

Great Northern Semaphore



July 1927

On Grinnell Lake in Glacier National Park



Great Northern Railway



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Here and There Along the Line

Watching the Trains Go By

THE ORIENTAL LIMITED comes flying through the night. As it nears the depot, it gradually slows down, then comes to a stop. The conductor swings to the platform and turns to help an old man off; two mail sacks are thrown hastily out the door of the mail car; a short blast of the whistle, and the train whirls away into the night.

It is raining, a steady drizzle, and the drip of the eaves is very monotonous. A rumble is heard in the distance, then a shrill blast, the mighty churning of wheels, and a huge monster passes in front of you. A few sparks from the stack, a light in the cab, followed by a long string of rumbling, grinding freight cars. The noise gradually dies in the distance, but the drip of the eaves is continued. A through freight has passed.

It is getting dusk, and an evening calm is over everything. Suddenly the stillness is pierced by a shrill, shrieking sound, heavy rumbling of wheels, the ground seems to tremble. Another shrill cry in the distance, then all is still. Fast Mail No. 27 has gone through.

The foregoing was written by Ferdinand Frohlicher, fifteen years old, of Kalispell, Montana, and reaches us through the good offices of T. J. Hileman, our official photographer.

Crew "Goes Great Northern"

BY THE TIME THIS is read the annual classic boat race on the Hudson will have passed into history, and the winner will be known. But another bit of history was created when the crew of the University of Washington, one of the most impressive of all American colleges in rowing, traveled toward the Empire State by way of the famous Oriental Limited. They were escorted as far as St. Paul by Arthur L. Scott, assistant city passenger agent at Seattle, and it is needless to say that the crew were only a shade less delighted to travel on the Great Northern than the Great Northern was to have them do so.

He Rowed the Goat

SA. WILCOX, WHO PAINTS things out at Dale Street shops, also draws pictures and in the cartoon on this page you get an idea of how he remembers his rides in Glacier Park. Or it may be that S. A. W. believes that a goat would rather be "rowed" than "rode."

July, 1927



GREAT NORTHERN SEMAPHORE

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

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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 18th of the preceding month.



THE LAND OF SHINING MOUNTAINS

AMONG THESE MOUNTAINS, those that lie to the west of the river St. Pierre are called the Shining Mountains, from an infinite number of crystal stones, of an amazing size, with which they are covered, and which, when the sun shines full upon them, sparkle so as to be seen at a very great distance. . . . Probably in future ages they may be found to contain 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."

Thus spoke Jonathan Carver, discoverer of Carver's Cave in St. Paul and a traveler-writer whose sense of the dramatic often overshadowed his veracity, nearly two hundred years ago. His river St. Pierre which he thought had its source in the mountains is the present-day Minnesota and his description of the unknown country to the west was obtained from the Cree Indians around Grand Portage, in whose country he was traveling at the time.

The passing years have dealt kindly with this fanciful description of Carver's for his "Land of Shining Mountains" has turned out to be more reality than fiction. Its mountains are now a vast National Park set aside for the enjoyment of the present generation and for generations yet to come; its "crystal stones of an amazing size" are living glaciers, remnants of a prehistoric period; and the riches it contains are far greater than those of Indostan and Malabar for here the riches are of the soul. Here the civilization surfeited citizen can find distraction from the work-a-day world, get a glimpse into the power and majesty of nature working through the ages and return home better physically and mentally and with a profound realization as to the insignificance of mortals in the scheme of the eternal universe.

Since 1910 when it was set aside by Congress as Glacier National Park many thousands of travelers from everywhere have found recreation and restful change

from the humdrum of ordinary living within its confines but there are countless thousands who are yet to become aware of the power of its stupendous beauty to remake them. It is the most accessible of all National Parks in the United States for transcontinental travelers as it is located on the main line of the Great Northern Railway, 693 miles from Seattle and 1,101 miles from St. Paul.

Adjoining Glacier National Park on the north and in the Canadian Rockies is another National Park, the Waterton Lakes National Park of Alberta. This park is some fifteen years older than Glacier in its status as a National Park, the first Order-in-Council setting the district aside as a National Park being dated May 20, 1895, but embraces only about one-sixth the area of the younger park on the American side of the international boundary.

It is most significant of the grandeur of the Rocky Mountain scenery of the combined parks that both Canada and the United States should set aside their respective portions as National Parks, for even as late as the first decade of the twentieth century the mountain regions of the Northwest were but little known to the world at large although nearly a hundred years had passed since the first white man had traversed the rugged mountain slopes of the two parks.

So far as is known this honor belongs to the son of a colonel of the British Army, a Hugh Munroe, who when only fifteen years of age came to the West as an employee of the Hudson's Bay Company. In 1814 he was detailed by them to join the tribe of Piegiens, then at Mountain Fort, for the purpose of learning their language. Monroe, or Rising Wolf as he subsequently became known to the Indians, lived with the Blackfoot Tribes from that time, married the daughter of one of the chiefs, and during his life traveled over the greater part of the eastern side of the two parks.

Before the coming of the white men, however, the Blackfoot tribes reigned in great prosperity over this region and over the buffalo ranges to the east. The Blackfoot confederation was one of the strongest of the western tribes and like most Indians they have woven stories or rather legends around the places they particularly love.

One of these legends is responsible for the title of Going-to-the-Sun Mountain, one of the most prominent peaks in Glacier National Park. The name commemorates the descent of Sour Spirit, who was sent by the Sun Father to the Piegan tribe of the Blackfeet to teach them all the useful arts—how to hunt, to make a teepee, tan the hides of the animals and to make moccasins, clothing and other useful articles. Sour Spirit lived with the Piegiens for a long time and when he was finally called back to the lodge of his father in the sun he caused the likeness of his face to be placed on the side of this mountain, where it may be seen today in the form of a great snow field which strongly resembles the outline of an Indian head. Ever since that time the Indians have called this peak "The Mountain-with-the-face-of-the-Sour-Spirit-who-has-gone-back-to-the-Sun."

Another of these legends tells of the creation of Waterton Lake and its surrounding mountains—for at one time, according to the Indians, this was all unbroken prairie inhabited by a tribe among whom lived a young brave named Sokumapi. One evil day he fell into the hands of the Seven Devils who carried him down to the underworld and made him a slave. There he fell in love with a beautiful maiden, captive like himself, and while the evil ones slept they attempted to escape carrying with them three magic gifts: a stick, a stone, and a basket of water. The Seven Devils pursued them but the lovers first threw down the stick which became a mighty forest, then the rock which became the Rocky Mountains, and finally emptied the basket of water. This became a lake and the basket was transformed into a canoe by which means they made their escape to live happily ever after. To this day the Indians believe that their happy spirits haunt the shores of Waterton Lake and have named it Omoksikimi, or "Beautiful Lake."

On a high promontory at the base of Mt. Crandall and commanding a magnificent view of this "Beautiful Lake" the Prince of Wales Hotel is now being constructed. This is an attractive structure consisting of a high gabled central section and two wings, conforming to the picturesque Swiss style of architecture. The first floor is given over to the lobby, lounge and dining rooms, while above them are the sleeping rooms each with private bath. The entire building with its high pitched roofs and dormers, its heavy hewn beams and balustraded balconies add charm to its lovely Alpine setting. A view of it was shown on the front cover of the May SEMAPHORE.

With the opening of this new hotel during the present season, launch service will be installed on Waterton Lake connecting the hotel with the head of the lake on the American side of the boundary; automobile service will be inaugurated between the new hotel and Cal-



Railroad Engine Bells are on the trails here and there in Glacier Park and signals by means of them add to the fun of the many mountainside trips

gary to the north and the present Glacier Park service extended from the Many Glacier Hotel, making it possible to reach Waterton Lake in a single day from Glacier Park station.

Like the hotels and chalet groups in Glacier National Park, the Prince of Wales Hotel is the focal point for numerous trails leading to lofty lookouts where you may gaze across green valleys to wild peaks where the white and sure-footed mountain goat outlines himself against the sky; to gem-like lakes and waterfalls where the fighting trout lie waiting for those skilled with rod and fly; or deep into the depths of the primeval forests to some flower strewn glade where perchance you may see a deer or a bear.

It is on these side trips that you get the true appreciation of the Land of Shining Mountains—whether they are the trails leading from the new hotel on Waterton Lakes or from one of the better known places in Glacier National Park. It is here that you feel the wordless call of the mountains; here that you realize why the Indians wove their legends around the unusual topography of the country, and you leave the Parks with the determination that some day you will return.

DON MACRAE,
Advertising Department,
Great Northern Railway.

New Golf Links Open at Glacier Park Hotel

TOURISTS THIS SEASON will find a new attraction at the Glacier Park Hotel, afforded by the 18-hole golf links, which will be opened for play in July. Four holes will be ready to play July 4, and the remaining 14 in place before the season ends.

Young Indian boys will be available as caddies, and are already manifesting a keen interest in the game. While romping over the grounds where workmen were laying out the links, they have developed a new golf game of their own, using the bow and arrow instead of the driver and gutta percha ball. They have strung their holes over the sloping valley land and shoot arrows, seeing who can make the circuit with the least number of shots.

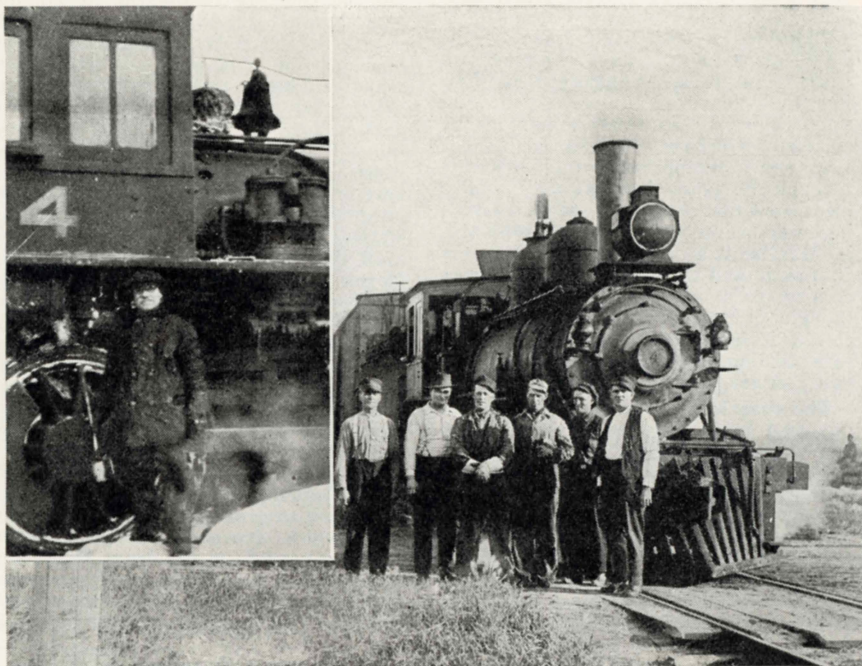
While it is believed that the Indian would not make a good golfer with sticks, since he lacks the free, swinging arm movement, the new play of "arrow golf" is a contest requiring the skill which is his native inheritance, and in which he has already shown amazing expertness.

Purchasing and Stores Meeting

AT THE ANNUAL CONVENTION of the Purchasing and Stores Division of the American Railway Association, which was held at the Palmer House in Chicago, May 24-26, six hundred delegates assembled to consider the various expedients by which economy in the purchase, handling and storing of railway material, embracing everything from office pins to locomotives, that is used by rail carriers, may be achieved.

When it is considered that the railroads use approximately 25 per cent of the steel produced, 20 per cent of the lumber logged, 28 per cent of the coal mined, and other commodities in like proportion, close to 60,000 separate and distinct items of material being used by

One of the Pioneers Goes Home



Left to Right—Wm. Nielai, conductor; H. O. Burnham, brakeman and baggage-man; H. McKee, engineer; Ira Carson, brakeman; Robert Lloyd, conductor. This picture was taken at Hansboro, N. D., August, 1916. In insert, Captain John Ford, the last pilot of the engine.

SADNESS CAME TO MANY as they witnessed the departure for the "melting pot" of F. G. & S. engine 4, formerly Great Northern 341. She has passed to the great beyond, although her remains may yet become a part of a modern "iron horse." The record of her life would make a large book filled with accounts of good deeds performed for her owners, and for the settlers of this part of the "great Northwest." The tons of coal, barrels of oil and water that she has consumed and the work she has made possible for many would surely aggregate a total of which she might well feel proud. Her credit was always good, as attested by District Storekeeper Hoult, the zealous holder of the "purse strings," although he was always keen to sell to her, probably because of the added "store expense." Her welfare was looked after by Veteran J. H. Collinson and Gilbert Newgard. She has pulled millions of tons of freight and thousands of passengers. The screech of the whistles that have emerged from her dome has brought glad tidings to the ears of settlers, in times of famine of fuel and food in the cold winters of the past. She has been sick and has died many times from different causes, but was always resuscitated until at last her knell was sounded by the "powers that be." It is said that she once expired near a water tank to which she was pulled by a team of horses, when a plug was put in the outlet pipe to the tank, and connected to the whistle pipes; when the boiler was filled, she went on to her destination under her own steam. It is also said

that she could speak many languages; not the least of which was the Norwegian and Swede taught her by Engineer John Carlson and his fireman, now Engineer Frank Dressell. When John went out on the 341 he always got back. She kept up with the times and styles, as they came along and donned the latest improvements and comforts until she became the clear essence of perfection, according to her last pilot, Captain John Ford, who, it is said, shed a few tears at her demise. "Cap." Ford was gracious enough to will her last whistle to Engineer Dan Mullalley, who now sounds it on engine 125 on the Grand Forks dinky. Her springs, hangers, equalizers, stud bolts and eccentric have perplexed many mechanics and foremen. For many years Veteran Inspector Charles Worral has written the prescriptions for her ills, as has also the General Boiler Inspector, Wm. Mackenroth. She was as proud as the present day "Lady" and insisted on the latest in hats and petticoats, until a few years ago, when she donned a larger stack which she had to discard and return to the old bonnet, because it would not furnish the wind to cough out her forever sharp exhaust. Many along this great railway system have worked with her as well as many who have left and gone to greater fields. We are sure that most of them would speak a good word for her. She did her work well and succumbed at last to the inevitable, "survival of the fittest." Likewise shall we who have associated with her, journey to the "great beyond" when, we hope it may be said, "Well done, thou good and faithful servant."

each railroad, some conception of the magnitude of the task of purchasing departments may be formed.

In addition to improvements to the present system of controlling material and supply requirements by use of budgets, the intensive work of recovering, repairing and reclaiming discarded

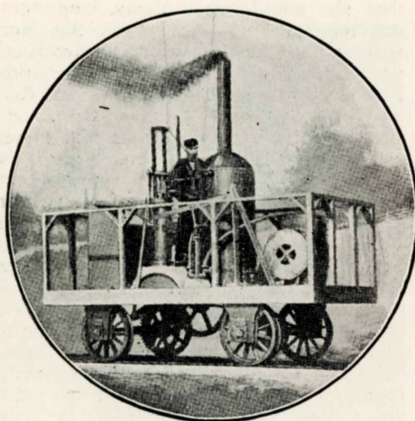
materials was considered. The delegates also discussed plans for the still further standardization and simplification of store stock, with the view of bringing about the additional elimination of other odd sizes of various materials, to enable carriers to reduce their stocks to a minimum.

The Beginnings of Steam Railroads in America

By CHARLES A. AFFLECK

IN THE JUNE, 1926, issue of the SEMAPHORE I gave our readers a descriptive writeup entitled, "One Hundred Years of Railways," showing their beginning as small things in the county of Durham, England, in the year 1825, and outlining briefly their progress through the years that followed. I also mentioned that American railroad building was begun a few years afterward, in Maryland, by what later became the Baltimore and Ohio system. That essay created so much interest that I have thought it might prove interesting to follow it up with a supplementary article dealing entirely with railroads in this country.

The first locomotive in America was imported from England. It was named the "Stowbridge Lion," and was built at the Coal Brook Dale Iron Works, in Shropshire. It arrived in America on May 17, 1829, on the sailing vessel "John Day." The first locomotive to be built in this country was Peter Cooper's "Tom Thumb," which was tried out on what is now part of the Baltimore and Ohio Railroad. It made its initial trip on August 25, 1830, from Baltimore to Ellicott's Mills, now Ellicott City, Maryland, a distance of 13 miles. It pushed a small, open car loaded with 18 passengers, at a speed varying from five to eighteen miles an hour.



The "Tom Thumb."

Following is an interesting report of this first trip of the "Tom Thumb," as given in Colonel J. Thomas Scharf's *Chronicles of Baltimore*:

"Mr. Cooper's success was such as to induce him to try a trip to Ellicott's Mills and on Aug. 25, 1830, an open car, the first used upon the road already mentioned, having been attached to his engine, and filled with the directors and some friends, the first journey by steam in America was commenced. The trip was most interesting; the curves were passed without difficulty at a speed of 15 miles an hour; the grades were ascended with comparative ease, the day was fine and the company in the highest spirits. The return trip from the Mills, a distance of 13 miles, was made in 57 minutes; but the triumph of this Tom Thumb engine was not altogether without a drawback. The great stage proprietors of the day were Stockton and Stokes, and on this occasion a gallant, gray horse of great beauty and power was driven by them from town, drawing another car on the second track;

for the company had begun by making two tracks to the Mills, and met the engine at the Relay House on its way back. From this point, it was determined to have a race to home. The start being even, away went the horse and engine, the snort of the one, and the puff of the other, keeping time and tune. At first the gray horse had the best of it, for his 'steam' could be applied to the greatest advantage at the starting, whilst the engine had to wait until the rotation of the wheels set the blower to work; the horse had perhaps got one-quarter of a mile ahead when the safety valve of the engine 'popped,' thus showing an excess of steam. The pace increased, the passengers shouted, the engine gained on the horse; soon it lapped him, the race was on, neck and neck. Next the engine passed the horse and a great hurrah hailed the victory; but the huzza was not repeated, for just at that juncture when the horse's master was about to give up the race, the pulley band which drove the blower on the engine slipped from the drum, the safety valve ceased to scream and the engine for want of breath began to wheeze and pant. Mr. Cooper, who was handling

the engine himself, failed to replace the band in time sufficient to obtain steam enough to overtake the horse who meanwhile had forged ahead, and came in winner of the race. Mr. Cooper's hands were badly lacerated whilst attempting to replace the blower band."

The Tom Thumb was so called because of its diminutive size—length, 13 feet 3 inches; weight, 1 ton; developed horsepower, $7\frac{1}{2}$ at a speed of 10 miles an hour; average speed hauling 1 small car, 12 miles an hour. This engine made test runs only, and was not put into actual service. It is claimed that later the Baltimore and Ohio offered a prize of \$4,000 for an engine of American manufacture to satisfy certain conditions. Four engines were submitted, but only one proved satisfactory. This was the "York," built by Davis & Gartner of York, Pa., but even this one had to be considerably altered before it was really satisfactory. The names of the other three engines submitted were, "Atlantic," "Indian Chief" and "Traveler."

Unfortunately, with the passing of the years, the original "Tom Thumb" was not preserved, but the Baltimore and Ohio recently furnished the museum of the city of New York with a half size

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Equipment Built at Great Northern Shops

By Wm. Kelly, General Superintendent Motive Power

EMPLLOYEES OF THE GREAT Northern Railway Company have definite proof of the interest Great Northern officials have in them, especially in the shop forces, from the policy which has been adopted in regard to the building of cars and locomotives, and the rebuilding programs which have been in effect the last few years, and which are definitely planned for the coming year.

Instead of buying some more class R-1 Simple Mallet locomotives (the largest of their type in the world), the Great Northern is going to build four of these monstrous engines at its Hillyard shops this year. The material has been ordered for them.

While this is a very great undertaking on the part of the railroad, there is no question but that it will be carried through to a successful termination. The four locomotives that will be built represent a cost of approximately \$350,000.

It is not only in the building of new locomotives that the Great Northern is giving work to its own employees, as there has been in the past and is being carried out a program for the rebuilding of many of our locomotives.

The most important of these rebuilding programs are the classes 0-5 and 0-6 engines, which rebuilding has been going on for some time. These engines (45 of them in the 0-5 class and 22 of them in the 0-6 class), have been converted from Mallet locomotives to a very efficient Mikado type locomotive, at our shops at Hillyard, Delta and Dale Street.

There have also been conversions from our ten-wheel and prairie type locomotives into Pacific type, constructing 36 classes H-5, H-6 and H-7 engines. We have also made conversions of a number of our Compound Mallets to Simple Mallets. Twenty-five of our N-1 have so far been completed and 16 of our M-1.

What has been done and is contem-

plated in the case of locomotives finds its counterpart in the freight equipment. We are building at the present time at St. Cloud, 500 automobile cars, after the completion of which we shall follow along with 500 new 40-foot 50-ton box cars, single sheathed steel underframe. Only last year St. Cloud shops and Jackson Street shops built one thousand 50-foot auto cars, five hundred at each point, and St. Cloud shops built six hundred 40-foot box cars.

It has been the policy of the Great Northern for the past six years to build twenty-five new cabooses each year, which plan is being continued, and twenty-five new cabooses will be built at our St. Cloud shops very soon for this year's quota.

At Superior shops last fall special machinery was installed and a program for the building of two thousand steel underframes was undertaken, and has been progressing in a very satisfactory manner. Two thousand underframes were started about November and Superior shops are getting out from twelve to fifteen underframes a day, and will finish up their 2,000 assignment in the very near future, whereupon they will go ahead with the construction of 150 steel flat cars.

At our Jackson Street shops since 1922 a regular program of steel underframing and steel sheathing passenger cars has been going forward quietly, but effectively, as will be realized when we find the following passenger cars have been so equipped: Thirty diners, 50 smokers and coaches, 26 parlor and observation cars, 16 business cars and 42 baggage cars.

All of our passenger refrigerator cars have been steel underframed in the last three years, this work having been done at Jackson Street, Delta and Hillyard, Jackson Street accounting for 110 of these cars and 34 others at Delta and Hillyard.

Great Northern Semaphore



Great Northern Veterans, Minneapolis, June 4, 1927.

Annual Veterans Convention Fifteenth Event is Held at Minneapolis, Minnesota, on June 4, 1927

THE GREAT NORTHERN Veterans' Association held its annual meeting for 1927 in Minneapolis, Minnesota, and those who attended agreed that they had never had a better time. The attendance was large and representative of all parts of the system, about six hundred being present at the business session and possibly more at the banquet. The entertainment committee which had charge of arrangements consisted of Vice President George R. Martin, chairman, W. A. Prinsen, G. H. Kerridge, G. E. Rozelle, P. L. Clarity, F. D. Kelsey, E. C. Huffman, A. Wemyss, W. Watson, W. W. Ferguson, R. E. Landis, Harry Osgard, F. A. Blake and Hans Osgard. Their efforts to provide a thoroughly enjoyable and profitable occasion met with complete success.

All morning trains were met by representatives of the committee, and through the courtesy of the Yellow Cab Corporation conveyance to the Curtis Hotel was provided for those who were not able to march. This was deeply appreciated by those who enjoyed it and by the committee. The parade left the Great Northern station at 9:00 A. M., headed by Veteran Otto Raddatz bearing the National Colors, with his color guard, and followed by the Great Northern band of St. Paul, under the direction of A. E. Wittbecker, of the office of the auditor of passenger receipts at the headquarters building. In their natty new uniforms of red and green the band made a splendid appearance, and their playing was as fine as their looks.

The line of march was south on Nicollet Avenue, to Tenth Street and thence to the Curtis Hotel, where the business session of the convention was held. The annual meeting was called to order at ten o'clock by the President and Founder of the Association, W. J. McMillan, and his address in opening the proceedings was warmly received and enthusiastically cheered. He then introduced the Mayor of Minneapolis, Hon. George E. Leach, who delivered a rousing welcome to the delegates, eulogizing the life work and attainments of the late James J. Hill, felicitating the veterans on having had a part in bearing the burden so faithfully with Mr. Hill, and strengthening his hands in the great railroad enterprises which have come into being through his foresight, planning and endeavors. On behalf of the citizens of Minneapolis, Mayor Leach placed in the hands of the Veterans' Association, the "keys of the city" and announced amid laughter, that the guardians of the peace had been so instructed.

When the applause had subsided, Vice President A. J. Whitaker of Litchfield, Minnesota, responded with appreciation of the Mayor's talk, and of the friendliness of the city and its people. The Vice President then proceeded with the business of the meeting, as presiding officer.

Since the last meeting of the Association (at Minot, N. D., in 1926), twenty-nine members of the Association have passed to the Great Beyond, six of them being on the active list and the remainder on the pension roll. At the call of the chairman, those present rose and stood for one minute with bowed heads as a tribute to the departed.

Reports of officers were heard, approved and commended, and the following officers were re-elected for the ensuing term: W. J. McMillan, president; A. J. Whitaker, vice president; R. L. Bonham, recording secretary; J. A. Sinks, financial secretary, and W. G. Smith, treasurer. The office of historian had become vacant during the year through the death of Frank A. Davis, and Charles A. Affleck, who had been acting since Mr. Davis' death, was elected to the position after a spirited contest in which other participants were F. D. Kelsey, S. A. Lentz and P. L. Clarity, the latter, however, asking that his name be withdrawn in favor of Mr. Affleck. This office carries with it the duty of preparing material for the Veterans' Corner of the Great Northern SEMAPHORE, and it is customary for the historian of the Association to be editor of this department of the employees' magazine.

Another vacancy on the board of directors was caused by the death during the year of Elias M. Mortimer, and Veteran E. C. Huffman was elected to fill this place. Other directors were re-elected.

Historian Affleck in addressing the meeting, thanked the members for their assistance in connection with his work on the SEMAPHORE, and urged them to take advantage more freely of the opportunity to keep in touch with one another through its pages. He presented the regrets over their absences from the convention of the editor, Edward F. Flynn, who is in Europe attending the Rotary International Convention, he being a member of the board of directors, and Benj. C. Everingham, assistant editor, who was in New York attending the annual convention of the American Railway Magazine Editors' Association. He extended greetings from them and assurances that the service of the SEMAPHORE was theirs at all times.

At the conclusion of the meeting at noon, a photograph of the members of the Association was taken by the Camera Craft Studio of Minneapolis, and it is reproduced as a part of this article. After luncheon at the hotel, as the guests of the Great Northern Railway Company, a three-hour automobile tour of Minneapolis and St. Paul was enjoyed, giving the veterans, especially those attending from a distance, an opportunity to become acquainted with the many beauties of the Twin Cities.

The annual banquet was held at 6:30 at the tea rooms of the L. S. Donaldson Company's department store, and was most delicious. The program which followed was one of the best ever enjoyed by the veterans. Vice President Martin was toastmaster, and handled the meeting as he always does in his inimitable manner. He first called upon the venerable president of the Association, W. J. McMillan, and then asked Mayor Leach to talk, the Mayor's remarks being further words of appreciation for the work of the railroad and its founder. The talk of President Ralph Budd was listened to with rapt attention, as whatever he says is well worth hearing and his talk at each annual meeting is looked forward to with the keenest anticipation. Other speakers included Joseph Chapman, president of the L. S. Donaldson Company, and a director of the Great Northern, A. C. Loring, president of the Pillsbury Flour Mills Company, also a director of the Great Northern, F. G. Dorety, vice president and general counsel of the company, and several others. Alternating with the addresses were entertainment features provided by the Great Northern orchestra, Great Northern quartet, Great Northern girl songsters, and vocal solos by John H. Boyd, assistant comptroller, and violin solos by Ethel Tamborino, of the office of the right of way, land and tax commissioner, accompanied at the piano by Mary Browne, of the American Railway Express Company.

No report of a veterans' meeting would be complete without mention of the presence and support of our sister veterans, in their own right, and their attendance and continued interest in the affairs and welfare of the organization is gladly and gratefully acknowledged. They are Eva Cardoza and Margaret T. Needham.

The evening came to a close at eleven o'clock with the singing of the usual "fare-thee-well" song, "God be with you till we meet again." It was a fitting finish for a joyous occasion and one which marks one more glad memory in the annals of the Association and the great System with which it is associated.

CHARLES A. AFFLECK,
Historian and Editor,
Veterans' Corner.

For the Health of Your Children

Heredity and Environment

By WALTER R. RAMSEY, M. D.

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

THE QUESTION OF JUST how many of the physical, mental and moral traits which children possess, are inherited, and how many are the result of their surroundings, is today a constant source of discussion not only in the average home but in the various institutions of learning throughout the civilized world.

There seems to be no great difference of opinion regarding the inheritance of physical characteristics, but when it comes to the question of whether mental, moral and behavior traits are inherited or acquired, then the discord begins.

In this brief article we will discuss only the simplest phases of the subject, in the hope that mothers and fathers may derive some practical information which they can apply to themselves and their children.

As to the possibility of children inheriting physical traits from their parents and grandparents, there is not the slightest doubt. This is so well recognized by stock raisers that they will hazard large sums of money in the purchase of the descendants of famous dams and sires with the reasonable assurance that the young animal will also possess the important trait desired.

Children inherit usually some of the features of one or both parents, and we all know children who have inherited certain rather unusual features from one or both parents. Children of large parents will usually be large, and children of small parents will usually be correspondingly smaller. If one parent is large and the other small, the children will usually be of moderate size. This is a matter of importance in the question of how much children should weigh at a given age and height. Some allowance must be made according to the size of the parents, as the weights given in the tables in general use in the schools are averages only.

There is no doubt that certain deformities, such as webbed fingers and toes, can be inherited, and I have seen this deformity in at least one of the children in three successive generations. Such deformities as harelip and cleft palate are not inherited, but are the result of a simple lack of closure of the clefts during the development of the child. In certain persons there is the tendency to continued bleeding, even from the most trifling cut or the pulling of a tooth. This tendency is definitely inherited, and comes through the mother, but only the male members of the family are affected. I have a family tree of bleeders, in which some of the male members were affected through five generations.

I think sufficient has been said to make it clear that physical characteristics are frequently inherited.

The question of how often and to what

extent children inherit intelligence or lack of intelligence, traits of character and traits of good and bad behavior, is of the greatest importance in the interest of the children, as well as in the interest of the state. It is a well recognized fact that the children of feeble-minded parents are frequently feeble minded. This occurs more frequently where both parents are feeble minded than when only one is mentally deficient. I have for



How many of the physical and mental traits does the new babe inherit from its countless ancestors?

many years had first-hand knowledge of this fact in my work both with the Probate and Juvenile Courts. Where both parents are intelligent, the chances are ninety-nine in a hundred or greater, that the children will be of at least average intelligence.

"Yes!" You say, "there are nine children in our family and they are all bright enough, but there are no two of them who have the same disposition; in fact, there are twin boys in the family, and they are just as different in their dispositions as can be, although they look almost exactly alike. How do you account for all of these temperaments in the same family?" I reply that no two of the children except the twins, have the same features. They are all different, and still they all have some of the features of one or both parents. There is no doubt that children are born with a certain kind of disposition. One has a tendency to be happy and not cry, even when things are not to his liking, while

the other is much more sensitive and his feelings are easily hurt. One eats anything that is put before him, while the other is finicky and there is constant trouble to get him to eat the right things. One gets on well at school and averages well with all his studies, while another takes kindly to arithmetic and has a hard time with his grammar. One girl likes to do the housework and the other little girl just hates to wash the dishes and make the beds, but likes to romp with the boys, work with the animals, feed the hens and gather the eggs; while still another does not seem to like any work in particular but would sit and read story books from morning until night.

Granted then that each of these children were born with a particular brand of disposition of his or her own, how much can these habits be changed by training and environment? Is it worth while to try to change or modify these traits, or shall we say, "Well, Mattie was born with a heritage for reading story books, so what is the use of trying to teach her to make beds or wash the dishes?"

There is not the least doubt but that the physical, mental and moral development of the average normal child depends largely upon the character of his surroundings and training during the first ten or twelve years of his life. Human beings are to a large extent creatures of habit, and whether the habits they acquire are good or bad will depend in a great measure upon the training they receive during infancy and childhood. "Bring a child up in the way he shall go and when he is old he will not depart from it."

In the case of the family already referred to: if these children were each allowed to do only the things they preferred to do and eat the things they had a taste for, it would greatly impair their future development and usefulness.

In this well regulated family where both father and mother are thoughtful people and anxious to do the best for their children, each child will be required, as a matter of course, to take his or her part of the daily routine at home and at school. If the parents know how to handle each child properly, the result will be that all of the children will perform all or most of these duties fairly well, excelling, of course, in those things for which they have an individual aptitude.

Children who in the course of general training show special ability in some particular field, should be encouraged to develop it, but not to the exclusion of the other necessary things and not until it is well established by consulting an expert in the matter that their ability in that particular field is exceptional.

The chief reason why so many people in a community, especially if it is long settled, think alike, act alike, belong to the same political party, go to the same church, and have the same opinions about the propriety of doing this or that, is the group influence. This influence is felt first in the home, then in the church and

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1—Obert, son of M. O. Halseth, machinist helper apprentice, Devils Lake, N. D.; 2—Thomas, Margaret, Katherine and Patricia, children of Thomas Dowling, yardmaster, Wenatchee, Wash.; 3—Billie, Bobbie and Eddie, grandsons of J. P. Phillips, section foreman, Mansfield, Wash., and nephews of G. W. Phillips, operator, Spokane; 4—Joseph C., son of Charles Cook, material man, district storekeeper, Superior, Wis.; 5—Marjory and Agnes, daughters of Dominic Schiele, boilermaker, Devils Lake, N. D.; 6—Romain, son of H. W. McDonald, yardmaster, and Lewis, son of Lew Becker, engineer, Hillyard, Wash.; 7—Wilda, daughter of J. M. Stubblefield, roundhouse foreman, Rexford, Mont.; 8—Stanley Gordon and his father, E. J. King, engineer, Marcus, Wash.; 9—Dickie, son of R. G. Lens, rodman, engineering department, Havre, Mont.; 10—Gwendolyn and Jack, Jr., children of J. H. Posey, conductor, Seattle; 11—Mrs. Paul Zontek and daughters, Arabella, Elizabeth and Pauline, whose father is car foreman, Devils Lake, N. D.; 12—Robert, Norma Jane, Charles, Marjorie and Durward, children of Hal J. McNeese, fireman, Devils Lake, N. D.; 13—Charles Daniel, son of Charles S. Taulbee, conductor, Maxbass, N. D.; 14—Billy Elinore, daughter of Leo Walyor, repairman, Devils Lake, N. D.; 15—Lorraine Marie, daughter of John Young, painter, Devils Lake, N. D.; 16—Milton, son of Cyril Hall, carman helper, St. Cloud, Minn.; 17—Margaret, daughter of W. H. Creech, brakeman, Ladner, B. C.

Timber Treating Plant at Hillyard, Washington

By C. M. Nye, Assistant Chief Engineer, St. Paul.

THE GREAT NORTHERN HAS adopted a general policy of using treated timber for all track ties. The present requirements for renewals are about 2,250,000 ties a year. To obtain this many treated ties to the best advantage, the plan now is to acquire about 500,000 ties in Minnesota, about 1,250,000 ties from our plant at Somers, Montana, and about 500,000 ties from the plant now being built at Hillyard. Under this arrangement all the ties used east of Whitefish will be obtained at Minneapolis and Somers and ties required west of Whitefish will be furnished from the new plant at Hillyard.

The location at Hillyard was decided on after very careful consideration. Most of the ties used in this territory now come, and no doubt will continue to come, from the line north of Dean. The climate at Hillyard is very favorable for the seasoning of timber preparatory to treatment; the winters are not long and the summers, while comparatively dry for long periods are not excessively hot. Hillyard is also convenient for labor, electric power, etc. Being at a division point it is also very convenient for the handling of both incoming and outgoing ties. Another very important consideration was the fact that there was a most excellent tract of land, approximately 80 acres, lying adjacent to the company's property, which could be obtained at a reasonable price.

The plant now being constructed at Hillyard is, in general, the same type as the one recently completed at Somers which was designed to fit in with the operation of the saw mill; also to utilize as much of the old treating plant as practicable. This affected the design of the Somers plant in many ways. At Hillyard, however, it was possible to design the plant without reference to anything but the most economical operation. It is designed for a two cylinder plant, as at Somers, but only one cylinder will be installed at this time. This one cylinder will take care of 500,000 ties, the number now required in that region. It is the expectation the second cylinder will be needed within the next year or two, as in addition to the ties required for renewals, ties will be required for the construction of new lines; also treated timber and piles will be required for creosoted timber trestle bridges. Arrangements have also been made to furnish some treated ties for the S. P. & S.

To obtain properly treated timber depends on its right seasoning when raw and the framing of the timber before treatment, as well as the treatment itself. No method has been devised which is equal to air seasoning. For proper air seasoning, timber should have at least six months of summer weather; this will necessitate most of the material being stored for one year. The storage space at Hillyard is exceptionally favorable for air seasoning. But little grading is required; the soil is of a sandy nature, which will absorb all surface drainage so there will be no standing water, and it will also be very easy to keep down vegetation so that there will be no organic matter to promote decay.

There are times when it is necessary to treat timber that has not been thoroughly air seasoned. To do this, timber

is boiled in oil under a vacuum or steamed. The oil boiling process takes from 12 to 24 hours, and on this account is expensive. However, the plant at Hillyard is adapted for doing this.

After timber is properly seasoned, it should be framed to fit the purpose for which it is intended. To do this framing of ties, adzing and boring machinery is provided, which planes off an area on upper surface of ties to receive each tie plate, and bores four holes at each end for track spikes. In addition to this framing, an incising machine is provided, which perforates the surface of the timber to allow a freer entrance of the preserving liquids into the outer fibre of the timber. This incising machine is so located that bridge and other timber, which does not go through the adzing and boring machine, can be put through the incising machine. This machinery is located in a separate building from the treating plant. The borings and shavings from the adzing and boring machines are conveyed by blower to be burned.

In providing for treatment of the timber itself, the most modern approved equipment has been provided. The experience in treating timber has developed a number of different methods, all of which are being successfully used in various parts of the country with different kinds of timber. Comparatively little experience, however, has been had with the treatment of Tamarack or Larch, and it will not be until the plant at Hillyard will have been in operation for some time before the most effective method is determined. The plant, however, is designed so that any of the present approved methods can be used, including the reuping process.

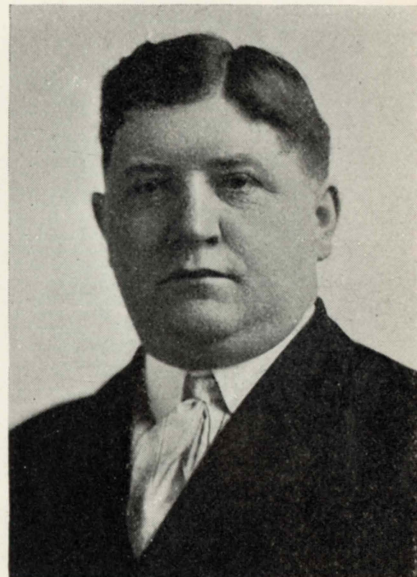
A fireproof brick building was provided for the main treating plant, partly because of its being fireproof and partly because such a building best conserves heat during cold weather because the treating liquids, of course, are maintained at high temperatures, and there would be less loss of heat by radiation than with other types of buildings. A brick fireproof addition is also provided for the boiler plant and the unloading shed. The plant's power will be obtained from the Washington Water Power Company, but otherwise the plant will be entirely self-contained, as it will generate its own steam by means of an oil burning 250 h. p. Edge Moor boiler, and will have its own water supply which will be obtained from an open dug well about 180 feet deep. Fire protection for storage yard will be provided by a system of high storage tanks, water mains and hydrants distributed over the entire area.

It was a matter of satisfaction to find that so much of the equipment for this plant could be obtained in the West. The Puget Sound Machinery Depot of Seattle furnished the treating cylinder, reuping tank, scale tank and air storage tanks. These are all high pressure tanks, capable of withstanding a pressure of 350 lbs. The storage and working tanks, which are not pressure tanks, were furnished by the William Bros Co. of Minneapolis. A large steel frame, steel covered building for housing the adzing, boring and incising machinery was furnished by the Union Iron Works of Spokane, who also furnished the pressure unloading tanks and part of the equipment for the plant.

The plant itself was designed by Mr. Grant B. Shipley, consulting engineer of Pittsburgh, who also designed the Somers plant.

Mail Traffic Head Passes Away

FRIENDS OF MICHAEL J. WOULFE, general agent mail traffic, St. Paul, for the past six years, were deeply shocked to learn of his sudden death on June eleventh.



M. J. Woulfe

Mr. Woulfe was born in Templeglantine, Limerick, Ireland, and came to America when he was nineteen years old. Shortly thereafter he entered the railway mail service, in which he made an enviable record, finally becoming assistant superintendent of the Tenth District. In 1891 Mr. Woulfe was awarded a gold medal for the best record among the clerks on road duty that year, and in 1892 the then Postmaster General John Wanamaker, presented him with a gold medal for having the best record on the division.

Mr. Woulfe was esteemed and highly respected by all who knew him, his host of friends being attested by the throng which attended the funeral services at St. Luke's Church, Summit and Lexington Avenues, St. Paul, on June 14. He is survived by a widow and four sons, James J., Michael J., Jr., Robert E., and Thomas F.

New Havre Relay Office

THE NEW WESTERN UNION relay office at Havre, Montana was opened February 6, with a very complete layout of new and up to the minute equipment. The office has been moved to a new location in the very center of Havre's business activity, and occupies some 3,200 square feet of ground floor space, all remodeled and redecorated to the latest standard. The commercial department has the front of the main room, adjacent to the spacious marble topped receiving counter and customers' lobby. Immediately back of the commercial quarters in the main room are located the operating facilities of the traffic department, including a two-channel multiplex printer, fifteen single Morse positions, and the latest

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Great Northern Semaphore

What Might Have Been

One of a Series of Articles by or about Former Great Northern Employees Who Have Succeeded in Other Lines of Endeavor

By Fred Truax, Publisher Ward County Independent, Minot, N. D.

IN THE YEAR 1875 or 1876 I began my interesting and rather strenuous, though not particularly brilliant, career in railroading, as water boy with the crew of railroad workmen who tore down the old Indian stockade at Alexandria, Minn., on the spot which was to become the site of the first passenger depot in that city. My father, the late James W. Truax, who spent many of the years of his life in the service of the St. Paul, Minneapolis and Manitoba Railway, later to become the Great Northern Railway, was employed at Alexandria as foreman of the crew. After three or four years, when the extension had gone through, the family moved to Fergus Falls.

Realizing that the position of railway president could only be obtained by mounting one step of the ladder at a time, I accepted a promotion to the position of office boy in the master mechanic's office, with its many duties and responsibilities, such as calling the engine crews, sweeping out the office, building the fires; and in addition, was made custodian of the cuspidors. The master mechanic was Thomas Downing. His chief clerk was Jason Mason, one of the finest men I have ever met. I was pleased to meet Mr. Mason at the recent Veterans' convention in Minot for the first time in forty-five years.

Although I was but a youth when I lived at Fergus Falls, I met a large number of mighty fine fellows and able railway men, and I am pleased to say that many of those friendships have been of a lasting character. George Winney, now deceased, later to become master mechanic, was then an engineer. Among the most beloved men whom I met there, was Fred Almy, one of the best known engineers on the entire system. Mr. Almy has retired and still resides at Minot, where he has made his home for more than thirty-five years. He has never lost his interest in railroading, and it is well worth any one's time to hear this veteran relate how in the early days he cut cordwood that he might have fuel later for his old, wood-burning engine. Tom Downing, Charlie Miller, whose death was announced at the Veterans' convention at Minot, and John Opheim, later to become Great Northern storekeeper, now of Hillyard, Wash., were all residents of Fergus Falls at that time.

After a year or two, when the company moved the division to Barnesville, father and I followed the crowd. Here I made a further step up the rounds of the ladder, and was given a "situation" with a steamfitter named Frank Enguerm, who, by the way, was a ventriloquist, furnishing both amusement and trouble for the shop hands at times. During my stay at Barnesville I made the acquaintance of a large number of engineers, firemen, and shop hands, among whom, as I recall, were Martin Doyle, Fred Varney, and Wm. Oranger, engineers; Frank D. Bell, who later became station inspector; Mike Flannigan, a most lovable gentleman, always loyal to his company and fellow workers as well. An engineer at that time, Mr. Flannigan was later to become general

master mechanic of the Great Northern system, holding this elevated position at the time of his untimely death a few years ago. F. F. Bruce was master mechanic at Barnesville in 1881-82.

The company, concluding that they might never need my services as general manager, permitted me to take a vacation about that time, and I spent several years employed as a printer, at my old home, Hastings, Minn., as well as in a number of the shops of Minneapolis and St. Paul.

Father had come to Minot in 1887, at the time the Great Northern extended its line to this point, and two years later I followed. Father held the position as car foreman at Minot and later at Williston, N. D., but resigned when he was elected county judge of Williston, where he passed to the Great Beyond in 1902.



Fred Truax

Railroading must have gotten into my blood, for in 1890 I was again on the payroll of the Great Northern, this time at the roundhouse as boilermaker's helper. I did all the dirty, noisy jobs that a helper is supposed to do, to the best of my ability, and did the best I could to earn my salary of \$1.75 for nine hours with time and a half for overtime. I admit I envied the boilermakers and mechanics who then drew \$3.00 a day for nine hours real work. We managed to get good board with room for \$4.50 to \$5.00 a week, so had a little money left when pay-day rolled around. The roundhouse at Minot then had only ten stalls, with three extra stalls in the machine shop.

It was a continual round of pleasure in the boiler shop. There was always one fight a day and sometimes three. I recall how the boilermakers once went out on a strike. George Emerson was master mechanic at the time, and he walked outside where the men had congregated, informing them that if they did not go back to work, they would not get a nickel of what they had coming, but he promised that if they went

back, he would do the best he could in their behalf. They took him at his word and walked back. He fixed things up satisfactorily for them.

Among the early day Great Northern employees at Minot was William Murray, shop carpenter, who repaired all windows, cabs, etc. He has served Ward County efficiently as county judge for many years, and still holds that honorable position.

In 1895 I was given another "boost," when I went out on the road as fireman. If you are a railroad man and have never fired on one of those old 220 series engines, you have missed something. There were no automatic stokers and shovelers in those days. We stripped down and shoveled several tons of that old reliable Sand Coulee coal on every trip, and they were "long" tons at that. At intervals I'd have to "get down and under," and hoe out the ash pan. I'd generally do this job when I was resting! Firemen received 20 cents an hour, as I recall. The wages were low, the work was hard, but there were always hopes of advancement. I fired west out of Minot and out of Glasgow, Mont., both ways. I shall never regret my experience firing for the Great Northern. I had the pleasure of making the acquaintance of many of the sturdiest engineers who ever pulled a throttle on any road. I fired for Tom and Roy Pierce, Mike Flannigan, George Herrin, Charlie Schumacher, now located at Williston, and Frank La Gere, who went with the Nickel Plate out of Chicago in 1897. The work may have been hard, but with calloused hands and aching back, I always managed to heave enough fuel to carry the little train of perhaps twenty-eight box cars up over the grade. There have been many advances in railroading. Today you have the big 2000's that easily pull a string of 125 great cars with far more ease than our little engines pulled their miniature trains thirty or forty years ago.

Other men who became my friends at that period, and whose memory I shall cherish to the end of my days, were Ed. Gilds, "Coon" and "Nigger" Johnson, engineers; Tom Driscoll, the late George Else, L. O. Hudson and O. P. Brigham, conductors. There were Grant Conley, now deceased, Joe Crowe, of Williston, Dan and Jack Mellally, Billy McCormick, Ike Else and Herman Mechler, the last named being still in charge of his Minot post, all capable and willing to do their share and more, for the benefit of their company and the territory this great system serves.

There is one railway job I held, which I almost forgot to mention. This was braking on the line between Como Avenue and Willmar, Minn., for three months, where I was assigned as "lead brake," on one of the first Brooks Mogul engines that had been installed.

The last position I held with the Great Northern, was that of machinist's apprentice, serving for five years before I finally got full pay. Joe Collison, of Devils Lake, N. D., was shop foreman at that time. I held this position until March, 1902, when I concluded that perhaps the Great Northern didn't need a new president or a general manager, so I was permitted to resign. The old smell of printer's ink was still in my nostrils. Minot was then a growing little city of 1,200, and I thought I saw a future in

(Continued on Page 10)

Appalling Fire Losses

By J. H. Kaufmann, Comptroller's Office, St. Paul, Minnesota

A RECENT REPORT ISSUED by the Actuarial Bureau of the National Board of Fire Underwriters reveals a total fire loss for the year 1925 of \$559,428,858, which establishes a new record in the United States. For the twenty-five year period, 1901 to 1925 inclusive, the fire losses in the United States reached the tremendous total of over seven and one-half billions of dollars.

The National Board of Fire Underwriters attempted to visualize this terrible waste by showing in their report that \$7,500,000,000 is almost twice the amount of the United States gold and silver coin and bullion; it is \$1,500,000,000 more than the entire national wealth of Belgium; it is a sum sufficient to run the United States Government complete for two years and leave \$500,000,000 to spare. There were 473,891 claims resulting in an average loss of \$1.181.

Some of the various causes of loss were approximately:

Matches and Smoking.....	\$37,840,000
Defective Chimneys and Flues.....	28,430,000
Stoves and Furnaces.....	26,450,000
Spontaneous Combustion.....	21,300,000
Sparks on Roofs.....	18,815,000
Electricity	18,200,000
Losses due to unknown causes (Probably largely preventable)	237,150,000

The loss ratio in the European countries as well as premium rates are very much lower than in the United States. This is greatly due to the fact that the property owners in Europe are required to establish beyond a reasonable doubt, that their losses were not caused by their

own carelessness. It is to be regretted that we do not have similar laws in this country.

Most fires are due to carelessness. The careless smoker this year, as in the past, is responsible for the largest loss in property from any one cause. As cigarettes, cigars and matches are causing such tremendous losses each year, it is our duty to see that all cigars and cigarette stubs are not burning and that the afterglow of a match has been extinguished before being thrown away. This would bring about a reduction in the appalling damage to property from that cause. To guard against carelessness requires constant watchfulness and careful thought, yet the result is worth the effort involved. The man who is always careful will usually avoid accidents, will probably live longer and has a better chance of advancement in life than the slipshod, careless person for whom anything "good enough" is sufficient.

The Great Northern Railway Company's losses for the year 1926 were \$136,322, a decrease of \$33,844 over the year 1925. There were 167 fires during the year 1926, with an average loss of \$816 per fire. In making comparison of the following data giving analysis of the fires occurring during the years 1925 and 1926, their causes and resulting losses, it will be noted that the decrease can be practically explained by the decrease

in number of fires due to hot cinders loaded into cars, unknown causes, sparks from locomotives, coals dropping out of stoves and an offsetting increase in fires originating in adjoining property, cigarettes, trespassers and overheated stoves.

There were nine losses due to cigarettes, amounting to \$11,983; ten due to trespassers amounting to \$11,977; and eight caused by overheated stoves amounting to \$4,648. This is a considerable increase over prior years. The cigarette and tramp fires were caused by outsiders and trespassers and can practically be eliminated by watching all persons smoking or loitering around the property of the company. The overheated stove losses can be eliminated by careful observance of the condition of all stoves.

It is commendable to note that during 1926 the number of fires due to hot cinders being loaded into cars and sparks from locomotives decreased considerably, which resulted in a reduction of approximately \$9,454. That there were no fire losses due to hot coals dropping out of stoves, resulting in an approximate decrease of \$15,958. That the total loss for fires of unknown origin decreased \$78,000 which is due largely to the fact that the 1925 statement included a loss of \$83,074 for the grain elevator warehouse at Seattle, Washington.

While there is still room for improvement our record for the year as well as in the past has been favorable and shows

(Continued on Page 14)

What Might Have Been

(Continued from Page 9)

the weekly newspaper and printing business. I was not sure that I could "make the hump," so for the sake of safety held my rights with the Great Northern for about two years after entering the "field of journalism," renewing them every six months.

I look back to the years of my life spent in railroading with much pleasure and satisfaction. There I met a vast number of regular he-men; great-hearted souls who never lost an opportunity to do a friend a favor. I consider that railroading affords the greatest opportunity to study human nature of any vocation. I never accumulated much wealth in railroading, yet I would not take millions for the friendships that I formed in those pioneer days.

Whatever success I may have made in later years, I must attribute much of it to the lessons I learned in the school of hard knocks which was my alma mater while I was endeavoring to climb the ladder of fame to become general manager or something in the great system of the Great Northern.

For nearly a quarter of a century now I have worked in another field of endeavor. During all these years I have been proud to have hanging on the wall of the office, the picture of James J. Hill, the great empire builder, whom we knew in the early days as "Jim." When I look on his kindly features, it brings back memories of my early railroading experiences which I shall never regret.

GREAT NORTHERN RAILWAY COMPANY

Analysis of Fire Causes for Years 1925-1926

Causes of Fires	No. of Fires	1925	No. of Fires	1926
		Amount		Amount
Adjoining Property Fires.....	3	\$ 495.23	27	\$37,408.01
Car Heaters:				
Defective	3	2,192.68	—	—
Exploding	3	1,162.53	—	—
Chimneys and Flues:				
Sparks	2	2,003.97	3	710.27
Cigarettes:				
Used by others—not employees....	4	771.02	9	11,983.39
Electric Wires:				
Defective	3	4,160.20	2	5,704.40
Gasoline Engines	1	134.56	—	—
Hot Boxes	3	91.59	4	391.31
Hot Cinders:				
Loaded into cars.....	48	3,239.41	3	620.62
Incendiarism	—	—	1	425.00
Lanterns and Lamps.....	1	283.41	3	509.37
Lightning	1	1,591.77	3	2,126.40
Locomotives:				
Sparks from stacks.....	19	8,868.36	10	2,033.40
Fuel oil leaking.....	—	—	4	879.21
Matches chewed by mice.....	—	—	1	75.00
Oil leaking	—	—	1	1,229.52
Sparks from:				
Brake shoes.....	1	48.14	—	—
Stoves:				
Coal dropping out.....	1	15,958.49	—	—
Overheating	2	85.83	8	4,648.60
Hot stove pipes.....	6	1,532.71	—	—
Spontaneous Combustion.....	4	2,226.32	2	5,665.00
Tramps	8	739.07	10	11,977.02
Tourists and Campers.....	1	280.35	—	—
Thawing out various.....	2	71.10	—	—
Trolley wire breaking.....	—	—	1	181.34
Unknown origin.....	77	118,145.38	63	40,062.25
Various:				
Motor car exhausts.....	—	—	5	464.47
Weed, grass and rubbish fires.....	4	961.04	6	1,028.23
Wrecks and derailments.....	—	—	1	8,216.60
Waste soaked in oil.....	1	5,123.00	—	—
		198		167
		\$170,166.16		\$136,322.41

Great Northern Semaphore

National Parks Bulletin

FOR THE PURPOSE of carrying out its objectives, the National Parks Association issues to its members, the National Parks Bulletin, which covers in interesting detail in picture and prose the outstanding attractions and news of the National Parks.

The objects of the National Parks Association are enumerated as follows:

1. To conserve nature and win all America to its appreciation and study.
2. To encourage use of the National Parks System for enjoyment of its unsurpassed spiritual and educational value.
3. To protect National Parks against whatever may tend to disturb their continuity of natural conditions or to diminish their effectiveness as supreme expression of beauty and majesty in nature.
4. To promote use of National Parks for purposes of popular education and scientific investigation.
5. To promote a national recreational policy under which publicly owned lands of the nation shall be equipped for recreational service of the people so far as this is consistent with other requirements.
6. To protect wild birds, animals and plants, and conserve typical areas existing under primitive conditions.
7. To aid specialist organizations, and to interest organizations of many kinds and the people generally, in these objectives.

The annual membership dues are \$3.00 a year. A sustaining membership at \$25.00 a year is open to those who wish to help more importantly the work of the Association.

The National Parks Standards, as adopted by the National Parks Association, are given below:

RESOLVED.

1. That the National Parks Association rededicates itself to the maintenance of the historic standards of the National Parks System;
2. That it reaffirms its steadfast belief in a single standard in selection of National Parks, and its belief that any departure from such a policy can result only in deterioration of the entire system;
3. That, since doubts have been expressed as to the standards of some national park areas authorized conditionally which have not yet qualified, it will review such areas through a committee and also National Parks already created which are reputed below standard, and report its findings;
4. That it protests to Congress against creation of National Parks without submission of every such bill creating a National Park to the Secretary of the Interior for report by the National Park Service, which is the Government's one permanent, responsible body of professional experts; and
5. That it will endeavor to perfect and protect the National Parks System in order that it may fully realize its mission of inspiration and education to the American people and the nation.

The Bulletin cites the words of Herbert Hoover in exemplification of the work of the National Parks Association:

"If American institutions are to endure, if we are to achieve the ideals and happiness to which the Republic was

Great Northern Veteran Surgeon

One of the Two Last Survivors of Famous Northfield Bank Raid of Fifty Years Ago

THE HISTORY OF THE Great Northern Railway could not be written and the name of Dr. H. M. Wheeler be left out.

He retired in 1923, after forty-one years of service with the Great Northern, during which he occupied the office of local surgeon for the company. His services were not confined to the Dakota Division alone, as he was frequently called upon to go as far west as Minot and Williston whenever a particularly serious railroad problem demanded the services of the most skillful doctor obtainable in this section of the country. Dr. Wheeler never failed to respond to a call, and for half a century has rendered valuable service to the railroad. He is a member of the Great Northern Veterans' Association, and still occupies the position of consulting surgeon. He has been the close personal friend of the late James J. Hill, Captain C. H. Jenks and Archie Guthrie, being one of the few remaining links connecting us with the dawn of Great Northern history in the Northwest.



Dr. H. M. Wheeler and His Son.

He was born in New Hampshire, June 23, 1853, and moved to Northfield, Minnesota, with his parents when two years old. He received his academic training at Carleton College, Northfield, and entered the University of Michigan in 1875, was graduated in 1877 and began the practice of medicine at Northfield. In 1879 he entered the College of Physicians and Surgeons of New York City, and was graduated from there in 1880, after which he located at Grand Forks, North Dakota, and continued to practice until May, 1923.

At the very threshold of his career

consecrated by its founders, diligence in co-ordinated, constructive effort must be maintained."

According to the report of the National Park Service, a total of 110,670 people visited Glacier National Park in the seasons of 1924-5-6.

when he was a student in medicine at the University of Michigan and home in Northfield, Minnesota, for his holidays, he helped to rout the James and Younger gang in the famous bank raid at Northfield by making his shots count. It was fifty years ago last September since the James-Younger gang were repulsed in their attempt to raid the First National Bank of Northfield. In a battle that lasted only seven minutes, the resolute citizens of this Minnesota community put an end to the depredations of a notorious band of outlaws. Their courage and the heroic death of Joseph Lee Heywood, acting cashier of the bank, who refused to turn over the bank's money to the robbers, thrilled a nation and brought fame to Northfield. The fiftieth anniversary recently celebrated of this famous raid found interest undimmed in the oft-told tale of the raid, and the events of that day are a vivid memory to a few persons still surviving, who can recall some features of it, although only two of the chief actors are now living. These two are Dr. Wheeler of Grand Forks, North Dakota, and A. E. Bunker of Los Angeles, Calif.

Dr. Wheeler possesses a gold watch, the back of which bears the inscription



H. M. Wheeler, Jr., and His Pal.

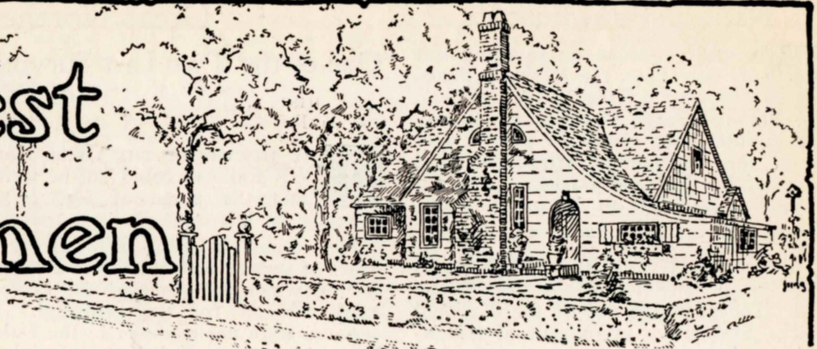
"H. M. Wheeler, from the First National Bank of Northfield, September 7th, 1876," which was presented to him for his part in preventing the bank robbery.

Dr. Wheeler is one of the old guard that came to Grand Forks in the early eighties to do pioneer work. He is an enthusiastic sportsman and the hunting grounds of North Dakota and Minnesota have afforded him relaxation and pleasure on many occasions. Probably no man in either of the two states has bagged more game than he.

Dr. Wheeler's name will endure. His son, Henry M., Junior, bids fair to rival his illustrious sire.

We are indebted to T. P. O'Connell, district claim agent, Grand Forks, N. D., for this article and pictures.

Of Interest to Women



Conducted by MRS. J. MABEL DILHAN

"Home, Sweet Home"

THE PREDICTION THAT within a century or two every woman will be engaged in business or following a certain profession, was recently credited to a prominent club woman, with the proviso that a new variety of partnership would have to be created between husband and wife, thus making each equally responsible so far as household duties were concerned. In regard to the care of children, she expressed the opinion that they should be placed in schools, and told of an experiment tried at Columbia College, where pre-school children, ranging in age from 18 months to kindergarten age, are properly supervised and where the plan is looked upon with unanimous approval.

"Children," she said "are better off associating with children of their own age than they are with their mothers." This extraordinary premise is not quite so startling, when it is understood that, as the lady, herself, explained, it is the advice of an unmarried woman, because that accounts for her apparent forgetfulness of the child's father.

While the plan referred to as being on trial at Columbia, would undoubtedly be a boon to the impoverished mother who was compelled to go out to work, and unable to provide for the proper care of her child at home, it is too far fetched to be given serious consideration otherwise.

There is not a man living who would permit his children to be herded heterogeneously in the most prophylactic schoolroom on earth, so that his wife might be free to go out to compete with him in business. Nor is there a normal mother on earth who would deliberately consign her child to the collective care of the most efficient institution in the world, so that she might achieve success in a career outside of her home, if she had one. The prominent club woman has much to learn from "Eve, the mother of all living."

The future Lindberghs will not be developed from infancy in standardized schoolrooms, but by mothers, like his.

Club women, or any others, who venture to predict a social condition in which women as a class shall be removed from the home and transferred to business or professional careers, neglect, or affect to overlook that attribute of human nature known as the affection of an individual for his own home and the family life which makes that home. What mother would not prefer watch-

ing her little girl splashing in the bath, or taking her, prettily dressed, an object of admiration to all beholders, in the park, to any kind of business or professional work, knowing in the meantime that her child was in the hands of an outsider, perhaps a competent, but often indifferent nurse? Is there any office in the world, even though luxuriously furnished with mahogany and Oriental rugs, that can vie in attractiveness with the most modest home, when its comfort and attractiveness are shared with the loved ones who are one's own? There lies the happiness not found elsewhere, either in business success, or professional achievement; and this, in her heart, every woman knows. Therefore the home as a unit will be continued as long as human life endures, and in the home will the great majority of women continue to find their real careers, and in the training of their children, both boys and girls, to become home-makers and home-keepers.

If invited to dine at the home of one of the Great Northern general office women, a widow and the mother of two children, one learns that the dinner, perfectly cooked, has been prepared by the daughter, fourteen years of age, and will find it perfectly served by the son, two years younger, children who are being trained by their mother in the art of home-making, and by their knowledge and help are making it easier for her to maintain a home for them, and will in due time be qualified to maintain and care for homes of their own.

Education as a Financial Investment

ABOUT THE HARDEST thing for any of us to do is to discriminate wisely as to relative values of the various decisions we are called upon to make from time to time, and particularly when these decisions affect, or control the destinies of others for whom we are responsible. For parents, more important than any other, is the decision which determines the education of their children. With the closing of schools for the summer vacation, there are always many children, and particularly boys, who, having just been graduated from grammar school, and being tired of study and ambitious to earn money, have decided to quit school and go to work. And here is where it is necessary for mother to be especially firm, and look ahead. If she, too, is

tired—tired of economizing to make both ends meet, she may think of the help it would be to have her boy become a wage earner, and relieve the family of the expense of keeping him in school.

For her consideration, and the consideration of all parents and friends of boys who have not yet finished high school, but who may be thinking of quitting school to take a job at small pay, the following figures, compiled by the Emerson Press, Gary public schools, Gary, Indiana, will show the advantage of staying in school until 18.

It is shown that the boy who leaves school at the age of 14 to go to work, earns on an average in the United States, \$26,000 up to the time he is 65 years old. The boy who remains in school until he is 18, or through high school, earns on the average in the United States, \$65,000 up to the time he is 65 years old. \$65,000 minus \$26,000 equals \$39,000. This is equivalent to the income on \$12,000 at 5 per cent for a period of 65 years.

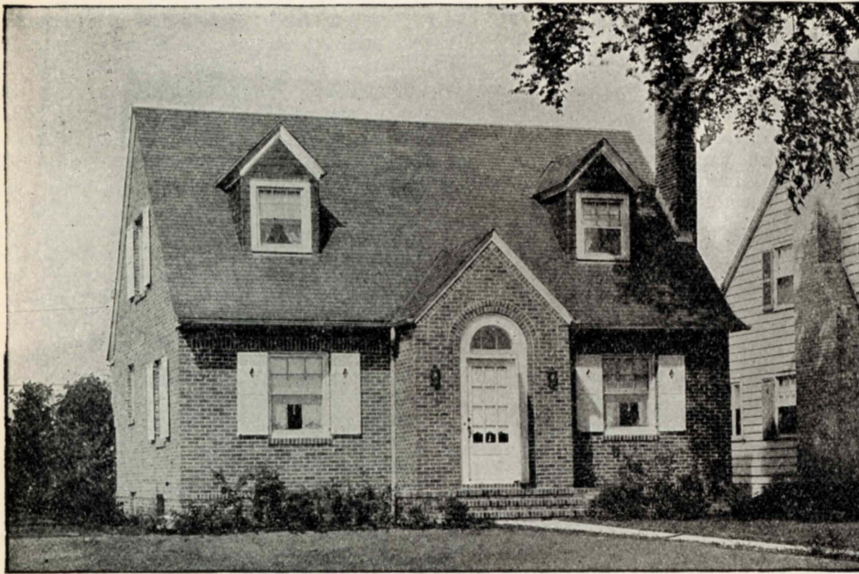
The average yearly income of the educated man is shown to be \$1,000, and of the uneducated man \$450, making a balance in favor of the educated man of \$550. The income of the former for forty years, would be \$40,000, and of the latter \$18,000, the balance of \$22,000 to be credited to better education.

To obtain this education requires twelve years of schooling, nine months a year, or 2,160 days. \$22,000 divided by 2,160 equals \$10, approximately, the value of each day's schooling and training.

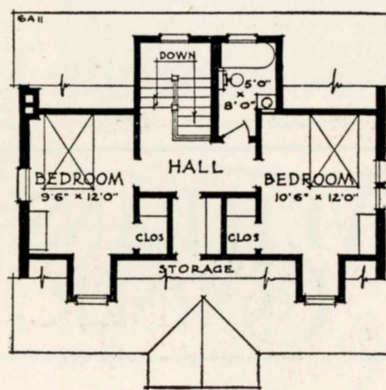
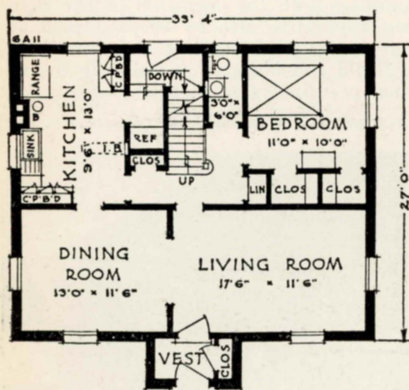
Surveys that have been made in agricultural states to determine the effect of high school and college training upon the earning capacity of farmers, has shown that in Missouri the better educated farmers own four-fifths of the land they operate; keep more live stock; handle more crops with each workman; and do about one-fifth more business. In Wisconsin it was found that the farmers with a high school education acquired the ownership of their farms in about seven years, while the farmers with only a common school education required about ten years to acquire clean title to their land. In Texas, Georgia, Indiana, Illinois, Iowa and Kansas, it was found that in both owner and tenant groups, the better educated are earning the better incomes.

In considering the merits of various financial investments for the children, that of a high school education ranks at the top.

FOR THE HOME BUILDER



Copyright—The Architects' Small House Service Bureau of the United States, Inc.—House Plan No. 6-A-11.



A Six Room Brick House

THE HOME shown above, 6-A-11, is designed upon simple, economical lines, yet it has an agreeable atmosphere of dignity and substance. The entrance doorway is particularly pleasing. The handsome small-paned glass door is recessed a little as in a frame, and the arch contrasts with the sharp pointed gable above. The wrought iron door lamps and the old fashioned solid white shutters are small but important details that increase the charm of the exterior.

The plan calls for brick veneer on frame construction with shingle roof, shingle dormers, brick platform and steps before the vestibule.

The same straightforward, economical planning is carried out in the room arrangement. One feature is the first floor bedroom and lavatory, so desirable where there are small children, old people or an invalid in the family. Upstairs there are two comfortable bedrooms and bath.

Could Add Sun Parlor or Porch

The wide cased doorway separating living and dining rooms is always a popular arrangement. It increases the sunny, spacious effect of the first floor. Every housekeeper will appreciate the fact that the dining room is so located that it does not have to serve as a passageway between the rooms. It has direct access to the kitchen.

The bathroom plumbing is in the same stack as the first floor lavatory which reduces the plumbing bill. The kitchen has been planned according to the latest ideas on housekeeping efficiency. There is a grade entrance to kitchen and basement.

This is an excellent plan for a six-room home. We shall be glad to give you information about building costs on this design, and about its materials and equipment.

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Refrigeration by Electricity for Your Home

By the Architects' Small House Service Bureau of the United States, Inc.

EVERYONE KNOWS that fresh foods must be kept cool and dry in order to remain wholesome, but we have not always known this. No doubt man learned at an early age that heat was somehow responsible for the rapid decay of the perishable articles of diet such as fruits, vegetables and meats. He probably placed these foods in cool caves or in vessels submerged in running streams, a practise that is sometimes followed even today. Perhaps he learned also, as we have, that the processes of evaporation, by which tempera-

EDITOR'S NOTE: The plans for small homes are furnished by the Regional Bureaus of the Architects' Small House Service Bureau of the United States, Inc., an organization made up of the representative practicing architects from leading architectural offices throughout the United States. This bureau is controlled by the American Institute of Architects, and has the indorsement of the Department of Commerce, United States Government. It is practically a non-profit making public service, and has as its purpose the furnishing of a very complete and dependable small house plan service at moderate cost. For information regarding the blue prints and specifications, address the Home Building Editor of this paper.

tures are lowered, help to retard the spoilage of food to some extent and, knowing this, he wrapped foods in water soaked fabrics. But these processes do not keep food dry and spoilage is always imminent.

Heat and Moisture Spoil Food

Methods of preserving foods by drying them have been practised in our own desert countries. We have as an example of this the product known as "jerked" meat. The meats were cured by exposing them to wind and sun. The extension of this simple process into the one employed commercially is known as "dehydrating."

It will be seen, therefore, that heat is not the only factor contributing to the spoilage of food and the development of destructive bacteria. Humidity is also important.

The modern refrigerator, skilfully devised to maintain lower temperatures, to chill foods stored within it, has gone through many processes of improvement and has become extraordinarily efficient indeed, but it has remained for the utilization of electricity to carry us to the highest step in the preservation of our daily foods. The domestic electric refrigerator stands as one of the important contributions of the past 10 years to the art of fine home building.

Electrical refrigeration does not operate as ice does, for in order for ice refrigeration to be effective it must melt. It absorbs heat only as it melts, but electrical refrigeration removes heat by force, thus making it possible to maintain constant temperatures always low enough to prevent the development of harmful bacteria life. Moisture is condensed on the refrigerating coil. The temperature is kept constant by a thermostat control. If the refrigerator itself is not well insulated, the electric unit simply works more often, heat is taken out of the refrigerator, food spoilage is reduced to the minimum. Fruits and vegetables remain naturally fresh in the dry cold.

May Use Old Refrigerator

A new refrigerator is not needed. Manufacturers have devised refrigerating units that fit neatly into the compartment designed for ice. The little electric compressor that is, after all, responsible for all the good work, may be stored away in the basement or in any convenient place about the home. It may even be put in the base of the refrigerator. Refrigerators are also designed especially for the inclusion of the refrigerating coil and compressor.

The cost of operating depends on the cubic contents of the refrigerator, its condition and the length of time the

(Continued on Page 19)

Great Northern Semaphore

St. Paul, Minnesota

JULY, 1927

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

Somebody

SOMEBODY SPILLED the water or the the beans; somebody broke this or that; somebody put sand in the gear box, or ruined the air so our radio doesn't function satisfactorily.

Somebody is always getting ahead of us and doing the things we were just going to do. Somebody is always too late or too early; somebody is always in our way or taking the things we wanted.

Somebody sits in the seat we want at the pictures or the ball game or in church. Somebody orders the things we like best on the menu, and when we order they are all gone.

Somebody gets all the advantages in life; somebody gets all the plums; somebody did something yesterday that we intended to do tomorrow, and today is doing the very big act that we were sure we would accomplish next week.

Somebody spoils a perfectly good day for us by crowding in front when he should be behind. Somebody takes our parking place and somebody interrupts us when we are speaking.

Somebody killed cock robin, and somebody is always taking the joy out of life.

Isn't this a queer and mysterious person, this somebody?

Is this somebody ever you? Is this somebody ever I?

I wonder!

Ambition

ABRAMHAM LINCOLN WROTE: "Every man is said to have his peculiar ambition."

We all know men with keen intellects, brilliant minds, most remarkable memories, backed with college degrees, who are failures because they lack that most important human necessity—ambition.

Fear not the man who criticizes you because you have a laudable ambition!

Nearly any kind of ambition is better than no ambition at all.

Those who criticize the other fellow because he has an ambition, are generally unfair and unjust, or their criticisms are false and born of ulterior motives.

Have an ambition to do the things you long to do; strengthen that ambition so that your uppermost desire will be to do these things better than anyone else. In this way only can anyone succeed, for success isn't luck; success isn't hereditary. It comes from ambition, which begets hard work.

Lack of ambition means failure. Well directed, sound, worthy ambition, backed by our old, tried and trusty friend, hard work, makes its possessor rise above the average; makes him distinctive—successful.

Success is the child of ambition and hard work!

To have ambition is legitimate; in fact not to have it is to merit the disapproval of our fellows.

When a man loses his ambition, he is either growing old or becoming useless. Ambition keeps men of advanced years young.

Without ambition Lincoln would always have been a woodchopper. Without the ambition, which ripened into a great vision, James J. Hill would never have become an "Empire Builder." Without ambition Franklin and Harding would always have been typesetters; Washington would have remained a surveyor, and Helen Keller just an unfortunate deaf mute girl.

Ambition is worthy; ambition is laudable. By all means cultivate it!

"Well Done, Good and Faithful!"

UPON READING THE article in this issue of the SEMAPHORE relative to the retirement of Great Northern engine 341, formerly Engine No. 4, of the Farmers' Grain and Shipping Company, generally known as the "Farmers' Railroad," one feels like shedding a tear at the grave of a faithful veteran. The men who operated this engine for years fairly idolized it, and treated it almost as though it were human. Every day for many years, it performed its duty, sometimes becoming tired and ill, like a human being, but on the whole rendering valiant and faithful service. It is no wonder, then, that the men of the Farmers' Railroad loved

the engine, and cared for it as tenderly as they would care for a child.

The Farmers' Railroad, on which this engine ran for so many years, was constructed from Devils Lake to Starkweather, a distance of 24 miles, in 1902, and completed from Starkweather to Hansboro, North Dakota, making the total length of the road 66 miles, in 1906. It was built by farmers residing in Ramsey and Towner counties, and operated by them until, with other railroads of the country, it passed under Federal control. After the railroads were given back to their owners, it was found advisable that the Great Northern take over, for the Farmers' Grain and Shipping Company, the operation of its unique and helpful little transportation system.

Appalling Fire Losses

(Continued from Page 10)

that employes are co-operating to hold the losses to a minimum.

The fire insurance rates on property of the Great Northern Railway Company depend largely upon our experience. Insurance rates are not guesses. Every effort should be made for improvement by exercising more care, being alert and familiar with the operation of fire fighting apparatus, also by keeping such apparatus in good working order. All this will aid considerably in reducing the annual premium cost to this company.

VETERANS' CORNER

ELECTED TO MEMBERSHIP IN
VETERAN'S ASSOCIATION
June 16, 1927

Beaudry, Avila, section foreman, Stephen, Minn.

Christen, Henry W., agent, Crookston, Minn.
Crampton, Howard A., assistant engineer, Minneapolis, Minn.

DeRush, Charles F., conductor, Seattle, Wash.

Dowling, Jonathan D., clerk auditor freight receipts, St. Paul, Minn.

Jensen, Chris, engineer, Breckenridge, Minn.
McCarty, John S., foreman, Dale Street Shops, St. Paul, Minn.

Newgard, Mark, engineer, Grand Forks, N. D.
O'Brien, Thomas W., engineer, Minot, N. D.

Porter, Guy S., engineer, St. Paul, Minn.

Rettig, Steve, engineer, Breckenridge, Minn.

Wagner, John C., hostler, Barnesville, Minn.

Wise, Andrew P., express baggageman, Duluth, Minn.

Younick, Michael, engineer, Delano, Minn.

O'Neill, Felix J., engineer, St. Paul, Minn.

Parks, Mark, engineer, Whitefish, Mont.

Weller, Robert J., engineer, Whitefish, Mont.

Wright, Albert L., engineer, Essex, Mont.

East for Convention

JAMES D. COULTON, Great Northern agent at South Bellingham, and Mrs. Coulton and their children were in the Twin Cities attending the Veterans' convention. Mr. Coulton has been with the company for thirty-six years, having been agent at Great Falls, Helena, Everett (in charge of the Oriental docks), Vancouver and South Bellingham.



Wenstrom and Bowers

Veteran Pals

THE TWO VETERANS pictured above, A. L. Wenstrom, left, and L. L. Bowers at the right, completed forty years of continuous service March 21 and March 16, respectively. Al and Lou, as they are known at the St. Cloud shops, are not only a credit to the Great Northern and its local unit, but are progressive boosters for their home town. Al has been paint shop foreman for the last 16 years, while Lou has had charge of all the electrical equipment since the local shops were electrified, previous to which time he served as stationary engineer. Neither Al nor Lou has ever worked for any other railroad, nor would either of them do so, as they both state that the treatment accorded by the Great Northern could not be beat.

See page 5 for report of convention.

Great Northern Semaphore

SAFETY FIRST

Woman Speaker Gives New Ideas on Safety First

MRS. W. F. PACE, WIFE of a Wabash trainman, speaking at a Moberly and Western Division safety meeting at Moberly, Missouri, attended by 700 employes and families, said in part:

"Safety, I believe, should begin at home. Just as a man drives his automobile, just as he practices safety in his daily life, just as his wife practices safety, in the same degree will he practice it in his work. Then, too, if we live, think, and act in a safe manner, others will follow our example; on the other hand, if we preach safety and live careless lives, it lessens our prestige and almost entirely destroys our efforts.

"We ladies should play safe at home. Women know that they should never light a gas oven without both doors open, yet they do. They have been cautioned to hang up all oil dust mops so as to have a free circulation of air and still some persist in piling those things down in a closed closet and spontaneous combustion is the result and they have a fire of unknown origin. Some carelessly leave poison medicine in the reach of children.

"Just as science in the industrial world has demanded extra precaution and new methods of safety, so all the modern electric appliances in the home are likewise to be managed with safety. Many accidents have been caused by electrically heated pads setting bed clothing on fire. Children's hands have been caught in electric fans. Women have had their clothing and hair caught in an electric wringer. All of which can be avoided with a little common sense.

"I have only gone into detail on household safety for the purpose of stressing this point. We ladies don't realize how far-reaching our influence is. If by our constant daily practice of safety in the home we have instilled habits of safety in our husband or son or brother, and have tactfully admonished him to play safe in his work and have been, even only the indirect cause of saving the life or limb, don't you think it worth the effort?

"These children tonight have the advantage over us in that they are taught safety at school. Our own nutrition worker, teaching the child what to eat and what not to eat, is one phase of safety, one way of preserving life. But in more than three hundred cities of the United States pupils are actually taught from text books about street risks, fires, weapons, drownings, and other accidents, about how to avoid them and what to do if the emergency arises.

"They actually dramatize accident situations. With chalk they draw the cross streets on the floor, place a traffic cop of their own number, and proceed to cross the street in the right way as the cop directs. They even place a safety patrol around the school yard before and after school to direct the rest across the

street. In St. Louis in one of the schools they have a Junior Safety Council.

"One of the other pupils was in the habit of hopping trucks. They had him up for trial. They asked him why he did it. He had no answer. Then they invited him to join the Safety Council, which he did and they put him on a committee to keep others from hopping trucks and report any who did. He was then ashamed to hop them himself and it made a safety booster of him."

Reduce Accidents

THOSE WHO HAVE MADE a study of accidents and their causes are impressed with the fact that a large percentage of avoidable accidents are due to some act of neglect or thoughtlessness on the part of one or more persons. The habit of taking chances, or of persistently following practices which involve risk of injury, causes many injuries to railroad men. Employees on a railroad become so accustomed to their surroundings that often these unsafe practices are indulged in unthinkingly. It is, of course, impossible for railroad officials to observe the actions of all employes, or any considerable part of them, at all times, therefore, it becomes the important duty of every

employe to call to the attention of his fellows practices which involve risk of injury, when such practices are observed. It is just as important to correct the man who follows an unsafe practice as it is to guard a dangerous machine or apply any mechanical safeguard. In fact, it is more important, because unsafe practices are causing more injuries than are caused by absence of mechanical safeguards.

The Human Element! It can never be effaced by all the safety appliances and safeguards that can ever be invented and applied. Safe men—thoughtful men—are and ever will be of greater importance and more to be desired than even safety appliances. It is only eternal vigilance and realization on the part of each and every employe of his personal responsibility in the elimination of unsafe practices that will eventually reduce the risk of injury to a minimum.

The things that will prevent accidents are: sobriety, safety and sanity in thought and action. The "Safety First" movement will not outlive its usefulness until humanity has reached perfection. In my judgment, it is just as much a part of "Safety First" to promote character and sobriety among railroad men as mechanical devices.

(Continued on Page 19)



Instruction Class at Havre

CAR FOREMAN P. L. SOWA HAS been conducting a class in safety appliances, loading rules and interchange inspection every Friday evening for three years, with an average attendance of forty men. Information comes to us from A. E. Bowes, that besides bringing about a fine spirit of co-operation among the men, the class has increased the efficiency of the car inspectors in the yards and stimulated the interest of the men on the rip track.

In the picture, for which we are also indebted to Mr. Bowes, are from left to right, bottom row, seated: Oscar Johnson, Albert Brown, Edw. Walthers, Sr., Carl Weikholm, Albert Ulmer, Carl Hendrickson, Orvid Langen, Adamore Bessette, Anthony Demattio and Edw. Walthers, Jr. Second row: John Voggenthaler, Edw. Golie, Ray Page, Rufus Clay, Chas. Sheldon, Harry Rex, Chas. Hanson, Everett Davidson, Howard Pepper, L. G. Armstrong, Matt McLain, and immediately back of McLain is Robt. Stewart. Third row: Leonard Quenel, Gordon Halverson, Jake Kalnza, General Car Foreman J. H. Harrison, Local Car Foreman P. L. Sowa, Shop Superintendent D. McGongan, Assistant Car Foreman Frank Mason, Peter Hulm, Geo. Hall and Edw. Stika.

CLUBS

What the Several Chapters and Allied Organizations are Doing

Great Northern Railway Women's Club

AT THE REGULAR LUNCHEON meeting of May 19, Elizabeth McGregor, superintendent of the Gillette State Hospital for Crippled Children at Phalen Park, was the speaker. Miss McGregor told us that this work was first carried on at the City and County Hospital, but with its steady growth it soon became apparent that larger and more complete quarters would be required. Many attempts were made by various doctors interested, she said, to establish a separate institution for this work, but always without success until in 1911 when Doctor Gillette took complete charge, and the hospital in its present location was opened.

There is a long waiting list, she told us, and little do these youngsters realize the agonies they are confronting when they enter the hospital for treatment. The painful examinations that follow for one whole week are the greatest trials they endure, and next to that, of course, comes the patience they must cultivate to undergo the various forms of treatment. Marvelous progress is made in educating these children, some of them advancing to the extent of taking a university course. The religious training is given in such a way that all receive instructions according to their own denomination, and the various denominations are divided into groups for Sunday church services, which are attended without fail by all who are physically able.

Another important feature is the follow-up work which is carried on by the district nurses. In communities where there is no district nurse, visits are paid the children, who have left the hospital, by a local doctor. Regular reports are submitted to the institution by these nurses and doctors, advising of the condition of each child until such time as the child is fit to be finally dismissed.

Bud Sullivan from the car records office gave the members of the club a splendid surprise in presenting his newly formed orchestra. With Corrine Hall, pianist, Maxine Hall, violinist, Stanley Lundquist, saxophone, Harold Kilgore, ukulele, and "Bud himself" at the drums, we heard some Great Northern talent that was most pleasing. We are now looking forward to a return engagement of this group, and we trust it will be very soon.

The Montgomery Ward & Company sextette, consisting of Nora Higgins, Martha Ludwig, Villa Lyon, Janette Cross, Gladys Wettergren, Marie McMahon, and Clara Flannagan, accompanist, provided the vocal numbers. A delightful choice of songs were presented by these charming young ladies. Harold Kilgore gave an impromptu demonstration of the "black bottom."

It was unanimously voted that during the months of June, July and August the club hold one meeting each month.

BEAUTIFUL FLOWERS suggesting that a summer month had arrived, adorned the tables when the Club held its first meeting of the summer season, on June 9. The lovely blossoms, enjoyed during the luncheon, were presented to the Club by City Park Commissioner H. C. Wenzel, and were later sent to St. Luke's Hospital.

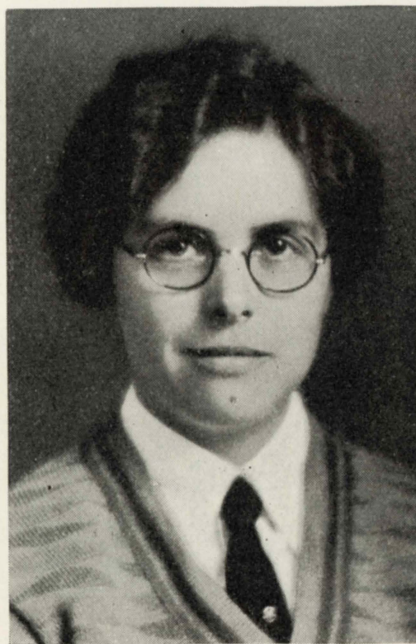
Florence Monihan, superintendent of the Reformatory for Women at Shakopee, was the entertaining speaker who held the attention and interest of all the members throughout her talk. This institution we were told was established in 1920. As the women's division at the State Prison at Stillwater has been discontinued, all girls and women over eighteen years of age are now harbored at the Reformatory, the present enrollment numbering ninety-

three inmates. Most girls, she said, serve sentences for dishonesty; and in telling of this crime, Miss Monihan revealed many interesting phases of human nature, that gave us a very clear understanding of the motives of our erring sisters in their wrong-doing. A system whereby the girls are given privileges rather than being held in restriction, proves by far the most successful we were told, and being taught the most practical occupations affords these girls opportunities that were unknown to them prior to their entering the Reformatory.

Positions are secured for girls who are placed on parole due to their good conduct, and in many instances they become firmly established commercially and socially. Some, however, break their parole and are returned to the institution repeatedly. In concluding her talk, Miss Monihan asked the Club girls to come to the Reformatory, "but not to stay," the invitation being accepted under those circumstances "only."

The Great Northern Quartet in their brand new Glacier Park costumes, most delightfully surprised and entertained the Club members by "dropping in" with that new "Lindy" song they are singing so well, and Ethel Tamberino with Mary Alicia Brown at the piano, played a group of violin solos that merited the deepest of appreciation.

The attendance prize was drawn by Desiree Michaud, of the auditor freight receipts office, who received a picture.



Margaret Pursley

AT THIS SEASON OF THE year, when the heart of all humanity hungers for the great outdoors, it is no wonder that the athletic inclination of our Great Northern Club girls has developed into an A-1 sports department. Margaret Pursley, of the auditor of passenger receipts office, has been appointed general chairman, and in announcing her program we learn that the best of sports will be enjoyed by more than one hundred of the Club girls during the summer season.

Supervisors for golf, tennis, kittenball, swimming, and riding, have been appointed, and plans for these activities are as follows:

Golf, which will be in charge of May Weisner and Edna Lindstrom, will be played on the Phalen course.

The tennis tournament will start June 15 at Dunning, and will be under the direction of Eleanor Schmidt and Margaret Pursley.

Kittenball will be played at Como field, and will be in charge of Esther Siede. Practice will start the middle of June.

Groups taking swimming will go to McCarron's Beach and Wildwood once or twice a week. Leaders for this sport are Bertha Anderson, Edith Long and Florence Peterson.

The riding class is in charge of Mrs. J. Mabel Dilhan and meets at the Minneapolis Riding Academy on Monday and Wednesday evenings.



Marion Tschida

Active in Club Work

THE ACCOMPANYING PICTURES are of the Misses Mary Ryan and Marion Tschida of the auditor freight receipts office. The Lincoln Club, one of the many belonging to the Community Service League, is fortunate in having Miss Ryan as its president, and Miss Tschida as past president. While very busy directing the destinies of the Lincoln Club, their capacity for work



Mary Ryan

Great Northern Semaphore

of this nature proves so large that they are also able to be active members of the Great Northern Railway Women's Club and the R. B. W. A.

OUT OF A DESIRE to serve and to share has been formed a new branch in the Great Northern Women's Club, that is called "The Service Unit." This unit is composed of a number of Club girls who have organized for the purpose of expressing good-will toward groups of people whom they can serve and cheer by sharing with them the spirit of fun and good-fellowship that exists in the Club circle. It is also intended to afford the members of this unit an opportunity to familiarize themselves with various institutions in St. Paul, of having particular and individual work in the Club, of establishing public relations, and of taking part in the first work of its kind in railroad circles.

The various institutions that will be visited are:

- The Shrine Hospital for Crippled Children.
- Gillette Hospital for Crippled Children.
- Ancker Hospital.
- Preventorium.
- Poor Farm.
- Fort Snelling Veterans' Hospital.
- Fort Snelling Red Cross.
- Old Soldiers' Home.
- Lyngblomsten Home for Aged.
- Volunteers of America (Capt. Starr's place at L. W. Hill's summer home).
- Little Sisters of the Poor.

One institution will be visited each month, at which an appropriate program, arranged by various members of the unit, will be presented.

May Needham, past president of the Club, has been appointed chairman of the unit, and a secretary and treasurer will be chosen and announced at a later date.

Ontophalen

Slogan for Headquarters Outing Sounds Like Name of Indian Maid

THERE ARE BIG DOINGS in progress for the annual outing of the Great Northern headquarters building for 1927. The event is slated for Wednesday, August 3, at Phalen Park in St. Paul, and the plans being made indicate that there will be something doing every minute of the picnic day. Of course, the newly-uniformed band will be on hand to make music during the water sports (a new feature) in the afternoon, and to play concert in the evening in place of one of the regular city bands. There is to be novelty "vodivil" features also in connection with the evening music. Golf, tennis and horseshoe pitching tournaments will be new wrinkles and an honest-to-goat baseball game will be enjoyed with our own team as one of the contestants.

All the features of past picnics will be in evidence, better than ever and the attendance prizes are going to be well worth having this year. George Ghementi, of the office of the auditor of overcharge claims, is general chairman; Esther Hupfer, of the office of the auditor of freight receipts, is general secretary, and L. R. Smith, auditor of station accounts, is treasurer. **ONTOPHALEN!** Bring your family and your friends. It will be a great day—the best ever! August 3—all day.

R. J. Smith Crosses Bar

AFTER THIRTY-FIVE YEARS with the Great Northern, R. J. Smith, assistant export and import agent at Seattle, passed to the Great Beyond in May. Mr. Smith was born in Detroit, Mich., fifty-six years ago, and went to work for the Great Northern when he was twenty-one. He is survived by a widow and one son.

While he was division freight and passenger agent at Winnipeg, Man., he was instrumental in developing an interest in baseball there. He was a close friend of Mike Cantillon and Miller Huggins when they were baseball figures in the Twin Cities, and also counted among his friends such prominent men in the baseball world as Connie Mack,

John McGraw, Charles Comiskey and other notable managers. He also gave Brandon a real baseball atmosphere and was always an enthusiastic devotee of the national pastime.

SEATTLE

To say the annual depot dance held on Monday, May 30, was a success, is putting it lightly. The music was wonderful, the floor perfect, the punch made just right, and a nice friendly crowd and, well—it just couldn't have been any better. The crowd was rather small and the support from the members very discouraging but it made up in quality what it lacked in quantity. After the committee working so hard to make the affair a success, it is a pity that the members cannot take enough interest to turn out. Those who did attend certainly had a wonderful time, it being absolutely impossible not to enjoy yourself. Credit for this marvelous evening is due to Leslie MacDonald, baggageman, Sid Manuel, city office, and R. E. Heaton, car clerk. These fellows worked very hard on the dance and a key to the city is to be presented to them.

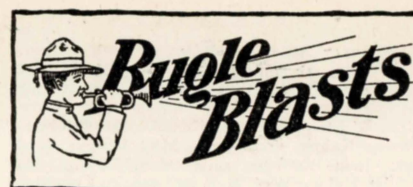
Official List of Officers, Agents and Stations, including Station Numbers, Class of Stations, Telegraph Calls, Population and Miles of Line Operated.

The following official lists are needed to complete the historical file:

St. Paul, Minneapolis & Manitoba Railway Company—Nos. 1, 2, 3, 4, 5, 9, 10, 12, 13, 14, 16, 18, 21 and 27.

Great Northern Railway Company—Nos. 2 and 51.

If any offices or employees have any of these missing lists in their possession, it will be very much appreciated if they will send these to Mr. Geo. H. Hess, Jr., Comptroller, St. Paul, Minnesota.



Railroad Post 416, The American Legion

The Post had a large turnout at Dedication Services of Legion Marker on grave of former Comrade Wm. Bergstrand on May 29. The dedication speech was made by Comrade William Oldfield. Past Commander H. A. Doth acted as chaplain. The firing squad was ably handled by Post Commander W. C. Nolting. After the services the graves of the soldier dead at Oakland Cemetery were decorated. On May 30, it was gratifying to note that Railroad Post had the largest percentage of marchers in the Memorial Day parade among the World War Veterans, although the total number of veterans marching was small.

On June 14, the regular post meeting was held. Commander Nolting announced the appointment of a committee consisting of Comrades A. W. Young, Howard McLeod, H. J. Beech, J. C. O'Connell and J. E. Snyder to familiarize themselves with all service men's legislation, and to assist all ex-service men, their widows or dependents in securing their rights as well as seeing that children of deceased post members are given proper education.

If you are interested in the Hibbing convention better get in touch with the Hibbing Convention Committee at once.

J. C. O'Connell, Wm. Oldfield, A. B. Moran and Dewey Gilbertson are the new delegates to the Ramsey County Central Committee.

The Tulip Ruled in Bellingham



EVERY MAY THE CITY OF Bellingham, Washington, pays tribute to the stately and graceful tulip, which has made of that city and surroundings a veritable "little Holland," at least in so far as that beautiful flower is concerned. This year's festival, so they say, outdid all previous ones in brilliance and magnificence. As is true with all festivals, two elements seem to have greatest prominence—the Queen and the parades. Bellingham, one of the most original of cities, believes in being generous and so had two Tulip Festival Queens, Gertrude Berg of Bell-

ingham, and Pauline Mitchell of Mount Vernon.

The parades were miracles of beauty. The floats surpassed anything that could possibly have been anticipated and music and all those things which go to make up a marvelous pageant were present in abundance. One of the floats is shown above, and had the material arrived in time for our June issue we would have gone more into detail. We are indebted to the kindness of W. F. Stokes, Great Northern agent at Bellingham, for the data and pictures.

EVERETT

GREAT NORTHERN RAILWAY Club, Chapter No. 10, entertained at the K. C. Hall on June 4. A splendid program was enjoyed. Those taking part were: Mrs. B. Knapp, wife of Roundhouse Brickman Burley Knapp, vocal solo; Miss Fenton, reading; Joan Kellogg, small daughter of Machinist Helper Wm. Kellogg, dance; The Four Ace Quartet, consisting of Dr. Everett Ross, first tenor, Wesley Garrett, second tenor, Tankman Helper Fred Christianson, first bass; Ed Donnelly, second bass; Wheelhouse Helper Stanley McCarthy, electrician, tenor solo; tumblers, Sweeney Brothers assisted by Forrest Porter, wheel lathe man; boxing bout by Monahan Brothers, small sons of Frank Monahan, demurrage clerk; John Smith, piano solo; Bernice Ahearn, daughter of James Ahearn, Delta roundhouse tankman, dance; orchestra numbers by the four Collins boys, sons of Air Foreman Thomas Collins.

Following the program a lunch was served on the balcony to approximately two hundred members and friends. Dancing was enjoyed from 10 to 12.

The door prize which was given away was won by Jack Liming of the Everett Store. This will be the last entertainment until fall.

SPORTS

SEATTLE

Bowling

The Great Northern bowling team ended the season in good shape, being tenth out of fourteen teams. The team consisted of Sid Manuel, city office; R. F. Mitchell, A. R. E.; Les. Oliver, A. R. E.; Miss Niven and Miss Cruickshanks, and it is certainly to be congratulated. The two girls on the team are with the Gutta Percha Rubber Co., and early in May a real heated argument arose in their office over the merits of our team and the Gutta Percha team. The latter team had been defeated by our team all season and they expressed the desire for at least one more try, the loser to treat the winners to a real supper. On May 19 they argued the point out and needless to say, our team won, making two games out of three played. Best of luck for the bunch and we trust the same members are playing for us next season.

ST. PAUL

Golf

THE INITIAL TOURNAMENT of the St. Paul Municipal Golf League, the first organization of its kind in the Northwest, which was played at Phalen links, Sunday, May 22, ended with the Great Northern railroad team leading the first division by a margin of one point, the Omaha railroad team being close behind. The Great Northern players, J. J. McGeever, Frank Anderson, Ben Ringus and Joe Spristerbaen, playing against the Eagle Laundry team, won the most points of any of the victors in the matches, each making 3 points.

Sixty-four golfers, representing sixteen St. Paul organizations, participated in the opening tourney, in which the first drive was made by George W. McCree, known as the "Father of golf in the Northwest." The opening play was preceded by addresses by Mayor L. C. Hodgson and Commissioner Wenzel.

Pictures of Kiddies

We have had several letters from members of the Great Northern family, expressing wonder that the pictures of the little folks which are sent in for the Kiddies' Page are so long in getting into print. The "folks" have been mighty generous in sending these in and the delay will be better understood when it is explained that those appearing in the July issue were received back as far as December and November, 1926. We use these as fast as we can, and date each one as it is received, trying to use them as near as possible in the order received. We hope to use more than one page from time to time and bring them a little nearer up to date. We know you will be patient and realize the situation, with more than a hundred pictures now in hand—BUT THIS DOESN'T MEAN TO STOP SENDING THEM IN. We want everyone to send the children's pictures and we will use them as fast as possible.

THE EDITOR.

New Havre Relay Office

(Continued from Page 8)

type of steel-cabinet switchboard and unit repeater table. The rear of the office is occupied by men's and women's rest rooms and lavatories, and by the motor generator and storage room containing the generating machines and employees' lockers.

For the present, the printer apparatus is worked with Helena, the next adjoining Western Union relay office, but it is anticipated that the continued increase of business, which has been steadily growing for several years, will shortly justify direct operation between Havre and Minneapolis, to which latter territory a large percentage of the through business is destined. The present Western Union family at Havre numbers twelve employees, and will undoubtedly grow with the business handled. The Havre office relays all Western Union business to and from Great Northern offices between Williston and Whitefish, including the Shelby and Sweet Grass lines, and is peculiarly a Great Northern institution in that it as yet serves Great Northern stations only.

Manager O. T. Johnson continues his activities as commercial manager, while Chief Operator L. J. Malnati, formerly at Helena, holds forth as the traffic department head. To those who did not have the good fortune to meet these gentlemen at the banquet and dance in February, they are commended as real fellows and dyed-in-the-wool Great Northern boosters, who want to know personally all the employees at the offices they serve. The new office is a distinct asset not only to the city of Havre and northern Montana, but to the Great Northern service as well, and it is a real tribute to the employees who have raised the quantity of business to the point that justified that service. Let us keep after the increase, for Malnati is just waiting for an opportunity to show how much business his facilities really will take care of.



A Band That Will Hold Its Own With Any of Them

THE GENERAL OFFICE BUILDING is certainly proud of its new band. Under the direction of Arthur E. Wittbecker, it has reached a point of excellence both in concert numbers and for marching, where it can compete with anything in this part of the country, and probably anywhere else with the exception of the famous nationally-known musical organizations, which devote all their time to the musical profession.

The new uniforms are most attractive being composed of a military fatigue blouse of scarlet, braided and slashed with gold, and having on the left sleeve the "goat" emblem of the Great Northern. Trousers are of green with a wide red stripe, edged with gold cord. The caps follow the color scheme of the suit, and also bear the "goat" emblem as does both sides of the bass drum.

Recently the band made a decided hit at the time of the convention in Minneapolis of the Veterans' Association of the Great Northern, and more lately playing concert for the children of the Gillette Hospital for Crippled Children at Phalen Park. "Our" band will be one of the outstanding features at the Annual Outing of the general offices at Phalen Park, all day on Wednesday, August 3, when in addition to providing other music during the day, it will provide the evening concert in place of the regular band. It is SOME band and those who haven't heard it, have a real treat coming when they do.

Reduce Accidents

(Continued from Page 15)

The chain is no stronger than its weakest link and everyone working for this railroad is a link in some chain. You may fail just at the wrong moment; you may let go and the chain break and something happen; then the material in that particular link that you are in may be analyzed in an investigation, and it may be deemed best to put that material in the hot forge fire of discipline and weld it, repair it and put it back in the chain and try it again. If it stands the strain then the repairs have been worth while and accomplished the purpose; but if there is another failure and it has to be welded again, you know someone will say, "We will go and get a new link; we cannot bother with this." Now each man take this to his heart; do not be a weak link. If there is anything you can do yourself, if you are a weak link and get a chance, try to profit by the chance. But if it so happens that you are not the material and you are eliminated from that particular chain, or if you find yourself in the scrap heap, do not blame it on anyone but on the requirements of the public service.

Refrigeration by Electricity

(Continued from Page 13)

unit is operated. Manufacturers have shown that the whole cost of electrical refrigeration, under circumstances where the refrigerator is run the year 'round, compares favorably with the use of ice under similar circumstances.

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Heredity and Environment

(Continued from Page 6)

school, and later in the community. It is the exceptional person who has conviction and courage sufficient to break away and act essentially different to the group to which by birth and tradition he belongs.

Knowing, therefore, that children inherit physical and mental traits from their parents, it is essential that only the mentally and physically vigorous should be the parents of children.

After having been born fairly normal, the future of the average child will depend, to a large degree, upon his surroundings.

In the next article the effects of training and proper discipline in the promotion of good habits and in the prevention of bad ones will be discussed.

William H. Ramsey

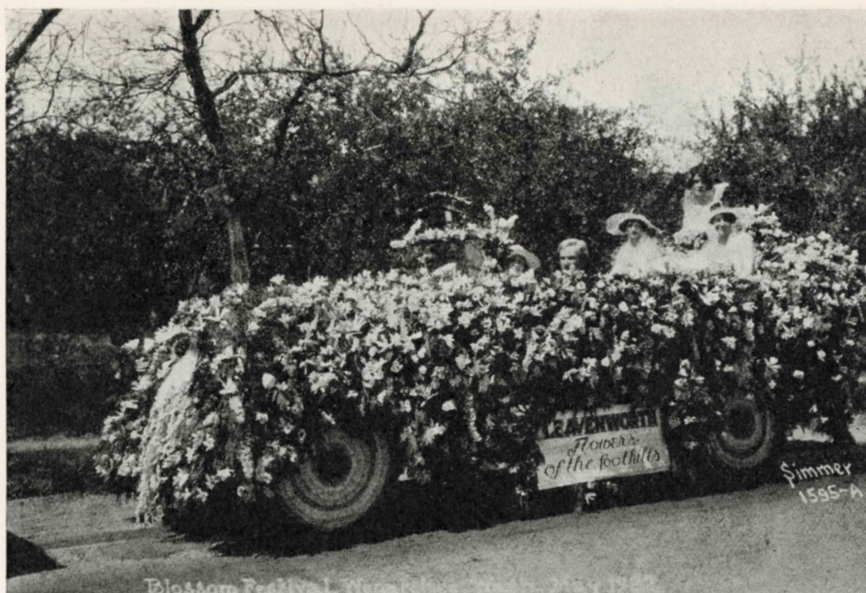
Now I Ask You

Long Boy—"Big boy wuz George Washington as honest as dey sez he wuz?"

Shorty—"Ah tell you, nigger, George wuz de honestest man dat ever wuz born."

Long Boy—"Den how come dey close de banks on his birthday?"

July, 1927



Successful and Colorful Apple Blossom Festival at Wenatchee

WENATCHEE VALLEY'S eighth annual and most successful "Apple Blossom" festival, which was attended by 15,000 people, terminated at Wenatchee, on the evening of May eighth, after three days of colorful and enthusiastic celebration.

The festival opened on the evening of May sixth, with the crowning of Queen Beatrice at Memorial Park, by Governor Roland Hartley. The coronation was followed by a street dance on Chelan avenue, at which the grand march was led by Governor Hartley and the queen.

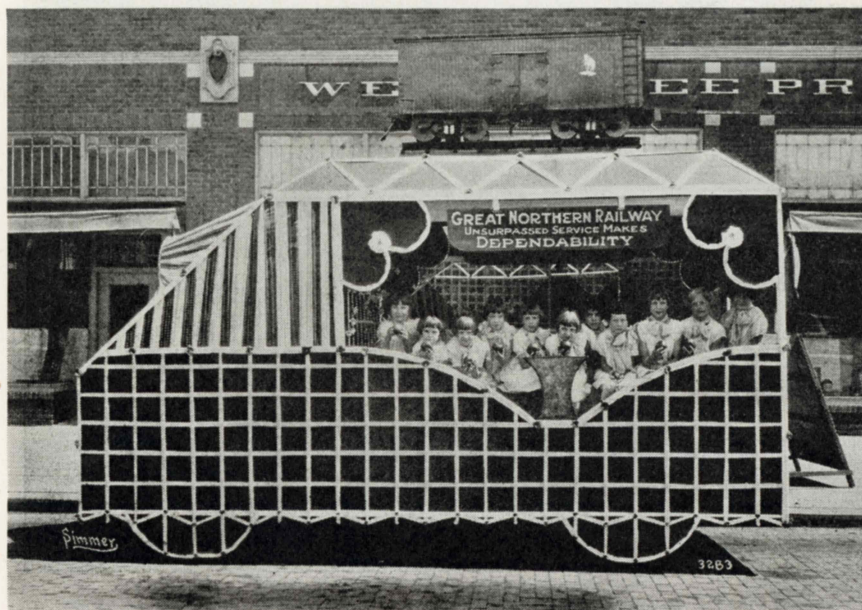
The events of the morning of the seventh included races and games for the school children and a street parade. In the afternoon there was a ball game between Yakima and Wenatchee, and a matinee performance of the play, "Heart's Desire," presented by the festival committee at Liberty Theatre.

Dancing constituted the principal diversion of the evening, supplemented by a repetition of the play.

On the morning of April eighth came the regular "Apple Blossom" parade, composed of a hundred floats, in which the grand sweepstake prize was captured by the "Flowers of the Foot Hills," entered by Leavenworth. In the afternoon visitors were driven around the valley, and shown the real apple blossoms, then at their most auspicious flowering. In the evening the apple blossom parade was repeated, flares and torches being used for lighting the streets.

The large number of visitors who came from Spokane, by private motors, bus and train, included the North Central High School band of fifty pieces, which participated in all the parades.

Seattle's delegation, which was unexpectedly large, both Blewett and Snoqualmie passes being open to travel, brought with it the famous Kilty Band, which proved to be an outstanding feature of Saturday's parades.

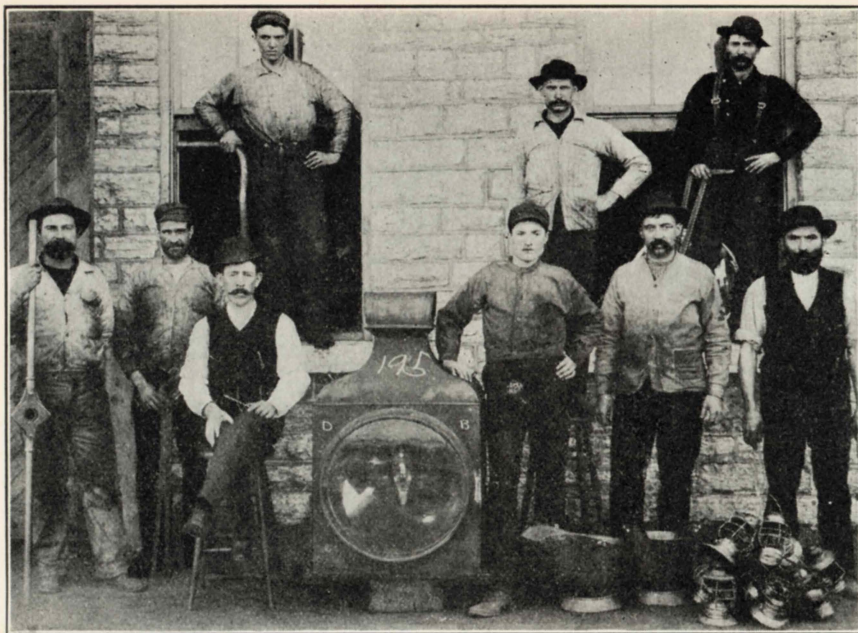


Beginnings of Railroads

(Continued from Page 4)

reproduction of the little engine and a

full size working reproduction of it was made and exhibited at the Sesqui-Centennial International Exposition held at Philadelphia last year.



Jackson Street Tin Shop Force in 1886

HERE IS A PHOTOGRAPH of the first tin shop force of the Great Northern Railway, which was taken in 1886 at Jackson St. shops. It was procured through the goodness of Richard Cuddihy, foreman, tin shop, Jackson St. shops, who is the only one in the group still with the company.

The men shown in this photo are as follows, from left to right: Edward Shervin, deceased; John Kennedy, still living, but no longer employed by the Great Northern Railway; Frank Curan, foreman, still living, but no longer employed by the Great Northern Railway; Joseph Tollaton, deceased; Richard Cuddihy, present foreman of the tin shop; Clarence Nixon, deceased; Richard Dentely, deceased; John Cuddihy, deceased; Luke Sterms, deceased.



Boiler Room, St. Cloud Shops 1892

Left to right, Henry Seifen, F. C. Lindt, present superintendent of shops; E. F. Page, engineer. Mr. Lindt has worked his way from the bottom of the ladder and the picture shows the head of the shops at St. Cloud when he was a plain fireman getting his start for his future with the railway company.

Some Interest of Days G



Yard Gang St

Picture secured through courtesy of
left to right: John Landis, Thomas Burman), Gottlieb Krantz, Mike Zdunek, John

Second row, left to right: Peter Vor
Joe Brown, Jr., Gustave Lueck, Barney G

Top row, left to right: Pat Casey,
Umerski, John Krafty, Sr., Fritz Haas,



Repair Shop Cre

Photograph obtained through courtesy
In the picture are the following, left
ing, Nels Gibson; seated in front, Charles

Bottom row left to right: 1—B. J. I
Joe Daniker; 4—John Morgan; 5—Charles
8—Leonard Lemm; 9—Emil Krans; 10—J
Eckstrom. Second row, left to right:
3—Mike Kedrowski; 4—John Lahr; 5—
Mike McCarty; 8—Jacob Lemm; 9—Barn
Thienes; 12—Gottlieb Gehrenbeck. Top r
Frost; 3—Frank Gammon; 4—Gustave B
7—John Janidl*; 8—Longiners Ketowski;
son; 11—John Daniker; 12—Ben Sterling
Unknown; 16—John Betzold; 17—Henry
20—Unknown; 21—Sam Betz; 22—George
Dezelar; 25—John Schaefer*. Those mark

esting Groups the one By



. Cloud 1902

P. F. Miller. View shows bottom row, gmeier, Paul Sakry, Peter Miller (foreman Danzl.

n Severn, Theodore Umerski, Joe Phipps, oerger, Peter Plattes, George Mergel. John E. West, Adam Stanger, Boniface William Goerger, Gottfried Fahrenholz.



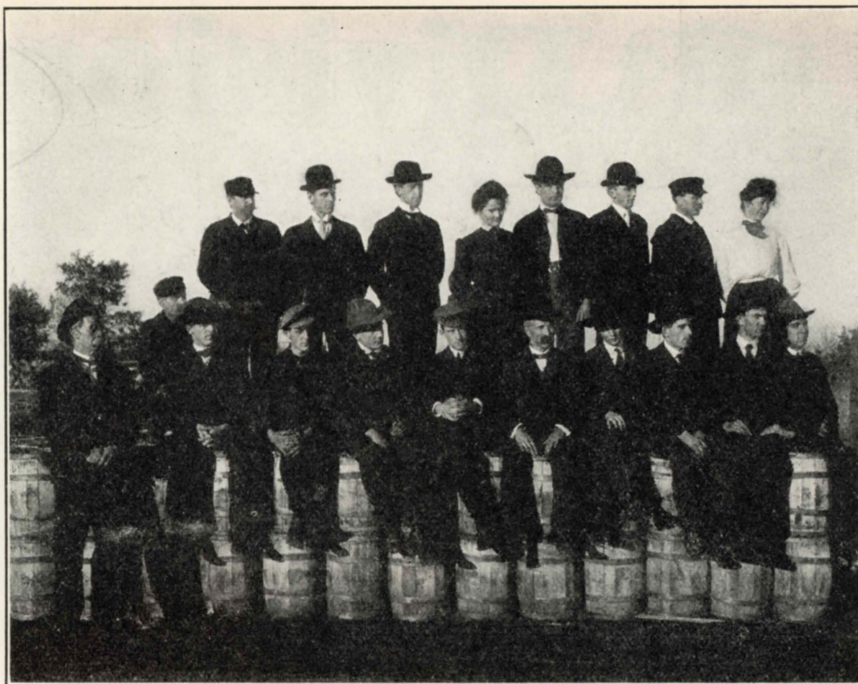
w St. Cloud 1891

r of John Weis.

of post: Seated, Charles Johnson; stand- O'Dell, assistant foreman.

Franklin (foreman); 2—Joe Dezelar; 3—s Yanky; 6—Unknown; 7—John Zierden; ohn Weis*; 11—Constance Hall; 12—Axel 1—John Anderson; 2—William Perkins; ony Rystrom; 6—Gustave Boman*; 7—ey Brady*; 10—George Steger; 11—Peter ow, left to right: 1—John Kren; 2—Levi rgstrom*; 5—Unknown; 6—Terry Lube; 9—Gustave Kraus*; 10—Gustave Gustaf-; 13—George Neal; 14—Matt Huff*; 15—r Hall*; 18—Nick Pull; 19—Unknown; Herkins; 23—Lawrence Straleck; 24—Ed. ed with an asterisk (*) are still in service.

July, 1927



Office Force St. Cloud 1905

Photograph through courtesy of B. F. Stanger. The following are shown, top row, left to right: Mervin Martin, Herbert Wire, Louis Brown, Katie Marooney, Ruby Brick, Al. Johnson, G. H. Lundblade, M. O'Malley.

Bottom row, left to right: William McMillan (lumber yard foreman), Joe Brown, Sr., Charles Hall, Joe Schroeder, George Horner, Levi Little, E. D. Hammond, Sr. (storekeeper), Vergil Webb, E. D. Hammond, Jr., Fred Tracy, Walter Lundblade.



Paint Shop Crew St. Cloud 1891

Photograph secured through courtesy of Lambert Schepers.

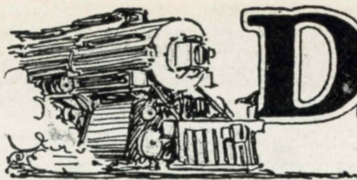
Those in the picture are, as follows:

Standing on floor: Left, A. O. Gustafson; right, J. H. Johnson, foreman.

Standing on plank, left to right: G. Linzidall, A. L. Wenstrom (present fore-

man), C. Yanke, L. B. Schepers, Fred Schepers, Andrew Anderson.

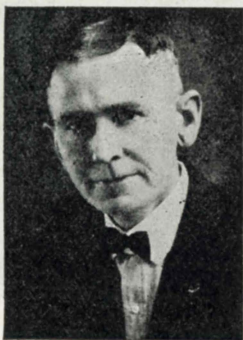
Standing in car door: Left, Bob Holmes; right, Ben Sterling.



Division News

BUTTE DIVISION Associate Editor ELZA TWAY Great Falls, Montana

With one of the rainiest months of May on record, 1927 bids fair to see bumper crops produced along our lines in Montana. While spring seeding was somewhat curtailed by the continuous rain, yet it is estimated that 90 per cent of the crops are in. Continued rains through July, which are hoped for, will assure an enormous tonnage of agricultural products to be moved in the fall. Storing of grain cars has already begun, in anticipation of the big wheat crop, which at the time of this writing, seems certain.



Butte Division veterans left June 2, in a special sleeper attached to train 236 for Havre, where they were picked up by No. 28 enroute to the annual meeting of the Great Northern Veterans' Association, which convened at Minneapolis on June 4. Among local veterans who attended were: Chief Clerk Matt Koenigs, Dispatcher J. H. Mayer, Conductor Pat Burke; Engineers Joe Houle, Albert Jewell, Arthur Hurd, Pat Meeks, John Pogreba and Ed Rior-dan; Engine Hostler Mike Crane, and Round-house Clerk Phil Liffing. Yardmaster Harry Lascelles, of Helena, and Pumper Nels Olson, of Teton, accompanied the Great Falls party.

Early Night Wire Chief John McKeon, Great Falls relay office, departed June 1 for a several months' sojourn on the west coast, for the benefit of his health. He is being relieved by Operator J. C. Hickman. "Tave" Lyons, from Havre relay, is working in Mr. Hickman's place.

Call-boy John Scott is back on the job after his two weeks' vacation. Scotty says he enjoyed a good rest, if nothing else, because it "didn't do nothin' but rain" all the time he was off, and he was forced to spend most of his time at home comfortably seated in a rocking chair with his feet perched up on the window sill, listening to the patter of rain on the roof.

Henry Schrapps, yard clerk, has gone to Hibbing, Minnesota for a real old-time visit with friends and relatives in his old home town.

Brakeman F. I. Sauls and son Harold are planning a trip to the sunny southland. Mr. Sauls intends to visit his relatives in South Carolina while convalescing from the injury which he sustained some time ago.

R. C. Woodruff, operator, "PD" office, returned to duty May 28, after a two months' tussle with a bad case of "flu."

Brakeman E. L. Sjaholm will leave shortly for Rochester, Minnesota, where he will receive medical attention. From there he expects to go to San Francisco to enjoy a few weeks' rest.

Robert and Lucille, children of Agent J. O. Clodfelter, Gerber, arrived home June 8, for the summer vacation. They have been attending school at Fargo, N. D.

Traveling Agent I. N. Early, of the Western Weighing and Inspection Bureau, with headquarters at Billings, was a business caller at the local Great Falls offices on May 23.

Brakeman and Mrs. G. M. Kirwan, of Lewistown, are enjoying a vacation at Los Angeles and San Diego.

"Red" Sells, of Dempsey-Gibbons fight fame, displaced Operator W. P. Hedrix at "PD" June 1. Mr. Hedrix has gone to Grand Forks, extra.

Local Freight Agent Bill Loftus was a visitor at Anaconda, where he attended the annual state convention of the Knights of Columbus May 21 to 23. He is state treasurer of the K. C. Lodge.

Manifest Clerk Arthur Larson and Mrs. Larson are leaving June 18 for Wakefield, Mich. Art says he'd like to have all his friends in Minneapolis meet him at the depot, and show him around the town, as the streets are



Cartoon of Wendell Williams

so crooked that he's afraid, if left to himself, he'll have to hire a guide or two to show him the way out.

Operator Bill McNally is working as extra dispatcher at Great Falls during the summer vacation period.

There is a familiar old adage that "One Swallow doesn't make a summer," but one of those innocent harbingers of spring can create a lot of excitement under certain circumstances, somewhat akin to the proverbial "Bull in a china shop." After weeks of dark skies, rainy days and chilly winds, came June 2, one of those wonderful early summer days, such as inspired the poet to pen the beautiful lines:

"What is so rare as a day in June?"

Then, if ever, come perfect days."

It was, indeed, a perfect day; one of those warm, sweet June days, when the air is laden with summer fragrance, and filled with the music of birds and bees; one of those marvelous days which bring to the nature-lover that dread malady, the spring fever.

Under the iron rule of Czar Matt Koenigs, the routine of labor in the superintendent's office at Great Falls was progressing dreamily and silently. It is even suspected now that Wendell "Bill" Williams, superintendent's stenographer, who is a poet by nature, and a dreamer by disposition, was quietly stealing a little snooze, and some scandalous tongues have even whispered that the Czar himself might have been enjoying a short nap. Be that as it may, the dreamy quietude of the office was suddenly and rudely disrupted by an excited exclamation from Bess Jeffries: "Shoo! Shoo! Wendell Wendell! Help! Help!"

Now Wendell Williams, besides being a poet and dreamer, is one of those gallant gentlemen to whom the cry of a lady in distress is the signal for immediate action. Rousing himself with remarkable alacrity, he made the startling discovery that a ferocious bird of prey, known as the swallow, had fluttered through the open window, perched itself upon a light cord, and was seriously menacing the safety and equanimity of the helpless office force. With great presence of mind he seized an empty file basket, quickly attached it to the end of a mop handle, bounded gracefully up a convenient step-ladder, and in the comparatively short space of an hour and a quarter, the vicious bird, trapped in the basket, was flung violently from the window to the great open spaces, much to its delight and the great relief of the dismayed and terrified office force. As the swallow disappeared in the distance, Bill was seen gazing wistfully out across the rolling Montana plain, to that mystic line away out yonder where sky and prairie meet. When at last he wandered absently back to his desk, he was heard humming the beautiful verse, of the shepherd poet, James Hogg:

"Bird of the wilderness, blythesome and cumbersome,
Sweet be thy matin o'er moorland and lea.
Emblem of happiness, blest be thy dwelling place!

Oh, to abide in the desert with thee!"

M. O. Nordstrom, chief clerk at the offices of A. G. F. & P. A., J. F. Pewters, Helena, was confined at the government hospital at Fort Harrison the early part of May, for the

removal of his tonsils, and treatment of his teeth. He returned to duty May 15, greatly improved in health.

Lucille Locke, the capable and courteous demurrage and interchange clerk at Great Falls freight, took a thirty days' leave of absence in June, and enjoyed a visit with friends at Seattle and Vancouver.

Assistant General Freight Agent James Robinson, of St. Paul, was in Great Falls June 8 and 9. Mr. Robinson is making a tour of the system, checking up industrial propositions and general development.

Call-boy Chas. Ladner was off during commencement week. He is a member of the graduating class of Great Falls High School and has been working the midnight shift as call-boy in Great Falls Yards. Extra Call-boy Harry Hall is also a member of this class.

An interesting race against time between John Tanner, chef on the dining car between Great Fall and Butte, and Henry Vartman, dining car steward between Great Falls and Billings, ended April 28 when the stork left a fine girl baby at the Tanner home, but delayed his visit to the Vartman's until the next day, April 29, when he also presented them with a girl. Tanner wins by a neck.



Marian Clift

Prominent among the sweet girl graduates of the class of '27, Great Falls High School, was Marian Clift, the refined and accomplished daughter of Great Northern Attorney W. L. Clift. From childhood Miss Clift has exhibited unusual talent in art, many beautiful mementos from her versatile pencil and brush being owned and cherished by her friends. In the senior class play given at the high school auditorium on June 8, she handled one of the leading roles with great credit to herself, her perfect mental poise and unassuming manner giving her a most charming stage presence. She will probably enter the University of Minnesota in September, specializing in dramatics and art.

Assistant General Freight and Passenger Agent J. F. Pewters stopped off at Great Falls June 4, enroute home to Helena from a fifteen days' trip through Wyoming and Colorado.

Conductor R. W. Watson is all pepped up over his peach orchard in California. He plans to leave about July 4 to personally supervise the picking of 300 tons of peaches or more in his forty acre orchard.

Mrs. Perry Jones and sons Perry and James, family of Brakeman P. J. Jones, are visiting friends and relatives in Ord, Nebraska.

Chief Clerk Matt Koenigs and W. F. E. Co. Agent E. E. Doty, and families, are spending a two weeks' visit with relatives in St. Cloud and St. Paul. Mrs. Doty is a daughter of Mr. Koenigs.

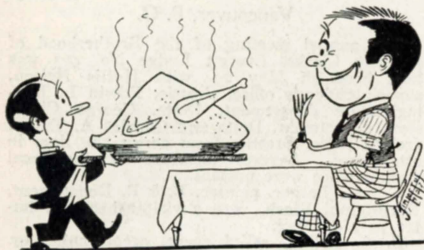
Henry W. Mees, chief inspector at Great Falls for the Western Weighing and Inspection Bureau, left June 11 to spend his vacation with friends and relatives at Minneapolis, Milwaukee, Chicago and Oshkosh. Traveling Inspector W. H. Beckett and Inspector Dan Barney are taking care of business at Great Falls during Mr. Mees' absence.

Misses Wilda Faunce and Dorothy Tway, students at the Kirksville School of Osteopathy, and Montana State Normal College, respectively, arrived home early in June for the summer vacation.

Rainy weather has interfered seriously with the baseball schedule at Great Falls, only a few games having been played since the opening of the season. On Tuesday evening, May 17, the two Great Northern clubs, the Goats and Orientals, crossed bats in the second scheduled game of the Great Falls city league, the Goats defeating the Orientals by a score of 6 to 4. Batteries were, McElliott and Both, for the Goats, and Kleinhans and Parchen, for the Orientals.

On Thursday evening, June 2, the G. N. Orientals defeated the Continental Oil Company Conocos, of the Great Falls City League, by a score of 6 to 2. The game developed into a pitchers' battle between Kleinhans for the Orientals, and Stainsby for the Conocos. Kleinhans struck out 8 men and allowed only 4 hits. Stainsby fanned 10 men and allowed 6 hits. Batteries were Kleinhans and Parchen, Orientals; and Stainsby and Nickols, Conocos.

On Sunday, June 5, the Orientals journeyed to Fairfield and played a fast game with the crack Fairfield City team, suffering defeat by a score of 7 to 3. For three innings the game was air-tight ball, the husky Fairfield sluggers being unable to connect with "Lefty" Jewel's tantalizing slow wobble; but in the fourth inning the hay diggers began to solve the puzzle and sent a bunch of long drivers down the third base line, resulting in a lead of 4 runs which the Orientals were unable to overcome. Batteries were Jewel, Kleinhans and Caffyn, Orientals; and Prior and Hanson, for Fairfield.



Cartoon of Roaring Bill Eastman

No more popular railroad official is anywhere to be found than Roadmaster Bill Eastman, of the sixth district. Bill's belief and religion is the "Golden Rule," and he practices it in his daily contact with his fellowmen. He has never been known to use an unkind, harsh or blasphemous word to those under his management, believing that greater results can be accomplished in this way. He has the reputation of never having made a promise that has not been carried out to the letter, and is a scant believer in the old army game of "passing the buck." Up around the Sunburst-Kevin oil fields, where he is well known, his word is considered as good as his bond, and oil men, drillers, truck men and railroad men alike, swear by him, (as well as at him.) Down in his old home town of Conrad, they call him "Roaring Bill." We have been unable to ascertain whether he got this cognomen from his leonine voice, or from the roar of the old Overland, with which he knocked down one telephone pole, for which the Power Company taxed him \$25, and climbed several others, and which he finally presented to one of his men, (for 50 per cent more than original cost.) He is a natural gardener and nature lover, as is manifested by the beautiful grounds around his home and the Conrad section house, which are kept up under his personal supervision. His popularity in the old home town is evidenced by his election to the school board, (with no salary.) He made a great race for the office of Mayor, too, but was defeated because the home folks said he wouldn't stay at home long enough at a time to run things. But no sketch of "Roaring Bill" would be complete without mention of his prodigious gastronomic proclivities. He stands six feet two in his stocking feet, weighs 240 pounds, and is still growing. There is a reason. The home folks intimate that he fasts for a week so that he can eat one of those famous thirty pound Pondera County gobblers for his Thanksgiving dinner. We are inclined to discredit this rumor, for those who know him best claim that he can easily perform that delightful feat without any fasting. We leave him now in the hands and hearts of his friends. Good-natured, whole-souled, generous-hearted Roaring Bill! "A hale fellow well met."

Billings

The Tavern orchestra of Billings, consisting of seven pieces, left here June 23 for Waterton Lake, Alberta, Can., where it will play a

two months' engagement at the new million dollar Great Northern Hotel. Chet Lanz, saxophonist with the Tavern orchestra and leader, will manage the organization while in Canada. Members of the orchestra are Lyle Thayer, pianist; Chet Lanz and Tom Ferguson, saxophonists; Chet Riddell, banjoist; Ike McKenna, cornetist; Bob Vicars, trombonist, and Earl Brierley, drummer. The Tavern orchestra has been developed during the winter into an organization which, besides being able to furnish music for dancing, is able to present various entertainment features as well. The orchestra will return here September 12 to start its fall and winter engagement at the Tavern.

Lela Rowlen, stenographer and clerk in the local freight office, is off on a vacation trip to Los Angeles and San Jose, Calif.

Assistant Superintendent J. S. Watson, who was recently taken to a local hospital on account of illness, has recovered and is back on duty. He is a member of the local drum corps, and his many friends were disappointed at not seeing him take part in the recent celebration. That he was well remembered was evidenced by the number of beautiful bouquets that were sent to him at the hospital.

George Patterson, joint yardmaster, is back on duty after a week's vacation. Pat is a member of the Shrine drum corps, and also takes part in their ceremonials. In order for him to help the boys out it was necessary to be relieved from duty during that period. Pat is very popular with the force and they are all glad to see him on duty again.

A general "back to the farm" movement is under way in Montana this summer, owing to the good outlook for crops. Several families owning farms have returned from the cities

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where they have been employed in various capacities. This spring has been much like that of 1916, when one of the largest grain crops in our history was grown, and many believe that a huge crop will be harvested this fall also. During the last month several dry land farms which have been abandoned for several years were again tenanted.

Ray Utley, ticket clerk, motored to Bozeman recently on a fishing trip and brought home to the boys a good mess of fish. He seems to be more lucky than the rest of us, and we would like to know the secret of his success.

The joint telegraph and yard offices have been repainted inside a light color and present a neat appearance, besides making it much lighter than before.

An additional operator and messenger has been put on at the joint telegraph office to take care of increased business.

\$2.00 brings your New Priscilla!

SEND only \$2.00 and we will immediately ship you a brand-new Priscilla Sewing Machine, either the Electric or Foot-treadle model, direct from the factory, freight prepaid. When it arrives, use it for 10 days in your own home. Sew on it as much as you wish. Subject to every test you can think of. If not perfectly satisfied, ship it back freight collect, and we will refund your \$2.00 at once. But if you are convinced that the New Priscilla is the best machine you ever used, keep it and pay for it on this easy basis: \$2.00 at the end of 10 days and \$5.00 a month for 10 months—only \$54.00 in all.

The Electric Priscilla is the machine you want if you have electricity in your home. Light weight. Easily carried from place to place. Dust-proof quartered oak cover. Does every kind of sewing just the same as a foot power machine. No pedaling. A sturdy little motor does all the work. A slight pressure of your foot starts or stops the machine, and regulates the speed.

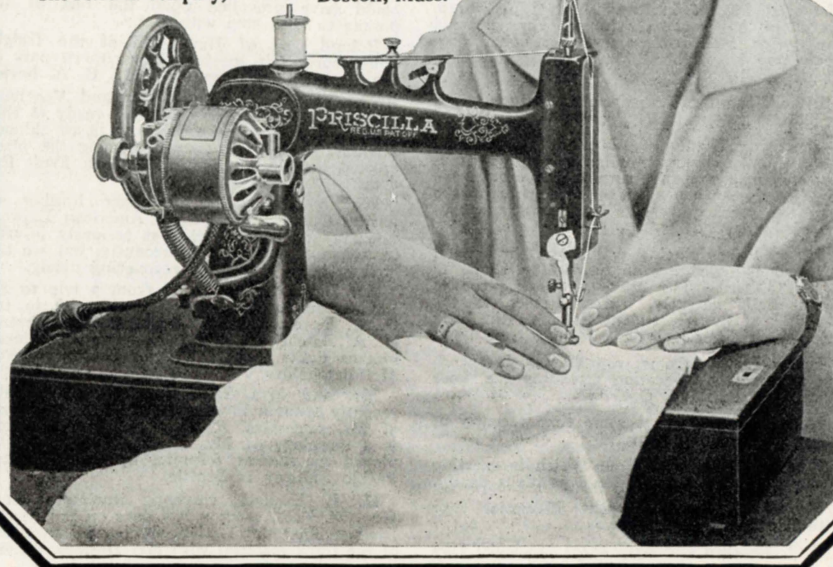
The Priscilla Foot Treadle machine is mounted on a highly finished quartered oak frame. Four capacious drawers. All Priscilla models have newest improvements. Drop head; Automatic Bobbin Winder. Self Threading Shuttle, Stitch Regulator; Smooth, even Tension. Produces the famous double thread Lock-Stitch.

Life-time Guarantee

The new Priscilla is a quality machine throughout—Beautiful Quartered Oak Woodwork—Glossy Black Enamelled Ironwork—and a Life-time Guarantee that protects you.

Lightest-running machine you ever saw—perfect stitching—makes sewing a pleasure—delighted owners everywhere—Tools, Big Box of Attachments and Instruction Books FREE. Here's your chance to try one of the best machines made—a machine you will be proud to own, without a bit of risk. Send your name and address with \$2.00 NOW—to

The Priscilla Company, Room 505, 85 E. Broad St. Boston, Mass.



Kolin

Brakeman George Babbe, of the Moccasin-Lewiston local crew, left May 20 with his family for St. Paul and points east for a visit with relatives and friends. He is being relieved by Brakeman Halseth during his leave of absence.

Dell Ball, third trick operator at Hobson, is the proud father of a big baby boy. Congratulations, kid!

Engineer Parker is again running on trains 237 and 238.

Mrs. J. B. Nedved and daughter Agnes, motored to Benchland May 14 and spent the day visiting with Mrs. Nedved's sister, Agnes Johnson.

Mrs. C. J. Sells, wife of Agent Sells, was a passenger to Lewiston, Wednesday, May 25. While at Lewiston she visited with Mrs. Robinson, at 323 East Watson St.

Mr. and Mrs. J. A. Robinson, her two daughters, Bertha and Gertrude, and several of the nurses from the St. Joseph Hospital, motored to the Sells residence on Thursday May 20 and participated in a weiner roast. Miss Shell, one of the prominent nurses, held the grand honor for eating the most weiners, Bertha Robinson taking second prize and Mr. Sells winning the "booby prize." Gertrude Robinson took first prize at coffee drinking.

Pauline Nedved, daughter of Section Foreman Joe Nedved, won several prizes at the Moccasin track meet last week. Pauline has a real arm and throws a very good fast curve.

Charles Sells and family motored to Rossfork the evening of May 18, and got acquainted with the new neighbor, Hughie Wilkins, who bid in Rossfork station a short time ago. Hughie is a very interesting man to talk to, and also a good entertainer. We hope he will return the call in the near future.

W. J. Smart will have his opening dance at the Smart barn east of town on June 4. After that date he will have weekly dances and extends an invitation to all good railroad boys and their wives and sweethearts. If you don't think we have lots of fun at Smart's dances, ask Army and Chick. They always leave the barn happy.

Butte

J. F. Beckett was a recent visitor in Butte. He accompanied the Shriners from Butte to Minot. Beck was wearing his usual big smile and dispensing good will.

J. E. Mooney, Butte switchman, working on the police force, recently assisted in the capture of an Idaho bank robber at Butte. We understand he will receive a good share of the reward. Great Northern men are always awake on the job.

Emmett Womack and wife attended the Veterans' Convention at Minneapolis, after which convention they spent the remainder of their vacation at Sedalia, Mo., his home town.

Ed Hughes, car repairer and wife, are attending the Shop Craft Convention at St. Paul. Fred Haisman, car foreman, is sporting a new Oakland sedan, Fred and Geo. Kirber recently joined the Nimrods. They spent a day or two at Brown's Lake and claim to have gotten the limit. It is our guess they meant fish.

Fred Woolmer, of the yard office, spent Memorial Day at Lincoln, Mont. He is supposed to have gone fishing. He reported twenty-five inches of snow there that day. Some one has dubbed him "The Snow-Shoe-Fisherman."

Peter Kenan, car repairer, recently spent a week in Vancouver, B. C.

The many friends of Al Winke, switchman, will be glad to know that he is improving and expects to be able to return to the service before long. Al has spent a good part of the last four years in various hospitals throughout the country.

Edgar Price, singing switchman, and wife, attended the wedding of Nora May Riach to W. C. Fraser. The ceremony took place at Great Falls recently. Mrs. Fraser is the daughter of Superintendent Riach of the back shop, Great Falls.

Lester Rudd, laborer, roundhouse, is spending a fortnight's vacation attending the Rose Festival at Portland, Ore.

Harry Hankins spent some time recently at Sweet Grass and Sunburst.

Roundhouse Hostler Tom Walsh is sporting a new Chevrolet sedan. He says it's a dandy.

Evelyn Cunningham spent Memorial Day with friends at Great Falls.

E. J. Bracken and wife spent Memorial Day in Lewiston.

CASCADE DIVISION

Associate Editor
D O'HEARN
Seattle, Wash.

Bellingham, 'Washington

In the course of a few months, Bellingham will have a fine new depot which will be built by the Great Northern Railway just north of the old one. The city has vacated one-half block on D. street for this purpose. The old depot will be torn down and a park will occupy the ground on which it stands now. This will make a fine improvement to the city, as well as the railroad. Bellingham has been growing so fast and so many fine buildings are being erected that the Great Northern is making these improvements to keep pace with the rest of the city.



W. F. Stokes, who has been agent at Bellingham during the past eighteen months is moving to Seattle where he will take over the duties as agent at the G. N. dock. Mr. Stokes was employed as agent there before coming to Bellingham. Harry Landeck has been appointed agent at Bellingham, effective June 13.

Mrs. W. F. Stokes spent a few days visiting relatives at Spokane, where she stopped off on her way back from an extended visit in the East.

Mrs. C. F. Smith, who was on the sick list for a few days has recovered so that she is able to get out and enjoy the fine Puget Sound summer weather.

Mr. and Mrs. Roberts are celebrating the arrival of the stork at their home. We are unable to state whether he left a boy or girl, but judging from the smile on Jim's face, he is very well satisfied.

L. G. Truax, engineer on the Kalispell division, spent a few days in Bellingham recently, visiting his family who reside on the Guide Meridian road. He came west to be present at the commencement exercises at the Whatcom high school on June 1 from which Phyllis Truax was graduated on that date. Mrs. Truax, and daughters, Phyllis and Frances, are contemplating a trip to St. Paul and Minneapolis, on which they will stop off at points in Montana to renew old acquaintances. The Truax family formerly resided at Whitefish, Montana.

Mr. and Mrs. Floyd Bussing recently spent a few days in Olympia, Wash., where they attended the L. O. O. M. convention. Mr. Bussing, who is a member of the drill team of the Bellingham lodge, says they expect to win the prize for the best drill work.

The Moose drill team took part in the Tulip Festival parade and made a fine impression. Floyd Bussing says he certainly enjoyed it, but it would have been much better if he could have prevailed upon the rest of the parade to keep step with him.

Roland, son of Jim Todd of the freight house forces, is touring the southern part of the state with a party of Y. M. C. A. boys.

The Whatcom County Fruit and Vegetable Growers' Association are getting ready to ship lettuce, and expect the first car to be shipped Monday, June 13. They are using the plant erected last season by the Western Fruit Express.

Walter Obermueller, younger brother of Alfred Obermueller, of the American Express Company at Bellingham, was seriously injured in a motorcycle accident recently, but we are glad to learn that he is recovering nicely.

Art Boggs has returned from a trip to St. Louis, Mo. where he was a delegate to the O. R. T. convention. While he was absent, H. A. Batchelder, first trick operator, relieved him as ticket agent and Prior Brentz relieved Mr. Batchelder.

Mr. and Mrs. Dick Stanford, of Seattle, recently spent a few days visiting at the home of Mr. and Mrs. R. Hughes. Mr. Stanford is a nephew of Mr. Hughes and he is employed as section foreman by the Northern Pacific Railway at Seattle.

H. J. Kregel, traveling inventory clerk from St. Paul, spent a few days on the Fourth District, Cascade division, making an inventory of the track material with Mr. Hughes, district roadmaster.

Seattle, Washington

The marriage of Gladys Everett, of Seattle to Dr. John Dowling, son of Superintendent of Motive Power J. J. Dowling, of Everett, was celebrated at Everett, Wash., on June 9. Mrs. Dowling was employed for the past several years, as personal record clerk in the division superintendent's office, during which time she made many friends on the Cascade division, who join in extending congratulations and best wishes to the newlyweds.

Myrtle Brave, clerk in the division superintendent's office, spent a few days of her vacation visiting friends at Portland.

Elizabeth Aylmer, chief clerk's stenographer, returned May 31 from her two weeks' vacation, spent at Los Angeles and other points in California.

Georgiana Conley, stenographer in the division superintendent's office, and Alice Langen, chief dispatcher's stenographer, attended the wedding of Gladys Everett and Dr. John Dowling at Everett, June 9.

Jean Koerner, stenographer in the district baggage agent's office, is taking a two months' leave of absence, during which time she expects to visit Los Angeles.

William Harter, trainmaster's clerk, went to Spokane June 10 to attend the graduation exercises of Lewis and Clark high school from which his two sons, Dana and Erlwein were graduated.

Beaudette McDonough has been appointed personal record clerk in the division superintendent's office.

Relief Agent F. C. Griffin went to New Westminster, B. C., June 11, to relieve Operator M. J. Jones. Mrs. Griffin accompanied him and visited friends at that point for a few days.

Vancouver, B. C.

The annual meeting of the Brotherhood of Railway Clerks, Everett Lodge No. 465 was held here on May 29, with Hollis Nelson, superintendent's office, Seattle, Edwin L. Liming, store department, Delta, George Clark, store department, Delta and Charles A. Tubbs, freight office, Seattle, from across the line, in attendance. Several members of the local freight office were present.

Gunder Berger, painter, B. & B. Department, Burlington, Wash., was a visitor here the latter part of May.

F. C. Griffin, relief agent, accompanied by his wife, were visitors over a week end the latter part of May.



The beautiful goat's head shown above was on exhibition over the ticket office in the depot for several weeks during April and May. F. C. Meyers, local freight and passenger agent, claims to have shot it while out big game hunting with Sherman Corrigan above Cascade Tunnel in 1898. Corrigan also claims the honor, as they both shot at the same time, but before going out on the hunting trip, Mr. Meyers insists he furnished Corrigan with blank cartridges, unknown to Sherman.

G. C. Fasken, agent, Cashmere, Wash., accompanied by his wife, were visitors for several days in May. Mr. Fasken, who is rapidly recovering from a severe operation, is looking in tip-top condition.

Margaret Calder of the superintendent terminal's office, Seattle, was a visitor over Decoration Day.

Conductor John Scott, pilot conductor on the motors, visited us on May 28, to take in the Morgan-Vic Foley fight. John is quite a fighting fan and it is said he rarely misses any real good boxing cards. The decision of this encounter was awarded to Morgan, holder of the title.

A. L. Bergfeld, supt. transportation, and Joe M. Greeman, car stenographer were visitors here in May.

Decoration Day saw many of our friends from across the line with us among whom were F. P. Herbert, C. P. A., Tacoma, L. H. Knowles, operator and wife, Tacoma, Lily L. Parrish, car foreman's clerk, Seattle, Charles Reinhardt, engine inspector, Delta, E. Higgins, car inspector, Interbay, C. McDonough, superintendent, and wife, Seattle, D. O'Hearn, chief clerk, superintendent's office, and wife, Seattle, W. E. Harter, trainmaster's clerk, Seattle and G. E. Cooledge, dining car department, and daughter, Seattle.

James Marnoch, machinist, accompanied by his wife, of Great Falls, Montana, were visitors for a week the latter part of May.

C. H. Quirnbach, general agent express traffic, St. Paul, and R. T. Starr, assistant general agent, express traffic, Seattle, were visitors on May 25.

H. A. Bond, first trick operator, was away sick for a week the latter part of May, being relieved by Lorne Pravitz. Bond, like the rest of our crowd here, does not stay on the sick list very long, our Vancouver climate being of the healthful variety.

W. R. Bell, roundhouse foreman, was a visitor at Scenic, Wash. on May 19 for the purpose of inspecting the new motors. Mr. Bell's comment as to same was—"None better."

Allen Lusk, towerman, Burrard Inlet, was away sick for a few days in May. These towermen are a tough lot, though, and "sickness" is a foreign word to them.

C. A. Dunham, superintendent of signals, St. Paul, visited here on May 16.

C. R. VanCleave, section foreman and W. W. Matthis, car inspector, of Cascade Tunnel, paid us a visit of several days the early part of May. Both commented upon the wonderful ability of our city to show its visitors a good time.

Mrs. Bruce Ressor and Evelyn, wife and daughter of Operator Ressor, Cascade Tunnel, were with us for several days toward the end of May. Evelyn is spending her holidays on a farm near Edmonton, Alta.

Mrs. George Smith, wife of Third Trick Operator Smith, accompanied by her daughter Stella, visited at Seattle for several days about the middle of May. George says "several days is right," and that if it were a longer period he would turn into a sardine or the canned bean industry would be doomed. The Smith family also made a trip to Bellingham May 15, accompanied by Alex Mitchell, claims clerk, and wife.

Ole Stevenson, agent, Blaine and wife, attended our dance on May 30, having found they couldn't resist the temptation, and deciding to come up at the last minute on 358. They later declared the decision to have been a wise one.

Fred Hutchinson, clerk, Concrete, was a visitor on June 8, to attend the wedding of his sister Grace.

Geo. Lovell, city office, American Railway Express Company, is present holder of the title in the chest expansion league, and with good reason too, because on June 5, Mrs. Lovell presented him with a wonderful eight and one-half pound baby girl. Mother and child are both doing fine. Congratulations George. We prefer Manila made cigars.

Mrs. E. G. Corlette, wife of cashier, G. N. dock, accompanied by her daughter, Anita, left the first of June for an extended trip to the eastern states.

C. W. Mahoney, district passenger agent, Seattle, Wash., paid us a brief visit on June 4, enroute home from a trip to Victoria, B. C.

The news stand in the depot is now in charge of two of the most cheerful and obliging young ladies we have ever had in our midst; they are Gladys Hancock and Wynn Fraser.

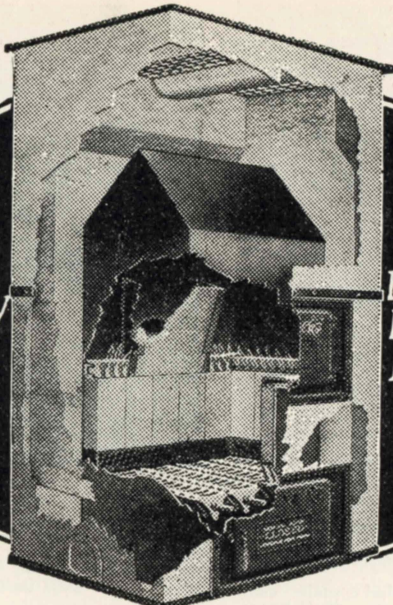
R. I. Triplett, dispatcher, Spokane, Wash., sojourned here for several days the early part of June. He reports a very nice return upon some mining stock holdings which he disposed of recently.

Mrs. Simmons, mother of Pearl Simmons, telephone operator, left the early part of June for San Francisco, which city she intends to make her permanent home. Pearl is planning on making the same trip during July or August.

Jack Geary, baggageman, Everett, and Neil Dougherty, clerk, Sultan, visited here on June 4 and 5.

A. L. Rowan, operator, Colebrook, B. C., is strutting around these days high and wide, the reason being the arrival, on April 8 of a wonderful baby girl at his home, who has been named Iorita. After a personal introduction, we affirm that she is a dandy and Mr.

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*Comes
Completely
Erected*

*Burns Any
Fuel ~ and
Less of It!*

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3 Tons Heats 8 Rooms!

"My furnace has been in use for 3 years and our eight room house is always warm including floors. I used 3 tons of hard coal last winter to heat our eight room house. You can use anything that will

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—Lester F. Coons, Ellenville, N. Y.

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"I had a hot air furnace in our 7-room house before I got the Bulldog and our house was always cold. With the Bulldog it only takes half as much coal and we had weather below

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Address _____

and Mrs. Rowan have mighty good reasons to be proud. Congratulations.

W. O. Lechner, storekeeper, Delta, Wash., was visitor for two days the early part of June.

June visitors also included Tom Riley, division roadmaster, Seattle and R. Hughes, roadmaster, Bellingham. Mr. Hughes is one of our weekly visitors, and it was a pleasure to see them both.

Horace McCrimmon, warehouse foreman, left the early part of June for Ripley, Ont., to join his wife for a three weeks' vacation.

Sincerest sympathy is extended to Mrs. Henry MacCulla, wife of baggageman, upon the death of her grandmother, Mrs. M. A. Keswick, on June 4.

Conductor George Ellis, of trains 719 and 720 had a week's holiday in June, though he states he did not take this time off for a holiday, but to do some work around home, having a few weeks on Vancouver Island in mind for a real holiday in August or September. He knows how to pick the spots where good fishing streams can be found. Conductor J. Shieler relieved him.

Brakeman W. L. McLean on trains 719 and 720, accompanied by his wife, left on June 4 for a trip to Scotland and different European points. Brakeman W. Davis is relieving him.

We were quite pleased to see Conductor Alex White again, when he handled the A. G. Barnes circus into town the early part of June. This was his first trip here for some time and we all wish he would make many more.

Harry Cook, yard clerk, Delta, and his wife, were visitors for the first two weeks of June. Harry, Jr., age three, who is the boss of the family, was also in tow and we must admit he is a mighty fine youngster.

Jack Smith, switchman and Tommy Bradbury, assistant cashier, left on June 16, for a week's fishing trip to Hope, B. C. Before going, Jack purchased a De Luxe mouth organ, which was supposed to put the fish into a trance.

Art West, driver for the American Railway Express, sprained his ankle necessitating a week's lay off the first week of June. He is now back on the job, although the ankle seems to bother him a little yet.

Everett and Delta

Mr. Felix Plettl and daughter are visiting in St. Paul.

Conductor H. J. O'Kon, and family are making a vacation trip to Detroit, Michigan.

Switchman Frank Krutz visited at Kelso the early part of June.

Charles Sims, B. & B. foreman, is recovering from a serious operation.

Safety Supervisor C. L. LaFountain, made his usual inspection at Everett and Delta recently.

Switch Foreman G. F. Goff and wife have gone East. They will visit in Detroit and Buffalo before returning.

Switchman John Duffy is on a vacation, visiting relatives at his former home, in Eau Claire, Wisconsin.

Operator Harry Moore and wife will soon occupy their new home in Lowell View addition.

Mrs. L. W. Woodrow, and daughter Marion, are visiting at Council Bluffs, Iowa and other mid-west points.

Mrs. W. H. Connolly was called to Hood River, Oregon, by serious illness in the family of her sister.

William Johnson, general chairman of the O. R. C., St. Paul, transacted business in Delta the early part of June.

W. D. Keswick, formerly a switchman here, dropped in upon the boys a short time ago. He is now located at Gary, Indiana, with the E. J. & E.

Only a few of the veterans found it possible to attend the annual meeting this year, and all hope the 1928 meeting will be held on this division.

Paving is progressing rapidly on the new Pacific Highway cut-off between Everett and Marysville, which parallels the Great Northern.

Inspector W. B. Hogle, at Delta, left the service of the Western Fruit Express on June 11. He is succeeded by W. B. Graves, who is succeeded on the night shift by Webb Mulford.

Switchman W. D. VanWinkle is sailing Alaskan waters in his own boat, and doing some fishing in that territory.

Engineer John Ewing and wife attended the graduation exercises of the State College at Pullman, from which their daughter was graduated.

DAKOTA DIVISION

Associate Editor

J. W. TUTTLE

Grand Forks, N. D.

M. M. Koenigs, chief clerk at Great Falls, was a caller at the division office recently, renewing old acquaintances.

T. E. Carey, operator, Grand Forks relay office, who has been seriously ill with pneumonia, is reported to be well on the road to recovery.

Arnold C. Slater, disbursement traveling auditor, is with us at present, making the usual check of the division offices.

Conductor J. A. Spears, who has been on trains one and four, has taken the run between Grafton and Morden. Conductor G. M. Kelsey has taken Spears' place, and Ed Gilmore, Kelsey's, on trains 9-10-29 and 30.



Jim Griffin

The above picture shows Division Freight Agent Jim Griffin with a twenty-five pound King fish, caught at Fort Lauderdale, Fla., which indicates that Jim is a good fisherman as well as a good business getter.



Jas. Robinson and J. P. Easton

Here is a snap shot of James Robinson, assistant general freight agent, St. Paul, and J. P. Easton of Warren, Minn., taken just after they arrived on the docks at Fort Lauderdale, Fla., with a catch of 325 pounds of redfish and snappers.



G. L. Harris and J. P. Easton

Above will be seen G. L. Harris, formerly agent at Wahpeton, and J. P. Easton, of Warren, Minn., with three King fish caught at Fort Lauderdale, Fla., on Feb. 14, 1927.

Conductor Charles Roaring and family have gone to Chicago to visit friends and relatives.

G. C. Bratland, of the superintendent's office is spending part of his vacation visiting at Minot.

Clarence Green, O. S. & D. clerk, in the superintendent's office, was called to St. Paul recently on account of the serious illness of his mother.

M. C. Anderson, chief clerk, Minneapolis, visited with his sister, Mrs. Henrietta Edwards, of the superintendent's office, June 19, and 20.

Mrs. J. L. Close, wife of Superintendent Close, who recently underwent an operation at Rochester, is reported to be getting along nicely and her speedy recovery is confidently anticipated.

H. E. Yeomans, division engineer, accompanied his family to Crystal Springs, Minn. where Mrs. Yeomans will remain for some time, but Mr. Yeomans made but a brief visit.

F. A. Maxwell, trainmaster of the Milwaukee, at Madison, Wis. and formerly chief dispatcher at Grand Forks, was recently called to Grand Forks on account of the death of his mother in law.

A. W. Janneck, and F. B. Lauchau, are going to Chicago and St. Louis to take in a few ball games.

Mrs. J. Muldowney, wife of Traveling Engineer Muldowney, who has been seriously ill is reported to be recovering.

The following appointments have been made recently in operators' and agents' positions: W. E. Vance, operator, Bedford; C. M. Bailey, L. R. Whitworth, and R. H. Miller, operators, Casselton; and R. Tupa, agent, Donaldson.

At Neche, North Dakota, May 9, Joseph E. Bostick and Miss Lucile O'Brien, were united in marriage, the ceremony being solemnized in the Catholic church, with Father Forbes officiating. Mr. and Mrs. Bostick left at noon for a three weeks' trip to points in Canada. Mr. Bostick is employed as operator at Neche.

Devils Lake

Arthur Albrecht, fireman made two trips on the Farmer Grain & Shipping Co. Road, relieving regular fireman Leo Eresman, so the latter could go to Grand Forks, for his visual examination.

Edith Haskins, who has been attending school in Minneapolis, for the past winter, has returned to Devils Lake, to spend her vacation at the home of her parents Engineer and Mrs. H. M. Larson.

Helen Hoult, daughter of G. B. Hoult, district store keeper has returned from Vancouver, B. C., where she spent the past month visiting with relatives. She has accepted a temporary position in the local store department.

Mrs. Fred McCarthy, wife of Roadmaster McCarthy spent a few days visiting with friends at Grand Forks.

Verna Goodman and Mrs. Mittendorf formerly Genevieve Goodman of Cincinnati, have arrived at Devils Lake to spend the summer with their parents, Conductor and Mrs. H. E. Goodman. They were accompanied by Mrs. Mittendorf's sister-in-law, Mrs. McKenly, of Cincinnati. Mr. Mittendorf is expected to arrive shortly.

Mrs. P. D. Harvey, and son Patric, Jr., wife and son of P. D. Harvey, of the St. Cloud Lumber Mill, have arrived in the city, to make an extended visit with her parents, Mr. and Mrs. Richard Daeley. Mr. Harvey arrived in time to attend the North Dakota National Guard Encampment.

Albert Symons is wearing a perpetual smile these days, for he is the proud father of a baby boy born June 1. Al. is employed in the local store department. Our heartiest congratulations are extended to him.

On June 6 the St. Joseph Catholic Church of this city was the scene of a very pretty wedding, when Miss Regina Folk became the bride of John Niese, with Rev. Father Edward officiating. After the ceremony a wedding breakfast was served to the immediate relatives, at the home of the bride's parents. The happy couple left on 29 for Portland, Oregon. On their return home they will make their home at Lakewood Park. Mr. Niese is employed as clerk in the local yard office. Congratulations and best wishes are extended to Mr. and Mrs. Niese.

Word has been received that Conductor H. E. Goodman, who underwent a major operation on June 8, at Rochester, Minn., is getting along nicely. Best wishes for his speedy recovery are extended by all his friends.

Baggageman S. P. Flumerfelt and family, and Freight House Foreman John Westerholm and family motored to Valley City, on Sunday June 12, to attend the Eucharistic Congress held there, which was sponsored by the Knights of Columbus of Valley City, Fargo, and Jamestown. They returned the same day.

Lewis Mundt, chief clerk of Devils Lake, store department, began his annual two weeks' vacation Monday, June 13, most of which was spent around Devils Lake.

Trig Nelson, formerly timekeeper at Devils Lake, left Saturday June 18, to begin work in his new position as timekeeper at Breckenridge, Minn.

Loretta Alexander, daughter of Machinist Alexander, was married on May 23 to Harry E. Jerome, at the St. Joseph Catholic Church, by Rev. Father Edward. The wedding breakfast was served at the Alexander apartment, in the Lock Block. Our heartiest congratulations are extended to the happy couple.

Mrs. Margaret Hayes, mother of Mrs. S. P. Flumerfelt, has returned to Devils Lake, after spending three weeks visiting with relatives at Sheyenne, North Dakota.

Locomotive Foreman Newgard, recently spent two days at Minot, North Dak. when he accompanied his mother, Mrs. Gilbert Newgard, to her home. Mrs. Newgard is recovering satisfactorily from an operation performed a short time ago.

Frank Walt Jr. and Fred Fixel both machinist helpers employed in the roundhouse, left Saturday, June 11, for the National Guard encampment held at Camp Grafton, June 11 to 25 inclusive.

Waldo Weaver, boiler maker helper, has gone to Chicago, Ill. for an extended visit with relatives. Enroute home he will visit in St. Paul.

Ruth Lakie, daughter of Veteran Hostler, "Scotty" Lakie, of Williston, is visiting at the home of Locomotive Foreman Newgard, as the guest of Marion Newgard.

Machinist Joe Agrest, spent Memorial Day with friends at the University at Grand Forks, North Dak.

Mrs. W. S. Newgard, wife of Locomotive Foreman Newgard, has just returned from Grand Forks, where she spent a few days visiting.

Mike Burckhard, Mr. and Mrs. Jacob Pfeiffer, Mr. and Mrs. Frank Burckhard, Mrs. John Walior and Mrs. Smith were called to Minot recently by the serious condition of Mrs. Mike Burckhard, wife of Machinist Helper Apprentice Burckhard, who underwent an operation at Minot Hospital early in June.

H. B. Mitchell, night foreman, was relieved during his two weeks' vacation by Engine Inspector Charles Worrall.

Verva Flumerfelt, roundhouse clerk, spent Memorial Day as guest of Mae Cunningham at Lakewood.

Mrs. Willard Markuson, of Dooley, Mont., has arrived at Devils Lake, to make an extended visit with relatives. She is the house guest of Verva Flumerfelt, roundhouse clerk.

Mrs. H. B. Mitchell, wife of Night Foreman Mitchell, visited for a few days at Cray, North Dakota, at her son's home.

Joe Schmitte, roundhouse laborer, accompanied by his mother, left by car Sunday, June 12, for Minot, where they were called by the serious illness of his sister, Mrs. Mike Burckhard, wife of Roundhouse Machinist Helper Apprentice Burckhard.

HEADQUARTERS

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

Grace Peterson, formerly of the freight claim department and wife of Edward F., the assistant chief of the O. S. & D. department, is recovering from a very serious operation. Grace was one of our favorite girls and her many friends are very happy over her recovery.

A. L. Shirley, traveling field accountant, has established headquarters at Leavenworth, Washington, where he is stationed in connection with the accounting for the new Chumstick Line.

June, the month of brides, depletes the office of auditor freight receipts by two, Margaret O'Donnell, comptometer operator, who will be married June 29 and will make her home in Jersey City, N. J., and Helen Nelson, interline clerk, who will become Mrs. L. Reuther on June 18. She will reside in St. Paul. Both "brides to be" were given a kitchen shower by the girls of the office of A. F. R. at a luncheon in the club rooms on June 16.

Louise Hummel, waybill assorter, is sporting the advance signal of the "tie that binds."

Frank Ditty and Tom Foster are back temporarily in the office while the Ford Plant is closed.



E. C. Gabriel, interline force, has resigned. W. J. Reilly is at home in a serious physical condition.

Miss Johnson from the superintendent's office at Spokane was a visitor in the A. F. R. office last week. She was accompanied by her cousin whom she is visiting in Minneapolis.

Mrs. Olivia Johnson was given a surprise party by sixty employees of the Great Northern Railway Company at the University Club on her return from a visit to Washington, D. C., and she was presented with a set of sterling silver.



Walter Johnson

This is Walter Johnson, son of Clarence Johnson of the freight claim office. Besides being a clever sign maker, C. J. is a baseball enthusiast, and named his boy after the great Washington baseball player.

The auditor station accounts office challenged the auditor passenger receipts office to a game of kittenball and the following is the letter of acceptance: "Your surprising and audacious proposal of today is accepted and yet it is somewhat of a shock to learn that the average age of the men in your office is so much greater than we first thought, that they have lapsed back into frivolous ideas and would feign be children once again. Age usually commands a certain degree of respect from the younger generation and we have not felt selfish in that which was given to the years attained in your office. It will be entertaining, however, perhaps amusing, for the spectators to see defenseless age in combat with the flower of our youth and it is therefore with pleasure that we take up your challenge, although regretting you force us to expose your weaknesses. We realize that our star performer will be absent from the city at this time and that this may have prompted your rash act, but his indomitable spirit still remains." The game was played Tuesday evening, June 7, at Phalen Park. The A. S. A. won 21 to 4. However, they were not satisfied, probably due to the fact that their star performer, L. A. Malmgren, was back in town, so they challenged the A. S. A. to another game. The score of the second game was 8 to 3 in favor of the A. S. A., indicating that A. P. R.'s star was in the lineup.

Jack Blanchard, chief traveling auditor, attended the annual meeting of the Veterans' Association. By the way, Jack is the star catcher of the A. S. A. kittenball team as all our opponents will testify.

W. W. Janis, draftsman in the architects' office, became the proud father of a boy on May 10. Wesley is thinking of trading the cornet he blows in the band for a bass drum to accustom himself to lots of noise.

On June 3 the stork left a baby girl at the home of Mr. and Mrs. John E. Koch. John spends his days at a desk in the valuation division of the engineering section of the operating department.

Chas. Kock, assistant chief clerk to the chief engineer, is at home sick. While his condition has been serious, latest reports are to the effect that he is steadily improving.

We are proud of Axel H. Jacobson of the mechanical valuation department, who was graduated in June from the St. Paul College of Law. No little amount of credit is due

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"Jake," for not only did he keep up his studies without taking off time and finish well up among the highest, but he was ever attentive to his work for the Great Northern to a degree that won the approbation of his superiors. His fellow-workers presented him with a set of golf clubs as a mark of their high esteem.

Knights of the rod and reel are hereby advised that it will be useless for them to try to catch any fish within a radius of 72 miles of St. Paul, because Robert L. Corrigan has just returned to his desk from two weeks of fishing. Bob reports that he fished all the lakes around St. Paul dry.

William Berry, erudite stenographer of the mechanical department, did some extension work for the Anti-Saloon League during his visit to Canada.

Friends and well wishers of the popular umpire, Harry Bell, of the mechanical valuation department, will be pained to learn that he like that other Bell, "Liberty," got cracked. Harry, it appears, thrust his eye in the path of a tip foul—and now he carries the colors.

Stores Department

The sympathy of the SEMAPHORE is extended to G. E. Tallmadge upon the death of his father, who passed away at New Richmond, Wis., May 28.

George R. Friedland is spending his vacation and incidentally all his money in Chicago. This is George's favorite vacation spot; wonder what the attraction is.

Al Loeffler, foreman, has been granted a thirty-day leave of absence on account of ill health. Colonel Parkhurst is holding down the job during Al's absence.

Our old friend, Leo Rangitsch, now employed at Jackson Street as lumber yard foreman, paid us a short visit last week. Seems as though outside work agrees with Leo as he is looking fine, and judging from his powerful handshake he is quite capable of throwing quite a few pieces of lumber around.

Plans are all complete and everything is in readiness for the annual convention of storekeepers at Havre, Mont., June 23, 24 and 25. Storekeepers from both the east and west ends of the line meet at the three-day session and prepare papers and exchange ideas on store department work, which all tends to make a 100 per cent efficient store department service.

John Moir, foreman, who is a gardener of no mean ability, reports that he has located a poppy in his garden which measures 7 inches in diameter, but probably John was a little mixed up in his measurements and meant circumference instead of diameter.

Arthur Conway has been appointed to the position of office boy, in place of Phil Stryski, who has been promoted to file clerk.

Notice a couple of fishing poles and hooks lying in a corner of the office of A. McLeod, our genial general foreman, but they have not been used as yet because Mac, like a big league pitcher, needs real hot weather to display his stuff.

Joe Ahern blames the stray kittens that frequent the premises of the storehouse for the blowout on one of his tires the other day. Joe claims the kittens were playing around with a bunch of roofing nails and accidentally left a few under his tire, but we hardly think the

kittens had the ability to hammer the nails in the tire. Better get a better alibi than that, Joe.

If Frank Wagner's wife could see him clean the windows and shelves in Frank's section of the storehouse, we think he would get plenty of work at home. Frank has been doing his annual spring cleaning in his section all week and the place looks pretty neat.

Frank Fischbeck has been appointed to take charge of the annual store department inventory.

Jos. Keborn, laborer, dropped a casting on his foot the other day and spent a few days at home as a result, but is O. K. now and he claims he intends to put some glue on his hands so there can be no chance of any more accidents.

Understand Ed Petshauer, messenger, intends to enter the male bathing beauty contest to be held at McCarron's Lake in connection with the clerks' picnic. Have you decided on your suit yet, Ed?

H. W. Clifford, chief clerk, has moved his family and Ford to St. Paul and intends to settle in the Sault City.

Melvin Carlson of the shipping desk resides in Minneapolis but never boasts about their ball team. Guess Mebs figures there is too much competition for him.

Understand the Coliseum roller rink has dispensed with all their janitor help since Tony Evans and Joe Michaels have started to take roller skating lessons, as these boys manage to keep the floors pretty clean.

The three girl friends, Mildred Kannar, Esther Fredien and Marie McTeague, have made plans to spend the week-end of July 4 at Lone Pine Camp near Brainerd. They claim they intend to do a lot of fishing and swimming, but we guess dancing will be more in order.

Bill Kane, chauffeur, was out on a little fishing trip but to date has not related any big fish stories. Guess "Lady Luck" has deserted Bill.

Vacation time is here. Jack Daly is spending his vacation up north. Art Endersbe is making a visit to Canada and Leo Kasid decided on Chicago for his vacation.

Understand Don Burkhart and Ted Eigler contemplate opening up a school for purpose of teaching "500" to beginners. P. N. Gellay has enrolled as the first pupil.

KALISPELL DIVISION

Associate Editor
J. A. MINCKLER
Whitefish, Mont.

Trainmaster and Mrs. S. McPherson spent this year's vacation on the West Coast.

Bobby James has returned to the old Great Northern as time-keeper for an extra gang.

Agent H. G. Decker and family enjoyed a three weeks' vacation motoring in "sunny" southern California.

Death came suddenly to Boiler-maker Guy Ingram, one of the old standbys of this division. Sincere sympathy of the entire community is extended to his family.

Weighmaster Lonnie Dennis and family autoed to Yakima, where a ten-day vacation was pleasantly spent.

Dispatcher Jim Clifford spent his vacation at Camas Hot Springs. Jim's statement that he is feeling fine is confirmed by his looks.

Officials and employees alike were mighty glad to see the A-26 switched to its usual place at the platform, and occupied by General Superintendent W. R. Smith, who has apparently recovered his old time health.

It was with profound grief that the employees of the Kalispell division learned of the sudden death of Engineer George Stevens, which occurred at a Spokane hospital. Mr. Stevens worked on this division 22 years and during that time made friends with the entire personnel.

Sympathy is extended to Car Inspector and Mrs. Tony Kingery, on the loss of their infant daughter, whose death occurred at the Kalispell hospital.

Agent Leo Livingston of Olney was suddenly called to Illinois, on account of the serious illness of his mother.

Engineer James Shoaf went out to Beaver Lake to see if the silver salmon were biting.

He carefully baited the hook and made a cast. Jim thought he had snagged a log and the log had come to life. After a good fight he won out, and landed a six and three-quarter pound Eastern brook trout. What we would like to know is why they call such fish "Eastern" brook trout. Who ever heard of brook trout of that size anywhere in the East?

Switchman George Goble and Mrs. Goble spent a three weeks' vacation in Wisconsin and Chicago.

A baby boy has arrived at the fireside of Mr. and Mrs. Forrest Lowe.

Conductor Charles Nelson has been called East on account of the serious illness of his father.

Conductor and Mrs. Robert Hunter are spending an extended vacation in Michigan.

The sudden death of E. C. Nelson, Kalispell brakeman, came as a great shock to the community. Mr. Nelson had been employed here for the past eight years and had many friends whose sympathy goes out to the bereaved family.

Yard Clerk Manfred Artz and family spent their vacation visiting at Spokane.

Sincere sympathy is extended to the family of Engineer E. J. Olson, on the death of his wife which occurred June 4. Mrs. Olson was well known among Great Northern people here, having been active in social affairs for many years, and her loss to the community will be universally felt.

Assistant Superintendent and Mrs. T. F. Dixon are spending their vacation motoring, and visiting at west coast points.

While not generally known, it is nevertheless a fact that Joe Morgan, manager of the relay office, is a scientific farmer in addition to being an expert motorist. Joe is strong for diversified farming. In 1920 he started with chickens and this year he has bees, having in the meantime raised ducks, rabbits and pigs, in rotation. He also specializes in vegetables and fruits; he started in with strawberries and has now reached lettuce in his plan of rotation. Everyone hopes it will be many years before his plan calls for garlic.



Karl Sagen

Here is what a 15-pound Dolly Varden trout looks like close up. The fisherman is Section Foreman Karl Sagen, of Columbia Falls, and he landed this one from the north fork of the Flathead, a few miles north of Columbia Falls.



Three Adventurers

This is a view on Sperry Glacier, taken before there was a Glacier Park. The men, left to right, are: Robert Grantier, business man of Whitefish; Bert Gibson, extra gang timekeeper; C. V. Coe, clerk in superintendent's office.



Vining, Strom and Rice

This mess of trout was caught in Two Medicine Lake, Glacier National Park. The anglers are, left to right: A. L. Vining, chief clerk, now of Havre, Mont.; A. A. Strom, assistant chief clerk; J. R. Rice, agent at Glacier Park. The reason why the fish are comparatively small is because they had eaten the big ones up before the picture was taken.

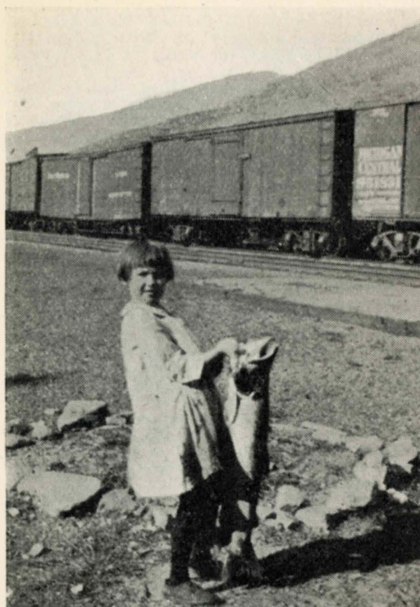


Mary Margaret Ryan

This dainty little miss is Mary Margaret, daughter of Engineer and Mrs. Jerry Ryan. Her care in keeping that clean dress away from the fish is an inherited trait. Jerry is a tidy engineer; one could ride a hundred miles on his engine without soiling a party gown.

Superintendent of Safety C. L. LaFountain attended the Safety First meeting on June 11. Among other visitors were Mayor Poorbaugh and General Chairman Schoonover, of the Engineers. Mr. LaFountain in his talk particularly emphasized the fact that all employees should take pains to report the presence of unsafe conditions and practices, to their superiors, or their safety committeeman without waiting for a meeting of the committee. Invitation is again extended to all employees to attend these meetings.

Agnes Mattenson of Spokane is acting as substitute stenographer during the absence of Ann Johnson, of the chief dispatcher's office, who is on her vacation.



Virginia Rose Robertson

This is Virginia Rose Robertson, daughter of Operators John and Mrs. Robertson of Red Eagle. She, too, would like to keep that fish away from her dress, but how can she do it, having to use both hands to hold up the fish, and she is telling them to hurry up and snap that camera, or the fish will not be in the picture. These are Dolly Varden trout, such as are caught in the middle fork of the Flathead, right alongside of the Great Northern tracks.



Cas Monger

We are using the picture of these fish as an excuse to introduce Cas Monger, 15-year-old son of Assistant Car Foreman and Mrs. William Monger. This is a string that Cas caught in a few hours' fishing at Beaver Lake, about four miles from Whitefish. They are silver salmon.

MESABI DIVISION

Associate Editor
I. G. JORSTAD
Superior, Wis.

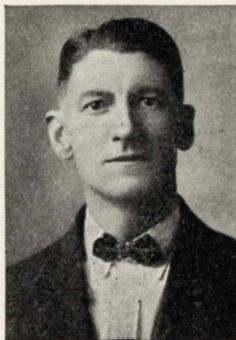
Conductor Thos. H. Payton was called to Port Huron, Michigan, on June 21, on account of the death of his brother. Tom has the sympathy of his many friends in his bereavement.

Mesdames C. W. J. Johnson, F. J. O'Connor, E. O. Gradine, Adam Reh, Theo. Rask, C. F. Schweiger and P. O. Putnam attended the convention of the Ladies' Auxiliary of the B. of R. T. held at Green Bay on June 23. They also visited at Milwaukee, Eau Claire and Chicago, and report that a good time was had by all.

Engineer J. J. Milon attended the recent Veterans' Convention in St. Paul.

Carman John Larson of Kelly Lake, who has been seriously ill, has recovered sufficiently to be moved to his farm at Worthington, Minn. He has the sympathy of all his friends, and the best wishes for a speedy recovery.

The office of freight agent, Superior, has been moved from the main floor to the second floor of the building on Winter Street. The second floor of this building was completely remodeled and various partitions torn out, making a very commodious office. New lighting has been provided, and all members of the force are well satisfied with their new quarters. The work of remodeling the ground floor for use of the general yard-master's and cashier's forces is also well under way, and within a few days we expect to find these offices in first-class condition.



Ann Broderick

The accompanying photograph is that of Ann Broderick, daughter of assistant car foreman at Kelly Lake, who recently graduated from the Hibbing High School. Miss Broderick graduated with a splendid record, having an average of ninety and above in all her studies since entering high school, and was elected a member of the National Honor Society. She plans on entering the January class of nurses at the St. Joseph Hospital in St. Paul.

Conductor and Mrs. C. W. Browne recently returned from a trip to Seattle and Portland. They went out via Great Northern and returned through Canada.

Mrs. Nick Schultek, wife of boilermaker foreman, and Mrs. Affleck, wife of storeman at Kelly Lake, recently made a trip to Judith Gap, Montana, for the purpose of driving Mr. Affleck's Chrysler automobile back to Kelly Lake. Due to the roads being impassable, Mr. Affleck was unable to drive his car through when coming to Kelly Lake to accept his present position.

A. J. Duall, switch foreman, Superior, is at present getting considerable experience in the culinary art. Mrs. Duall is making a tour of Ireland and expects to visit in France and England, returning to Superior about the latter part of August. Al looks alright so far, and claims that by the time he is through preparing his own meals he will be qualified to act as chef in any first-class hotel.

As a fisherman, Jim Broderick, assistant car foreman, Kelly Lake, would make a good bull-fighter. He was out all day Sunday and all he caught was three bullheads. However, he hasn't anything on Frank Karl, car foreman, Kelly Lake, the former fishing expert of Kelly Lake. He was out three days in succession and he didn't even get a mosquito bite. If the two of them would get in touch with Hank Porter, foreman, they might get the low-down on how to catch large fish. Hank fishes a la New York with very much success. He made the two prize catches of the season so far, one thirteen-pound and one eighteen-pound Northern pike. Everything would have been fine if Hank had not lost his best friend in the excitement and confusion of landing the last fish. His pipe fell out of his mouth, struck



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the fish on the head and knocked the fish out, otherwise he would never have been able to land it.

Conductor L. Dorman underwent an operation at Superior recently. True to the old adage, "You can't keep a good man down," Lew is back on the job again, feeling very much improved.

Conductor John Valley, Kelly Lake, has constructed a new stucco bungalow, and we expect to hear of a house-warming in the near future.

Engineer George Marsland has moved his family from Cass Lake to Kelly Lake. He has also transplanted some of the Cass Lake pine trees in the front yard of his new home, evidently to preserve the memory of his former home.

Mr. and Mrs. Charles Helmer of Duluth announce the birth of a baby boy. Mrs. Helmer was formerly Eleanor Carroll and an employee of this company. The new boy will be called Joseph Carroll Helmer after his proud grandfather, J. M. Carroll, traveling engineer, Mesabi Division.

Engineer Art Carroll has returned to work after being confined in the hospital three weeks. We are all glad to see him back.

Engineer A. N. Redmond is spending three weeks in Cleveland. According to the papers we will be smoking cigars when he returns.

Engineer C. W. McManus is still laying off and is cultivating his garden. Maybe he is going to start a little competition with Engineer E. J. Strong.

Engineer Bernstrom had the misfortune of being delayed in getting home the other morning with his car from Allouez. All the wrecking cars were busy. Bernie is now taking the street car.

Elmer George is the name given to the new baby boy which arrived recently at the home of Conductor E. C. Ecklund of Superior. Congratulations!

Engineer John Hanrahan is now on a night shift job at Allouez, but he doesn't know how long he will remain on this job as after working days, all through the winter months, night work doesn't seem to agree with him.

John O'Brien of the superintendent's office, and Vincent McGrath of the yard office, are having daily work-outs in St. Louis Bay getting in trim for the next "Channel Contest." Their trainer is William Krispin, who takes great pride in the fact that these two young men are making a splendid showing. We are promised a photograph in the near future, and will submit it for publication.

Among the graduates this spring are the following sons and daughters of railroad employees at Kelly Lake: Alice Bartlett, daughter of Conductor Bartlett; Mary Duffy, daughter of Conductor Duffy; Ann Broderick, daughter of Assistant Car Foreman Jim Broderick; George Clarke, son of Chief Dispatcher G. R. Clarke and Bernadine O'Connor, daughter of Conductor P. J. O'Connor, all of these being high school graduates. Donald Clarke, son of Chief Dispatcher G. R. Clarke, is a graduate of the Hibbing Junior College. Another graduate who deserves particular mention is Vilho Siekinen, who worked his way through school by working in the roundhouse on the second shift and attended school in the morning.

Employees at Superior roundhouse are eagerly awaiting the return of Locomotive Foreman W. F. Stoll and W. Yanda, who are at Cass Lake on a fishing trip. They promised all employees a fish dinner, and if their actual performance is as good as the boasts they made before leaving, there will be no disappointment.

Signe Oyaas, stenographer, superintendent's office, spent a week during the latter part of June visiting with her sister and friends in Milwaukee.

The Great Northern Diamond ball team, which is a member of the Superior Industrial League, has set its pace after a poor start, and from now on expects to win the majority of games played. There are a number of leagues in Superior, and after the season's play, a small World Series will be staged to decide the city's championship.

E. J. Ohman, E. & F. timekeeper, Superior, spent the last week-end of June visiting relatives at Deer Creek, Minn. On his return to Superior he stopped off at Loop Tank and succeeded in catching a fine mess of crappies.

Mrs. T. C. Toohy, wife of conductor, has left for Paris, and on her return will be accompanied by her daughter, Margaret, who has been studying art in that city.

Passenger Conductor P. McLaughlin returned to Superior recently after an extended leave of absence, during which time he visited in Paris and other European cities.

MINOT DIVISION

Associate Editor
CARL CARLSON
Minot, N. D.

Well, our high-powered checker at Minot yard, Bernie Olson, has taken up another task now. He is building himself a house on his lot out by the fair grounds. Well, the boys all hope he will succeed better with that than he did at farming.

James Norman Hill has got the buckboard out of the shop, and spends a good deal of his time around the Northern States Power Company building. What are you doing, Jim, buying stock?

I see our heroic engineer, "Vinegar Bill Mabin," is taking up a navigator's course through Scranton. Gamble says all those Lake Pipin boys should be good sailors.

Too bad Skipper Carroll of Canal Street broke his shovel, and couldn't help on the dikes any more.

Talking about "mud" caused by the recent flood. If you think it was bad you should ask one of our "heroic" engineers about the mud he got stuck in with the Studebaker.

Jimmie Sykes, our matrimonially inclined switchman, has his dependable Dodge in for general overhauling. There must be a lot of chuck holes on the Max Speedway.

It's sad, Brother Callahan lost a daylight job the other day. He forgot to show up. Dick, why don't you get a job in Logan; then you would not have so far to walk? No telephone yet.

One of our student switchmen, F. F. Buik, has purchased a Ford buckboard and made a truck. What are you going to do, Frank; start in the transfer business, since Cady Brothers have quit?

I see B. G. Olson has been playing baseball again, and sports a new black eye.

Williston has nothing on Minot yard! The employees of the Great Northern yard office at Minot wish to announce their appreciation of the various improvements made at the yard office. The switchmen likewise are thankful for the new switch shanty, steel lockers and shower baths.

A. E. Gamble, yard editor of the SEMAPHORE, must have made another winning on the baseball score; he got loose and gave "Chris," our newly married "Call Cat," one dime for getting his lunch for him, and later tried to get Chris to move his household goods back in place for him during the spring house cleaning.

Mr. "Hansome" Alvin Barke, switchman Minot yard, intends to make a trip to the west coast in the near future. From rumors

about, we understand he is going to try to transplant a "western rose" on the sands of North Dakota. Wonder if he is telling the truth this time.

The fishing trip taken by Messrs. Willie Cloone, Eddie Cloone and Billy McHugh, employees of this division, was not so successful as usual. Each, after four days "trying," divided six pike. Must have been tough on "Red" when he couldn't even buy some to bring back.

Jack Nelson, fireman, is going to Toledo, Ohio, after a new Willys-Knight "70." He is sure strong for the Willys-Knight.

Now that the new broadcasting station has been established in the dispatcher's office, we should get some pretty good talent lined up to broadcast. Maybe Greer and Mills would volunteer with their orchestra!

Trainmaster Greer is fixing up the drive around the depot and freight house, with the help of Jack Beaulieu's crew, and is doing a good job.

James F. McCormick, better known as "Jim," wishes to announce to the division that it's a "girl." Mother and daughter, Mary Kathleen, are doing fine. The name decided upon in advance for the baby was "James Lee McCormick."

Now that Otto Fisher has the new sedan, we can see where "Bull Montana" Parsons, Ellsworth "Kid" Brown, Herbert "Dutch" Lutzen and "Chentleman" Chet Helmore, will all be putting in their time this summer on the rubber tires instead of patting the pavement. Otto, the sheik brakeman, purchased a lone ticket on an auto which was raffled off by the I. O. O. F. lodge at their convention in Minot, and was the lucky boy.

They're all doing it now. Pete Meyers, conductor on the Northgate line, who has committed himself in various ways, has recently adventured into matrimony. Well, Pete, we all wish you good luck in your new state.

Oliver Grant, brakeman on the Crosby local, is getting the Essex fixed up for a trip to the Black Hills, on his annual vacation. He lives close to the Canadian border, but is showing his Great Northern teaching by "Seeing America First."

Well, our high-powered car checker at Minot Yard, Donald Hill, is back at work after being laid up for a month from having his finger smashed while helping with the diking during the recent flood at Minot.

The skating rink for flies has been ruined. There is some sign of vegetation on Ed "Shorty" Brook's head.

Brakeman Beale sneezed last week and lost his store molars.

Some of our brakemen are intending to revise the B. R. T. schedule for summer use only. The winter schedule will come on later.

"Chris" Gordon Christianson, local callboy, who joined the benedicts recently, has got the high cost of living reduced by discontinuing the use of John Camel cigarettes, and substituting the old corn cob pipe and reliable corn cake tobacco.

Leo Trotter says that he surely is glad the summer time is here, because it surely helps Bill DuBord out fine. He can pose in front of most any building up town, and not shiver and freeze. Leo also says if Bill were a little "twenty years" younger, he would make a good Hula Hula dancer.

William F. Cox has taken the spotting job at Verendrye Pit. Bill says the wife cannot complain of his fiddling out in the pit, although numerous brakemen have given up the job. He must be some fiddler.

James Norman Hill finished his course at the Minot Conservatory of Music, May 31. There will be plenty of music at Minot yard now.

Alvin Barke, switchman Minot yard, assisted the local police force the other evening by capturing three desperate characters. As there was a reward for all three, "Vasellino" Barke will be well compensated.

F. N. Mills, local operator, has purchased a Lincoln car and seems to spend his leisure hours trying to check up on the Honorable Jim Sykes.

T. B. Hogan and "Shamrock" Art Kelly have been dishonorably discharged from the local "Tight-Wad" club, Red Cloone and W. C. McHugh casting the deciding votes.

An associated news dispatch some days ago announced the sudden death of Col. H. J. Hecht, erstwhile carman on the rip. He was a former resident of this city, but moved to Eatonville, Wash., several years ago. His death on May 18 was a distinct shock to his many friends here.

J. H. Hinshaw suffered an injury May 29, from which he was off the job for a number of days. He has been back to work and still limps as a result of his contact with the unseen factor.

Carman Peter Hanenberg, who has been confined to his bed for two months with sciatic rheumatism, and unable to plant his garden was surprised Monday, May 31, to find a number of carmen at his place after work, who planted a lot of seed potatoes which should produce the banner crop, in the Minot city garden plots.

Foreman A. J. Pickus began his vacation on May 16, which took him to Ashland, Wis., and the Twin Cities, where he visited with parents and friends.

Tom Roberts, who has been the faithful ice-man at the passenger depot here for over six months, has resigned and left for the lakes near Detroit, Minn., where he has a lucrative position at one of the fishing resorts.

Mr. and Mrs. Harold Hustad are making an extended visit to the home of her parents, who last fall moved to Missouri, their home in the days of their youth. The Hustads will be at home again after the Fourth of July.

Anton Zimmerman, bolt rack man and all around man on the rip, expects to make a trip to Oregon City, Ore., in the near future, to visit his wife who is recuperating her health in that clime. He will feast on berries for a few weeks before returning to the dry salt beef and pork chops.

Carman Chas. Lano has arranged with the American Legion France Convention Committee, for his passage to Paris for the Paris convention, and expects to sail from Quebec, September 9, returning from Cherbourg, France, making a six weeks' trip.

Mr. and Mrs. Gust Johnson were called to Fergus Falls, Minn., the early part of June by the death of Mrs. Johnson's mother. Mr. Johnson is air test rack man on the rip.

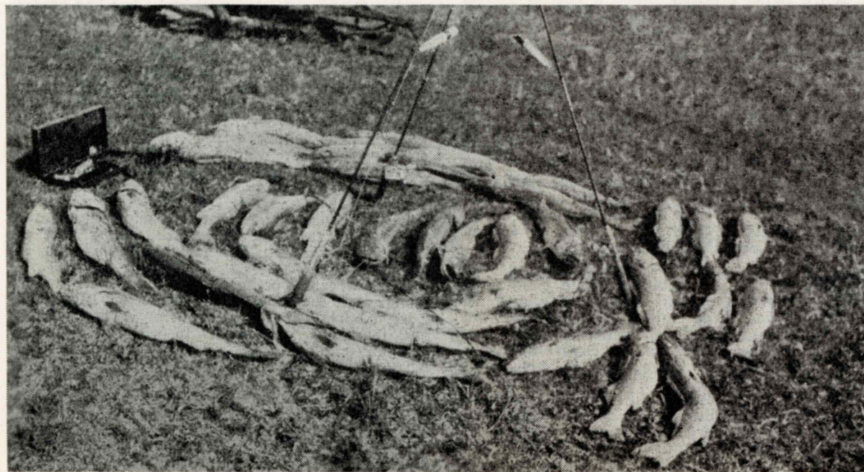
Mrs. Eli Brown, wife of Carman Eli Brown, died here after a lingering illness on May 13. She leaves a husband, who is tankman at the roundhouse, and two children, Dorothy Edna and Charles Edwin. Interment was made in Rose Hill cemetery.

The carmen are jubilant over the installation of a nest of steel lockers in the car sheds, which supply a real need.

May 8, 9, 10, 1927, are dates which "Old Air Date" Julius Strom will not forget for some time, even though he did not stencil them on any of the cars about the rip. Deciding to go south of Tioga to visit relatives and friends, he drove his car down among the hills, and was stalled by the memorable snow storm for the aforementioned period. Just ask him about that trip.

At the present writing the rip has Peter Hanenberg, K. T. Lien, and Harold Lieberg on the sick list. J. H. Hinshaw, who has also been ill, has returned to work.

"Be it ever so humble, there's no place like home" is one of the songs being hummed, whistled and sung by a quartet of carmen composed of Harry Matson, who has been like



The above photo shows the ability of Frank Emme and Tommy Hogan to catch fish. The mess was caught at Fish Lake on Decoration day. If Red Cloone and Bill McHugh had

gone to Fish Lake they would probably have had better results. They are thought to have spent most of their time at Charley Lauche's, at Cass Lake, instead of on the water.

Observes 99th Anniversary

IN THE MINNEAPOLIS Tribune of April 20, a recent item revealed that John Bratberg had observed the 99th anniversary of his birth the day previous. Mr. Bratberg was one of those who helped to build the Great Northern Railroad. His home is in Green Lake township near Willmar, Minn. He was born in Norway, but has been a resident of Kandiyohi county since 1868. We are indebted to Conductor George Bondeson of Glasgow, Mont., for the clipping.

Great Northern Semaphore

a weasel during the past year trying to get a home of his own; Lewis E. Cross, Geo. Kuhnenn and DeForest Pitts, who have or are acquiring lots and are converting condemned cars into habitable homes for themselves.

A. J. Pickus, car foreman, was taken sick on May 30 and has been attended by a physician, but his condition is not considered serious.

Williston Items

H. J. Lansing held down one of the yard engines for ten days in May on account of the sickness of Engineer Cooper.

Conductor Thos. Dawson has returned from Rochester where he had been undergoing treatment at the Mayo clinic.

Fireman Jim Holter, who suffered an attack of pneumonia in May, has now fully recovered.

Walter Harwood, Sr., was the honor guest at several social affairs given by the various fraternal organizations of which he is a member, prior to his departure for England.

Bud Bruegger spent his vacation visiting relatives at Watertown, Wis., and Chicago. If nobody else was glad to see Bud return, his dog was; from the time Bud left until he returned the dog refused to stay at home, but kept waiting at the roundhouse office door and occasionally howling.

One of our prominent families had a stock of choice wine stored away with which to celebrate a recent holiday, but when the holiday arrived the wine was not to be found. John Merklein says that Fleming could probably give considerable information as to its whereabouts if he were to tell all he knows.

William Wilkinson, Jr., son of deceased veteran engineer, Billy Wilkinson, finally succumbed to an illness that has been torturing him for several years. The end came on May 6. Bill served his time as machinist at Havre shops, about fifteen years ago, and worked as machinist at Williston and Wolf Point, until his health became so impaired that he was unable to work.

We are pretty well acquainted around the rip track, but we must say that we have not as yet become acquainted with the lady who is endeavoring to entice Tom King away from the roundhouse. How about it, Ed; can you give us an introduction?

Ben Morgan has returned "all in" after a real vacation spent on the west coast, including Vancouver, B. C.

Geo. H. Mork spent a week of his vacation in and around the Twin Cities.

Wm. Mengel spent part of his vacation attending the dedication of a Lutheran church at Albert Lea, Minn.

Mr. and Mrs. Sennet Palmer celebrated their wedding anniversary on May 28, at which time a few friends dropped in and spent the evening at cards and dancing.

Jas. Spence has returned to work after spending the winter and spring at Bemidji, Minn.

R. O. Skjei and family are spending a few weeks visiting relatives at Northwood, N. D.

Fleming claims that his picture, which appeared in last month's SEMAPHORE, was obtained under false pretenses, as he was given to understand when it was taken that it would be published in a Y. M. C. A. publication, as an illustration of the results of pure and righteous living.

Williston car shops at the present time claims the championship of the system for having more "stags" per shop than any other place on the line. Two-thirds of the men are at the present time "batching" it while friend wife is away vacationing. This includes the foreman.

The grand parade scheduled for the opening of the new yard and telegraph offices failed to materialize with the exception of Fleming, who was there as advertised, white shirt, hair cut and new suit, which was a fine fit—all but the coat and pants.

Veterans attending the Annual Veterans' meeting at Minneapolis from this point were Machinist W. R. McChesney, Tool Checker Tom Shea, Engineer Chas. Schumacher, and Conductors Mike Tierney and Hi Coster. Bill McChesney says Tom Shea had promised him that when they got to St. Paul they would have a bottle of "Thue Rale Shtuff" but it was the old story, only a promise as the "Bottle uv rale shtuff" failed to put in its appearance.

Irish McMahon, Joe Kaluza, Ole Fjug and Joe Ledosquet of the roundhouse, and Elwin Roed of the repair track, attended the state encampment of the North Dakota National Guard at Fort Totten in June.

Roy Ferris and Thos. L. Purves attended the annual meeting of the Shop Crafts Association at St. Paul in June.

Yardmaster Jack Sullivan spent his vacation at Detroit Lakes, Minn.

Aleck Black, of the roundhouse, has been christened "Sleepy Time Gal" and is very susceptible to "shower baths."

"What I wanted was privacy," said Irish McMahon when surprised by some friends, while he was parked in his Nash roadster a mile or so north of the city.

W. H. Coleman is spending his vacation in the Twin Cities, Chicago and Detroit, Mich. Car Foreman Wm. Smith and wife took in the Rose Carnival at Portland, as part of their vacation.

Having forewarned all the things that are so dear to the heart of the average Scot, including that stuff with the "smoky taste" which comes in bottles, and as a result losing the companionship of many of his old friends, Scotty Lakie was fast becoming a victim of the blues or dumps, and the usual cheerful attitude he had previously maintained toward life seemed to be somewhat embittered but it suddenly changed, and he is once more back with the "Scottish Clan." Why? Well, we'll tell you; Scotty has taken up golf.

New Rockford Items

Carman William Gottschalk returned to work May 16 after a month's absence, the result of an injury to his foot. He made a quick trip, Memorial Day, to points in South Dakota, in his new Buick, for a short visit with his son and to attend to a business deal.

The car shops are shining like a 1927 model under a new coat of paint applied by B. & B. Foreman McGrath and his gang. Incidentally the gang blessed the fellow who conceived the idea of putting in the 7,500 panes of glass which required beading or putty.

The New Rockford Juvenile band gave another concert at the Blackstone theatre on the evening of June 7. This is getting to be a snappy organization and is receiving offers to play at fairs and other celebrations. Among the railroad youngsters we noted children of Conductor Geo. Loomis and Agent E. J. Kendrick.

Mrs. Fred Peterson, wife of Carman Fred Peterson, came up from Fergus Falls to attend the graduation of their daughter, Lorena. Miss Peterson accompanied her mother back to Fergus Falls but Fred stayed on the job making cars "O. K. for Grain."

Fishing in the James River holds the fancy of a number of our sporting gents just now, with the usual tales of wonderful catches that got away. John Rand claims he hooked a fresh water whale one evening and that the blamed thing swallowed his hook, bit his line in two and then started up the bank after him. The timely arrival of Farmer Roman Beatty, with a cow bell, was all that saved him.

Car Foreman A. D. Paulson departed June 9 for Everett, Wash., to spend his annual vacation on the coast. He also spent a couple of days at Harvey, N. D., attending the convention of Volunteer Firemen, as delegate. He was relieved by Assistant Foreman Ove J. Johnson.

Material is being unloaded at the time of writing for the new water softening plant and steel water tank to be erected here, and construction will begin soon. It will be modeled somewhat after the city water softening plant which has been in operation for a number of years, and has given fine satisfaction.

John Hansen, custodian of the cinder pit, whom they say has been on this job since cinders were invented, spent a few days at Minot, taking in the big picnic at the oil well in that neighborhood. John says he owns about two hundred feet of this well directly above the oil pocket, and has it all doped out to bring the well in this summer, use the oil on engines running into New Rockford and with no more cinders to shovel, take life easy.

Laborer Geo. Fix left June 11 for Devils Lake to attend the National Guard Encampment.

MONTANA DIVISION

Associate Editor
JOHN C. KOERNER
Havre, Mont.

C. E. Magner, agent at Malta, is contemplating a leave of absence of thirty days, for the purpose of going to Rochester for treatment of his feet, which have been giving him trouble for several years. His many friends wish him a quick and complete recovery.

E. B. Smith, relief agent, is a great hunter and fisherman, who spends the greater part of his leisure time in the fastnesses of the Bear Paw and Little Rocky Mountains, or in the brakes of the Missouri River. He admits, however, that on a recent fishing trip, he met up with just a little bit more of



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to sell HYDRO Insured TIRES—the only tires in America Insured for One Year against all road hazards regardless of mileage. Insurance Policy with every tire. Made by the only tire factory in America selling its product through authorized Salesmen-Agents. We offer opportunity of life-time to establish profitable tire business of your own. No capital required. Sales Kit and advertising helps furnished. Exclusive territory granted. Write today for catalog and complete information about the Hydro Agency Plan. ADDRESS NEAREST BRANCH, DEPT. 72 HYDRO-UNITED TIRE CORPORATION POTTSTOWN, PA. CHICAGO, ILL.

ILL. MAN INVENTS NEW FORD GAS SAVER & QUICK STARTER

Walter Critchlow, A-370 Street, Wheaton, Ill., has patented a new vapor gas saver and quick starter that beats anything ever gotten out. With it on Fords show as high as 66 miles on 1 gallon. Other makes do equally well. This new moisture invention saves gas and oil, makes a Ford start instantly in any weather and completely de-carbonizes the engine. Mr. Critchlow offers 1 free to advertise. Write him for one. He also wants County and State Distributors who can make \$500 to \$2500 monthly.

the great outdoors than even he found enjoyable. He had left Havre early one Saturday evening, for the headquarters of Clear Creek, in the Bear Paw, expecting to reach his destination in time to enjoy the crisp morning air of the high country, also the gorgeous sunrise and to feel the thrill of pitting his cunning against that of the gamey "Rainbows" as they would rise to the deft casting of his favorite flies. All went well until the trail dropped down through a coulee in the foothills. The trail being somewhat slippery, caused the rear of his Buick to skid, the wheels dropping down through the sod, and the first leg of the trip was completed. This was at 10:30 P. M. He was unable to move the car, and was still struggling with it at 7 A. M., when a party came by with a big Ford and pulled him out. Mr. Smith now has up with the road commissioner a petition to have the soft spots in the trails put in on top of the hills, because he says the mosquitoes are not so bad there, and the fence posts come up easier when needed as pries. Below is our artists' idea of how E. B. looked trying to coax the car out of the rut.



Conductor John Coolen, trains 229 and 230, between Havre and Bainville, met with a bad accident at his home on the evening of June 15, falling from the top of a two-story ladder

while taking off storm windows. He was seriously injured about the hips and taken to the Sacred Heart Hospital. Conductor Robert McMillan is relieving him.

Conductor Geo. Opsal, who went to Albuquerque, New Mexico, for the benefit of his health, is recovering and expects to return to work this fall.

Conductor H. B. Hillsabeck and Brakeman Albert Scherer have gone to the Butte division for a short time, to work out passenger mileage in connection with equalization of mileage between the two divisions.

Mrs. O. A. Sheldon, wife of Conductor Sheldon, has been called to Omaha, Nebraska, on account of the serious illness of her sister.

Conductor T. F. Dawson returned from a ninety-day leave of absence on June 6, much improved in health and able to take his regular turn out of Glasgow.

Superintendent A. E. Knights, who is on his annual vacation, is visiting friends in Los Angeles, California, accompanied by his wife.

Car Stenographer Sidney Gilbertson is spending his vacation at Kalispell, visiting with relatives.

Personal Record Clerk Emery Smith has been laid up for two weeks on account of sickness.

General Clerk Jas. Ring and Mrs. Ring, who left June 10 for Montreal, via Washington, D. C., and New York City, to visit his uncle, were fortunate in being at New York in time to participate in the "Lindy" celebration.

Train Dispatcher J. G. Krinbring is spending his annual vacation at Spokane.



Train Dispatcher J. C. Koerner and Mrs. Koerner are spending their annual vacation in New York City, having a family reunion. The accompanying picture shows John's wonderment at "Gotham."

Edward Bergner, carpenter, in carpenter crew No. 2, has just returned from his vacation, which he spent in Germany, where he had the honor of dining with President von Hindenberg. Mr. Bergner served on the Kaiser's guard before coming to America.

Engineer H. N. Prentiss is now on gas-electric car trains 229 and 230 between Havre and Bainville, displacing Engineer Johnson.

Engineer Lee Dunham has given up the run on 220 and 230, Havre and Bainville, and taken local between Havre and Bowdoin.

Mrs. Dan Carlin, wife of Yardmaster Carlin, Havre, is at Rochester, Minnesota, where she is receiving medical treatment. We hope for her speedy recovery.

Distribution Clerk Emil Don Tigney has resumed work after being off for three months, during which time he completed a course in interior decorating at a Chicago school.

The marriage of Comptometer Operator Mary Steiner and Trainmaster's Clerk Leo Davis was celebrated on June 18, at St. Jude Thaddius Church, at Havre. The happy couple left on train No. 4, the same day for a short honeymoon trip to southern Minnesota and northern Iowa points, accompanied by the hearty congratulations and best wishes of the office force.

Trainmen Timekeeper M. F. Tewmeyer recently spent ten days in St. Paul, in connection with B. of R. C. matters.

The explanation of the proud smile worn by O. S. and D. Clerk Eldon Lee, was the arrival of a baby girl at his home.

Clerk Carl Holst, of Plentywood station, took a 30-day leave of absence visiting relatives in St. Paul.

Walter B. Everett is able to resume his duties as cashier at Wolf Point station, after being off 60 days account of illness. Walter is an old timer on the Montana Division, having been in service since 1899, and we are certainly glad to see him back on the job.

Operator Fred Mueller has returned to his position as second trick operator at Cut Bank, after spending a 30-day leave visiting at Los Angeles and Seattle.

Chief Dispatcher P. W. Doles and Mrs. Doles made a trip to Helena, to be present at the graduation exercises of the Inter-Mountain State College.

Engineer Falkenberg has taken local, Wolf Point and Williston, Engineer McMurtrey taking his run on Bainville-Richey mixed run.

Engineer Jelly is back to work, after an extended leave on account of sickness.

ST. CLOUD DIVISION

Associate Editor
JULIUS A. JOHNSON
Minneapolis, Minn.

Manette Gravelle, of the Dakota Division office force, paid the Minneapolis superintendent's office a brief visit recently. She did not take the gang by surprise, however, as mail addressed to her in care of this office preceded her by several hours.

Car Foreman O. W. Rasmussen, Fridley, is vacationing during the latter part of June and his associates are looking forward to some good fish stories on his return.

Elmer Hayes, assistant chief clerk, and Roy Oakes, clerk, St. Paul local, experienced the thrill of being smashed into by a drunken driver. Their cars were parked near the freight house and were struck by a hit and run driver and had it not been for the quick detective work done by Lola Sokolouk in obtaining the driver's license number the boys would be "out" about a hundred dollars. Elmer Hayes' new Chevrolet sedan was badly smashed and Roy Oakes' Ford touring car was also damaged.

Fireman M. J. McInaney enjoyed a recent visit from his two sons, who are interested in aviation at Denver, Colorado. They flew over to spend Sunday with their parents and took them both up for an enjoyable ride. They returned to Denver via air and made a quick trip, excepting for some minor engine trouble at Huron, S. D.

Mike Salchert, B. & B. carpenter, and Catherine Hirschfeldt of Waite Park surprised their friends by slipping away to Minneapolis where they were quietly married on May 25. Best wishes.

Gang Foreman Charles Hanson, Union yard, spent his vacation taking in the sights around town.

Since the way freight crews on the west end have been tying up at Alexandria, some of the train and engine men are putting in their spare time at fishing with varying degrees of success.

The nucleus of an orchestra composed entirely of St. Paul local freight talent has been found in Martha Rahn, pianist, and Al Decaire and Ed Keefe, violinists. Axel Farnum and a few others may also join up and help put this department on the musical map. These artists staged a concert during the noon hour on June 7 at the freight house lunch room.

Roy Berg, clerk at Fergus Falls, is driving a new car.



THESE BUTTONS FIT ANY GARMENT
And they Snap on. No sewing necessary. Detachable too. **Pilcher Bachelor Buttons** are great in an emergency. A strong button for constant use. If dealer can't supply, send his name and 25c for full assortment of 3 colors, 3 sizes. **PILCHER MFG. CO., Inc.** Dept. 3902. Louisville, Ky.

Helper Alec Wadatz, Fridley, took a short vacation and while he was gone he decided to sign up a new manager. The wedding took place at Clayton, Wis., and friends are wishing him the best of luck.

Some of the superintendent's office force are prospering, to judge from the orders given automobile dealers. John Lorenz traded his old Ford for a new sedan preparatory to an extended motor trip on his vacation in July. Burton West bought a new Pontiac as an aid to commuting between Hopkins and the office and Marvin Rafson purchased a Ford to enable him to reach the golf links more speedily after work.

Engineer Neil Gallagher, on the Pelican Rapids run, is laying off for awhile and spending the time at his home at Melrose. James McDonald is doing the relief work while he is away.

M. O. Wood, of Havre, paid the superintendent's office a call to shake hands and gossip with old acquaintances. "Monty" has changed very little since we knew him years ago. He is now with the Interstate Commerce Commission and his territory is the U. S. A.

Conductor James F. Cumbey recently made a trip to Tulsa, Okla., to help celebrate his father's seventy-third birthday. All the children, which includes three daughters and five sons, were there to make it a happy reunion.

A kittenball team has been organized by the St. Paul freight house force and so far they have emerged victorious from all their encounters. This is a very nice start and will no doubt subject them to numerous challenges.

Friday, the 13th, signifies nothing but joy and happiness to Information Clerk Mark O'Neill since the arrival on this date in May of a ten-pound boy, Jerry, at their home. Mark was all smiles and treading on air when passing out the cigars.

Stenographer Vera Putney, St. Cloud, is making an extended trip west with stopovers at several points on the coast.



Home of D. D. Kuhn

In a recent issue was shown a Barnesville home with the information that it has been occupied continuously by the owner since October, 1886. Now Engineer Dan D. Kuhn comes to bat with the above picture of his home located at 1005 Gaultier Street, St. Paul. This house was built during the summer of 1886 and Engineer Kuhn moved into it on the sixth day of August the same year just before entering the service of this company, and has lived in it continuously ever since which beats the former record by a little over two months. Dan is shown on the porch in the white shirt and at his left is his brother, John, who is a pensioned engineer now living at Breckenridge.

Herman Haberer is back on his old job of cream helper at Alexandria. He comes with the tourists each season and is right at home.

H. A. W. Scholz, operator at St. Cloud, was in Minneapolis, June 13, attending the graduation of his son, Edmund, from the engineering department of the University of Minnesota.

Conductor Bert Stone and wife are visiting the Pacific coast for a month.

Horace Norby is working the key at Alexandria on the new telegrapher's trick put on for the summer months.

Chief Clerk Fred W. Scheiber, of St. Paul freight, and wife and daughter, Gladys, drove the new Chandler car to Spooner, Wis., where they visited relatives over Decoration Day.

Chief Dispatcher A. M. Deverell is vacationing in the East, visiting points in Massachusetts and New Hampshire. Night Chief Otto Lorinser, who just returned from his vacation, is working the day shift.

Veteran Conductor T. J. Kelly visited friends at Pelican Rapids, Fergus Falls and St. Cloud, on his trip east to attend the Veterans' annual meeting at Minneapolis.

We read last month of the piscatorial pursuits of the gang at the storehouse, and the car department wishes to announce that they have in their midst one who is fit to vie with these gentlemen in this art. To enumerate his accomplishments would require the entire column and for lack of space we will merely mention his name, Frank Johnson, clerk at Union Yard, who haunts his regular fishing hole every evening and returns home with one or less.

The following clipping from the St. Paul Pioneer Press needs no comment beyond the statement that the man referred to is clerk at the local freight station.

First June Marriage License Issued Early

"A man who waited for the office of the clerk of district court to open today, married the first June bride at 1:30 p. m.

"He is Joseph A. Tshida, 1231 Woodbridge Street, and his bride was Edith E. Ecklund, 819 Greenbrier Avenue.

"Mr. Tshida greeted Arthur Blom, deputy clerk of the court, when he came to work this morning, and he was the first to take a marriage license in the month frequently referred to as the 'month of brides.'"

Gang Foreman Mike Coughlin, Cedar Lake, recently retired on pension after forty-five years of service. His place is now filled by E. G. Peterson, who was inspector at the Middle yard, and feels right at home in the surroundings where he was assistant foreman until April, 1925.

Agent and Mrs. E. C. Harrison, of St. Paul, celebrated their silver wedding anniversary on May 26 at Mound. The Masonic Lodge was their host at a large party where the marriage ceremony was re-enacted. It was reported to be a very lovely affair and Mr. and Mrs. Harrison were the recipients of a beautiful silver dish.

Friends were shocked to learn of the death of Robert E. Martin, car distributor in chief dispatcher's office, which occurred when returning to the city from Lake Minnetonka, Sunday evening, May 29. Burial took place on June 3. He is survived by his wife and two sisters, to whom sympathy is extended. "Eddie," as he was familiarly known, first entered service as messenger in superintendent's office in 1895 and had been in continuous service since 1908.

Ernest Beltengren, disposition clerk at Minneapolis Junction, has packed his grip with Ry-krisp and headed for Hollywood via the desert route. If he passes the camera tests successfully we will be obliged to bulletin his job.

Sympathy is extended to Telephone Inspector A. C. Anderson on the death of his young daughter, Florence, which occurred Saturday, June 11, at their home in Minneapolis. The young lady had been ailing for a long time and was confined to her bed since February. Interment took place June 15 at River Falls, Wis.

George McLearn, clerk at the Junction, has just returned from a hurried trip to Los Angeles, where he was called by the illness of his sister.

SPOKANE AND MARCUS DIVISIONS

Associate Editor

FRANK W. SEXTON
Spokane, Wash.

W. J. Molden, agent at Quincy, spent a few days on the Coast, and was relieved by F. J. Salvage.

M. H. Taylor, operator at O. W. Junction, and Mrs. Taylor, spent a short vacation in St. Louis. While away they attended the commencement exercises of Washington University where their son is a student.

R. O. Besse was the successful bidder on first trick at Sandpoint.

Due to illness of his wife, Fred Justice has given up the agency at Naples and has reverted to the extra list, displacing H. M. Cook as operator at Hillyard Depot.



F. E. Strong is acting as agent at Naples until expiration of the June bulletin.

Gladys O'Connell is protecting second trick at Naples.

Operator Brooks at Odessa was away during June on account of sickness, and was relieved by Operator Erickson.

A. E. McKane, agent at Marlin, and Mrs. McKane, are visiting in the Twin Cities. M. E. Anderson is acting as agent at Marlin.

Operator F. J. Salvage has purchased a new Whippet.

G. W. Bates, operator at Sandpoint, and Mrs. Bates, are on a motor trip to California points.

Fred Knowlton, operator at Dean, accompanied by Mrs. Knowlton, is making a motor trip through the eastern states.

A. O. Sargent, agent at Pateros, spent his vacation visiting relatives in the East, and was relieved by Operator Salvage.

Ruth Langbein, operator at Ephrata, was away during June on account of sickness, and was relieved by Operator Crawford.

Harry Holt, formerly clerk at Marcus, is working first trick telegraph at Omak, relieving J. W. Wilson, who has reverted to the extra list and is now working at Okanogan.

L. M. Coneen has bid in third trick at Priest River.

E. E. Kay, cashier, Marcus, has returned from the East where he attended the convention of the O. R. T.

R. I. Triplett, dispatcher, made a short trip to Vancouver and other coast cities on business. Of course it's business and none of our business, but how come that "Trip" always goes to Vancouver?



Ross D. Bostwick

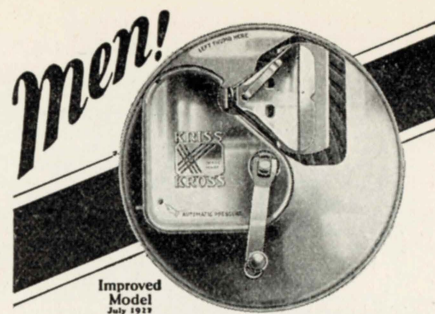
Ross D. Bostwick, son of Veteran Engineer and Mrs. N. J. Bostwick, received his Master of Arts degree from the University of California in early June. Mr. and Mrs. Bostwick attended the commencement exercises.

A. Kase, chief dispatcher, and Mrs. Kase, have returned from Indiana where they were called by the death of a relative.

P. G. Flaherty, dispatcher, was called to Bradford, Penn., by the serious illness of a relative. On his way home Mr. Flaherty will attend the national convention of the American Train Dispatchers.

S. H. Brown, dispatcher, is spending his vacation in St. Paul, and has been relieved by Jack Carman.

Paul Spurgeon, operator at Hillyard, spent the Queen's Birthday in B. C. Hope Paul played a good game.



Amazing Device Makes Old Razor Blades Keener Than New

KRISS-KROSS, the Most Sensational Shaving Invention Ever Patented. Prolongs the Life of Razor Blades for Months. Gives Coolest, Cleanest Shaves Imaginable and Cuts Cost 83%. See Generous Introductory Offer Below.

AN OLD, discarded blade—A KRISS-KROSS Super-Stopper—11 seconds—and then the smoothest, slickest shave you ever experienced. KRISS-KROSS literally performs miracles! Employs master-barber's diagonal flip-stroke (now for the first time duplicated mechanically). Gives any make blade (except Durham) the keenest cutting edge that steel can take. Amazing automatic regulator decreases pressure gradually to feather-like finishing stroke. Makes a dozen blades last for years!

Agents! Make big money selling KRISS-KROSS. Even spare time men make \$6-\$12 a day extra, just showing to friends and fellow workers. Benson made over \$50 in 3 evenings. Bradford \$40 on a Saturday afternoon. Get details of permanent, dignified proposition. Check coupon and mail it now.

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Lewis Picton, engineer, has returned to work after a siege of illness.

John Yellman, engineer, has taken a thirty-day leave of absence.

"Shorty" Westover, boilermaker foreman at Appleyard, spent a short visit in Hillyard.

The lawn and shrubbery around the Hillyard roundhouse are going better than 100 per cent. Jack Vassow says if he followed all the good advice given he would have flowers that would eclipse the memory of Burbank.

June first brought many changes around the Spokane offices. P. W. Tillisch, chief clerk to the general superintendent, was promoted to transportation inspector. J. C. Dalrymple succeeded Mr. Tillisch. Frank Sexton succeeded Mr. Dalrymple as chief clerk to division superintendent. L. V. Fautsch took Mr. Sexton's former position in the general superintendent's office. R. W. Grieves, D. M. Reardon, G. W. Evans, Clara Foster and Jennie Bixby were all given advanced positions by the various promotions.

E. L. Smith, engineer, who has been off duty for the past four months, has returned and taken the Newport helper.

W. E. Haggart has been filling Engineer Wales' run on 27 and 28 for ten days while Mr. Wales attended the Veterans' Convention.

Lewis Becker, engineer, who has been away for the past six months on account of sickness, has returned to work and taken the swing passenger job on the west end. Engineer Nick Oster, who has been holding Mr. Becker's run, returned to through freight service between Hillyard and Appleyard.

The work trains on the Irby and Lamona line changes have been taken off as the work was completed. The elimination of these six-degree curves effected a wonderful improvement. Work on the line revisions in the Scotia and Kootenai canyons is also progressing satisfactorily.

Bridge No. 299 east of Bluestem is being replaced with a steel and concrete structure, the work being done by the B. & B. department.

The curtailment of service on trains 39 and 40 between Bonners Ferry and Troy has reduced the force by one engineer, forcing W. J. Barrett into freight service on the west end.

H. V. Francis, engineer, accompanied by his family, spent the month of June on a motor trip to California.

John Harrington, engineer, has given up the chain gang job and taken a switch engine in Hillyard yard.

The first of the R-1 type freight engines to be constructed in the Hillyard back shops, is now well under way and should be completed within ninety days.

Harry Landis, engineer on trains 27 and 28, has returned from a six weeks' visit spent with relatives in Texas and is back on his regular run. Harry says he had a most delightful trip but the weather was so cold that he was glad to get back on his engine.

One of the largest shipments of silk received so far this year passed over the Spokane Division on June 15, on a nine-hour schedule. Twenty-four extra length baggage cars were required to handle the shipment.

The sympathy of the SEMAPHORE and employees is extended to Conductor and Mrs. J. E. Tyler upon the tragic death of their seven-year-old son, Gordon, who passed away June 14, as the result of an accident. Gordon was playing and in running across the street was struck by an auto, sustaining a skull fracture which caused his death a short time after.

B. B. McCannon, agent at Grand Forks, and Mrs. McCannon (nee Grace Barron) have returned from a trip which included New York, Washington, D. C., Niagara Falls and Chicago. The trip was rather in the nature of a postponed honeymoon as they were married last December, but were unable to get away at the time.

Engineer Harry Dean received considerable publicity on June 2, when he made an emergency stop on train No. 2 for an automobile which had skidded off the highway and hung upon our tracks east of Stratford. The noon extra came out with a headline reading, "Quick Thinking Engineer Saves Bad Wreck."

John Cantlon, pensioned car foreman at Hillyard, accompanied by Mrs. Cantlon and their two sons, Leo and Charles, are motoring to California. Mrs. Cantlon has not been in the best of health for the past year and the trip is being taken for her benefit. Mr. Cantlon, who is one of the oldest veterans on the system, was living at Cutbank, Mont., when the Great Northern was built through. He was at that time a contractor under Shephard and Siems and constructed a part of the road through the state of Montana. Mrs. Cantlon being the first woman to cross the Cutbank and Two Medicine bridges. Mr. Cantlon followed the construction through to Hillyard where he located and where he has remained ever since. They bought the first lot and built the first shack in Hillyard, their daughter, Catherine, being the first child born in Hillyard. The only employees now in service whom

Mrs. Cantlon can recall as being in Hillyard at the time of their arrival are Charley Buckley, engineer, and Sandy Willerton, conductor. Mr. and Mrs. Cantlon will celebrate their golden wedding in August of this year and their many friends are already planning for the event.

Roundhouse Foreman Davis, by quick action, recently saved the life of one of his men. A switch engine, backing up, was within a few feet of the unsuspecting employee, when Mr. Davis managed to reach him and pull him to safety. This makes the second time within a year that Mr. Davis has performed such a feat.

Engineer Joe Japp, who has been cut off the south end job through reduction of crews, has taken the switch engine job at Marcus vacated by Engineer McDougall.

E. L. Reynolds, engineer, accompanied by Mrs. Reynolds and family, is spending a vacation visiting relatives and friends at Waterville, Minn.

Engineer J. F. Burke has taken a thirty-day leave, which he will spend visiting his parents in Kansas.

Fireman K. A. McRae spent a short vacation in Everett. He was accompanied by his mother on his return home.

Fireman J. L. Yeager spent ten days during June in improving his ranch near Troy, Mont.

H. R. Summers, engineer, was forced to lay off during June with a severe attack of flu.

Fireman Buchanan, who has been working out of Hillyard, has taken a run out of Marcus.



Ray Sharpe in 1905

Gaze at the above picture of Ray Sharpe, the sheik. It is worthy of a second look, for it is none other than our own hostler, Ray Sharpe, in 1905. Ray was thinking of opening a second-hand store, hence the 7½ derby, but rather than change his name to Levinsky, he went calling crews for the Great Northern.



Ella Aune

Above is shown Ella Aune, daughter of John Aune of the B. & B. department. Miss Aune graduated from the North Central high school with a perfect attendance record for the four years. In addition to her scholastic work, Miss Aune acted as advertising manager for the N. C. Hi News. She will enter Cheney Normal in the fall to qualify for the teaching profession.

Due to illness, Engineer L. Picton has been delayed in moving to Loon Lake, consequently he is behind his last year's record of mackinaw trout. Last year Louie had a little hard luck. He had an exceptionally large trout on the line and had him almost to the boat when the line snapped and Louie fell out of the boat landing squarely on top of the fish. The fish was surprised, not to mention being peeved and he beat it from there mighty quick, leaving Louie all alone in the lake. All bets are off this year if Louie starts diving for them.

C. S. Miller, engineer, who has been in work train service for the past few months, has taken a short leave which he spent in looking after his flower garden in Hillyard. Always thought Charlie's taste ran more to peaches than to flowers.

Fireman H. A. Johnston also tired of the work train job and came to Hillyard to renew acquaintance with the wife and family.

Engineer Crotty, of the W-O line, recently laid off for business reasons.

R. E. Webb, engineer, was off duty for a while in June on account of the flu.

Roundhouse Foreman Davis is all set for the big vacation trip to New York, from where he will swing up into Canada remaining there as long as possible, returning via Winnipeg. No, boys, you're all wrong; Jim's mother will be with him on the trip, especially through Canada.

Engineer Wm. Struck, of the Marcus Division, laid off a few days to catch up with his fishing.

Engineer Geo. Mott and family dropped in unexpectedly at his parents' home on Sunday, June 12. It was his father's birthday and George managed to pull a big surprise on the old folks.

Engineer Kyaarsgaard has taken the Sandpoint switch engine.

Engineers McMillan and George Mott spent a few days fishing during the early part of June.

A. Simpson, engineer, was off for a week in June on account of flu.

F. J. Vallier, engineer, who has been on a work train job, has taken a turn in through freight on the east end.

Warren Ingman, fireman, spent two weeks at Soap Lake taking treatments for skin trouble.

Fireman Mike (Doc) Smith, who has been on the extra board out of Hillyard for some time, is getting extremely anxious to get back to Appleyard. We don't know the reason for his hurry but might venture a guess or two.

T. Harrington, fireman, has sent the family to Leavenworth on a visit to his wife's parents and is trying his luck at batching. As a cook Tim's a good fireman.

Russell Dieterlin, machinist, has been off duty since April 28, first being stricken with scarlet fever, later developing tonsillitis.

Roundhouse Callboy Glenn McKnight has become quite a favorite with the young ladies since he has purchased a new Ford coupe.

"Ouija," the official organ of the Great Northern Business Woman's Club of Spokane, will be off the press soon. From dark and mysterious tips we gather that it's going to be some paper.

Bill Berger, ticket clerk at Spokane, has purchased a new Chevrolet sedan.

J. T. Bowen, of the Wenatchee freight house, who has been off for five weeks on account of an appendicitis operation, has resumed his duties.

Grace Elizabeth, the daughter of Agent and Mrs. J. A. Graham of Adrian, was married on May 12 to Raymond Short of Adrian.

George W. Nordstrom, inventory clerk, who has been at Spokane the past few weeks, received a visitor from St. Paul recently. Rumors are that wedding bells will soon be ringing.

Appleyard

Emil Carlson is back at work, having completely recovered from his vacation which he spent not too wisely but too well.

Art Baugh, callboy, is spending his 60-day leave of absence at Kansas City, Mo.

Machinist Helper James Benson and wife visited at Portland during the Rose Festival.

C. L. LaFountaine, safety supervisor, presided at the last meeting of the Appleyard Safety Committee. At the conclusion of the meeting he gave a very interesting talk on safety matters.

Among those that attended the Veterans' Convention at St. Paul in June were Engineer Homer Wales and Assistant Roundhouse Foreman John Bowers.

Boilermaker John Sandy and Helper Ed. Wright, both of whom hold official positions in the Citizens Welfare League, spent Memorial Day investigating conditions around the Hotel Wheeler. Their report is very interesting and our only regret is that lack of space will not permit its reproduction here.

John Moore is planning a non-stop flight from Appleyard to Wilson Creek. At its conclusion we look for him to say, "I owe it all to Peerless chewing tobacco."

Mrs. Wm. Douglas, wife of machinist, has opened a beauty parlor in Oroville.

Sidney Grandy, formerly welder at Appleyard, and now employed in the S. P. & S. shops at Vancouver, Wash., spent a few pleasant days here. "Come again, Sid, and don't forget Wenatchee apples."

A new air hammer has been installed in the blacksmith shop and it is now up to "Cy" to develop that "Master Touch."

Benzer and Pesch, genial proprietors of the Terminal Hotel, are oiling the road in front of their hotel. Bill Greene says, "That's oil right with him."

Hostler Helpers Ray Quinn and Frank Erickson spent a day fishing at Lake Wenatchee. Upon their return they truthfully admitted having caught no fish, also they never even claimed any big ones got away. This is positive proof that the world is *not* going to the dogs and that all the truthful guys are not dead.

Mrs. J. Herber of Seattle is visiting her parents, Mr. and Mrs. J. Klansnic of Appleyard. Mrs. Herber is an accomplished musician, being proficient on both the piano and violin. The writer had the pleasure of hearing her play and although he does not wish to pose as a judge of music, being only a poor hostler helper, nevertheless it was beautiful.

Boilermaker Jess Moore is building himself a new four-room house.

Talking about people being talented; Fred W. Smith is the father of twins, aged four and one of them promises to be a sculptor of no mean ability. The other day Fred arrived home in his Whippet to find one of the twins sitting in a puddle of water while the other plastered him with mud. Sez Fred, "My arms ached all the next day from spanking first one and then the other, but thank goodness they weren't triplets."

Big-hearted Steve Chapman is offering a prize of \$7.50 to the first man, woman or child who will swim from New York to Paris.

LeRoy McKinley is replacing Mike Hayes on the rip track.

Art Babst is back on the job in the roundhouse after a long absence.

We regret to announce that Ed. Borgren, who reported for work after six weeks of illness, was forced to lay off again for the same reason.

Federal Inspector Kane was at Appleyard on June 4, 5 and 6.

We almost forgot to mention Oatis Elam in this issue which would have been disastrous in view of the fact that he was acting as night roundhouse foreman while John Bowers attended the Veterans' Convention; also he caught two monstrous fish on his last fishing trip and has the pictures to prove it; also he has replaced all his tires with balloons. We think that was all.

WILLMAR DIVISION

Associate Editor

L. A. JORSTAD

Willmar, Minn.

Fireman C. B. Wilcox, and wife, Sioux City, spent Sunday looking over the beauties of Green Lake, several weeks ago, but decided the temperature was too frigid for a dip.

Pipestone depot was visited by a paint crew a short time ago, who made a decided improvement inside and out. Agent Hartung says he feels like putting forth greater efforts than ever to keep it a model of perfection and no doubt it will be.

H. D. Nicholson, agent at Appleton, was married three times during the month of June. "Nick" took the part of an escaped lunatic in the home talent play, "Sweetheart Town," a musical comedy in three acts, staged at Appleton June 13 and 14, which included a farce wedding scene. "Nick" says that all he had to do to fill the part was act natural. The cast included a number of ballet girls and "Nick" sure enjoyed dancing with them, and we can readily imagine the kick the audience got out of it since this is the first time "Nick" has ever attempted the modern dance.

Conductor W. J. Wright went to Sioux Falls, S. D., by auto the other day. On his return trip he met a truck coming down the wrong side of the road, which struck Walt's car and put him out in a haymeadow, injuring him about the head and chest. It didn't



take Walt long to get on his feet again, however, though he was off a couple of trips, and he is back to work better than ever. As result of his experience he gives the following advice. "Don't try to flag a truck with your head. When you see a truck coming, take a side road as some truck drivers seem to own the gravel."

A. Westlund has relieved Lineman Broas at Garretson, the latter having left the service.

N. A. Jensen returned recently from a trip to Tacoma, Washington, where he visited his daughters. Nels went out over Great Northern returning via the Milwaukee, being interested in seeing for himself how the new roller bearing journals worked on that road.

Chauncey Alcott, Sioux City line conductor, recently purchased a new Star automobile,—big car for a big man.

Big excitement among the call boys the other day, when Tom Casey, conductor, was home when called, for the first time. Rather easy day for the call boys.

Earl Holmberg, clerk in freight depot, is spending his vacation at Lake Minnewaska, Glenwood. In spite of the fact that Kandiyohi County is noted for its lakes and scenery, Earl claims that Lake Minnewaska has a peculiar attraction that he is unable to resist.

Material is being received at Yankton for the new steel span over the Jim River at that point, on which work will be started soon.

H. E. Welpely has been relieving A. W. Gezewski, telegrapher at Sioux Center.

R. A. Rime, agent Burch, S. D., and wife, are making an extended trip to Seattle, Vancouver and other coast points. Einer Rognstad is relieving him.

Chet Robinson, conductor, Willmar, recently returned from a fishing trip to Lake Vermillion. Of course he got the limit. Have you ever heard of Chet when he didn't, be it fish or ducks?

Ed. Stenson, trainmaster's clerk, doesn't seem to be headed toward Atwater quite so often lately. In view of a paved road for the entire distance, Ed. must have some other good reason for discontinuance of the heretofore numerous trips to that little city.

Bill Lawler, Geo. Sanderson and Flop Polifka, Willmar, were recently surprised at a corner in deep and confidential conversation, and though no one has been able to find out what it is all about, we suspect Lawler was imparting the secret of how to grow beautiful hair to his two less fortunate companions.

Izzy LeDuc, brakeman, Willmar, is the proud daddy of a baby boy. Congratulations and best wishes for the young man.

Gunnar Overgaard must be getting in his eight hours a night again, as he's regaining his natural color and the rheumatics don't seem so bad.

Since Buckley and Douglas moved to the lake, the rest of the fishermen are reporting very poor luck.

Engineer Mike Ryan, Watertown, has some oil stock that he would like to trade for Florida land. He will trade sight unseen.

Banning Hanscom, telegrapher, Penneck, was united in marriage to Alice Loken of Minneapolis June 26. Congratulations.

Donald Beaudette, callboy, Willmar, is in the habit of parking his Overland speedster on Litchfield Avenue. We understand his reason for parking on a heavy traveled thoroughfare is on account of difficulty experienced in getting his boat started frequently, necessitating calling on some good hearted tourist or yard clerk to tow him to the nearest garage.

E. H. Bruemmer, agent at Huron, and wife, spent a short vacation at Kewanee, Wisconsin, and while enroute there were joined at Mankato by their son H. E. Bruemmer, dispatcher for the M. & St. L. at Minneapolis.

Mrs. Gust Knutson, wife of veteran baggage-man, Willmar, passed away June 3, after several years of illness. The SEMAPHORE extends its sincere sympathy to the bereaved husband and two daughters.

Telegrapher E. L. Lobitz, Morris, was relieved by Ross McDowell, a few days in June, Ed spending his time in Minneapolis. His stay was short, due to homesickness.

B. A. Walbridge, O. S. & D. clerk, Sioux Falls, made a flying trip to Pipestone, Minn., June 18. Bert says it was a business trip.

General Agent Thos. Simpson, and wife, made a trip to their ranch at Victor, Montana, the week of June 13.

Switch Foreman Bert L. Barker, Sioux Falls, has completed an electric light line to his cottage at Brandt Lake, and we understand he has had it extended to the water line, so as to be able to put in a few hours fishing before retiring at night.

Mrs. Fred Ervin, wife of Switchman Fred Ervin, and their daughter, of Sioux Falls, went to Van Metre, S. D., recently to see Mrs. Ervin's father, who is in poor health.

"Friday" Landrigan, telegrapher, Huron, and his Yale Ford motored to Watertown Sunday on an inspection trip in connection with Gus Kagel's rooster which he heard so much talk about.

Carl Adamson, section foreman, Huron, is sporting around with a new Chevrolet coach. He says life is too short to ride in a Ford.

L. C. Johnson, locomotive foreman, Huron, says fishing is no good on account of too much water, so he is taking dancing lessons. He won a second prize twenty miles from Huron. Hot Stuff!

C. F. Freske, telegrapher, Huron, motored to Lake Andies and says Johnson's report on fishing at Lake Andies was all wet. Fishing for bullheads was great, as he got two.

E. H. Bruemmer, Boy Scoutmaster and agent for the Great Northern at Huron, has been diligently engaged in figuring cubic dimensions of sand in gondolas, and in his spare moments is devoting himself to building character in the boys of his organization.



F. A. Duffy

The picture shows F. A. Duffy, agent at Watertown, posing for the movies and he says business is good at Watertown.

G. T. Noyes, cashier-telegrapher at Morris, visited his parents at Mondamin, Iowa, for a few days in June, and came back with the realization that Minnesota is a state in a class by itself.

The agency at Alberta, Minnesota, apparently became too heavy for agent L. F. Bettger and he decided on taking a few days to bring back the necessary assistance—(He was married on June 21). Good luck to Leve, and his bride. Don't forget the cigars.

H. V. Sundberg, Hanley Falls, has been granted a five-months' leave of absence, effective June 17, during which time he will make an extended trip to Florida and other southern points. Clinton Steed is relieving him.

J. A. Burkhardt, agent, Long Lake, just returned from a month's leave of absence, which was occasioned by illness and death of his wife, Mrs. J. A. Burkhardt. Our deep sympathy is extended to the bereaved.

Telegrapher Charles Dolan and wife, recently married, took their second honeymoon trip a short time ago, visiting Mrs. Dolan's home in Fayette, Iowa.

Orton Sandbo, popular chief yard clerk, Willmar, was united in marriage to Nina Allen, also of Willmar on June 28. The SEMAPHORE and many friends of the happy bride and groom extend congratulations.

J. A. Schmidt, agent at Garretson, just returned from a trip to Portland, Oregon, and other western points, being relieved by E. N. Luken.

L. E. Barnes, conductor, Willmar, is back from his second trip to Rochester and reports himself well again.

Peter Nelson, roadmaster, and J. J. Purcell, conductor, attended the Veteran's convention held at Minneapolis on June 4, and from all appearances they must have been royally entertained as there were miles of smiles in evidence on their return.

The many friends of Mrs. J. B. Haslet, Willmar, were shocked to learn of her death, which occurred May 22. Funeral services were held from St. Mary's church in Willmar, May 25, and were attended by a large number of friends. Mrs. Haslet is survived by her husband, J. B. Haslet, locomotive foreman,

Willmar, one brother, Dennis Lawler, night locomotive foreman, Willmar, and four sisters, Cathryn Lawler, clerk in superintendent's office, Willmar, Margaret Lawler, Chicago, Mrs. E. J. Melvin, Tracy, Minn., and Mrs. J. O. Brusko of Breckenridge. The deceased was loved and highly respected by all who knew her and will be greatly missed. The SEMAPHORE joins in the many expressions of sympathy to the family in their bereavement.

The family of H. E. Crist, assistant engineer, Willmar, have moved out to their summer home on Green Lake, where they intend to spend the summer months. With the golf links close at hand and a variety of fish within a few rods of the shore, Mr. and Mrs. Crist should find no difficulty in occupying their spare time.

H. V. Wright, Aberdeen, has a new title. One night, not long ago, coming out of Aberdeen on his usual passenger run, after passing ten or twelve stations, Van's attention was called to the badge on his uniform cap and upon examination, found it to read "Chicken Inspector." Altho Van is very fond of chicken in any style, he has taken exception to the title and is laying for the culprit who substituted the chicken inspector's badge for his own and is said to be offering a substantial reward for any information leading to his identity.

Sioux City Items

Norbert E. Osgard, former machinist at Sioux City and Ihlen, who is now employed as a machinist for the P. & W. V. Railway at Pittsburgh, Pa., has returned to Sioux City to look the old place over and renew acquaintances.

John Anderson, locomotive foreman at New Rockford, N. D., has been transferred to Sioux City to take the place of R. Craswell, recently retired.

Machinist F. McLean and Machinist Helper Bud Holme, have left for parts in the North where they expect to set the country on fire with big fish. We hope they have better luck than they had last year.

Boilermaker Foreman J. M. Wells is spending his vacation at Bungalow Beach, Amery, Wisconsin. This summer resort is owned by Mr. Wells, which accounts for his going back there once in a while.

Engineer George Thomas and family left last week in their Cole Eight for a tour of northern Minnesota and Wisconsin. Of course George will not be able to tell much about the country, but just mention fish and you will hear some big ones.

C. D. Major, depot ticket agent, and wife, are taking a thirty-days' vacation, which will be spent in California. Lars Anderson of Marshall, Minnesota, is relieving Mr. Major.

G. C. Stein, W. F. E. agent, Sioux City, and family, drove to Brainerd, Minn., to visit relatives and of course did some fishing. It would not be a vacation if he could not fish.

Forrest Rothwell, yard clerk at 26th Street, and wife, have returned from a two-weeks' vacation. He says he enjoyed it very much, especially the bright lights of Omaha, Kansas City and St. Louis.

H. Ottersberg, assistant car foreman, and wife, visited the west coast for several weeks, and while there attended the Rose Carnival at Portland, Oregon.

Yardmaster Fred Schleich and wife recently returned from their vacation in Winnipeg.

Yard Clerk Elmer Farrington is now driving a Reo coupe. He says the old Dodge is not good enough for the young son.

Mrs. G. R. Ingebritson, wife of W. F. E. helper, recently underwent an operation at the Methodist Hospital. Mr. Ingebritson reports she is doing nicely.

Colleen Chandler, daughter of T. L. Chandler, W. F. E. foreman, is reported seriously ill.

Earl Smith, clerk in freight office, and wife, are back from a two weeks' visit with relatives in Frieda, Michigan.

SOMERS LUMBER COMPANY

Associate Editor
R. E. GAUTIER
Somers, Mont.

Although the Somers base ball team is not playing under the name of Somers, nevertheless the Somers boys are very much in evidence in the Twilight League in Kalispell. In fact the entire team is playing in the league. At times it is more like Somers versus Somers. Of course, Kalispell has a few ball players, but when they want big league material they know where to find it. In addition to this, the support of Somers fans must not be overlooked as at all games in which the Somers players participate you will find the old home town rooting for their favorites and also giving them the "raspberry" when the opportunity presents. The following Somers players are with the Great Northern team at Kalispell: Gordon Parr, third base and fielder; J. F. Lally, second base; L. H. Schimpf, short stop; Lou Bennett, first base, and A. J. Robinson, pitcher. To date, the Great Northern team has had hard luck, but



the players predict that in the next few games they will bear watching. Playing with the Woodmen's team are Ben Schlegel, catcher; Charles Smith, first base, and Harold Collins, fielder. The Woodmen's team has been leading the league to date. Allen Milne plays with the Guards and claims the greatest number of errors. To date no one has challenged his claim.



Tug "Paul Bunyan"

We have here a picture of the tug "Paul Bunyan" on Flathead Lake. Captain A. H. McDonnell in charge of the tug can be seen standing at the cabin door. I have been unable to find out whom the stowaway is in the row boat.

Clarence Getz, formerly employed by Norman & Smith, has accepted a position as clerk in the general office.

Freda Bolz, after six years of service with the company, is leaving the employ of the company in June. Miss Bolz has been very faithful in her duties and the general office wishes her good luck and happiness in her new location, which we understand is—well, Freda is going to be married.



About the SHOPS

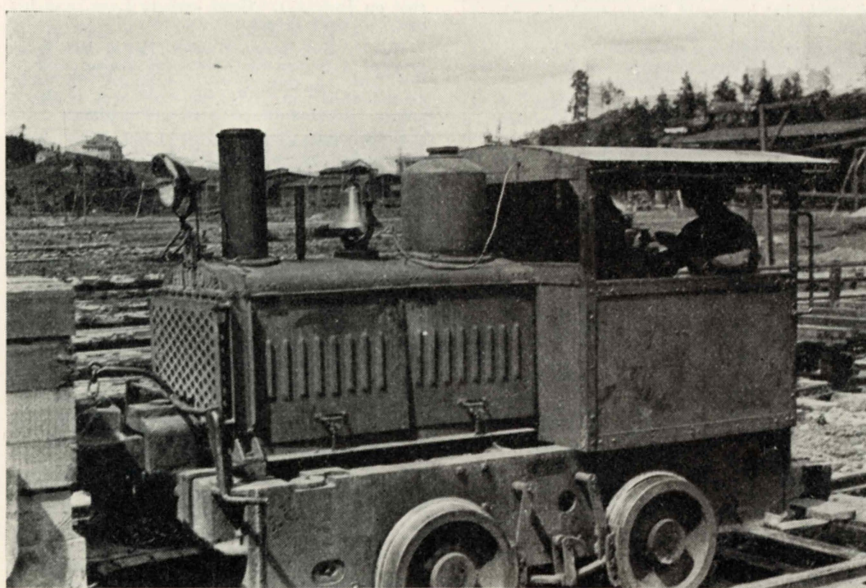
DALE STREET

Tony Orlander, of the tank shop, rented a small farm near Hugo, Minnesota, to enter into the truck garden business. He planted quite a patch of onions the first Saturday afternoon after he took over the land and the following week Tony drove out after work to see how things were coming and found that there had been a heavy rain and the onions were floating around on his farm with a bullfrog sitting on each onion. Tony has come to the conclusion that it will be more profitable to raise frogs than garden truck. As he has a large stock of frogs now on hand anyone wishing to purchase frog legs can leave orders with Tony.

Schools, colleges and universities have their field days where the students put forth their best efforts. Likewise Dale Street shops also had their field day, Saturday, May 28, on which day a number of the employees participated, not however performing athletic stunts, but each one trying his skill in setting plants in shop yard. It is surprising how much work can be done in a short time when one tries to excel another. Some were building the railroad line, others setting rock to represent the mountains, while some were setting moss in between the hills and plants to represent the forests. The light athletes were kept at work on the inside of the garden plot while the heavy weights with large feet, were put to work on the outer edge where they would do no damage to the garden. To pep up the workers, a hot lunch was served.

James Bulena, flanger in the boiler shop, has taken exception to Pat McMahon's remarks in last month's issue of the SEMAPHORE, that he was too refined to mingle in with boiler shop parties. Jim says the race he sprung from were unwarlike and always smoked the pipe of peace and there was nothing rough about them, where as the McMahons were everlastingly stirring something up. We do hope that this controversy will not reach the stage where these two factions will have to resort to tomahawks and bricks.

It seems that the stork is keeping in close touch with the tinshop as it presented Mr. and Mrs. Emil Grandel with a baby girl May 31, and Mr. and Mrs. John Marcotte a baby girl, born May 14.



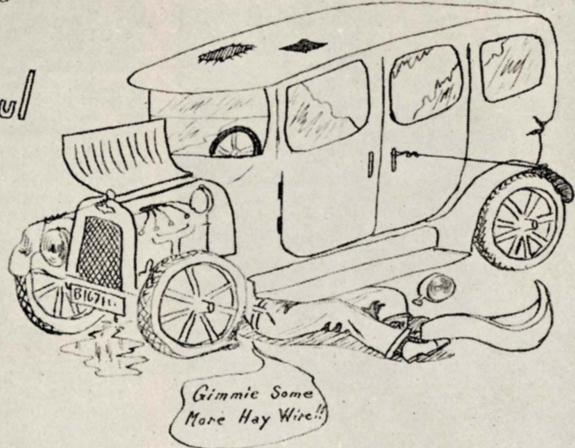
Snix Lee, motorman and his gas engine

The above picture gives a closeup of the new gasoline engine used at Somers for transporting ties to the Great Northern tie yard. Snix Lee, motorman at the wheel, is waiting for the signal to "step on her." In the background, on the top of the hill, the general office building can be seen. It might be well to add, at this time, that Snix reports that an eight pound

boy arrived at his home and he would prefer to be called "papa" in the future.

Flathead Lake shows a high water mark of thirteen feet, two inches. This is the highest the lake has been since the high water mark of 1916. The valley in and around Demersville is one large lake and for a few days water was over the road to Kalispell at Ashley Creek, to a depth of about a foot.

The Spirit Of South St. Paul Dude's Last



The above sketch is that of Dude Ozsman repairing his car with hay wire. Dude started to repair his "Spirit of South St. Paul" before Lindbergh began the construction of the

"Spirit of St. Louis," and Lindy finished his job; but as yet Dude is still working on his on account of running out of hay wire several times.

The tank shop is getting set to build 12 new 17,000 gallon tenders, class R-1, which are to be used on locomotives on the west end.

Dale Street is busy making locomotive cylinders complete with valves, pistons and cylinder heads. Also crossheads, driving boxes with brasses and cellars, driving wheels complete with axles, crank pins and tires, as well as main and side rods complete for the new class R-1 engines being erected at Hillyard shops.

Charles Klein, foreman of link gang, says it pays to be a friend of Fred Conrath, foreman of the tinshop. You would be convinced if you had an opportunity to see the new blueprint case Fred made for Charlie.

James Gillispie, clerk in machine shop, says that hot air is all right if it goes through a Stransky vaporizer, which he is selling.

The model of Wm. Crooks No. 1 is in Dale Street for wreck repairs. Some of the old timers say it is in worse shape than when the original Wm. Crooks was wrecked in 1876 when it struck a steer.

The general stores have purchased a new Morton metal saw. This machine will pay for itself in a short time as all orders for bar stock and tubing of short lengths can now be handled in storehouse, whereas previous to the purchase of this saw all this material had to be delivered to machine shop and again hauled back to stores for shipment.

The new Sheldon pneumatic jaw grinder, recently purchased, is working wonders, as Max says that he figures a saving of 30 per cent labor and files over the old method.

Andrew Carlson, of the brass foundry, will spend the week of July 4 visiting relatives in North Dakota.

Jos. Schnellman and wife have returned from a trip to Chicago.

John Past, furnace man, with his family, enjoyed a short visit to Milwaukee, visiting relatives.

Machinist Oscar Schultz reports fishing very good at Lake Mille Laes, but somewhat tiresome, as he had to bait the hook too often as he pulled out a fish just as soon as he threw in the line.

Mike Walsh, machinist, who has been off sick, returned to work. Glad to see you back, Mike.

Mrs. William Ward has returned from an extended trip east taking in New York where she visited relatives.

Mrs. Marie Sjudahl, mother of Machinist, Sjudahl, is visiting relatives in Sandstone, Minn.

Machinist Bob Fender went into chicken raising a short time ago, but it appears he has not found it very profitable, so he is about to put on a chicken sale to close out the business.

It has been said that the reason Machinist Bruno Lux is all stiffened up on Mondays, is because he is playing baseball with the kids Sundays.

When the National Guard boys go into encampment in July, it has been suggested that one of the members be appointed mess sergeant as he messes up everything. The name is being withheld until inquired for.

Leslie Warman of the rod shop is thinking seriously of purchasing a new Essex.

Mrs. Miller and daughters Julia and Carrie, family of Blacksmith Herman Miller, are visiting relatives in Seattle.

30 Days' Free Trial

New Models now ready for delivery direct from our factory. Astonishing low prices and terms. Do not buy until you get them.

RIDER AGENTS WANTED to ride and exhibit sample. Make big money. Many models \$21.50 up.

Guaranteed \$1.50 each, wheels, lamps, horns, equipment at half

usual prices. Send No Money. Write for our marvelous prices and terms on RANGER bicycles.

Mead CYCLE CO. Dept. B-94 CHICAGO



wife, Mr. and Mrs. Verd Collins, sheet metal worker and wife, Lawrence Schaller, acetylene welder and wife, Vancouver, B. C.; M. L. Stadium, gang foreman and family, Manchester, Wash.; Joe Nechanicky, machinist helper, Odessa, Wash.

M. L. Stadium, gang foreman, and his son Lloyd, left Everett June 16 for Superior, Wis. They stopped at Barnesville, enroute, to visit Mr. Stadium's aged father. They also visited St. Paul and Minneapolis, and returned home June 30.

L. Gaul, shop superintendent, motored to Cle Elum, May 28. His daughter, Leona Gaul, who was supervisor of music in the Cle Elum schools during the past year, returned home with her father to spend the summer vacation at Everett.

Mrs. Theresa O'Brien, mother of machinist helper, Raymond O'Brien, died May 8, after a long illness. Our sympathy is extended to Mr. O'Brien in his bereavement.

Mr. and Mrs. J. H. Hoffman, Delta roundhouse boilermaker and wife, announced the birth of a son, Henry Ernest, on June 6.

George Ohnemus, jacket man, reports a very enjoyable outing at Flowing Lake, June 12. According to Mr. Ohnemus' report the fishing was fine, but close observers of his catch assert the two or three were barely within the six-inch limit.

DEVILS LAKE

Alec Lelie has been transferred from the labor gang to boilermaker helper.

Phillip Ell, machinist apprentice and wife, have purchased a home on West Ninth Street. We wish you both all happiness in your new location.

H. B. Ridgedale, machine foreman, attended the Shrine Ceremonial at Grand Forks recently. "Jake" Ell, boilermaker apprentice, went to Rugby, N. D., recently to visit with—well, he didn't say. 'Spose it's none of our business!

John Walior has purchased a new Pontiac sedan, and Tom Vold a new Whippet six coach. Johnnie spends most of his evenings keeping the sedan in shape. We don't know just where Tom is every evening!

James S. Neary of Oneida, New York, who has been visiting his sister, Mrs. S. M. Goodnow, wife of veteran machinist, Sidney Goodnow, left for his home recently. Mr. Neary is with the freight department of the Ontario and Western Railway Company at Oneida.

Anne Poole, niece of Herman E. Poole, boilermaker foreman, is spending her summer vacation at the home of her parents at White Earth, N. D., but will return to continue her high school course and will reside with her uncle here next year.

Ben Litzinger is serving as coal passer, temporarily, while Wm. Tufford is on a vacation, visiting in St. Paul and Rochester, Minn.

Myrtha Lenz, daughter of Richard Lenz, oiler, is spending her vacation at the home of her parents in the city. Miss Lenz is employed in a beauty parlor at Minot, N. D. Mr. and Mrs. Lenz recently visited with Miss Myrtha at Minot.

No, Paul Zontek didn't forget to put on his shoe! If you ask him he'll tell you the reason for the bedroom slipper of late. We suppose Paul has been getting dainty and buying his shoes too small; consequently the sore foot!

Car Repairer Elmer Schlup and wife, and small daughter, Lois Marie, will visit in St. Cloud, Minn., shortly, as the guests of relatives and friends.

Car Repairer John Kiefel and wife and small daughters, Annie and Josephine, have returned from their trip into Canada. They visited in Prelate and Hazenmore, Sask., returning by way of North Portal, N. D.

Lewis Docken and his mother-in-law, Mrs. Lesa Westberg, recently went to Fargo, N. D., to consult physicians regarding her health. Mrs. Westberg remained for some time as a patient at a Fargo hospital.

Mrs. Walter Fulkerson, wife of machinist helper, is expected to return soon from an extended tour of the eastern part of the United States. While in the East she visited with her son in Boston, Mass.

Mrs. John McManus and children, Margaret, Hugh and George, have returned from Bakersfield, Calif., where they spent the winter. They are the wife and children of John McManus, car repairer at this point. They were met at Webb, Sask., by Mr. McManus, and returned via Brandon, Manitoba.

DELTA

Jacob Kirchgessner, boilermaker, and family, spent two weeks in June visiting at Los Angeles, Calif.

Elmer Thompson, stationary engineer, reports the arrival of a baby girl on May 1.

Thomas Delaney, retired roundhouse foreman, and John Brennan, boilermaker foreman, attended the Veterans' convention at St. Paul last month. Mr. Brennan stopped off at Havre on his return to visit relatives. Mr. Delaney was met by his wife at St. Paul, where they spent several weeks visiting relatives and friends.

Oscar Swanson, boilermaker, returned June 1, after a two weeks' visit with relatives at Fergus Falls, Minn.

Mr. and Mrs. Ernest Thornton, machinist helper, and wife, announced the birth of a son, Lloyd Eugene, on May 31.

O. C. Lundby, Delta roundhouse machinist, has been granted a month's leave of absence on account of sickness.

J. B. Hartley, Delta roundhouse machinist, is back on the job after six weeks' absence, owing to an injury which he received while working at the roundhouse.

Great Northern employees who spent the holidays, May 27 to 31, out of town were: Mr. and Mrs. M. Lockwood, machinist and wife, Chehalis; Orvel Knapp, machinist, and Mr. and Mrs. Jacob Knapp, machinist and wife, Spokane; Forrest Hall, machinist helper, Wm. McGregor, machinist helper, Thomas Precious, Jr., machinist helper, Mr. and Mrs. Zollie Cousins, boiler inspector and wife, Mr. and Mrs. Robt. Mathison, acetylene welder and

On May 27 the carmen entertained at a dance in the Pillsbury Hall. "A nice time was had by all."

Machinist Lewis Docken and wife, entertained on a recent Sunday afternoon, Mr. and Mrs. Thron Anderson, retired machinist and wife. During the course of the afternoon Mrs. Docken served lunch after which they all enjoyed a ride along the Burtess Scenic Highway in the Docken car.

Carl Kettwig, sheet metal worker helper, plans to spend the "Glorious Fourth" in Portland, Ore., with his brother.

Wm. Niemann, air brake man, returned recently from a trip to St. Paul, going via Superior, Wis., where he visited with friends and relatives.

Boilermaker Helper Everett Holmes and wife, and small daughter, Dess Lee, attended the Grand Lodge Convention of the Associated Shop Crafts at St. Paul on June 13. They also visited in Hudson, Wis., with friends and relatives for two weeks.

Mrs. Mike Schwartz will leave shortly for a vacation to be spent with relatives and friends in Snowden, Sidney, Glendive and Bridger, Mont., and LaMoure and Fargo, N. D.

Helen Lahey, daughter of Car Repairer George Lahey, is spending her summer vacation as a guest at the home of her parents in the city. Miss Lahey is attending Globe Business College in St. Paul, Minn. Mrs. Lahey will accompany Miss Helen to St. Paul when she returns there in the fall to continue her studies.

Harold Huseby, car repairer, recently spent a few days at Minot, N. D.

Florence Worrall, general foreman's clerk, spent a week-end recently visiting with her cousin, Mrs. J. H. C. Coleman, in St. Paul, Minn.

Mrs. Joe Hill and small daughter will leave shortly for a trip to Lethbridge, Sask., Canada, where they will be the guests of relatives and friends.

Sheet Metal Worker Edw. Hochule and wife, and children, Helen and Edward, Jr., attended the Grand Lodge Convention in St. Paul on June 13, and are now visiting with relatives and friends in St. Paul.



Frank Kondos

The above picture is that of Frank Kondos, son of Machinist Helper Peter Kondos, Devils Lake, N. D. Frank is a member of the Governor's Boy Concert Band of Devils Lake. He is also a member of the saxophone quartet which features special numbers at the band's various concerts and entertainments.

Blacksmith Fred Kraywinkel and wife are visiting with relatives and relatives in Sebeka, Minn.

Henry Bergmann, car repairer, recently spent a few days in St. Paul, Minn.

Painter John P. Young and wife, and small daughter, Lorraine, will go to Cayuga, N. D., to be with relatives and friends for the coming holiday.

Mrs. Chas. Tufford, mother of William Tufford, stationary fireman, is visiting in Minneapolis, Minn.

To "own your own home" is a fine slogan, but Pete Kondos and Dias Moller are going "em one better!" "Build your own home!" say Pete and Dias. Mr. Kondos has now completed the basement and foundation for his new home. Mr. Moller is constructing a

ground floor edifice at the east end of Eighth Street, and hopes to have it completed in the not-too-distant future. Pete built a fine garage for the Overland last year.

Leo Foltz, sheet metal worker apprentice, and Adeline Gefroh, were married at St. Joseph's Catholic Church on Monday, June 20. We extend to the "newly-weds" heartiest wishes for their future happiness.

Clarence Peterson (Pete), boilermaker, and his helper, Tom Opelia, have been kept fairly busy at the steam shovel at McVillie, N. D., for the past month. Nearly every week-end sees Pete and Tom at "the pit."

Mrs. Axel Bloom, wife of car repairer, will leave shortly to visit friends and relatives in Linden, Mich. Enroute she will visit with friends at Fond du Lac, Chicago and Detroit.

Mrs. Susie Frye, widow of John Frye, employed as labor foreman at this point prior to his death in 1925, will leave shortly for Peebles, Ohio, to be the guest of relatives.

Speaking of daughters! Mike Ell is the proud daddy of a fine baby girl, born Friday, June 10.



The Ell Bros.

Above is a picture of John, Phillip, Mike and Jacob Ell, employed as machinist helper apprentice, machinist apprentice, flue welder helper and boilermaker apprentice, respectively, at the Devils Lake shops.

No, girls! Not as much chance as you thought! Jacob is the only eligible "catch," the others being happily married!

Leo and Neal Moylan and Leon Poole, from the Devils Lake shops, are attending the National Guard Encampment at Camp Grafton during the two weeks from June 11 to June 25.

Mr. and Mrs. Anton Christenson and children, Mabel, Ole and Raynard, are planning a vacation trip which will take them to various points in Minnesota, including St. Paul and Rochester. They will also visit in Decorah, Ia.

Mrs. Oswald Torgerson, wife of machinist helper apprentice, has returned from Portland, Ore., where she visited for several weeks with her sister, Mrs. Fred Amundrud. Mr. Amundrud was formerly employed as a car repairer at this point.

Ed Sullivan, welder, is in St. Paul on a short vacation. He attended the Grand Lodge Convention held on June 13. Mrs. Sullivan and small daughter, Frances, have been visiting with relatives in St. Paul for several weeks. They will return with Mr. Sullivan shortly.

Frank Burckhard, sheet metal worker, drove his Pontiac sedan to St. Paul to attend the Grand Lodge Convention. Frank reports a fine time.

We wish to suggest that Gardner Waite choose his victims more carefully. Would advise that he "pick on" Roy's Michigan Mouse and allow Tom Vold to keep his Whip-pet six new for a while!

Albert Grasser, car repairer, has been feeling somewhat "out of sorts" lately and has decided to spend a week camping and fishing in Canada's great out-of-doors to get "up to par" again. No fish stories, now, Albert!

Little Donna Marqueta Poole, daughter of Herman E. Poole, boilermaker foreman, celebrated her second birthday on June 2, 1927.

GREAT FALLS

Evidently the unusual amount of precipitation during the month of May, acted as a stimulus rather than a damper to connubial relationships; four of our boys having become benedicts—very nearly six and we have hopes of reporting the other two in a short time. Walter Strizich, machinist, started it, having married on May 21. Then, in rapid succession, came Arlo Courtneage, painter; Fred Feback, passenger car inspector, and Llew Wilkins, machinist. Cigars were rather common articles around the shop for a while.

Mrs. Joseph Jarnot, wife of time clerk "Pete" Jarnot, again was called to Pittsburgh, Kansas, by the serious illness of her mother.

Mrs. Jarnot had just returned from a visit with her mother, when she was summoned back.

James G. Riach, veteran general foreman, left June 1 for his annual two weeks' vacation, the greater part of which he spent on his ranch near Dover, Montana, with a short visit to his son at Seattle.

Nora May Riach, daughter of General Foreman, James G. Riach, was married to W. C. Frasier of Minneapolis, at the ranch home of her father at Dover, Montana. The couple will make their home in Minneapolis where Mr. Frasier practices law. Heartiest congratulations and best wishes are extended by Great Northern shop employees.

Howard Strause, clock watchman on the repair track, is the father of a baby girl born May 28. Mrs. Strause who is at the hospital, is reported doing nicely, and Howard will have them both home in a short time.

James Marshall, coach track electrician, recently traded in his Oldsmobile coach for a new Chrysler Four coach. What he really needs is a boat, if his chicken farm is affected like the other surrounding country south of town, due to the high waters of the Missouri and the heavy rains.

Pete Neuman drove his Maxwell out of town several miles "just to see what the roads were like," last week. He had to walk back to get aid to be pulled out of the mud—so did she. Pete says the roads were bad.

Bill Young, material clerk for store department on repair track, is seen coming to work in a new "Buick."

Old "Jupe Pluvius" spoiled many of the well laid plans of Manager Brown of the shopmen's baseball team, with regard to out of town games over the week ends in May. Arrangements made to play Fairfield and Power, Mont., were cancelled on three successive dates. However, in between rains, the "Goats" defeated the freight house clerks in their first meet in the new league by a score of 4 to 3, wiping out a defeat in a practice session earlier in the month.

We reported in the last issue, the purchase of a tract of land by Reinard Snyder, in the Sun River Park neighborhood. Mr. Snyder drove out last week to look for his land and finally succeeded in finding it, forming a portion of the Sun River bed. The swollen Sun River, needing a larger river bed, decided to annex the greater portion of Mr. Snyder's land for a time.

A new time registering clock has been installed in the northeast corner of the car shed for the convenience of employees. It was necessary, formerly, for employees to go several blocks to register, consuming a good deal of their lunch time. The new clock is in the immediate vicinity of their work.

Adolph Klatt is reported as having purchased a lot on Central Avenue West, with intention of building a home in the near future.

Olga Anderson, A. R. A. clerk at Great Falls shops, was the recipient of many congratulations recently, following an item in the Tribune reporting a marriage in which a Miss Olga Anderson was a principal. It developed, however, that it was the wrong "Olga"—much to our Olga's chagrin.

Charles B. Smith, blacksmith helper, is the father of a baby girl born last week. At least we assume it was a girl, in view of his assertion that if it were a boy, cigars would be available. No cigars were passed around.

In last month's issue, we reported that John Larson, machinist, had purchased a new Ford touring car, as the result of his difficulty in keeping the children from falling out of the truck box of his old Ford. John states that the information is erroneous—that it was not the children who were continually falling out, but himself. Several long walks home convinced him that something more "retentive" in the way of transportation was in order.

Harry M. Jabas, car inspector in the West yard, is reported as taking an apprenticeship with Earl Vance, local airman, with view of mastering the art of flying. Jabas has been making daily flights with the local pilot and expects to handle a plane himself in due time.

John Johnson, machinist, Phil Marquard, boilermaker, Walter Park, sheet metal worker, John McKenzie, blacksmith, and Dave Gardner, carman, will be among the delegates of the Shop Crafts at St. Paul to attend the Shop Crafts' convention, for the purpose of discussing by-laws and other matters pertaining to their schedule.

A benefit dance was held May 24 at the New Riverside dance hall, for the purpose of raising funds to finance the Shopmen's baseball club. Members of the committee were A. E. Brown, Rex Dare, and Pete Stone. A large crowd was in attendance.

HAVRE

Andrew Larson, who has been off duty for five weeks with a broken toe, has returned to work in the round house.

After an absence of four weeks, owing to the loss of a toe, Albert Schule has returned to work. Al says it is less painful to have your

toe cut off, than to have the ace of spades painted on the nail with the corner of a driving box.

Thomas Rowlett is away on a two weeks' vacation. He intends to visit with friends at Spokane, Seattle, Portland and Vancouver, B. C. Tom is always enthused over soccer foot ball and hopes to see the Scottish team perform at Vancouver against the Stars of B. C.

Have back shops challenges all other shops and round houses to duplicate this: Mr. and Mrs. Jerry Albertson, Mr. and Mrs. Jack Fournier and Mr. and Rex Smith, are all proud parents of baby girls, all born the same week.

George W. Banks, Frank Sutor, Oscar Johnson and Norman Paulson are in St. Paul as delegates to the Shop Crafts convention. The men in the shops are certain that the "silk hat" trophy will come to Havre this year.

Paul Newman and Carol Willard came into the shops one day last week with a box of "Dutch Masters." Everyone remarked on the coincidence of Paul being a daddy and Carol getting married. After the cigars were lighted and the boys began asking questions as to the health of the new baby and the new wife, they found out that these boys were just showing their appreciation to the men who, during their apprenticeship, which they had finished and had just received their first full checks, had given them some "kinks."

HILLYARD

Alvin Van Patten, supply car storekeeper, is confined to St. Luke's Hospital recovering from an operation for gall stones. At the last report Van was getting along nicely but it will be some time before he can resume work.

Veteran John H. James was a caller on friends at the shops recently. A hurried call was broadcast and some few members of the Pelican Club responded. Not having attended meetings for some time he gave an interesting talk on places he had been in and things he had seen. He is always welcome and usually has a good line.

Lou King, agent at Hillyard many years ago, passed away recently.

P. P. Smith has returned from his vacation and reports that the weather was "some hot" in Frisco, so much so that he was afraid to cross the street. He had only one pair of shoes with him and the pavement was too hot for safety.

Condolences were extended to S. P. Johnson recently when it was learned that he had been chosen to inventory the store stock of material at Grand Forks, B. C. He reports a strange fact; a car seems to travel faster going towards B. C. than returning. Also that there are some strange looking fish at Lake Christina but the season was closed so he couldn't bring back any specimens.

Hillyard was well represented at the graduation exercises of Gonzaga High School. James P. Hurley, son of our shop superintendent was chosen valedictorian.

Brothers Thos. O'Laughlin and J. M. Smith were on the carpet at the last meeting of the Pelican Club. Mr. O'Laughlin being called upon to explain his reasons, if any, for going to Seattle and Tacoma also to explain conditions as he found them there. Mr. Smith was pressed for an explanation as to why organization work was not progressing faster in the north end of the state. Understand that neither of the worthy brothers had very good excuses.

No fish stories yet. Perhaps the fact that the ladies are now required to have a license accounts for the dearth of tall stories. However, when the streams get back to normal and the weather man gives us a little sunshine, we may have some wonderful stories to report. Page Leo Nelson!

The store department reported the shortage of fish stories, now the machine shop comes along and says it's all applesauce, fishing is as good as ever, witness the following: A. B. Colville and Elmo MacKay, the champion fishermen for 1926 were recently defeated by Mrs. L. J. Rothwell at Loon Lake. Alex caught a five pound mackinaw while Mrs. Rothwell landed four, each weighing four pounds. Leigh Rothwell caught one weighing three and one-half pounds, Robert Johnston got two for a total weight of eight pounds but Mack got none at all. Nevertheless Mack has the distinction of opening the season on April 10, with two seven pound mackinaws being the first Great Northern man to bring one in.

Mrs. J. M. Ertel, wife of the leading air man, accompanied by her son and daughter is enjoying a two months' visit with friends and relatives in Oklahoma and St. Louis.

George Moore, machinist is spending sixty days visiting in New York, Philadelphia and Washington, D. C.

Harry Dudeck, machinist and wife are enjoying a trip to New York, Buffalo and Niagara Falls.

Ross Morrow, machinist and Mrs. Morrow attended the Shop Crafts convention in St. Paul, after which they visited friends in Pennsylvania.

Shop Messenger Dominick is spending a leave of absence in California.

Melvin Smith reports that the Chevrolet is running fine but it refuses to carry home any fish from all the fishing trips he has taken.

Mr. and Mrs. Wm. Burns gave a pinochle party for the old boys' club. Although there were some very exciting games played and high scores made, Joe Ertel says the best feature was the lunch. The prize winners were: ladies, first, Mrs. Vern Carpenter, second Mrs. Parr; gentlemen, first Mr. Holland, second Vern Carpenter.

BOILERMAKERS SLOGAN "NO MORE AVOIDABLE ACCIDENTS."

Blondy Miller, from the machine shop, thought he had a ball team. It cost \$25.00 to prove to him that he hadn't.

Chris Rafin and Earl King have resigned from the service.

Jack Peart was off sick for a few days. Now all the boys are trying to learn the name of his doctor for it's whispered that he prescribed nothing but bonded goods for Jack.

A new crane is being erected in the boiler shop. When completed it will be a great improvement from both a production and safety standpoint.

Ray Payton sure knows how to fish; if they don't bite go in after them. But all he brought back from the last trip was one line which managed to wrap itself around the other fellows neck when the boat capsized.

Carl Johnson and Wm. Atkinson have been laid up with the mumps. They are both back now and state positively that there's nothing swell about the time they had.

Mrs. Zahn, shop nurse, was called home recently by the serious illness of her father.

Lawrence is the youngster who arrived at the home of Emanuel Schroyer on May 24th. Both mother and son doing fine. Congratulations!

Everyone had a pleasant surprise at the last boilermaker's meeting. Jesse Johnson brought his orchestra and what those boys can't do when it comes to music, doesn't amount to anything.

Frank White, blacksmith helper, has taken his wife, daughter and three grandchildren for a three weeks' visit to Montreal.

Andrew Okeberg, veteran blacksmith, reports a good time at the Veterans Convention.

Ray Zimmerman, blacksmith, was called for jury duty and when he couldn't make up his mind they locked him up over night.

JACKSON STREET

Now far be it from us to detract from the glory of anyone, or stir up a muss or anything, but there seems to be a little misunderstanding concerning what constitutes speed and real speed.

We read that little item of Mr. Tetu's in the June number of the SEMAPHORE and it struck us that somebody erred. We know Mr. Tetu quite well and have always found him to be a gentleman. He is, we think, a very nice man. So we are inclined to think that this was a typographical error. It must have been. Maybe it was two pairs of wheels, or possibly three! Good gracious, it wouldn't take them all that time to change one pair of wheels. Why, there are only four bolts to remove where the former crew had sixteen. Yes, sir, it must have been four pairs. But read on, brother, and "believe it or not."

"Mr. R. E. McDonald, Yardmaster.
Dear Sir:

In the June issue of the SEMAPHORE, under the heading, "Mississippi Street Coach Yards," I note that Car Foreman Tetu claims he has established a record for changing out wheels under a car. This was Diner 1034, on which a pair of wheels was changed out in fifteen minutes on May 3rd, 1927.

My recollection is that this time was beaten some years back when Mr. O. Swanson was foreman at the coach yard. I believe it was in June, 1911, on Diner 7001, when a pair of center wheels was changed out on this car and only eleven minutes were consumed by the coach yard men.

Will you kindly check up your records and advise me if my recollection is correct?"

(Signed) J. J. LAKE,
General Car Shop Foreman.

"Mr. J. J. Lake,
General Car Shop Foreman.
Dear Sir:

Replying to your letter of June 13, with reference to time record for changing out wheels under Diner 7001, in June, 1911.

This car was found with a bad flat spot on one of the wheels while placing it in train No. 1 at the depot. The car was taken to the Mississippi Street coach yard and in seventeen minutes was returned to train No. 1. Eleven minutes were consumed by Mississippi Street for changing out this center pair of wheels and the running time was made in six minutes by Engineer Driscoll, engine 423, and Switch

Foreman J. J. McDonald. Mr. Clarity, you, and Mr. O. Swanson, at that time foreman of the coach yard, supervised the job.

Mr. Clarity told me he wanted a full explanation as to how this failure came about and who was responsible for it. "Mr. Clarity," I replied, "When you've got men who will put a diner from the St. Paul Union Depot on the wheel pit at Mississippi Street, change a center pair of wheels on the car and put No. 1 out on time, I recommend that you congratulate the men and say nothing to the inspector who failed to catch the defect."

This record has never been beaten, the closest to it is Diner 1034 on May 3, 1927.

The above information is correct as I supervised both jobs.

(Signed) R. E. McDonald,
Yardmaster."

During the last storm Mr. Lazarus, our useful platform man, who lives down by the "Father of Waters," failed to report for work the following day. The platform men were all wondering what had happened. At 12:30 p. m. some said he was just below LaCrosse, Wis. Nick says he was trying to go one better than Lindbergh, his destination being New Orleans. Happy dreams and the alarm clock in the cellar, Nick.

The boys on the rip track say their useful air brake man, Lorenz Fleischhacker, puts the air brakes on the hobo coaches under repair, on the roof so that when the engineer pulls the whistle cord he gets double action. Patent applied for.

Those new caps being worn around the shops—"Safety First"—have one thing missing; that is, the goat. Take heed of those words or you may be the one who will be missing.

Day by day in every way the rocks around the flower bed at the fire room, are getting bigger and bigger.

ST. CLOUD

Nick and Jack Roeder, Louis Blommer and Math Toben drove to Sioux Falls on May 28. They extended their trip to the Black Hills and while there, they visited the camp selected by President Coolidge for a summer home.

A few days ago John Glizinski, the apron man, who is now housed in the sign shed, got a "hurry up" call. It stated that one in the paint shop had a leg broken. (John also repairs painter's stands.) Upon hearing this S. O. S., John said, "I'm no first aid man, but I'll go over to the paint shop anyway." Upon arriving there he found another stand with a broken leg.

The "Dinty Moore" kittenball team, composed about 90 per cent of Great Northern boys is still holding the top rung in the percentage column, having won nine games in succession and lost none. Manager Herb Boerger herewith challenges any team for a game. His address is 382 4th Ave. So., St. Cloud, Minn.



Ed. Trader

Just one of the catch of June 5 at Little Rock Lake. Ed. Trader, blacksmith helper, is the fortunate fisherman, and the northern pike he holds weighed 13 lbs.

E. J. Nelson and wife are the proud parents of a big baby girl. Congratulations.

"On Time"

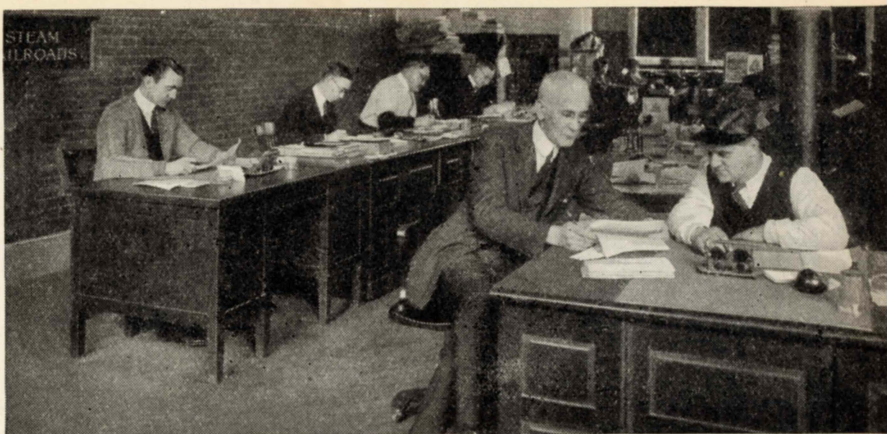
Our local safety director at the St. Cloud shops has taken an initiative in regard to punctuality and promptness in attendance at the monthly safety meetings, which we consider to be a very expedient step forward. To be "ON TIME" is our watchword. To re-

member the date and the hour set for the meeting may appear quite a problem for some members of the committee, therefore our superintendent has one of the members, who usually meets many of the workmen to remind them of the meeting date. This movement may prove to be an incentive to work its way into other channels of our shop doings, as meetings and appointments are more often apt to be delayed on account of some tardy members. To keep an appointment and the time set for same should be as important a matter to us as it is to keep one's word. A little more punctuality will prevent undue haste, and the latter has certainly caused many accidents and even deaths. The above named quality can rightfully be set side by side with Safety First.

Ernest Christen, stationary fireman, surprised the boys at the boilerroom by driving up in a new Chevrolet coach.

Harold Wilkes, sheet metal worker, and Sadie M. St. Onge of Little Falls were married at Minneapolis on May 18. After the ceremony a wedding dinner was served at the home of the bride's sister, Mrs. V. Carlson. The newly-weds spent their honeymoon in Milwaukee and adjacent points and are now making their home in Waite Park. They have our best wishes for a happy married life.

On June 7 at Sioux City, Iowa, Carman Edwin Weber was married to Freda Bost of that place. They are spending several weeks honeymooning in Northern Minnesota and will make their future home in Waite Park. We extend best wishes.



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Mallon and Britton

The above photo shows Sylvester (Silly) Mallon and Clarence (Swede) Britton. It looks as if both were out for a lark, but the fact is that they had been doing a carnival stunt.

St. Cloud as usual was well represented at the fourteenth annual Veterans' Convention held at Minneapolis June 4. Among those attending were, Lambert Schepers, Henry Hall, Jonas Nolan, Lawrence Cleall, John Trossen, Gedeon Fortier, Peter F. Miller, Charles Peterson, John Perowski, Charles Perowski, Joseph Weis, John Erickson, John Koslowski, Frank Kloskin, F. C. Lindt, Fred Stelzig, Paul Theisen, William Anderson, A. L. Wenstrom, W. P. Schmidt, John Ganskop, W. C. Scheil, Peter Meinz, Charles Sell Sr., John Julig, L. L. Bowers, Ola Nelson, A. G. Mardin, E. A. Dezelar.

Carman William Bruhn will make a trip to Chicago by rail and drive back a big Pierce Arrow, accompanied by his Uncle Buck Bruhn and family, who will spend some time touring in Northern Minnesota.

Car Estimator Anthony Ethen is making a trip to Kenmare, N. Dak. Anthony induced a cash fare passenger to make the trip with him.

Carman William E. Brown is somewhat of a business getter having secured several long distance passengers for the company, the last of whom was Mrs. John Jump from Chicago to Portland, Ore.

On May 28, Carman Walter Wendt and Hazel Preston were united in marriage at St. Cloud. We wish them a happy married life.

Carman Leo Hollinger returned from a trip to Racine, Milwaukee, Wisconsin and Chicago. At Milwaukee he purchased a high grade imported accordion and after a few rehearsals he will be able to broadcast over the radio. We hope he will favor us with some open air concerts.

Carman Sylvester Schwartz is planning an extended trip to California some time in the near future.

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<input type="checkbox"/> Air Brake Inspector	<input type="checkbox"/> Coppersmith	<input type="checkbox"/> Station Agent	<input type="checkbox"/> Plumber
<input type="checkbox"/> Air Brake Repairman	<input type="checkbox"/> Electrician	<input type="checkbox"/> Bookkeeper	<input type="checkbox"/> Roundhouse Machinist
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<input type="checkbox"/> Boilermaker	<input type="checkbox"/> Civil Engineer	<input type="checkbox"/> Good English	<input type="checkbox"/> Surveyor
<input type="checkbox"/> Pipefitter	<input type="checkbox"/> Bridge Building	<input type="checkbox"/> Telegraph Engineer	<input type="checkbox"/> Correspondence
	<input type="checkbox"/> Concrete Work	<input type="checkbox"/> Telephone Engineer	<input type="checkbox"/> Chemistry
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Carman Art DesMarais made a business trip to Thief River Falls, Minn. while Mrs. DesMarais visited friends at Minneapolis.

Carmen George and Louis Yaeger, Ray Hall, and Wood Machinist Aug. Ross made a fishing trip to Leech Lake. They all felt enthusiastic about their catch and while up there they visited Wood Machinist Harold Soder, who is spending the summer in northern Minnesota on account of his health.

Local chairmen of their respective lodges included Hub Thelen, Ed. Pull, Art Brandes, L. Spaulding and Grand Lodge Chairman, Gust Franks, who attended the Grand Lodge Convention at St. Paul.

Vacation time is here and Car Foreman Wm. P. Schmidt is having his fun at his cottage at Pleasant Lake.

Veteran Carman Gustave Bergstrom returned to work June 2 after a five months' leave of

absence. Gust reports a fine trip, visiting in Illinois, California and Oregon.

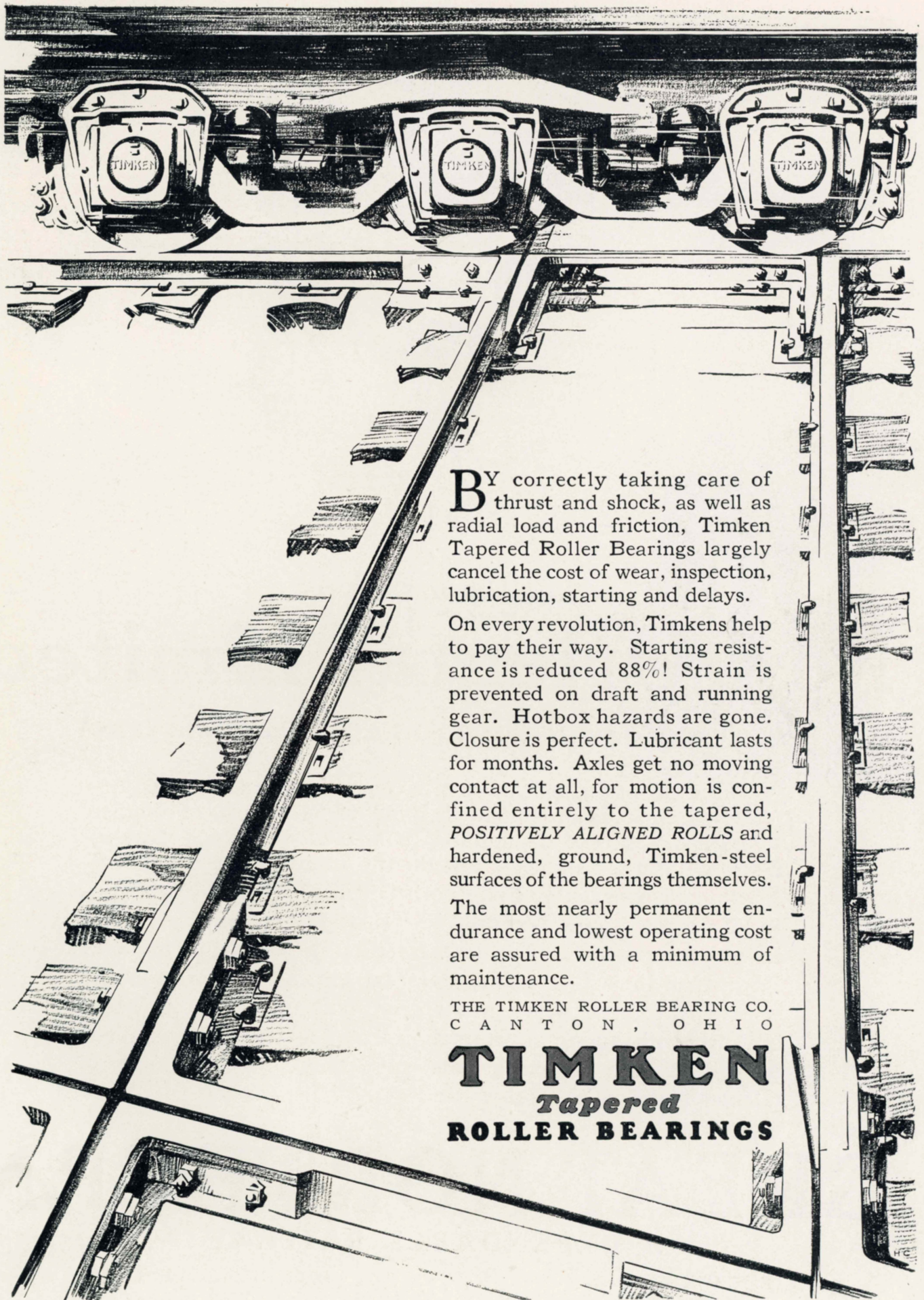
Wood Machinist Rudolph Knops and Esther Harmann were married May 31. After a brief honeymoon they settled down for life in a modern home that Rudolph had previously provided. Best wishes!

Veteran John Bowers of Wenatchee spent several days visiting at the home of his brother Veteran L. L. Bowers, upon his return from the Veterans' Convention.

Pensioned Veteran Carman Mike Mohs is confined to his bed due to a stroke of paralysis.

John Lahr, local wood machinist, attended the funeral of his uncle at Aurora, Ill. several days ago.

Harry Herkins of California, a former shop mechanic, visited old friends the early part of the month.



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