tendered to delegates in Bucka Hall which was well attended. On Tuesday afternoon May 8, officers met with and went into conference with Wm. Kelly, General Superintendent Motive Power, and Wednesday concluded their convention with election of officers. All the old officers were re-elected except the district chairman for Central District, new chairman for that district being W. J. Barret.

The Garden club at Dale Street has opened up for business and the members are now setting out plants and seeds for the coming season. As one of the projects this year they will try to reproduce the landscape surrounding the New Prince of Wales Hotel in the Canadian Rockies. A small model of the hotel will overlook Waterton Lake, which will be reproduced about four feet wide and forty feet long, lined on each side with mountain peaks formed of rock and dirt. On the mountain will be plants to represent as nearly as possible the natural growth on the original range. The idea originated with John Snoren of the Dale Street machine shop.

Louis Peterson of the laboratory is sporting a new Nash car.

There must be someone at Dale Street working in the interest of the St. Paul Auto Club, as a number of the employees have signed up.

Joseph Tauer and Charles Stromwall are thinking of moving to West St. Paul. We are of the opinion that it is a good idea, as it is now quite a hardship to make the long trip over the river to visit their friends.

John Clark, veteran machinist at Foxcroft, Maine, will return to St. Paul to attend the convention of the veterans at Winnepig.

Thomas Thompson, veteran machinist, is visiting his son at Seattle and later on will go to the Panama Canal to make his home with his daughter Mrs. George Johns, wife of an army officer at that point.

Frank Sherwood, machinist, and employe for forty-six years passed away May 11, after an illness of two days.

Peter Olson, carpenter, passed away May 10, after an illness of one week.

Dewey Gilbertson, superintendent's office, is all crippled up these days, the result of playing kittenball with Railroad Post 416, every Wednesday at Dunning Field.

SUPERIOR

Carman John Dominik has recovered from his injuries and has now returned to work.

Carman Felix Marcowska, who has been absent since last November on account of sickness, has recovered and will be with us again in the near future.

Carman Frank Fisher is another one of the sick ones who has recovered.

Blacksmith Helper Pat Shields is still on the sick list. We sure are pulling for him for a speedy recovery.

Gang Foreman Jim Gordon is at one of our local hospitals. Jim has had a tough siege following an operation. We sure hope he will be out again before long.

Our shops were hit with the "flu" epidemic, and it would require an extra edition of the SEMAPHORE to enumerate each case. Most of the sick ones have now returned.

The machinists of the Superior shops gave a "smoker" and party on April 23. There were several boxing matches that were very interesting, especially the bouts between the machine shop and car department boxers. We understand the car department proteges have not been able or in condition to return to work as yet. The other bouts were: One-Punch Engstrom decision over Pete Nordeen, and Larry Connors decision over John Hawley. V. J. Fleming, of the car department, who saw the Dempsey-Tunney fight in a moving picture theater, was referee.

There was quite a little excitement at the shop the other evening, shortly after the four o'clock whistle blew. Sidney Menadue went out to his car to go home, but when he got where he had left his car it wasn't there. He dashed into the shops, yelling at the top of his voice that somebody had stolen his car. A search was immediately begun, and it was

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discovered in the scrap iron pile, where the shop laborers who were cleaning up the grounds had taken it.

Wm. Rossetter and Dell Moffit were off the first day of May for the opening of trout season. We heard various reports from them on the following day of the wonderful trout they caught. Everything would have been O. K. only Moffit invited a couple of the boys to come up and see the trout, which they did, but the trout turned out to be a bunch of overgrown suckers.

Phil Skoog is very economical since he got married, as can be seen by the fact that he is trying to get another year out of that old Dodge roadster, and when he parks it near the shop he has the parking grounds to himself as the other car owners, judging from the noise it makes, are afraid the pistons will fly out of it and break their wind shields.

Bert Mitterling tells us he will celebrate the completion of his new building on June 13. Bert says that it is going to be a house when it is finished, but the natives, for miles around are all guessing what it will be. Some say it will be a garage, others a store, and one of them asked him yesterday when he was going to put the steeple on it. Bert says he wants to finish it as soon as possible, as he has offered it to be used for the "Summer White House." It certainly would be a secluded place, especially when it rains, when it would be impossible to get within a mile of it.

We don't think Louis Pearson will go spearfishing suckers again for a while. Louis got so enthusiastic the last time he was out that he waded into the water up to his neck, and somebody mistook him for a fish and speared him with a pitch fork.

Carl Joelson, of the air bench, is planning on getting a three months' leave of absence and taking a trip back to Ireland to visit his relatives.

Carl Olson, chief clerk to the shop superintendent, arrived at the shop fifteen minutes early, and all out of breath the other morning. He left home at the usual time, but on the way he encountered a flock of geese that did not take a liking to him and started after him. Spectators along the way said that Carl ran so fast that he made a couple of the new "Fords" he went by look like they were going backwards. Carl now drives his Nash coach to work, and we understand he has a shotgun on the seat ready to greet the geese.

Peter Hoover, blacksmith helper, passed away May 3, and the shop employes extend sympathy to the bereaved.

Stationary Fireman Wm. Lynch has been called to St. Cloud on account of the serious illness of his mother.

The near shop editor would surely appreciate bits of news from the boys. Put it in an envelope and address it to the shop superintendent's office. Let's get Superior shop back in the SEMAPHORE columns.

SOMERS LUMBER COMPANY

Associate Editor
R. E. GAUTIER
Somers, Mont.

Dr. J. H. Bailey, company physician, is driving a new Buick coach. He says, although the roads in Montana are not so good as Virginia highways, he is well pleased with our climate and wants to see more of our Western country.

We understand Ray McBride is going into the Poultry business. In fact he got his start by rescuing a white leghorn hen that had perched upon the logging train coming in from Blanchard Camp. Ray claims this hen is a champion in her own class when it comes to laying eggs. Two eggs a day is her record and that's a lot of work for one hen. Ray is very anxious for the logging train to start again; he says if luck is with him he may be able to get the head man.

Harry Stoffregen left for Cincinnati, Ohio May 10, with the body of his brother Bill Stoffregen, who was found dead in his cabin on the reservation. Ralph Tibbitts is taking over Harry's business until his return.

About twenty couples from Somers attended the masquerade dance at Big Arm recently. Prizes were offered for the best dressed gentleman and the most comical. Tom Horseman, store clerk was awarded the prize for the best dressed and Jas. Durning, voucher clerk local office, took the prize for the most comically dressed.

For the first time in many years the people of Somers touring to Kalispell must detour at four corners. The road near Kalispell is flooded owing to seepage and overflow from Ashley Creek.

The open season for fishing started May 21. All the local followers of this sport are doing preparatory work in order that their equipment may be in first class condition. Quite a number will spend the first Sunday at Swan Lake, while others have arranged for a Lake Ronan trip.

Sherman and Saling, Flathead Motor Sales Company, Kalispell, have floated a beautiful house boat on Flathead Lake. This boat has four bedrooms, lavatory, kitchen and all modern conveniences. The boat when not on a trip will be anchored at Elks Rest.

Residents of Pavilion Hill are looking forward to time when Sidney Small shall harvest his crop of spuds. Sidney has gone into the farming business on a large scale. He has about 500 hills planted and he says if he can defeat the weeds and the potato bugs this summer, he will supply all his neighbors with plenty of spuds next fall, provided they lend their assistance at harvest time.

Lawrence Drew, timekeeper, is wearing the smile that wont come off. The reason is the arrival at his home of a baby girl. We haven't seen the cigars yet, but are living in hopes, in fact some of us prefer cigarettes.

The Somers State Bank is all dressed up for spring. A coat of paint inside and out, a new lighting system and a new bright colored awning greet you as you pass. The post office in turn, not to be outclassed is being painted also.

John Christensen found it necessary to return from the coast where he had intended to enter the fishing business. John contracted a case of rheumatism and came back to spend a few weeks at the springs. Mike Christensen took his place on the fishing boat, and John intends to go back as soon as he recovers sufficiently.

NEW CASCADE TUNNEL

Associate Editor
C. M. SANDERS
of A. Guthrie & Co.
Scenic, Washington

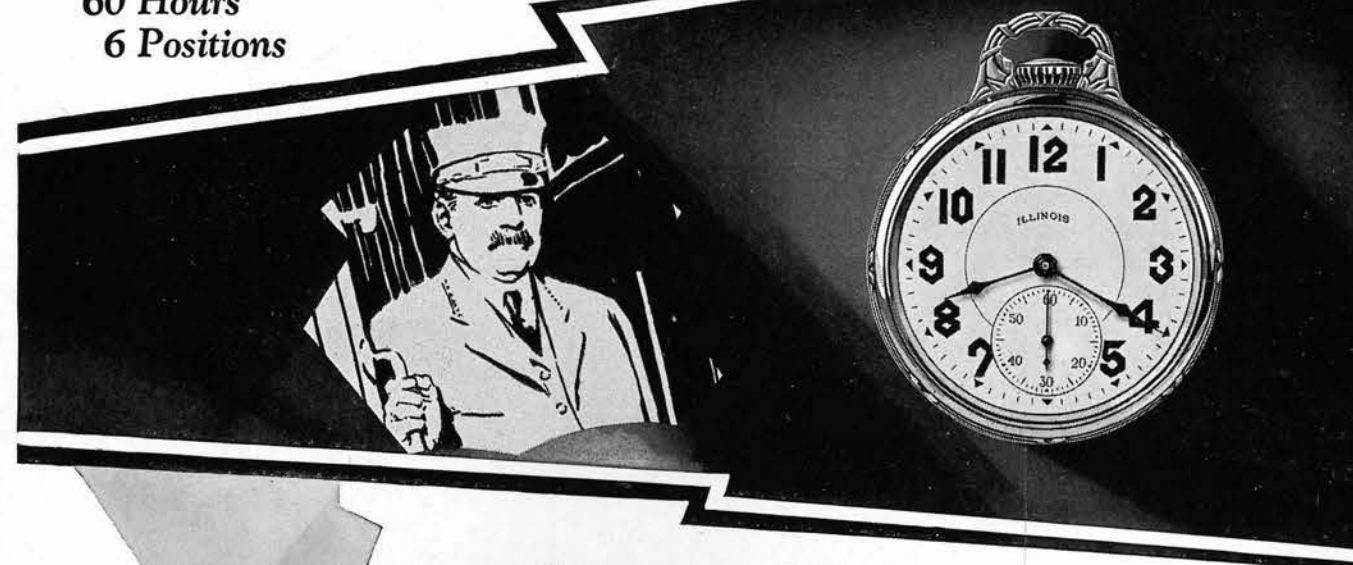
The 28,268 feet of pioneer tunnel between the West Portal and Mill Creek shaft were holed through on May 1 at 1 p. m. Pacific

time. From his desk in Washington, D. C., President Coolidge fired the blast which removed the last remaining bit of rock separating the men working from the East and the West. It was a great day for the men who planned the tunnel. It was a great day for the men who have labored both above and underground with this day as a goal and it was a great day in the history of construction and engineering. West Portal crews drove 17,741 feet, the Mill Creek crews 10,527 feet. Alignment checked to within .64 of a foot, grade to .78 of a foot and by precise chaining the distance underground was one foot short of that calculated by triangulation.

Many officials of both the Great Northern Railway Company and A. Guthrie & Co., Inc. were present for the hoing through and the festivities which followed. Press men, news-reel men, men representing companies supplying equipment for the work and many others interested in the tunnel were present. At 6 p. m. there was a banquet in the West Portal dining hall which was attended by 750 wildly enthusiastic men. At the same time all the visiting ladies were dining at Headquarters, formerly the Scenic Hot Springs Hotel. At 8:30 p. m. there was a dance in the Scenic recreation hall. The hall was literally packed to the doors, undoubtedly the largest crowd it has ever accommodated. To say that it was an all around great day hardly expresses it for the realization of a day that had been anticipated for more than two years made it more than that.

During this final month of pioneer drifting operations West Portal crews progressed 545 feet and the Mill Creek crews 324 feet. The enlargement west from East Portal progressed 776 feet, west from Mill Creek 412 feet and east from West Portal 430 feet. On this date, May 1, there have been completed 32,348 feet of enlargement to full tunnel section of which 22,297 feet have been lined with concrete.

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