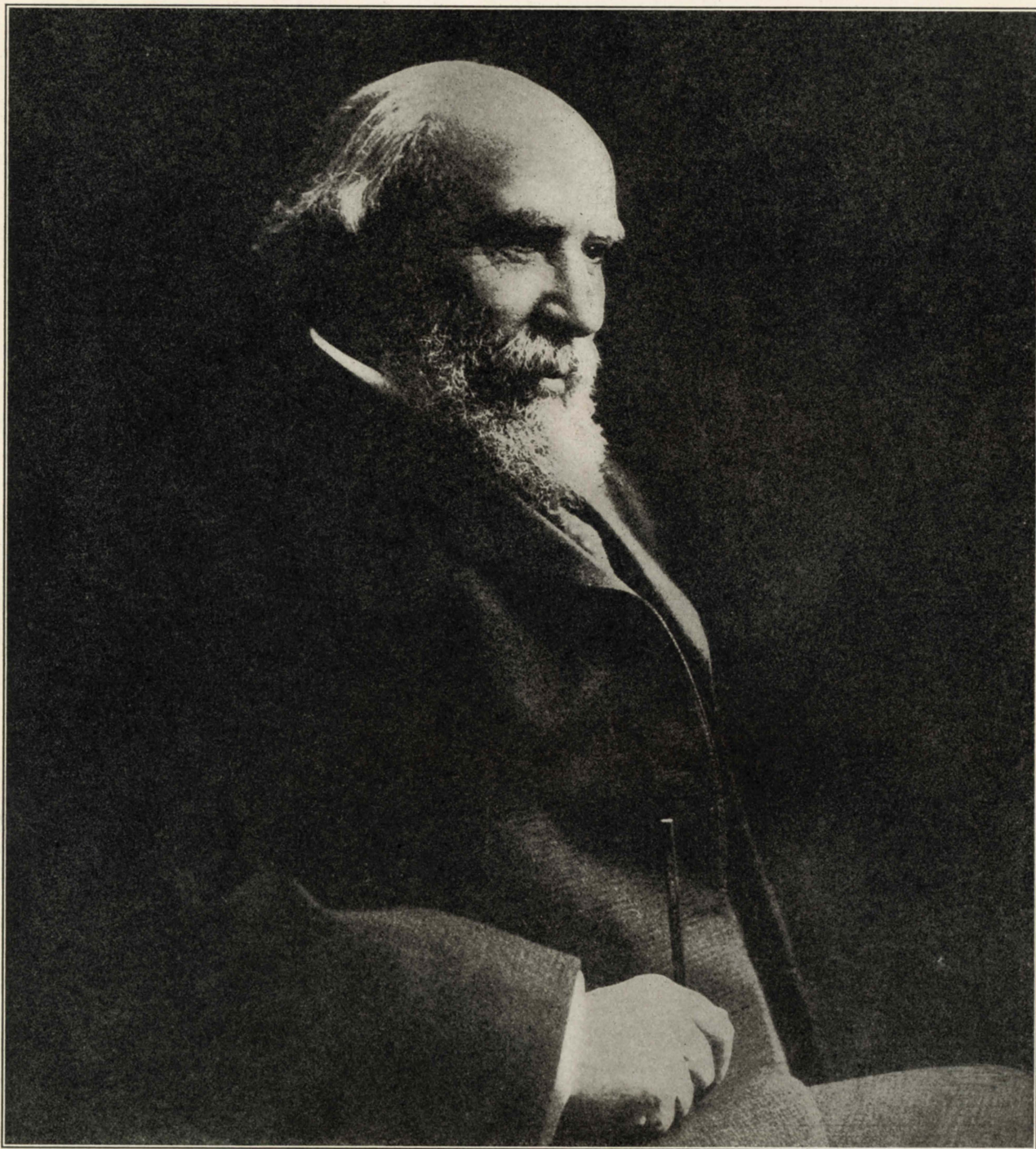
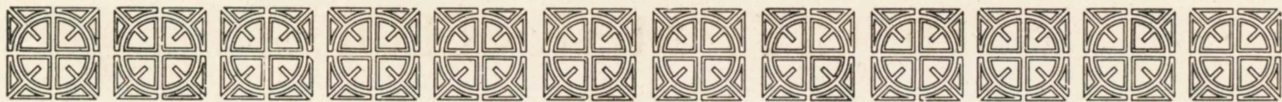


# Great Northern Semaphore



September

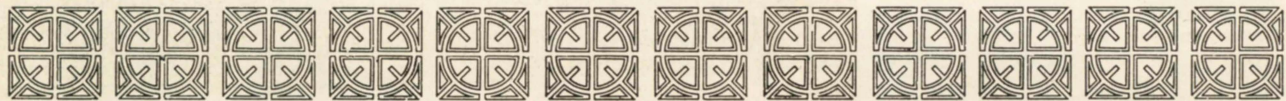
1928



**JAMES JEROME HILL**

Born Guelph, Ontario, September 16, 1838; Died Saint Paul, Minnesota, May 29, 1916.

Reproduced in honor of Mr. Hill's birthday.



# THE CITY MARVELOUS!

Longview, Washington, Proves That Dreams Do Come True  
Beauty and Utility Combined in This Ideal Community

**T**HE ACTION OF THE Interstate Commerce Commission, permitting the Great Northern, Northern Pacific, and Union Pacific to operate several of their joint passenger trains between Portland and Seattle, through the new industrial city of Longview, Washington, has added one of the most interesting cities in the Pacific Northwest to these railways.

In July, these trains started to run into this model community and passen-

homestead near the mouth of the river, and to this settlement Huntington gave the name of Monticello. The little hamlet thrived. It was a regular stopping point for the boats plying between Astoria and Portland and was the southern terminus of a famous stage line to Olympia. Travelers to the north usually came as far as Monticello by river boat and then transferred to the stage line or to canoes, in which they were paddled up the Cowlitz River. It was here, too, that

and create a new territory, which now has become the State of Washington.

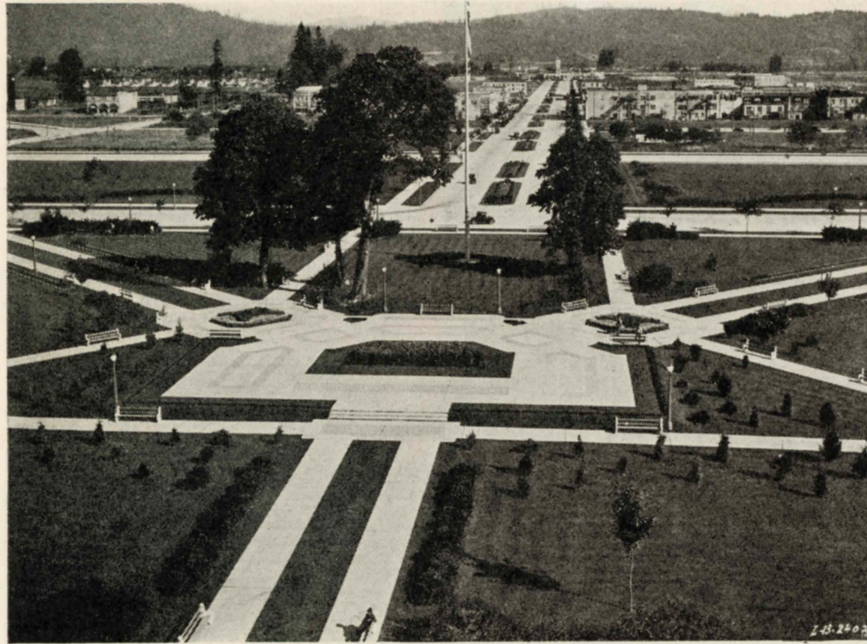
Monticello, starting in the manner traditional to American communities, gave every evidence of becoming a well-established little town. It was located at the intersection of overland and water travel, both north and south, and east and west. The surrounding country was productive and rich with untouched resources. Circumstances conspired against Monticello, however. The Cowlitz River scoured the little settlement; the railroads were built on the east side of the river and another community sprang up across the river. Gradually the little settlement died out and the people spread out over the valley on farms and orchards.

But while Monticello was becoming a memory on the Columbia River, things were happening elsewhere which were destined to alter the future of the valley, and which, perhaps, would affect the future of the entire Pacific Northwest.

About the time Huntington brought his party to the Cowlitz River bank, a boy was born in Kentucky. When he grew older, the boy organized and headed a company, which, starting with a single retail lumber yard, grew until it became the largest concern in the world manufacturing Southern pine lumber. Some years ago, this company decided to extend its holdings into the great stands of virgin Douglas fir, which stretch from California into British Columbia, and acquired an extensive tract in southwestern Washington.

Attention was then turned to the selection of a location for the lumber manufacturing plants which would serve this stand. Months were spent in the search and the entire district between Portland, Oregon, and the sea was care-

*(Continued on Page 4)*



Looking East on Broadway

gers now have the unique opportunity of seeing a city which has been built from the ground up, according to a far-seeing plan, and of observing the progress which has been made in the short space of five years, changing meadow land into a permanent, independent, American city with a population of approximately 15,000, thousands of homes, thriving businesses, and great industries.

This new city is being built in a valley fifty miles inland from the Pacific Ocean, at the point where the Cowlitz River flows into the Columbia. This valley was probably formed by the action of the two streams, centuries ago, but the first record of it is in Lewis and Clark's journal of the exploration of the Columbia River in 1805 and 1806. Later, the Hudson's Bay Company located a post and a factor in the valley, and the early missionaries built a shelter cabin for themselves on the banks of the Cowlitz River. The first settler to locate on the site now occupied by Longview was Jonathan Burbee, who arrived in 1847, and who spent his first winter in a scow on the river. In 1849, another pioneer, Harry Darby Huntington, headed a party which toiled across the plains from Indiana by ox train to take up donation land claims along the Cowlitz River.

A little settlement, including a store, a blacksmith shop, hotel, post office, and sawmill, grew up around the Huntington

a convention was held in 1852, petitioning Congress to divide Oregon Territory



Longview, Portland & Northern Depot



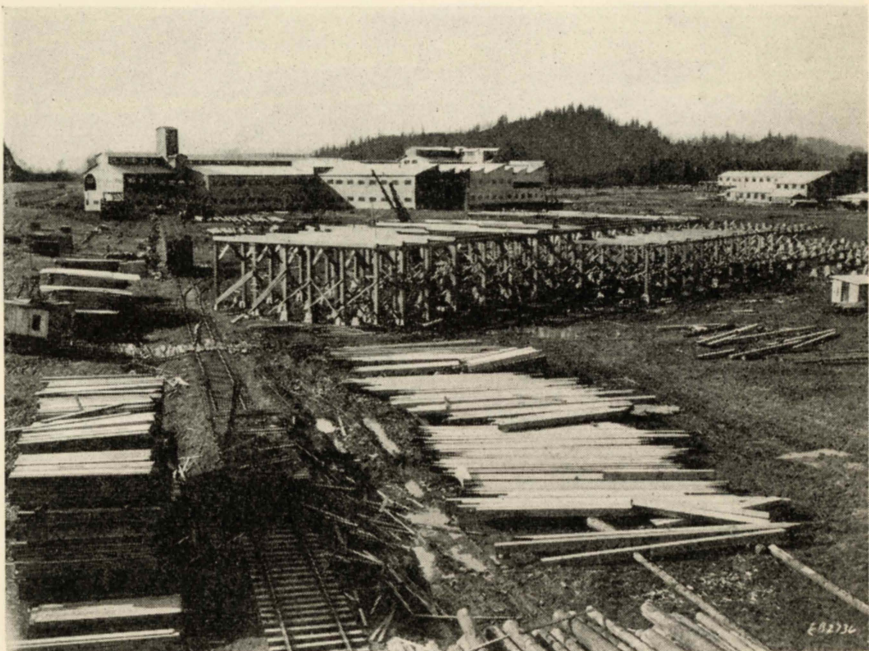
Lake Sacajawea Park, with School Building in Background

fully surveyed, but no location was found that was more satisfactory than the valley at the confluence of the two rivers.

It was a pleasant pastoral scene with its verdant farms and flourishing orchards, but as the business men looked at it, they saw more than the beauty of trees and fields. They saw a great empire blessed with inestimable resources, ready to be awakened to a realization of its natural advantages. They saw the Columbia River draining a quarter million square miles of this empire and providing the only water-level route through the Cascade mountain barrier to the Pacific Ocean. They saw three transcontinental railroads, two famous paved highways, and another navigable river converging with the Columbia at this point. They saw this valley commanding a splendid, fresh water harbor on the Columbia, where the largest ocean-going freighters might turn and dock under their own power.

They saw their own and other large industries operating plants on the water fronts, each with its hundreds and thou-

sands of workers and they knew that it was inevitable that a city would grow there. It seemed to them that this would



Construction View of Weyerhaeuser Timber Company's New Mill

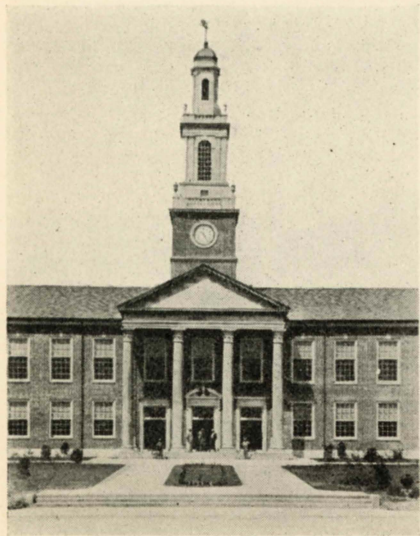
not be an ordinary industrial community but one of the significant cities in the Pacific Northwest. And because they were men of ideals, as well as of vision, they determined that this city should not be left to grow up helter skelter, as has been the case with too many American communities, but it should build from its very beginning, according to plan, and thus avoid many of the costly experiences of an undirected growth.

Because they were primarily lumbermen and wished to devote their entire attention to the manufacture and sale of lumber, a separate corporation was formed to forward the development of this city; approximately 14,000 acres of land in the valley with five miles of frontage on the Cowlitz and more than

seven on the Columbia, were secured for a city site, and expert city planners, men of nation-wide reputations, were entrusted with the task of laying out a city which would be model and modern, with "a place for everything and everything in its place."

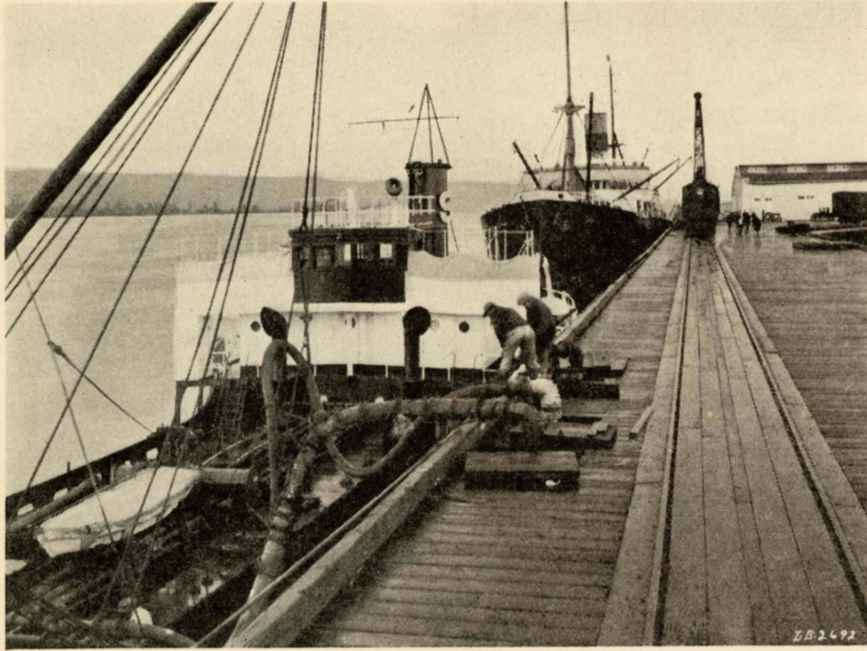
At the outset of their plan, the city designers set aside six acres as a civic center on which only buildings of monumental character might front. Radiating from this center, like the spokes of a wheel, were various broad streets and boulevards, forming the main avenues for through travel. In the areas between these radiating streets, the regular grid-iron system of streets was followed. Sections of the site best fitted for residential, retail, commercial, industrial or suburban uses, were set aside for these various purposes and protected against undesirable encroachment or construction, by reasonable zoning and building restrictions.

Throughout the planning, it was kept in mind that though this was to be a practical, industrial city, it was also to be one in which convenience and economy were combined with the highest type of beauty; that beauty which was to develop as an organic part rather than an ornament. Light and telephone cables were placed in alleys, easements or underground to provide for the undisturbed growth of trees, thousands of which were planted. An old slough,



Main Entrance to New Robert A. Long High School

which curved around the place chosen for the inner city, was retained as a crescent-shaped park and waterway. West of the city is a small, heavily wooded mountain, which rises to an elevation of five hundred and sixty feet and covers about one hundred acres. This was retained, practically in its entirety as a natural park. Wherever possible the majestic old oaks and maples, which beautified the site, were preserved, even though streets and sidewalks had to be laid around them. In some of the principal streets, esplanades filled with grass and flowers were used. Other park areas were set aside throughout the city and the sections set apart for



Scene on Public Docks on Columbia River

school development meantime will be local parks.

When the planners had completed their work, and not before, actual construction was started. The first street grading was done in the fall of 1922, and, in July of the following year, the city was dedicated under the name of Longview, and the first permanent building, a six-story hotel, named Monticello to commemorate the pioneer settlement, was completed.

The advantages of building according to plan became evident as soon as operations started. Placing the utility systems occupied the earlier days of construction. Knowing where the various districts of the city were to be located, it was possible to lay sewer, water main, and telephone and power conduits before street paving was done. The streets were laid out to serve the various districts to the best advantage, and the people who built

in the districts knew that their property would not be condemned or depreciated by the future development of the city.

By February, 1924, the city was large enough to incorporate as an independent American community and to take over the business of managing its own affairs. It is now five years since the city was dedicated, yet its growth in those five years has surpassed even the hopes of its founders. Approximately 15,000 persons have come to this new city, have built thousands of homes in the new residential districts, and have lined the streets of the retail districts with their substantial business buildings. And, in coming to this new city, they have not given up any of the conveniences or luxuries they may have enjoyed formerly. In fact, they may have added to them. All built-up districts in Longview are served with city water, electricity, telephones, and sewers. About half of

the eighty-two miles of improved streets are paved and electrically lighted. Transportation is afforded by a fleet of motor buses, which connects the various districts of the city. The buses meet trains and ferries and operate to the neighboring community. Longview has two theaters, one a \$125,000 playhouse seating 1,200; tennis courts, a nine-hole golf course, and country clubhouse; a community Y. M. C. A. building with a swimming pool, gymnasium, auditorium, etc.; river beaches, and boats and canoes on its lake. Around Longview and within a few hours' drive are innumerable beauty spots, all the myriad grandeurs of the vast playground which is a part of the Pacific slope.

Longview's school system, though only four years old, is considered one of the outstanding systems of the Northwest and already is serving a student body of more than 2,200 in its four school buildings, one of which is a \$650,000 junior and senior high school having a capacity of 1,000 students. The Longview hospital was approved by Dr. W. J. Mayo. The library, which is the second building to front on the civic center, already has a collection of 11,000 volumes. Hotel Monticello, the largest of Longview's seven hotels, was characterized by Harry Leon Wilson, novelist and humorist, as the "most modern and snappy metropolitan hotel between San Francisco and Seattle." Its passenger station would do credit to a city of 50,000; it supports a daily newspaper of eight to twelve pages; its post office ranks in first class, and its churches are new and beautiful.

In industrial development, the city has made its most remarkable growth, justifying the founders' belief that this was an ideal industrial site. The first great industry was of course that of the Long-Bell Lumber Company, which has built there the largest lumber manufacturing plants in the world. These plants cover seventy-eight acres with roof, and turn out 1,800,000 feet of lumber daily, operating on double shifts.

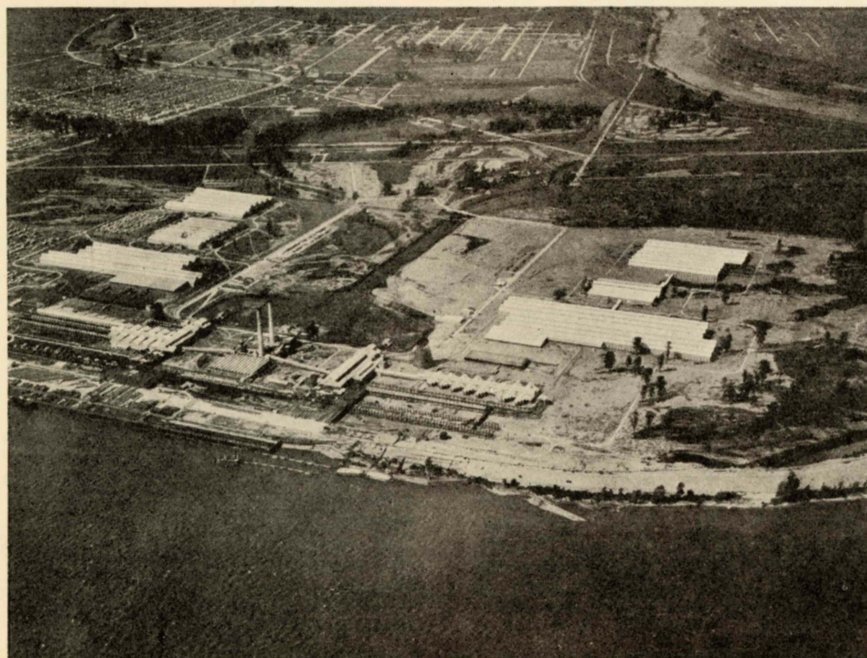
Next to them, on the Columbia River waterfront, is a 375,000-bushel grain elevator, which started handling grain from the inter-mountain areas in the summer of 1928. This elevator is so constructed that its capacity can be increased to 1,000,000 bushels if necessary.

Alongside of it are the docks of the public port district in which Longview is included, a district comprising 830 square miles all served by the excellent terminals on the waterfront at Longview. On the docks is a cannery for fish, vegetables, and fruit, which is leased from the port district by a veteran operator. Served also by the public port docks is the wholesale and marine distributing station maintained by the Standard Oil Company, for the stocking of its plants in this territory and for the fueling of oil-burning freighters operating into the harbor.

West of the public port docks is the 700-acre site on which the Weyerhaeuser Timber Company, the largest privately owned timber company in the country, is building three modern mills to serve one of its large blocks of timber. Docks will be built on the two miles of waterfront.

Another important concern, the Longview Fibre Company, organized by middle western pulp and paper interests, is operating a pulp and paper plant at Longview capable of turning out one hundred tons of pulp, one hundred tons

(Continued on Page 8)



Airplane View of Long-Bell Lumber Company's Plant

## Excerpts from Address of President Ralph Budd Before Montana Press Association, Helena, Montana, August 10, 1928

**I**T IS DIFFICULT to overstate the effect of the railways upon Montana's destiny. On the theory that territorial allegiance follows commerce, there is ground for the belief that the entire territory west of the Mississippi would have belonged to some foreign country if railways had not made it so easily accessible to the eastern and older settled parts of the United States. In such event, the Missouri and Mississippi rivers would have been the main trade routes and livestock, furs, and precious metals would have been the chief commodities to be moved out of the country. The population of Montana would have been extremely small and what there was would have been almost wholly at a few isolated points along the Missouri and its larger tributaries. There could have been no commonwealth with cities and generally settled country such as we know Montana today. \* \* \*

"Measured in terms of what other things cost, the railways are providing service at the lowest price in their history. Compared with pre-war figures, for example, the Great Northern received only 37 per cent more on an average for each net ton mile of freight it carries, while it pays more than twice as much taxes per mile of road, twice as much wages per employe, and an increase of about 60 per cent in cost of fuel, lumber, and other things it buys.

"Along with efficiency, speed and luxury, there has come a dependability and safety of service never before approached in railroad history. These are the result of vast expenditures for more and better tracks, new and improved cars and locomotives, shops and tools, as well as a splendid morale and pride of accomplishment on the part of the employes. I am inclined to believe there is nothing an inhabitant of the United States can do with more safety than to ride on a passenger train, unless it is to stay in bed.

"On January 31 of this year, the Great Northern completed its tenth consecutive year without a fatal accident to a passenger while riding on its trains, during which time they carried 61,811,399 passengers an average ride of 93.74 miles each. The total passenger miles during this period were 5,794,373,870.

"This accomplishment is a splendid tribute to the army of employes, particularly those engaged in the handling of trains, and emphasizes the exceptional effort being made towards absolute safety in its operations.

"When railway service is efficient and safe, as it is now, about the only thing to be desired is that it shall be cheaper. I am in accord with that desire, although I feel confident that if railway rates should be made so low that the service be impaired, such rates would prove to be much more costly to shippers than rates high enough to insure continued good service. This necessarily means rates that will enable the railways to maintain such credit that they can raise the necessary money at low interest charges to keep their properties up-to-date in every way so as to produce not

only the best of transportation and always to provide it when needed, but to produce it at the lowest possible cost. As the basis for fixing freight rates and passenger fares is the cost of producing transportation, keeping such cost down is of the utmost importance to shippers.

*Why do the railroads in North Dakota, Montana, and other Northwestern states charge more for transporting grain to market than do the railroads in Canada?*

"The Senate of the United States a few weeks ago asked the question of the Interstate Commerce Commission: 'Why do the railroads in North Dakota, Montana, and other Northwestern states charge more for transporting grain to market than do the railroads in Canada?' That Commission, which is a governmental body created to regulate the railroads of the United States so as to insure fair and reasonable freight rates to all shippers, made an investigation. Its reply to the Senate inquiry affords authentic and exact information on the subject and is as follows:

"The railroad policies of Canada and the United States are somewhat different. In this country there is private ownership and management of common carriers, and such carriers are wholly dependent upon the revenues derived by them from transportation. Practically all the railroad mileage in Canada is owned by two systems, the Canadian National and the Canadian Pacific. The former embraces most of the weaker and higher-cost lines and is owned by the Government of Canada.

"In 1925, the Canadian National failed to earn enough to pay the interest on its debt by \$42,197,664, and in 1926, failed to earn its interest by \$29,894,072. The figures for 1927 are not in our possession. These figures do not reflect in full the extent to which the Canadian National failed to earn its operating expenses and a reasonable return upon its investment as the deficits shown do not cover such part of the investment in the Canadian National which is represented by any other form of capital than interest-bearing debt.

"In our report entitled Grain and Grain Products, 122 I. C. C. 235, issued February 8, 1927, we said at pages 251 and 252:

"It is shown of record that the Dominion of Canada aided in the construction of the Canadian Pacific by giving that company \$25,000,000 in cash, 25,000,000 acres of land, certain completed lines of railroad, a monopoly in certain territory for twenty years, and perpetual exemption from taxation by the Dominion or any Province established after 1881.

"When construction was completed in 1886 there was scarcely any population along the lines in western Canada. To build up the country and increase the value of its huge land grants the railroad established a low basis of grain rates to Fort William. In 1898 and 1899, as part consideration for further cash subsidies and land grants, pursuant to

a contract with the Dominion known as the "Crows Nest Pass Agreement," the Canadian Pacific reduced the rates on grain from all its stations to Fort William 3 cents per 100 pounds.\*\*\*\*\*

"It further appears that in Canada most of the weaker and less prosperous lines are now operated through the Canadian National Railways by the Dominion Government, which bears the burden of the deficiency in return. The Canadian Pacific is thus in a position to charge lower rates than would be possible if rates were made in Canada, as they are in this country, with a view to providing a fair return upon the aggregate value of all railroad property, including the weak lines as well as the strong.

"In 1924 the Great Northern with 8,251 miles of track paid more taxes than were paid in that year by all the railroads in Canada, having in excess of 40,000 miles of track.

"That carrier represents that if its taxes were reduced to the amount per mile paid by the Canadian roads, it could reduce every rate on every commodity on its system 9 per cent and preserve its present net income, and that it "would be glad to carry from the northern end of its North Dakota branches the same rates that are carried on the Canadian lines if it had the subsidies and consideration from the Government that the Canadian lines have from their Government."

"For all Canadian railways in 1926 the total tax accruals were \$10,783,788, whereas the tax accruals for railways of the United States in the same year amounted to \$396,538,002. Computed on a per mile of road basis, railway tax accruals in Canada in 1926 were approximately \$267.00 per mile and in the United States \$1,591.00 per mile. If the tax accruals in the United States were on the same basis per mile of railroad as in Canada, they would have been approximately \$330,000,000 less."

"While the rates on grain from Minnesota, North Dakota, and Montana are higher than the rates for equal distances in Canada, they are lower for equal distances than the rates on grain from any other grain producing area in the United States to primary markets.

"The Interstate Commerce Commission has characterized the Great Northern grain rates as 'conspicuously low, as compared with rates from other localities where conditions in general appear more favorable.'"

### Getting the Business

Mrs. J. P. Murray is past state president of the Daughters of Union Veterans of the Civil War. She is the wife of Machinist J. P. Murray, of Hillyard, Washington. Recently she was responsible for the routing of delegates to the encampment of the Grand Army of the Republic, and their auxiliary members, from various points to the convention city, Tacoma, Washington. The Oriental Limited on June 24, carried a special car of delegates from Spokane to Tacoma, in charge of J. Johnston, of St. Paul. If Mrs. Murray's lodge has many members who are as energetic as she, it must truly be a live organization.

*Great Northern Semaphore*

# THE PACIFIC SALMON—A WORLD FOOD

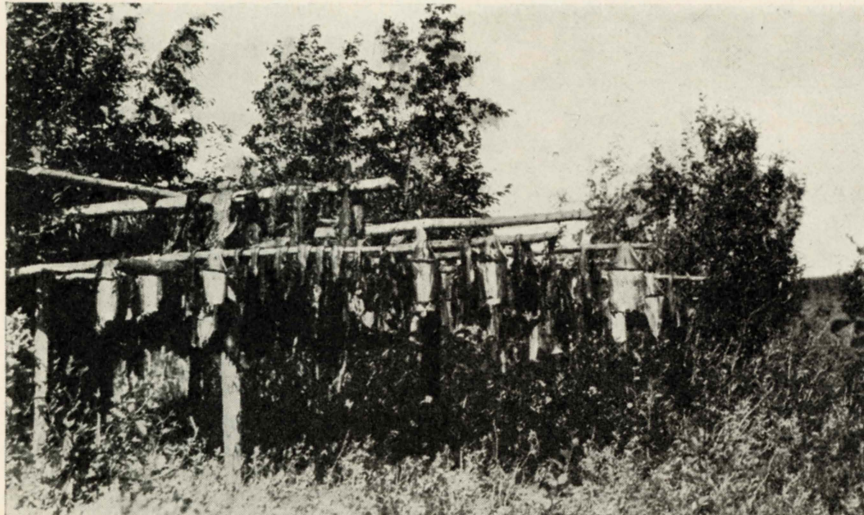
## Part Two—The Canning of Salmon

By Ray W. Clough, Ph. D., Chemist, Northwest Branch, National Cannery Association, Seattle, Washington

**I**N 1864, IN THE midst of the Civil War, a man engaged in fishing on the Sacramento River in California conceived the idea of preserving the salmon by canning them. The process was very crude, the cans being made by hand by a tinsmith. The fish were cleaned, cut up and placed in the can by hand labor. The cans were pushed through a small window into a mysterious room, where they were cooked

the markets of the world. Slipping away from the cannery dock in the gray dawn, just as the sun's first rays are driving away the fog, we pass along through silvery waterways, beneath towering tree-clad mountains, until we arrive at a fishtrap. This is a somewhat complicated arrangement built of long piling driven into the bottom, joined by wire netting and so designed as to lead the fish along through various compartments

a hot steam box or in a vacuum closing machine. In either case when the covers are tightly rolled on, the cans cooked and cooled, a vacuum is produced in the can which keeps the ends drawn in or slightly concave. The cooking is done in huge retorts under a steam pressure of ten pounds, corresponding to a temperature of 240 degrees F. The cooking is continued for 90 minutes, which is sufficient to soften the bones and make them edible. The cans are then washed, cooled, labeled and placed in cases for shipment to all parts of the world.



Indian Racks for Drying Salmon

by a process whose nature was jealously guarded. Later this process became generally known and was found to be very simple. Of late years the canning industry has very few secrets but maintains an association and several laboratories to obtain and distribute information to its members so that all may use the best methods and machines.

The demand for this new food product developed rather rapidly, and it was necessary for the industry to expand. Several canneries were soon built on the Columbia River, and then in 1878 a trading company maintaining a post in Alaska started a cannery there, the first north of the Columbia River. Within a few years there were canneries from Central California to Bristol Bay. At first only the red fleshed salmon was canned, but as the supply of this became inadequate to meet the demand, the other species, also high in food value but not so bright a red, were canned, until in time all five species were available in the markets of the world. But hand labor was not capable of packing enough salmon in the short summer season and machines were developed of increasing complexity and speed, until those now in use are little short of marvelous. Machines for making cans, turning them out at the rate of about 200 a minute, help to emphasize the progress made since the tinsmith made them slowly and laboriously by hand.

### A Visit to a Salmon Cannery

Let us visit a cannery and follow the salmon from the cold, clear water of the North, through the cannery and to

until they arrive in an enclosure called the "spiller," from which there is no escape. As the cannery tender draws alongside the spiller, thousands of fish may be seen leaping in the water below. A brailing net is let down in such a way as to enclose hundreds of fish, and they are hoisted, a gleaming, silvery, struggling mass, and lowered into bins in the vessel's hold. Sometimes scows are used and towed to the cannery. Salmon are also caught in purse seines, gill nets, beach seines, fish wheels, and by trolling with hook and line.

Arriving at the cannery the fish are raised to the fish-house by conveyors and begin their journey along the line of canning machinery. First comes the "iron chink," a complicated but smoothly operating machine which took the place of about twenty-five workmen. It removes the head, fins, tail and entrails of the fish and brushes out the body cavity at the rate of sixty a minute. The fish then pass on belts before inspectors, who complete the cleaning under streams of water, and to an elevator which forces them up and through a gang of revolving, circular knives, which cut them into pieces of suitable length for the cans. These pieces proceed to the filling machine where they meet cans, each containing the right amount of salt, coming from the floor above. Tightly packed with salmon, the cans come from the filler at a speed of 70 to 120 a minute and pass inspectors who remove and adjust any not properly filled.

The covers are loosely clinched on the cans and most of the air, still remaining inside, removed either by passing through

### Species of Pacific Salmons

#### *The Chinook—Largest of the Salmons*

The chinook, king or spring salmon, was the first canned and is the most widely distributed in nature; however, it forms but six per cent of the world's pack and two-thirds of it comes from the Columbia River. It averages 22 pounds in weight with many weighing 40 and a few 100 pounds. This salmon is highly esteemed for mild-curing, kippering and the fresh fish market. Such active competition raises the value of the raw material until a single fish costs from five to six dollars. It becomes when canned, therefore, a fancy article and is very carefully graded and packed. It is excellent for salads, sandwich spread or to eat as taken from the cans.

#### *The Red—Most Widely Known of the Salmons*

The red, sockeye or blueback salmon formed for many years the bulk of the world's pack of canned salmon and still constitutes thirty-six per cent, nearly half of which comes from Bristol Bay. This salmon is particularly well adapted to canning on account of its rich red color and firm texture which enables it to stand up well under severe shipping conditions. It is a small fish, averaging six pounds. It is excellent to eat cold right from the can, or in salads, its dark red color forming a pleasing contrast with the green of lettuce or other garnishings.

#### *The Coho—a Medium Red Salmon*

This fish, also known as the silver salmon, has a flesh somewhat lighter than that of the red, but still of a well-defined red color. It averages eight pounds but occasionally reaches thirty and forms about eight per cent of the world's pack. It is almost as high in food value as the red, but sells for much less and is, therefore, usually a bargain at the price asked. It is well suited for both salads and cooked dishes.

#### *The Pink—Smallest of the Salmons*

This fish averages about five pounds, but is found in such large numbers that it forms about forty-five per cent of the world's pack. It has a high food value and a delicate flavor which many people prefer to that of the somewhat firmer, more highly colored and more expensive red. It is excellent in any number of cooked dishes, such as baked salmon loaf, scalloped salmon, etc. Properly seasoned it makes a delicious sandwich spread. It is as high in protein, tissue-

(Continued on Page 8)

## Arthur W. Doble The Saw Artist

**I**T WENT OVER WITH A bang! We refer to the first time Arthur W. Doble, engineer on the Spokane Division, broadcast over KFPY and KGA. He is a talented musical saw artist and went over so big the first time, that he has since filled several broadcasting engagements. Mr. Doble recently had a week's engagement with the Maylons at the Hippodrome, Spokane, and has found it necessary to decline several requests to play in Seattle, Portland, and Tacoma.



Arthur W. Doble

It isn't every engineer who has a musical saw in his kit of tools along with the big and little oil cans, wrenches, et cetera. Engineer Doble gets real music from his saw, the kind that comes from a Stradivarius, or some other rare old violin. He knows how to bend the saw and use the bow to produce the sweetest melody. Mr. Doble plays classical music, popular, and jazz. There's a devil in his saw at times and, again, the music is sad. Listen in, you radio fans, his music is just "grand."

### A Dependable Railway

General Superintendent Dining Cars, J. A. Blair, recently received this interesting letter from John Mork of Rand Brothers Shoe Company, Grand Forks, North Dakota, and needless to say it pleased him exceedingly:

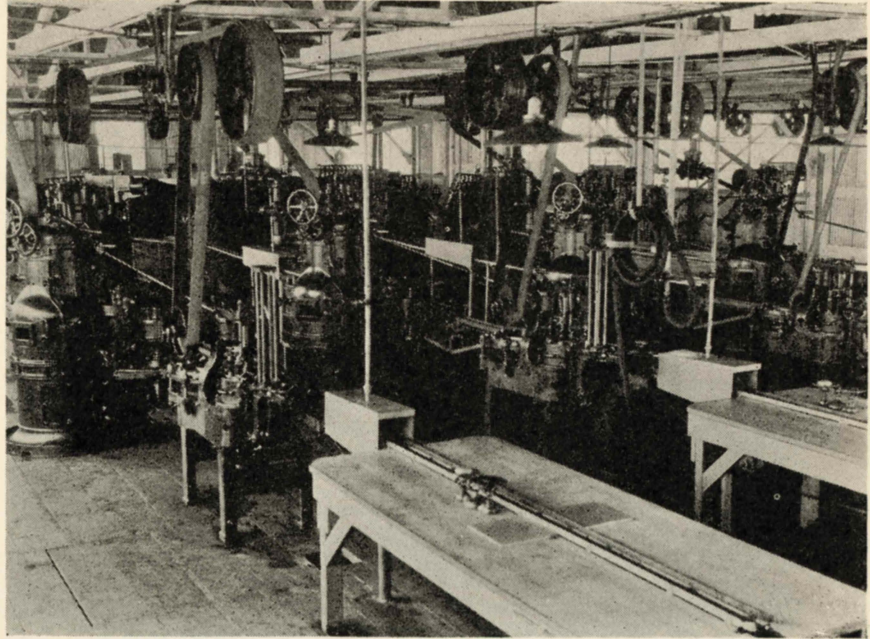
During the past three months I have traveled 13,000 miles over the railroads of eastern Canada, the eastern section of the United States, and Norway, and have just returned from Chicago on the Oriental Limited.

The food and service on the dining car of this truly wonderful train of the Great Northern, were by far the best received by me on the entire trip.

I congratulate the Great Northern on having such a fine train and will lose no opportunity to "boost" its stock in future.

## The Pacific Salmon—A World Food

(Continued from Page 7)



(Courtesy Pacific Fisherman, Seattle)

Vacuum Closing Machinery in Salmon Cannery

building material, as the more expensive species and is more economical than most of the animal foods in common use.

*The Chum—Cheapest of the Salmons*

Esteemed by the Indians as particularly suitable for drying and by many fishermen as equal to or better than the other species for eating fresh, the chum salmon when canned becomes the cheapest of them all. This is due largely to the fact that it has little color. It averages about eight pounds. The chum is best employed in cooked dishes of

various kinds and has the further advantage of being very economical.

*A Trout That Passes for a Salmon*

The steelhead trout, probably so-called on account of its exceptionally hard and strong skull, is sometimes classed as a salmon. It takes the hook readily and furnishes much sport as well as commercial fishing. From eight to fifteen pounds is the usual size. It is highly prized in the fresh and frozen markets, but due to its lack of color, few are canned and it forms less than one-half of one per cent of the world's pack.

### The City Marvelous

(Continued from Page 5)

of fibre board, and thirty tons of paper daily. A second paper and board plant is operating on the Cowlitz River water front, and, in addition to the plants already mentioned, other substantial plants are operating in the light industrial districts. It is estimated that Longview industries support from 15,000 to 20,000 persons, of whom two-thirds are actually resident in the city.

Spur service is given to all these industries, as well as to the wholesale establishments, by the Longview, Portland & Northern Railway, a common carrier, which extends from Longview thirty miles northward up the Cowlitz River Valley, connecting at Longview and again at Olequa, twenty miles north, with the three transcontinental carriers. This standard gauge line serves as the receiving and distributing end of the main line carriers.

It is over the stretch of track from the junction at Longview to Olequa that the new passenger service into Longview will be given. Previously, passengers coming to Longview or leaving had to use the station at Kelso, which lies on the east side of the Cowlitz River. Passenger service will be continued through Kelso, but two trains each way

daily will operate through Longview to give this new city a direct connection with points on the transcontinental lines.

Words and pictures fail to give more than a bare outline of this project, as development is so rapid that they are out of date almost as soon as they are published. It is hoped that this always will be the case, until Longview becomes that beautiful and important city of which its founders dreamed.

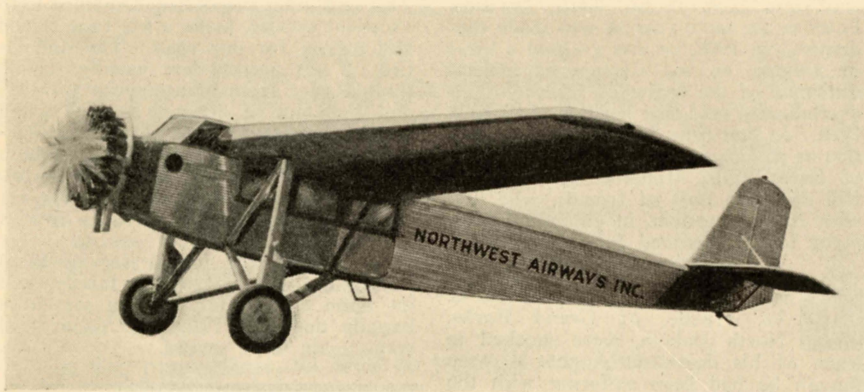
### Appointments

**E**FFECTIVE AUGUST 1, the following appointments were announced: F. J. Gavin, formerly general superintendent, Lake and Eastern districts, to be assistant general manager, Duluth, Minnesota; W. R. Smith, formerly general superintendent, Central and Western districts, to be assistant general manager, Great Falls, Montana, vice F. S. Elliott, who resigned on account of ill health.

S. A. Volkman, formerly general agent, Minneapolis, has been appointed assistant general freight agent, Minneapolis. H. G. Dow, formerly assistant general freight agent, New York, has been appointed eastern traffic manager, New York.



# Great Northern Establishes Plane Service



**A** NEW TRAVEL FEATURE is now offered to passengers on Great Northern trains running into and out of the Twin Cities. This is the airplane service between Minneapolis, St. Paul, and Chicago, which started on August 15.

The ships used in this service are enclosed cabin monoplanes of all-metal construction, built by the Hamilton Metalplane Company of Milwaukee. They have a capacity of seven passengers, exclusive of the pilot, as well as space for a limited amount of express and baggage. A five-hundred horsepower Hornet motor gives them a cruising speed of 120 miles an hour, which places them among the fastest planes in passenger service. They are operated by the Northwest Airways Company, a subsidiary of the Transcontinental Air Transport Company (Colonel Lindbergh's company).

For those who must reach their journey's end as speedily as possible, this "air hop" will shorten the journey across the continent by half a day or more. It makes it possible for a passenger to arrive in St. Paul in the morning on the eastbound Oriental Limited or the Winnipeg Limited, board the airplane at the St. Paul airport and arrive in Chicago in time to catch the Capitol Limited, Twentieth Century Limited, Broadway Limited or one of the other fast eastern and southern trains that leave Chicago about one in the afternoon.

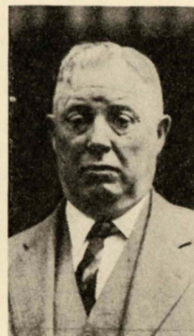
Similar connections are made with trains from the East and South in Chicago for the westbound trip.

To passengers who are not particularly anxious to make fast time, it will be the means of adding a new and unusual feature to their journeys, for the route of the plane high above the waters of the Mississippi and over the rolling farm lands of southern Wisconsin and northern Illinois is one of rare beauty.

The well marked route followed and the many landing fields scattered between the Twin Cities and Chicago make this trip one of perfect safety. Also, as the initiated know, there need be no fear of dizziness, for there is no sense of height experienced while watching the diminutive landscape slide by, far underneath the speeding plane, such as you get when gazing into the street from the roof of a tall building or down the sheer slopes of some mountain precipice. The reason for this is that there are no lines of perspective drawing the eye to make height comparisons.

The fare for this air journey will be \$45 which includes the trip by auto-

mobile between the stations in St. Paul or Minneapolis and Chicago and the airports in these cities. Thirty pounds of baggage will be carried free and all in excess of that will be charged for at twenty-five cents a pound. The Northwest Airways reserve the right to place a limit of fifty pounds of baggage for each passenger.



## Tom and Larry Grant

**T**HE SEATTLE *Post-Intelligencer* is running a series of articles on "Safety First," and recently published an item, "Careful Engineers Give Good Advice," by Tom and Larry Grant, who have opposite runs on the Oriental Limited between Seattle and Wenatchee. The brothers have some excellent advice for automobile drivers, especially for the motorist at grade crossings. The paper has this to say about their railroad service:

"The Grant brothers, Tom and Larry, are engineers of the Great Northern Railway Company. For thirty-two years Tom has 'pulled' trains for his road and Larry is but two years behind him in point of service. These two men together have served the Great Northern faithfully for sixty-two years and in all that time neither of them has been in an accident when any one was injured. They have, during that long period, maintained faultless records for safe operation of their locomotives. Tom and Larry 'pull' the palatial Oriental Limited of the Great Northern, one of the finest trains in the country. They are on opposite runs between Seattle and Wenatchee.

"Tom came West in 1896 when Seattle was a city of 50,000. Shortly afterward he became a passenger engineer and has remained one since. Larry followed him to the Northwest and within a short time was also a passenger engineer."

## SCHEDULES

### Eastbound

Arriving from the West on the Oriental Limited at 7:30 A. M. or from the north on the Winnipeg Limited at 7:45 A. M., the passengers are taken from the St. Paul depot to the Municipal Airport by automobile.

Lv. Minneapolis (Wold-Chamberlain Field)..... 8:30 A. M.  
Lv. St. Paul (Municipal Airport) ..... 8:40 A. M.  
Ar. Chicago (Cicero Field)..... 12:10 P. M.

Connections are made at either the 63rd Street or Eglewood station with the fast eastern and southern trains leaving Chicago about 1:00 P. M.

### Westbound

Passengers are taken by automobile from any Chicago station to the Cicero Field.

Lv. Chicago (Cicero Field).. 3:00 P. M.  
Ar. St. Paul (Municipal Airport) ..... 7:00 P. M.  
Ar. Minneapolis (Wold-Chamberlain Field)..... 7:10 P. M.

Connections are made at St. Paul with the westbound Glacier Park Limited and the northbound Red River Limited.

## Former G. N. Employee Visits Us

**J**OHN J. McELRAITH, Cedar Rapids, Iowa, called at the SEMAPHORE office recently. He has been retired by the Rock Island, after having been in railroad service for fifty-eight years. Mr. McElraith started to work for the Rock Island as a telegrapher in 1875 and then came to the Great Northern. For a time after leaving the Great Northern, he worked for the Northern Pacific, and then went back to the Rock Island, where he remained until retired.

Mr. McElraith came to the Great Northern as a telegrapher, at Cut Bank, Montana, "at the front," and remained for five years during the construction period. John F. Stevens was principal assistant engineer at that time, looking after construction work under E. H. Beckler, chief engineer, Helena. When the "front" moved west, Mr. McElraith was transferred to McCarthyville, a construction town with a population of about six hundred, which included, of course, the men working on the line, saloonkeepers, boarding house keepers, gamblers, and others who followed "the overland trail."

In 1892 Mr. McElraith opened the dispatcher's office at Kalispell, when the line was built to that point. He was later transferred to Spokane as chief dispatcher; then moved to Leavenworth when the office at Spokane was abolished. At that time, Wm. Kelly was master mechanic and had charge of the locomotive department, having gone west from St. Paul.

Mr. McElraith related many interesting reminiscences of the old days. He was visiting his son, who is in business in St. Paul.

### For Fire Use

Superintendent: "You big bonehead, you've got us into a damage suit. I told you to fire that man—not to hit him with an ax."

Swedish Foreman: "Well, boss, dose ax she have sign vot say, 'For Fire Use Only,' so I used her."

# VETERANS' CORNER

CHARLES A. AFFLECK  
Department Editor

1534 Thomas St. ST. PAUL, MINN.

**T**HE BOARD OF DIRECTORS of the Veterans' Association, at its monthly meeting July 20, decided to advance the date effective of the amendment to Article One, Section One, of the By-Laws from July 1, 1928, to January 1, 1929. The amendment increased the membership fee for those employes who failed to make application within one year from date of completing twenty-five years of continuous service. Send in your application before January 1, 1929, and avoid the increased cost for membership.

## ELECTED TO MEMBERSHIP IN THE GREAT NORTHERN VETERANS' ASSOCIATION AUGUST 15, 1928

Adams, Harvey B., engineer, Kelly Lake, Minnesota.  
Ayotte, Russell J., engineer, Whitefish, Montana.  
Dale, Wm. R., export and import agent, Seattle, Washington.  
Gordon, James, gang foreman, Superior, Wisconsin.  
Laughin, Chas. A., yardmaster, Grand Forks, North Dakota.  
Knisely, Geo. M., bridge watchman, Mount Vernon, Washington.  
Martin, James E., engineer, Interbay, Washington.  
Marsland, Geo. B., engineer, Kelly Lake, Minnesota.  
Merritt, Smith D., instrumentman, engineering department, St. Paul, Minnesota.  
Oliver, Henry N., agent, Maple Plain, Minnesota.  
Pratt, Walter, engineer, Minneapolis Junction, Minnesota.  
Reber, John, Sr., section laborer, St. Joseph, Minnesota.  
Ritchie, Duncan J., engineer, Minot, North Dakota.

## Veteran Obituaries

JOHN OPHEIM

**I**T IS WITH DEEP SORROW that we report the death of our friend and brother veteran, John Opheim, at his home in Tacoma, Washington, on August 6. John had been in the service of the Great Northern Railway since 1880. He entered the employ of the company in the mechanical department back in the days when the locomotive shops were at Fergus Falls. While working there he was injured in the line of duty, and was transferred to the stores department, ultimately becoming general storekeeper, which position he held for seven years, up to the time of his retirement, owing to failing health.

It was the privilege of the editor of the Veterans' Corner to enjoy "John's" friendship for nearly the entire time he was connected with the stores department. His passing has filled all old timers with sadness.

THOMAS F. RICHARDSON

**T**HOMAS F. RICHARDSON, veteran conductor of Great Falls, Montana, passed away there on August 4. Veteran Richardson was one of the oldest conductors on the Butte Division. He was born in Winona, Minnesota, and entered the service of the

Great Northern Railway in 1890 as brakeman, under W. B. Greene, superintendent of the Montana Central Railway, now part of the Butte Division. Later in the same year he was made conductor. In 1908, he was granted a leave of absence on his election as general chairman of the Order of Railway Conductors, and held that position until July, 1920. At that time, he resumed his position as passenger conductor, working out of Great Falls, Montana. His passing will sadden a host of friends, who join with the SEMAPHORE in extending sympathy to the bereaved family.

C. W. HINZIE

**T**HE MANY FRIENDS OF Conductor C. W. Hinzie, of Grand Forks, North Dakota, were shocked to learn of his death on August 4, even though he had been suffering with the malady which was responsible for his death, for a number of years off and on. Conductor Hinzie was born in Wausau, Wisconsin, and came to Grand Forks in 1888. Immediately on arriving there, he entered the service of the Great Northern Railway, and has been continuously employed since that time. He was next to Col. W. H. McGraw in length of service among the conductors on the Dakota Division, and was closely associated with the Colonel during his life. Conductor Hinzie was considered one of the ablest assistants of Superintendent Jenks in the early days, and was held in high esteem by the officials of the railroad, as well as by all who knew him. He was an honored and active member of the Veterans' Association, whose members and other employes join with the SEMAPHORE in condolences.

## Recalls Events of a Busy Life

By Dining Car Steward W. E. Meagher,  
Seattle, Washington

**I**N JULY, 1894, I WENT to work for the Great Northern as dining car conductor running between St. Paul and Seattle. In 1901, I was appointed chief steward, purser, and paymaster on the late James J. Hill's private yacht "Wacouta," and cruised on the East Coast out of New York City, and on the St. Lawrence River on fishing trips. This service lasted ten months. When the yacht was tied up for the winter months, I went back to my run, it having been understood that I was on leave of absence while on the yacht.

For six months in 1903, I was commissary agent at Seattle, and for about three years, beginning in 1904, inspector and instructor all over the system. As I wished to spend more time with my family, I went back as dining car conductor in 1906, which position I have held since that time.

In the summer of 1907, I had the pleasure of having charge of the dining car that was attached to the special train which took General Wood, his officers, and officers of the Japanese Army and Navy, shortly after the Russian-Japanese War, from St. Paul to Seattle. Other special parties I have accompanied were the Women's Christian Temperance Union from Chicago to Seattle, the Order of Railway Conductors, and the Thirteenth Minnesota State Militia from Spokane to St. Paul coming home after the Spanish American War.

Growing out of my years of experience, I have found that courtesy, politeness, dignity, and deportment are the fundamental principles of the success of a dining car steward. It costs nothing to be pleasant. When a patron enters the

diner, I meet him with a smile and good-morning or other greeting, and that puts him in a pleasant and friendly mood. This and other courtesies, combined with excellent service, make a life time friend and patron for our road. The difficulties of our patrons are usually trivial, though they seem great to the traveler, and I go out of my way to help when I can. I endeavor to be pleasant, courteous, and to do a favor for a patron when opportunity affords. It is the individual service that makes friends for the road, and making friends carries on our great passenger service. Our railroad, with the proper service from its employes, is a friendly family, and its fame travels far. When we serve happily and cheerfully, the public will come again to be served.



W. E. Meagher

During the past forty-six years, I have worked in hotels and on dining cars, which has been a lifetime of friendly contact with the public. We all know that to be successful, we must love our work. I love my work and the opportunity it affords to study, meet, and serve our patrons, and in having done my duty untiringly and unselfishly, I feel I have helped the Great Northern to become one of the largest and best railroads in the world.

## U. of M. Extension Classes

**T**HE FALL SEMESTER of the University of Minnesota Extension Division will open on Monday evening, October 1. The courses come under the general headings of Collegiate, Business, and Engineering.

Classes are held in St. Paul at various high schools, the public library, and the court house. The majority of the classes meet once a week at 6:00 P. M., for a period of two hours and the semester runs seventeen weeks. Having the first class at six, makes it possible for students to attend two classes the same evening. With few exceptions all classes carry full University credit.

Similar classes are held in Minneapolis and Duluth. Information may be obtained from the Extension Office, 920 Pioneer Building, St. Paul. Telephone Cedar 7312. Schedules and bulletins will be mailed on request.

Great Northern Semaphore

# For the Health of Your Children

## How Does the Health of Country Children Compare With City Children

WALTER R. RAMSEY, M.D.

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

SOME WEEKS AGO A doctor who had been graduated with me from the University Medical School dropped in to pay me a short visit. He is an extremely busy man, has a big country practice covering a large area in northern Minnesota. As we talked and smoked on into the night we got to comparing the respective advantages and disadvantages of a city and country practice. I said: "Al, you certainly have had a busy life during these twenty odd years. I have been busy, too, but not quite in the same way as you. It seems to me," I said, "when I have visited you at your home that every time I woke up during the night you were either going out, coming in or answering the telephone." "Yes," he said, "I have not had as much sleep as you have had, but after all I would not change places with you. Just think, I know every farmer and his family within fifty miles of home and when night overtakes me too far out on the road I always find a good meal and a bed ready for me at any hour." And then he said: "Look at the many other advantages; the healthy children you meet everywhere as compared to the children in a crowded city who have no place to play but on the streets; and, too, the country children have plenty of good food, sunshine, and fresh air without even having to ask for them." I agreed that there are many advantages in living in the country, but from a healthy point of view, during the past few years the country has fallen below the city.

I pointed out that twenty years ago the health conditions among children in the cities were deplorable as compared with the country and that during the hot months of July and August many thousands of children died from Cholera Infantum and other digestive disturbances, while in the country where children were either nursed by their mothers or got fresh milk direct from the cows these diseases were comparatively rare. Twenty years ago it was estimated by Professor Holt of New York that ninety per cent of the children who came to the public clinics had rickets. At the present time apparently the conditions in the cities have immensely improved, while those in the country have been more or less at a standstill.

A recent survey made by the American Child Health Association, and another by the Department of Agriculture, relative to the health conditions of country children as compared to city children, showed less favorable health conditions among country children as compared to those in the city. For example: The amount of rickets and other forms of malnutrition was much larger among country children than among those in the city; the relative amount of tuberculosis was greater, as was also the prevalence of such contagious diseases as diphtheria.

"Well," he said, "there is little doubt that the American Child Health Association and the Department of Agricul-

ture know what they are talking about. What can account for such a condition of affairs which seems exactly contrary to what it should be?"

"Well," I said, "there are many reasons. First of all, it is probably true that seventy-five per cent of the ills which affect children are due to a lack of knowledge on the part of mothers of how properly to feed and care for them."

In the cities, during the past few years, there has been a very active educational campaign to educate the mothers in the proper care of their children.

In almost every section of every city there are Child Welfare Clinics, under the direction of specially trained physicians and nurses, where any mother, no matter how poor, may take her baby and find out what its condition is, and how to properly prepare its food. There has been great emphasis laid on the very great advantage to the baby of breast feeding and on the fact that practically every mother can nurse her baby if she understands how, and how to care for herself properly. Now it is rather the exception to find a city mother feeding her baby on artificial food only, at least during the baby's first months. In the country altogether too many mothers wean their babies, for one reason or another; perhaps because they have not been taught how to nurse them properly; perhaps from a false idea that their breast-milk is not good or not sufficient; or, perhaps because they may think it is less trouble to feed them on a bottle. The result is that there are still many babies in the country who have serious bowel trouble, especially during the hot weather. Many of them have malnutrition and rickets because there are a good many babies who will prove that cow's milk, though a perfect food for calves, is not as good for young babies.

Then, there are many reasons why there is so much tuberculosis among children in the country as compared to the city.

In the city most of the cows' milk fed to babies is first pasteurized. Pasteurization destroys the tubercle bacillus which is so common in milk. Gland and bone tuberculosis among city children is becoming very rare, while in the country it is still altogether too common.

Then the question of diphtheria—most of the children in the cities now have been immunized against diphtheria by toxin-antitoxin. It has been demonstrated by the United States Public Health Service and by the Health Departments of the various large cities, that the giving of toxin-antitoxin is harmless and it probably renders most persons immune for many years and perhaps for life.

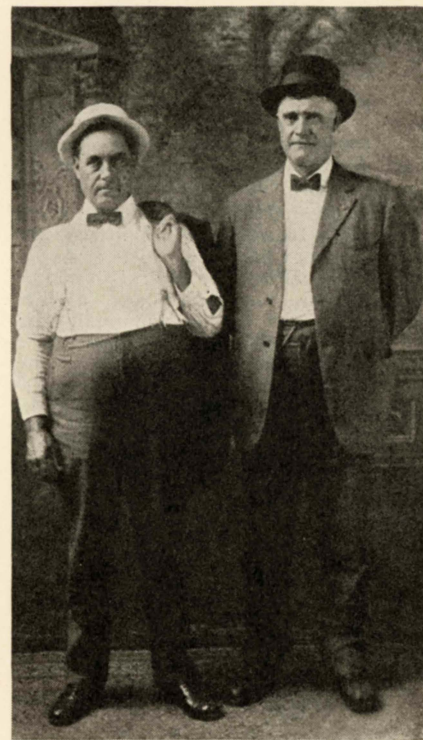
A few years ago our contagious wards were frequently crowded with diphtheria cases, while today I have a difficult time to find a case to show the

University students. It will only be a short time until diphtheria, scarlet fever, and measles will be a thing of the past. I said, "Al, when you and I were students and went to clinics at the County Hospital, twenty to thirty per cent of the diphtheria cases died. The reason that diphtheria is still relatively common in the country is because the people have been slow in getting their children immunized against this disease."

"Well," he said, "you are undoubtedly right; anyway, you sound as if you knew what you were talking about, but how in thunder can I educate the people along all these health lines in a district of several hundred square miles and 'bring all the babies to town' and do all the other things a country doctor has to do if he is conscientious as I try to be?"

I said, "Al, you shouldn't have to educate the people all alone. Ideally every county should have a full-time public health physician and one or more public health nurses and a school nurse for every township. Then it would be their business to educate the parents and the school children along public health lines. Even where there is one lone county nurse working, she can accomplish quite a lot through the schools and the mothers' groups, and you could cooperate with them in doing the things which you as a good physician and surgeon know so well how to do."

When twelve o'clock struck, our pipes were out and I then said I thought I had the best of the argument. He said, "I agree. Let us turn in."



Chase and Scott

THROUGH THE COURTESY OF C. H. Low, retired engineer of St. Paul, the SEMAPHORE is able to reproduce pictures of Engineer Ovando E. Chase, deceased, and Engineer Wm. Scott, who formerly ran on Numbers 4 and 7 out of St. Paul. Mr. Chase, who died about five years ago, began railroad work in the 70's, and was on No. 1 out of St. Paul at the time of his death.

# GREAT NORTHERN SEMAPHORE

St. Paul, Minnesota

SEPTEMBER, 1928

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

## The City Marvelous

**L**ONGVIEW, WASHINGTON, has been called "The Miracle City," "The City with a Vision," and many other well deserved names. But "The City Marvelous" seems more appropriate. The vision is realized, the miracle has taken place, and today, just after the city has celebrated its fifth birthday, it can truly be said that Longview is a marvelous city.

We used to read of the "Spotless Town." Longview has been mute evidence that a spotless town is a possibility, because Longview has been and is a spotless town.

Some years ago Robert A. Long, one of the country's well known business men, had a dream of a beautiful city, a day dream to be sure, but this dream ripened into a vision, and the vision into reality. Six or seven years ago, there was no Longview. Where Longview now stands, beautiful almost beyond description, there was a pasture, a forest, and a swamp. Pastures and forests may lend themselves to the work of beautification but not generally so with swamps. The swamp that was a part of the land on which Longview now stands is today a charming lake, attractively landscaped, and lies within the city limits of our city marvelous.

With the aid of some of our country's best architects and engineers, Mr. Long has seen his dream come true, for today Longview is a city of beautiful homes, busy, well filled and modern shops, factories, mills, and industries. Its buildings have all been constructed with a view of adding to the charm of the city marvelous. There is something strikingly attractive about even its mills and factories.

The greatest event in a series of dedications and ceremonies, which have marked the progress of Longview's short but busy life, was, perhaps, the presentation of the Robert A. Long High School to the city of Longview by the founder of that city, which took place on July 13 last.

Great men of this country have done big things. Many have made gifts to cities and institutions, generally in their wills, but Mr. Long chose to honor the city which honored him with his name, or whose name honors the city—as you will—with many gifts and now with this magnificent high school.

It must be pleasant to do the things that Mr. Long has been doing for Longview, but greater than doing big things is doing the great things unselfishly for others—making others happy. This Mr. Long did when he gave to Longview the splendid new high school.

Mr. Long is a busy man, managing a great corporation, and yet, he has time to dream. The last verse of Berton

Braley's "The Thinker," typifies Robert A. Long:

Might of the roaring boiler,  
Force of the engine's thrust,  
Strength of the sweating toiler,  
Greatly in these we trust,  
Back of them stands the schemer,  
The Thinker who drives things through,  
Back of the job the Dreamer,  
Who is making his dreams come true.

## Alibis

**T**HE WORD "ALIBI" A FEW years ago was used almost exclusively in criminal courts, but today we use it in a broader way. It has come to be used instead of the word "excuse."

What would we do in this old world if we didn't have excuses or alibis? Whenever anything goes wrong, there is the alibi. Whenever we are being criticised for failure, old Mr. Alibi comes to our aid.

However, is an alibi desirable? Would it not be better for us to accept criticism when justly made, rather than to offer an "alibi," which is generally a rather poor and weak excuse?

"Alibis" are like certain drugs; we may think they help us temporarily, but when we become addicts in the use of alibis or drugs, then we are on the down grade; then we are descending into the valley of lost hope and despair.

We may think we are real clever in the use of our "alibis" but we must not be deceived for "alibis" are "alibis" and are easily recognized even at a distance.

Most "alibis" have been much used and abused. They are generally second hand.

"Alibis!" Let's discard them! Let's send them to the dump grounds or the incinerator!

## Car Loadings

**A** FEW YEARS AGO FREIGHT car loadings of a million a week were heralded in all the papers of the country as being unusually large. Today in the busy months of the year when car loadings fall below a million, there is cause for anxiety and the papers note the fact that business is not up to normal. The car loading record then is the business pulse of this great country. In other words it is elementary that as railroads succeed the country prospers and conversely as the country prospers so do the great transportation lines known as "rails."

Buses, trucks and private automobiles have taken some of the railroads' business, but in steps that old favorite, the law of compensation, and the railroads load and carry the automobiles, buses, trucks, gasoline, oils, automobile parts and accessories.

A million cars a week, think of it! With an engine for every fifty cars, these cars and locomotives placed in train formation would reach all around the border of the United States, New York to Minnesota, to Washington, to California, Texas, Florida, and back to the starting point, with a hundred or two hundred miles to spare.

Car loadings! What do they mean to you and me? That's the question. What are we doing to help fill these cars—for there are now less than two million railroad employes in the United States and we must load about a million and a quarter cars a week. How many cars do we each individually help fill in a week, a month or a year?

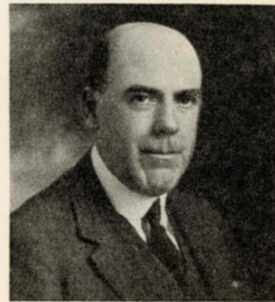
## In the Traffic Department

**A**COMPANYING THIS article are pictures of General Traffic Manager H. H. Brown, Freight Traffic Manager P. H. Burnham, and General Freight Agent P. B. Beidelman.



H. H. Brown

Mr. Brown entered the service of the Great Northern more than thirty-five years ago as office boy in his department. He was promoted successively to correspondence clerk, mailing clerk, assistant traffic clerk, rate clerk, tariff clerk, and chief clerk, the latter appointment having been made in 1904, eleven years after he came to the company. In 1908, he became assistant general freight agent, and in 1916 general freight agent. Between that time and 1928, he was assistant traffic manager and assistant freight traffic manager, and is now, through recent appointment, general traffic manager, with headquarters in St. Paul.



P. H. Burnham

Mr. Burnham entered the employ of the Great Northern as stenographer in the freight traffic department in 1901, and two years later became assistant chief clerk. In 1905 he was appointed traveling freight agent and later in the same year district freight and passenger agent. In 1909 he was appointed assistant general freight agent, and in 1918 became general freight agent, which position he occupied until this year, when he was appointed freight traffic manager at St. Paul.



P. B. Beidelman

Mr. Beidelman served the company first as clerk in the office of D. Miller,  
(Continued on Page 21)

Great Northern Semaphore

# CLUBS

What the Several Chapters and Allied Organizations are Doing

## Great Northern Railway Women's Club, St. Paul

**A**T THE JULY luncheon of the Women's Club, Senator George Nordlin spoke, the subject of his talk being "Old Age and Pensions." Mr. Nordlin is in favor of a pension for old people and stated that the United States, China, and India, were the three countries in need of such a pension.

Miss Backus, former nurse at Dale Street shops and now president of the Women's Club at Spokane, was a guest at the luncheon and gave a short talk telling what the Women's Club of Spokane is doing.

This was also a business luncheon and reports by the various officers were read and approved.

The attendance prize was won by Mrs. Fallon, better known to the girls as Agnes Thompson.

## Spokane Women's Club President Guest Here

**A** VERY DELECTABLE dinner was served on July 24 in honor of Miss Backus, president of the Spokane Women's Club, in the small dining room adjoining our club room.

The color scheme of blue and orange was effectively carried out with a bouquet of orange flowers and blue tapering candles.

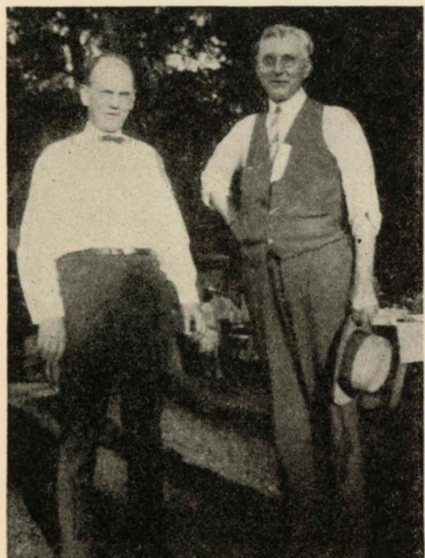
The first hours after dinner were spent playing bunco for which prizes were awarded, first prize being won by Agnes Thompson Fallon and the booby prize by Magdalen Weisen. An attendance prize, donated by Edna Lindstrom, was won by Myrtle Hutter. The later hours were devoted to informally giving those in our midst, who were talented, a chance of entertaining, and Selma Erickson, Agnes Thompson Fallon, Myrtle Hutter, and Frances Mohan, freely responded.

A picture painted by our president, Esther Hupfer, was then presented to Miss Backus as a token of remembrance from our club.

Miss Backus returned to Spokane after her vacation carrying with her our good wishes for the continued success of the Spokane Club.

## Spokane Club Picnic

**O**F PARAMOUNT interest was the Great Northern Club picnic in the tall timbers of Blackwell Park on the shores of Lake Couer d'Alene, Saturday, July 21. Yes, mother, father, brother, sister, and "what have you," all piled in their flivvers



Superintendent Telegraph J. C. Rankine, of St. Paul, and Division Master Mechanic F. J. Bauer, of Spokane, at the Spokane Club picnic.

and went to the picnic. Two ladies of the party met with a striking reception. As they stepped from their car, "Lima Bean," crash! bang! a baseball was hurtled through their windshield. We have heard before how folks have it in for editors or associate editors but did not expect a demonstration. Even so sad a picture had its high lights. A small boy chasing balls scrambled into the glass-filled machine. Noticing the dismayed expressions on the faces of the ladies he exclaimed ex-

Frank Burger, and W. J. Paterson. Bathing, and dancing in the pavilion added to the merriment of the day and the eats! Nuff sed! Our only regret is that we were unable to secure a "talking movie" of Frank Kachinski and his magic megaphone. Mr. Fish, of the claim department, was in charge of the picnic.

## SPOKANE

**S**OME FIVE HUNDRED railway employes, club members, their friends and families gathered at the beautiful grounds of the Eastern Washington State Historical Museum to hear Edward F. Flynn, assistant to vice president and general counsel, St. Paul, on Monday evening, July 30. The grounds were a veritable fairyland with strings of colored lights and Japanese lanterns.

N. W. Durham, well known throughout the Northwest for his historical work, gave a short address on the history of the Northwest, and then introduced the speaker of the evening.

Mr. Flynn gave his audience an interesting description of his trip to Europe, and made



Eastern Washington State Historical Museum

citedly, "Oh, that one didn't count, lady, that was just a foul!" The baseball game between the Roundhouse Champions and the Great Northern "All Stars" resulted in a score of 6 to 4 in favor of the Roundhouse Champions.

Prizes in various contests were won by Ernest Sergeant, Jr., Frank Foley, Texander Scott, Mary McDuff, Haven Long, Mabel Paterson, Mrs. Peterson, Mrs. Wursch, Harold Reichard, G. R. Roberts, Ernest Haymes,

them sad and joyous by turns. Those who failed to hear him missed a rare treat.

Refreshments were served, after which the guests were shown through the museum, formerly one of the beautiful old homes of Spokane, that of A. B. Campbell. It was the gift of Mrs. W. W. Powell in memory of her mother, Mrs. Grace Campbell. The collection of art and other exhibits is one of the finest in the Northwest.

## Willmar Firemen's and Engineers' Picnic



**G**REAT NORTHERN B. of L. F. & E. Willmar Lodge No. 95, and Milwaukee B. of L. F. & E., of Montevideo, together with the ladies' auxiliaries, held a joint picnic at Montevideo July 29. Varied entertainment, including a program of speeches and

music, together with an abundant supply of everything from pickled herring to roast turkey, resulted in an enjoyable day for all participants. The picture shows the picnic grounds while the program was in progress.



Brotherhood Picnic at Minot

**T**HE PICTURE ABOVE was taken at the first annual picnic of the Transportation Brotherhoods of Minot, at Oak Park, July 15. It was reported a complete success. Committees in charge were composed of Al Unwin, chairman B. of L. E.; E. M. Boyles, O. R. C.; F. Muskavitch, B. of R. T.; Geo. Fanslow, B. of L. F. & E.; Mrs. Muskavitch, L. A. to B. of R. T.; Mrs. Ben Fisher, G. I. A. to B. of L. E.; Mrs. Bob Leslie, L. S. of the O. R. C.; Mrs. Wm. Alger, L. A. to B. of L. F. & E.

Dinner was served at 1 p. m. by the ladies. During the dinner Mr. Johnson, general chairman of the O. R. C. gave a short talk, followed by a talk by C. O. Hooker, local B. of R. T. member. The afternoon was given over to sports. Mr. Unwin was in charge of the program as follows: Boys' Race (6 to 9), Leo Dempsey, first; Billy Page, second; Girls' Race (6 to 9), Peggy Mowbray, first; Phyllis Bonebrake, second; Boys' Race (9 to 13), Vernon Runnestrand, first; Duane Cannon, second; Girls' Race (9 to 13), Esther Page, first; Mable Smith, second; Men's Race, K. C. McLane, first; Marvin White, second. Ladies' Race, Mrs. Joe O'Connor, first; Mrs. Mae Polsa, second; Fat Men's Race, Garth Cannon, first; Melvin Hartsoch, second; Tiny Tots' Race, Stanley Chatfield, first; Tommy Hooker, second; Barrel Race (boys' 9 to 13),

Vernon Runnestrand and Leroy Thompson. Barrel Race for men, Marvin White. Sack Race for boys, Leroy Thompson and Henry Mober. Sack Race for Girls, Geraldine Patterson and Esther Page. Three-legged Race, boys', Milton Hartsoch and Leroy Thompson. Three-legged Race, girls', Helen White and Amy Martin. Wheelbarrow Race, boys' and girls', Duane Cannon and Helen McCormick. Raisin Eating Contest, Mrs. C. O. Hooker, first; Mrs. E. M. Boyles, second. Horseshoe Contest, first game won by Ray Laird and A. C. Hicks; second game won by Marvin White and Buskie McCormick. A tug of war captained by C. O. Hooker and Thos. Thorson was won by C. O. Hooker and his men.

Al Christianson was the clown who did very well in that capacity. He also presented the prizes for the various contests.

Mrs. Patterson won the sack of flour for having the largest family in attendance.

This was the first picnic of its kind ever held in Minot and was attended by over three hundred employes. Because of its success it was decided to make it an annual event.

The picnic was attended by the families and friends of the conductors, engineers, trainmen, firemen, and switchmen of the Minot Division and a few from the Soo Line from various points on the Minnesota Division.

### Spokane Great Northern Railway Women's Club

Marian Lantry was hostess to the club on August 7 at the Lantry cottage at Fish Lake. Eighteen girls went to the lake in a sight-seeing auto bus to enjoy Miss Marian's hospitality. It was a merry crowd. Swimming was followed by a picnic lunch, after which a short business session was held and plans for a Harvest Dance discussed.

Cupid has again invaded the ranks of the G. N. Girls' Club and has claimed as a victim, Sibyl Sayles, general clerk at the Spokane Freight house who was married at Couer d'Alene, Idaho, July 7, to Wm. R. Boggs of Lewiston, Idaho. Mr. Boggs is an automobile mechanic and is employed by the March Strickler Company. The happy couple is at the Sillman Hotel. The SEMAPHORE extends congratulations and best wishes.

Marian Backus, president of the Spokane Club, was the guest of honor at a dinner party given by the St. Paul Women's Club while on her vacation recently. She was presented with a guest prize, a beautiful marine water color painted by the president of the St. Paul Club. A delightful evening was spent playing Bunco. Miss Backus is appreciative of the hospitality and courtesy shown her while in St. Paul and brought back some very good ideas for the club in the "Power City."

Mrs. Jewel Gray left August 11 for Seattle where she spent a few days and returned for the week-end at Newman Lake with Mr. and Mrs. Paul Pugsley who were camping there.

Mr. and Mrs. Roland Tackman will spend their vacation at Diamond Lake. Mrs. Tackman is employed in the commissary department at Hillyard.

While visiting at Zimmerman, Minnesota, near St. Paul recently, Pearl Bell had the thrill of experiencing a cyclone which swept through the little town.

Leona Smith will spend her vacation on the Coast with friends.

Opal Smith, of the superintendent's office, has returned from King's Lake near Newport, Washington, where she visited her parents.

Farm life appealed to Mildred Crerar, who spent her vacation this year on a farm near Cocalalla, Idaho.

### Spokane World Travel Club

**B**ELOW IS THE REPORT of the World Travel Club of Spokane. This report contains business secured by the members of the club as of July 12, and new business secured after that date, up to and including August 10.

John Rigg, clerk, baggage room, total as of July 12..... \$ 599.16  
 Two tickets to Great Falls..... 32.82  
 Three full and one-half round trips to St. Paul..... 246.22  
 One one-way, St. Paul..... 51.55  
 One round trip, Omaha..... 76.30

Grace W. Hitchcock, operator, Fort Wright, total as of July 12..... \$ 564.51  
 One round trip, St. Paul..... 70.35  
 Two round trips, Vancouver, B. C. 50.50  
 One return haul, Springfield, Illinois, to Spokane..... 42.53  
 One one-way to Port Angeles..... 14.39  
 Two round trips, Tacoma..... 45.56  
 Two one-ways, Seattle to Spokane 22.78  
 Two excursion tickets to Seattle.. 12.00

Hamilton Newett, assistant baggage agent, total as of July 12..... \$ 416.87  
 One round trip, Sioux City, Iowa 74.55

E. N. Neyens, clerk, freight office, total as of July 12..... \$ 304.29  
 J. G. Aune, B. & B. Department,

Hillyard, total as of July 12..... 281.34  
 Harry Melby, brakeman, total as of July 12..... 271.13  
 G. P. Whitaker, brakeman, total as of July 12..... 232.23  
 W. E. Haggart, engineer, total as of July 12..... 81.74  
 One one-way, Seattle..... 11.39  
 One return haul, New York to Spokane ..... 73.23  
 One one-way to Wenatchee..... 6.27

W. H. Doughan, tin worker, Hillyard, one round trip, Chicago... \$ 85.05  
 One one-way, Oxford, Michigan.. 77.15

John T. Nelson, fireman, one round trip, St. Louis, Missouri..... \$ 80.35  
 One round trip, Kansas City, Kansas ..... 70.35

Waldo Medford, wireman, S. C. & P. Ry., total as of July 12..... 130.00  
 W. Boehme, engineer, total as of July 12..... 105.80

E. E. Chamberlain, brakeman, total as of July 12..... 89.90  
 Harold Jones, press office, G. N. station, total as of July 12..... 89.60  
 Alice M. Burger, stenographer, S. C. & P. shops, one one-way, Jacksonville, Illinois..... 71.16

Fred Bowen, brakeman, one round trip, St. Paul..... 70.35  
 Max Passler, S. C. & P. shops, total as of July 12..... 50.73

Garland De Chaene, water service department, Hillyard, six excursion tickets to Seattle..... 36.00  
 Jack Rohn, carman, Hillyard, total as of July 12..... 22.78  
 J. J. White, engineer, one one-way Seattle ..... 11.39

Grand total..... \$4,574.33  
 Total as of July 12..... 3,240.18

New business..... \$1,334.15

### Vancouver (B. C.) Picnic

**V**ANCOUVER CHAPTER No. 11 on Sunday, July 29, held its annual picnic at White Rock, B. C. It proved a great success from all angles, except attendance. The weatherman was to blame for a greater part of this, and although it started out to be a very poor day, it turned out very agreeable. Several parties from Seattle, Everett, Bellingham, and other points helped to swell the crowd from Vancouver. A baseball game was held in the morning and races for the children in the afternoon. It was quite noticeable that among those who did turn out, were the old faithful who are in the swing of every club function and who back up our affairs to the limit. Regardless, every one had a very good time.

### Great Falls Shop Picnic

**T**HE CARMEN'S ANNUAL picnic was held at Broadwater Park, Helena, on July 15. A special train of seven coaches and one baggage car left Great Falls at 7:00 a. m. and arrived at Helena about 10:30 a. m. At Helena the train was transferred to the Northern Pacific track and arrived at Broadwater Park at 11:00 a. m. The renowned Broadwater swimming pavilion was the center of attraction of the day. The "plunge" was well filled all day, practically all the visitors availing themselves of the opportunity of bathing in the warm mineral water. For those who did not wish to swim, there were sports of all kinds, with prizes. The day was exceedingly warm and delightful for an outing. At 8:00 p. m. when the train left Broadwater, there were several hundred tired and happy picnickers en route home who proclaimed the day a great success.

### A Great Game

**O**NE OF THE MOST interesting games of kittenball ever played was that between the Great Northern team, composed of the younger men in the general office building, St. Paul, and the Oriental Limited team, most of the members of which were formerly with the famous "Bubbles" cafe team, Minnesota, state champions of 1927. The fact that the score was 1 to 0 proves what a splendid game it was, but with two such outstanding pitchers as Danny McCarthy and Pete Flaherty opposing each other, three hits a team is not so surprising. Graves and Brown covered themselves with glory in the field, and Connors, Savage, and Pitzl worked together to bring in the lone tally. This triumph is a demonstration of what young, energetic players can accomplish by a year of team work, during which the team has not lost a game. This victory entitles the team to compete for the city championship, and if it wins, to take part in the play-off for the state championship at Saint Cloud.

# Headquarters' Outing Great Success



*The Picnic Pictures*  
 No. 1—Group of Committee Members.  
 No. 2—General Chairman John Baer.  
 No. 3—One of the Golf Foursomes.  
 No. 4—Pensioner Sever Moen and Wife. Winners of Prize for "Longest Married Couple."  
 No. 5—Four Glacier Park Juniors, who Made Good Golf Scores.  
 No. 6—Part of Crowd, Watching the Ball Game.  
 No. 7—Corner of the Dance Floor.  
 No. 8—She's Following the Program, Too.  
 No. 9—Little Granddaughter of the Moens, Sound Asleep.  
 No. 10—Officials Who Took Part in Kittenball Game.  
 No. 11—A Close Call in the Baseball Game.  
 No. 12—The Band and "Chew Chew," the Health Clown, at the Crippled Children's Home.

**S**MILING SKIES AND thousands of eager, happy followers of the Goat, combined to make the Twentieth Annual Outing of the general office employees in Saint Paul, one of the best ever. It was held again this year at Phalen Park, St. Paul's premier beauty spot and recreation resort, and every facility was provided by Park Commissioner Wenzel and Park Foreman Maloney to make the enjoyment of their guests complete.

The band, directed by Arthur Wittbecker, outdid itself at the evening concert, not to speak of the pleasure given to the children at the Gillette State Hospital for Crippled Children, who were entertained by the picnickers with the aid of Chew Chew, the Health Clown, during the afternoon. Our orchestra, under the leadership of Harold Lindgren, was top notch for the dancing, and both the quartet and the songsters were liberal and excellent in selections between band numbers in the evening.

The general committee was composed of the officers of the clubs, as follows: Esther Huffer, Elizabeth Lee, Katherine Scanlan, Lucille Budd, Edna Lindstrom, and Mary Hackett, for the Women's Club; J. C. Rankine, C. W. Tilton, J. S. Mullane, C. T. Fox, and J. A. Sinks, for the Men's Club; Marshall E. Strong, Wm. Haggerty, Martin Johnson, and Gerald C. Agnew, for the Glacier Park Juniors, together with John M. Baer, general chairman, J. H. Boyd, Mary Alice Casey, Lenore Cadow, Winifred O'Connor, Arthur E. Wittbecker, Vera Rooney, R. G. Ekensteen, W. Menk, Fred Schuler, and Wallace D. O'Brien.

"Jack" Baer made a good chairman and the credit for the success of the affair rests on his shoulders and those of his able assistants. Winners in the various events were as follows:

"Longest Married" Couple: Mr. and Mrs. Sever Moen.  
 Newlyweds: Mr. and Mrs. F. D. Wineski.  
 Youngest Infant: Mary Louise Kustelski.  
 Oldest Veteran: Charles A. Affleck.  
 Largest Family: Mr. and Mrs. J. McGee and eight children.

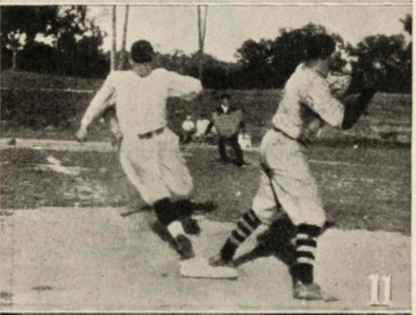
Attendance Prizes: Mrs. J. T. McMammon, Ed. Peterson, and L. Goldsmith.  
 Guessing Contest: Jake H. Marthaler.  
 Golf: Ladies' gross, May Weisner; runner-up, Edna Lindstrom. Ladies' net, Irene Willis; runner-up, Genevieve Andrews. Men's gross, James McGeever; runner-up, Frank Anderson. Men's net, Carl G. Anderson; runner-up, G. E. Wedell and Harold Lind (tie).  
 Tennis: Ladies' singles, Margaret Pursley; runner-up, Margaret Heaton. Men's singles, Delwin Derifield; runner-up, Frank Wier.  
 Horseshoe Pitching: Ladies' singles, Mrs. Paul Pagre; runner-up, Mrs. Fred Grenz. Men's singles, G. A. Blanchard; runner-up, Fred Grenz.

Kittenball: Building League Champions defeated Glacier Park Juniors, 7 to 6.  
 Officials of all other departments defeated officials of the accounting department, 16 to 11. This ought to go in bigger type as it is the first time the accounting department team has lost to its rivals.

Baseball: Fort Snelling defeated Glacier Parks, 3 to 1.

Winners in the field sports were as follows: Kenneth Johnson, Warren Ostedt, Roman Kroll, Ray Kustelski, June Clement, Kathleen McGee, Joe Dunphy, Ed. Hendrickson, Lee Poehler, Len Pihaley, Vernon Lyons, Walter Norris, Les Magnuson, Joe Dunphy (again), Elizabeth Mark, Mary Hagen (again), Virginia Blanchard, Ray Strecker, Ruben Gustafson, John Mark, Herbert Hoelscher, Harold Hoelscher, Virginia Blanchard (again), Clara Kustelski, Agnes Mrozak, Ken Wilkinson, Delmar Bowers, Frances Weisner, Louis Raitan, Frances Weisner (again), G. Smith, W. J. Kennedy, J. E. Scheinblom, M. Savage, L.

(Continued on Page 16)



(Continued from Page 15)

Lorenzie, Wm. Bahr, Louis Coleman, Mrs. Ben Nelson, Mrs. H. Johnson, C. Strecker, E. Haddorff, R. Barthol, M. Savage (again), Mrs. P. R. Miller, Mrs. G. Smith, M. Schofield, H. H. Brown, Mrs. Knodt, Mrs. M. J. McGee, and Miss Stoffel.

Winners in the Aquatic Events were: Mabel Loomis, Dorothy Kane, Wallace Lang, R. Barthol, Glennis Sladek, Loretta McCauley, F. J. Crisman, Glennis Sladek (again), Ellen Lindstrom, Charles Walblom, Godfrey Holm, Margaret Flaherty, Loraine Brings, Paul Jackel, Wallace Lang (again), Margaret Flaherty (again), Charles Walblom (again), Gertrude Brodders, Jean Miller, and Elinore Haddorff. The last three were in the bathing beauty contest, and Miss Brodders was the first prize winner.

All in all, it was a great day, and proved that the "goats" know how to have a good time. Below are given the kittenball scores:

Accounting Officials vs. Other Building Officials		
Acc't'g Office	A.B.R.H.	O. Bldg. O.
McMahon, lf	4 4 4	Nedean, ls
Wedoff, ls	2 2 1	O'Brien, 2b
Dahl, c	3 3 3	Blanchard, lf
Blanchard, c	1 0 1	Powers, 1b
McGovern, 3b	4 2 4	Doth, 1b
Sandberg, rs	4 0 0	Wood, rf
Tilton, 1b	4 0 1	Gordineer, p
Post, p	4 0 0	Fox, 3b
Pihaly, cf	4 0 0	Smart, 2b
Kaufmann, rf	3 1 1	Thompson, c
Sturmer, 2b	3 0 1	Finley, cf

Totals	36	12	16	Totals	36	16	16
Innings	1	2	3	4	5	6	7—R.
Acc't'g Office	2	0	3	0	4	2	1—12
Other B. O.	1	1	2	0	11	1	x—16

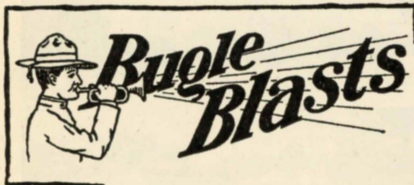
Two-base hit—McGovern, McMahon, Nedean, Fox, Smart. Three-base hit—McGovern, Powers, Doth. Home run—McMahon, Powers, Gordineer. Struck out—by Post, 1; by Gordineer, 5. Bases on balls—off Post, 3; off Gordineer, 2.

Glacier Park Juniors vs. Joint Facilities

Glaciers	A.B.R.H.	Joint Facil.	A.B.R.H.
Graves, 1b	3 0 0	Cummings, c	4 1 1
Hurley, 3b	3 1 1	Peterson, 1b	3 0 0
Tauer, 2b	3 1 2	Knoll, ls	4 0 1
Burgoyne, rf	3 1 1	Sharp, rs	3 2 1
H. Lind, ls	3 1 1	D. Lind, 2b	3 0 0
Schultz, c	3 1 0	Truso, lf	2 1 2
Ninke, rs	3 0 1	Strehlow, rf	3 0 0
Germisch'd, lf	3 0 1	Miller, p	4 2 2
Coleman, rs	2 0 0	McMahon, cf	3 0 1
Bahr, rs	0 0 0	Konchal, 3b	1 1 0
Kroll, p	3 1 1		

Totals	29	6	8	Totals	29	7	8
Innings	1	2	3	4	5	6	7—R.
Glaciers	0	0	0	0	3	2	1—6
Joint Facilities	0	1	3	2	0	0	1—7

Two-base hit—Tauer, Ninke, Truso, Miller. Home run—H. Lind, Kroll. Struck out—by Kroll, 7; by Miller, 4. Bases on balls—off Kroll, 9; off Miller, 1.



Railroad Post No. 416  
The American Legion

THE JULY 24 meeting was devoted almost entirely to final discussion of plans for attendance at the State Department Convention August 6, 7, and 8, at Austin, Minnesota. After our most recent bridegroom, Tom O'Connor, passed the cigars, every one settled down to be sociable, and all enjoyed a nice meeting.

Since a number of the boys had planned to attend the convention, the Post decided to secure a tourist sleeper, which the Chicago Great Western Railway agreed to park in a convenient location, and Walter C. Nolting was appointed transportation officer to handle all details.

That word "detail" is just another name for grief, but it does not disturb Walter in the least, so all arrangements were carried out to a very successful conclusion. The party, besides Nolting, included Dumas, Ulsaker, Rischatsch, Deleen, Gilbertson, Kasinak, Larkin, Rice, James Smith, Halverson, and Swanson. Our car was picked up early on Monday, August 6, and attached to the Great Northern Legion Special from Duluth. Arriving at Austin, we found a prosperous thriving community, whose Legion Post No. 91 had antici-

(Continued on Page 21)

Montana State Championship Team  
American Legion Junior Baseball Association



Top row, left to right: Gerald Schneider, right fielder; Frank Zeman, center fielder; Reno Perissini, third baseman; Glen Lloyd, right fielder; Harry Johnson, left fielder; Nick Kalafat, pitcher; J. W. Caffyn, manager; Jack Pope, left fielder. Bottom row, left to right: H. M. Eyestone, assistant manager; Albert Valacich, pitcher; Chick Gillan, pitcher; Phil Lux, catcher; Tom Grasseschi, shortstop; Bill Pope, first baseman; Lloyd Woodahl, second baseman.

THE BROTHERHOOD of Railway Clerks' team, of the American Legion Junior Baseball series, in strong competition with seven Junior teams in Cascade County, won the Cascade County championship by defeating the fast Black Eagle Juveniles on July 11. They defeated the Moore team, Eastern Montana champions, on July 21, and, on July 25, swept into the state championship by defeating the Butte Belmonts, crack cham-

pion team of southern Montana, in a hard fought game. On August 1 they went into the Northwest regional elimination games at Spokane, and went down to defeat at the hands of the Pocatello, Idaho, state champions. Under the able coaching of Manager J. W. Caffyn and Captain Harold Eyestone, of the B. of R. C., this bunch of boys developed into one of the classiest junior ball teams in the country.



Back row, left to right—Jorgenson, Nelson, manager; Truso, Anderson, captain. Middle row, left to right—Beck, Carroll, Barthol. Front row, left to right—Stoffel, Hurley, Sailor. (Wendt and Olson were not present when the picture was taken.)

Glacier Park Baseball Team, 1928

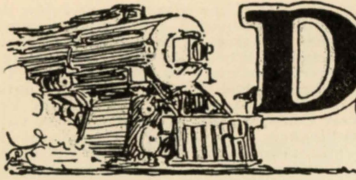
This has been a somewhat disastrous year for the Glacier Park Baseball Team, as it has gone through the season without a victory. However, every effort has been made to develop the young players into a team which would give a good account of itself in 1929. The material, with which Manager Nelson had to work, was new and unused to working together, and every member worked hard and loyally and most of the games were lost by a

very narrow margin. Below are given the batting averages for the four highest for the season:

Name	AB.	H.	Average
Nelson	55	22	400
Anderson	31	12	387
Olson	32	11	343
Truso	39	13	333

Great Northern Semaphore





# Division News

**BUTTE DIVISION**  
Associate Editor  
**ELZA TWAY**  
Great Falls, Montana

Now that our twenty-eight million-pound Montana wool crop has been cleaned up, Butte Division agents may settle back in the old office chairs and heave big sighs of relief. They may now put their main troubles in storage for another year, insure their equanimity against the disturbing enigmas of the wool tariffs, and concentrate their minds and energies on the next big job of moving Montana's one hundred million-bushel wheat crop.

Vice President W. P. Kenney and Assistant General Freight and Passenger Agent J. F. Pewters were in Great Falls July 19, en route to Glacier Park. Mr. Pewters recently returned from an extensive automobile trip over his territory.

The American Railway Express Company discontinued the use of horse drawn delivery wagons and started the use of motor trucks in Great Falls on July 1.

L. W. Hill, Jr., was appointed trainmaster on the Butte Division, effective July 10. He is the son of L. W. Hill, Sr., chairman of the board of directors of the Great Northern, and a grandson of the illustrious Empire Builder, James J. Hill. His determination to learn the railroad business from the ground up and see the game from the viewpoint of the rank and file of workers make him quickly a great favorite among the men with whom he comes in contact.

Agent C. H. Porter, Choteau, was a delegate to the Knights Templars' state convention at Melita Island, in Flathead Lake, July 1 to 5. From there he went to Des Moines, Iowa, where he was a delegate to the Lions' International on July 10 to 13. Mr. Porter was away for over a month, and, incidentally, took the opportunity, while in the Middle West, to visit the scenes of his boyhood at Grinnell, Iowa. He was relieved at Choteau by Extra Agent Shirley Williams.

Frank H. Bailey, agent at Grafton, North Dakota, stopped off at Great Falls July 17 while en route to Collins, where his parents, Mr. and Mrs. Leonard M. Bailey, pioneer residents of that community, celebrated their golden wedding anniversary on July 19. The high esteem in which the venerable couple is held was indicated by the large gathering of neighbors and friends who assembled in the Collins town hall to enjoy with them the occasion of their fiftieth anniversary. They were presented with a purse of gold by their neighbors, and with an up-to-the-minute radio set by their five children, all of whom were present. They also enjoy the possession of twelve grandchildren to bless their declining years.

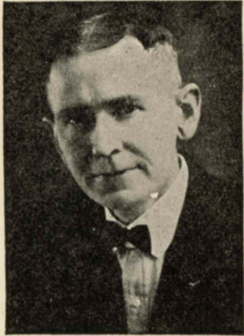
Ray Cragin, trainmen's timekeeper, returned to his desk August 1 after spending a two-weeks' vacation in Nevada and California.

Trainmaster I. E. Manion and family spent a few days in Glacier Park the latter part of July. Mr. Manion's brother, Bert, accompanied them on the trip. He is a dispatcher on the Rock Island and is spending his vacation at Great Falls. Mr. Manion says he wishes he were a millionaire so he could spend the entire summer in the Park.

Conductor and Mrs. R. F. Jones left August 1 by automobile for Los Angeles and other points in California. Mr. and Mrs. Jones expect to be away about thirty days.

General Yardmaster J. W. Smith spent his vacation on the Madison River. Mr. Smith reports that the pleasure of camping out was somewhat hampered this year by rainy weather, which made poor roads and interfered with his fishing trips. However, he says he had fair luck getting the big ones out of Madison and Gallatin rivers, and enjoyed a good rest.

Art Swanstrom, material clerk, is back on the job after vacationing in Yellowstone National Park.



Charles Spafford, rate man in the general agent's office at Spokane, called on old acquaintances at Great Falls July 31. Mr. Spafford was formerly an employe in the freight office here, and was en route home after a two-weeks' camping trip in the mountains near Augusta.

One of the saddest deaths which has occurred among Butte Division railroad people was that of Frank, the six-year-old son of Bernard W. Johnson, of Great Falls, who was killed by an ice truck on July 12. The lad, with several companions, had been getting small pieces of ice from the truck while the driver was making a delivery, and unseen by the driver, was apparently struck down and run over as the truck started. Mr. Johnson has been an employe of the Great Northern B. and B. department here for the past twelve years. The family has the sincere sympathy of Butte Division employes in its sad bereavement.

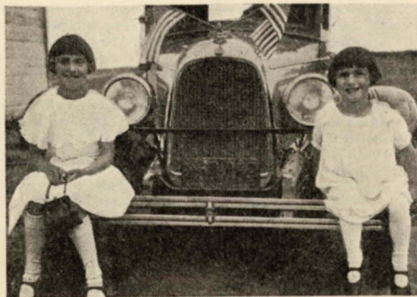
A. C. Huhn, chief dispatcher, returned to his duties on August 1. Mr. Huhn visited for several weeks in the East and attended the Grand Encampment of the Knights Templars at Detroit. He reports an excellent trip.

H. R. Gaddy, of Stockett, recently resigned his position as agent and will return to his home in the East.

The superintendent's office and all other offices in the freight building at Great Falls recently have been repainted. We are all pleased with the result.

Conductor R. W. Watson left August 1 for Marysville, California. Mr. Watson has a peach orchard there and will spend the next two months supervising the harvesting of the crop.

We have just received a letter from Brake-man George Kirwan, who is confined at Rochester with a fractured collar bone, stating that he expects to be back to work by the last of September. Mr. Kirwan was injured in March by falling from the steps of a coach at Great Falls while putting up his markers.



### Eileen and Gloria Coram

Here is a picture of Eileen and Gloria Coram, daughters of S. Coram, agent at Lothair, Montana, taken July 4, 1928. It might be termed "The Spirit of the High Line," for, since the big rain, you will see their sunny smiles reflected in the faces of all High Line farmers.

Conductor C. C. Somo has been granted three months' leave of absence, "Peggy" will be confined in the hospital at Galena for some time. We all wish him the best of luck in fighting his ailment and hope to see him back to work in a short time.

E. E. Doty, agent for the Western Fruit Express Company at Great Falls, was elected department quartermaster for Montana at the convention of the Veterans of Foreign Wars which was held at Helena, June 25-27. Mr. Doty is an overseas veteran of the World War.

Harvey L. Gregory, who has been working at Great Falls as extra dispatcher during the past two months, has resumed his former work as operator at "PD."

Brakeman Roy Veach and family left July 30 on a vacation trip to Portland, Oregon, and points en route on the Union Pacific. Roy says he hasn't had a vacation for quite a while, and that he isn't going to worry about a braking job for at least thirty days.

J. A. Raitor has been installed as permanent agent at Brady, and C. L. Taylor as agent at Craig.

Mrs. Jack Preston, nee Nan Daly, of Los Angeles, who was formerly employed in the superintendent's office as clerk, recently visited us and renewed old acquaintances.

Jess Caffyn, expense clerk in the freight office at Great Falls, well known baseball player and enthusiastic leader in various athletic sports and activities, was married on May 21 to Mary Lind, of Great Falls. We join their many friends in wishing them much happiness in the great adventure.

Conductor and Mrs. Ed Vought left July 24 for Chicago and Detroit. Conductor Vought generally spends his vacation fixing things around his home in Billings, but decided this year that a change of scenery would be best for an old head who has been plugging away at one job for about twenty years.

Carl Hoelzel, of the Great Falls freight forces, has been appointed state chairman of the American Legion Boy Scout and Junior Athletic Committee for the coming year. As explained by State Commander D. B. Noble, this appointment comes to Mr. Hoelzel as a recognition of the fine work he has done the past season in like activities and as an expression of the general confidence in his ability to handle these matters to the satisfaction of the state officials of the Legion. Carl handled the junior baseball work here this summer in a very creditable manner, and his friends in Legion circles are very well pleased with his appointment.



The attractive home, pictured above, is that of Engineer Albert Evans, and is located on Park Drive, in Great Falls.

Conductors E. L. Shields and Ray Noyes are laying off on account of hay fever. Both men are hoping for a little cool weather so that their eyes will clear up enough to return to work.

R. F. Weeks, well known traveling representative of the Nelson Steamship Company, was recently promoted to the position of assistant general freight agent of that line. Mr. Weeks was a business caller in Great Falls July 30.

### Great Falls Store

The marriage of Amil Girres to Velma Carter, of Helena, took place July 14. The store force presented the newlyweds with an electric waffle iron and their best wishes. In a presentation talk Sam Clutton accused Elmer Anderson, chief clerk, of circulating a false report about Amil having been married several months previously, which, like most prophecies was out of guess as to the correct date. This toast was offered to Mrs. Girres:

"Here's to the girl who can dance like a dream;  
To the girl who can play the piano.  
Here's to the girl who writes verse by the ream,  
Or toys with high "C" in soprano.

Here's to the girl who can talk but does not;  
To each saint and each sweet little sinner;  
But here's to the best little girl of the lot,  
The girl who can cook a good dinner."

Mr. Clutton closed his remarks with the supposition that Mr. Girres had been lucky enough to secure such a wife, and added that the present which the store employes gave to Mr. and Mrs. Girres was given with the idea of backing up the supposition. Amil, with somewhat nervous fingers, opened the package presented and murmured his thanks. Nobody called on Amil for a speech as he had done his duty several days previously, by treating the gang to "sweets for the sweet," and "thirty minutes in Manila or Havana."

George Callison, roundhouse timekeeper, went to Cut Bank on a ninety-day leave of absence to look after his crop and property.

Mrs. Sam Clutton and infant son, William Fredrick, returned recently from Columbus, Ohio, and other eastern points where they spent two and one-half months visiting friends and relatives.

E. E. Anderson returned July 23 from a visit to the west and east entrances to Glacier Park. Leaving here by car, he visited at Helena, Missoula, and Kalispell and spent several days at Lake McDonald, then shipped

the car to Glacier Park station where he took in points of interest between there and Water-ton Lakes.

#### Billings

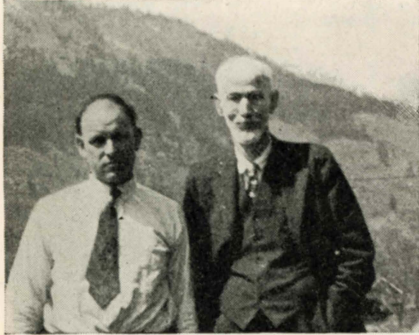
Bud Kirwin bid in Rimrock station and is busy getting moved. He will send for his family as soon as he gets things ready for them.

An extra gang will start work on the new flume near Hesper, which is being constructed in connection with one of the big irrigating ditches.

### CASCADE DIVISION

Associate Editor  
**D. O'HEARN**  
Seattle, Wash.

E. E. Hopkins, car foreman at Tacoma, died on July 30. Sympathy from friends and the SEMAPHORE is extended to the family. Mr. Hopkins had been in the service of the Great Northern for twenty-one years. He was born in Oil City, Pennsylvania, in 1865. He is survived by his widow and seven minor children.



#### Mr. Reed (Right) and His Son

Jesse Edward Reed, telegraph operator for twenty-three years, and for the past nineteen years stationed at Gold Bar, died at the General Hospital at Everett on July 29. He was born in Iowa in 1858 and was formerly an operator on the Illinois Central Railroad. He is survived by his widow, two brothers, four sons, and a daughter. His many friends and the SEMAPHORE extend sincerest sympathy to his family.

Virgil Steinmetz, sometimes called "The newsboy king, with the million-dollar smile," recently completed a most interesting automobile trip, driving by way of Portland, Oregon, through Boise, Idaho, and Denver, Colorado, to Amarillo, Texas, and thence north through Topeka, Kansas, and Kansas City to Hamburg, Iowa, his birthplace. From there he drove to Chicago and Detroit, and then started westward over the Yellowstone Trail, stopping to visit old friends in St. Paul.

Mr. Steinmetz always has taken a deep interest in the Seattle Great Northern Club, and has aided the club in many ways in making a success of its undertakings. He is greatly interested in civic affairs in Seattle, and was at one time the youngest member of the Seattle Chamber of Commerce.

#### Vancouver, B. C.

Tom Stenson, assistant yardmaster, and Dewey Chambers, manifest clerk, of Delta, were visitors for several days the latter part of July, taking in the various sights of our city.

Harold Cook, clerk, Delta, and wife and son, spent a week's vacation here in August.

L. P. Larson, engineer, Minneapolis, and his wife, were visitors in July.

Mrs. Frank Cline, wife of switchman, and children spent the first two weeks of August camping at White Rock, B. C.

Mrs. Heathington and Josephine, wife and daughter of engineer of Wenatchee, were visitors the latter part of July.

F. A. Zilske and his gang of expert telegraph men have finished their work around Vancouver, which took two weeks. They moved down the line the early part of August. We were very much pleased to have these fellows with us and hated to see them leave. Extensive work was done here just north of the roundhouse in moving telegraph poles, where the Vancouver Harbor Board is leasing a tract of land for the laying of a storage yard for wheat shipments.

Mrs. F. W. Graham, wife of assistant agricultural development agent, Seattle, was a visitor the latter part of July. It is not very often that we have a visit from this charming member of the Seattle railroad family, and hope we may have the pleasure again shortly.

H. V. Beese, draftsman, Minneapolis, and his wife, were visitors in August.

Ronald F. May, stenographer, Havre, Montana, was a visitor in August.

Nellie Moore, daughter of Checker Moore, is quite a cartoonist. Recently the Vancouver Sun, leading Vancouver newspaper, published on its front page, one of her cartoons dealing with the political situation, which created much comment. Congratulations and may we see more of them!

R. C. Godfrey, ticket seller of the city office, certainly put one over on the boys this time, and we are all laying for him. The early part of July, he slipped off to the Little Church Around the Corner and acquired a wife. She is not known generally by the employes, but according to persons who do know her, it is said that R. C. indeed is to be congratulated on his choice. He is very reticent about the matter, but has let several remarks slip to the effect that he has found out that single bliss is not all it is cracked up to be. Come on, Godfrey, pass around the Manilas!

We are sorry to have C. J. Peterson, popularly known as Pete, switchman, and his wife leave our midst. They have moved to Seattle, where Mr. Peterson will engage in a new line of endeavor. We don't like to see him leave the railroad game, but sincerely trust he will have all possible success and luck.

Jim Dolphi, baggagemaster, returned the early part of August to the position of baggageman and clerk at New Westminster depot. Leslie MacDonald has moved up from night baggageman to the day job, and Ted Smith, on the extra board, has the night position for the time being.

Bernice Connell, daughter of Pearl Simmons, telephone operator, spent two weeks in August visiting friends in Edmonton, Alberta. Bernice had intended to be away about two months, but it only took a short trip to make her appreciate her own city.

George W. McRae, our popular night special agent, spent the last two weeks in July on a trip to New York City.

#### Colebrook, B. C.

Conductor Ed. Merwin and Tony Naser, engineer, have taken the runs between Burlington and Rockport and are expecting to be transferred any time. We are all sorry Ed and Tony are leaving the "Guichon," as they have made many friends.

Mr. and Mrs. Thorne and daughter, Lorane, of Tacoma, were visitors of C. C. Simkins and family over the week-end recently, making the trip by motor.

Brakeman C. H. Robertson, wife and daughter, Shirley, were visitors in Everett recently. Mrs. Robertson and daughter remained for a few days.

Mrs. M. Sharp, wife of Brakeman M. Sharp of Bend, Oregon, has recently returned to Bend after a few days' visit at Everett, Ladner, and various other points. Mr. Sharp formerly worked out of Ladner.

Conductor Ole Olson, on trains 711 and 712, was away one trip recently. He was relieved by Conductor Bolgard.

F. W. Rice, traveling auditor, made a business trip on the branch the early part of the month and reports everything booming up that way.

C. E. Jackson, agent at Cloverdale, was a Seattle visitor recently.

Agent Harry Owens and family, of Abbotsford, were visitors at the home of Conductor and Mrs. Merwin the early part of August.

R. Hughes, district roadmaster, was seen in the vicinity of Colebrook recently.

Mrs. A. L. Rowan and son, Paul, were visitors in Vancouver recently.

Harvesting is about completed in the Delta district at this writing. Threshing is going at full blast and a very heavy yield is reported.

Mrs. William Diggle and daughter, Nellie, wife and daughter of Mr. Diggle of the track department, were recent visitors in Vancouver, B. C.

Section Foreman N. Sato spent a recent week-end in Vancouver, B. C., and reports a very nice automobile trip to Grouse Mountain.

#### Bellingham, Wash.

Mrs. Harry Landeck attended the annual picnic held by the Blaine Bridge Club at Birch Bay recently.

E. A. Wright, operator, who relieved H. A. Batchelder, at Bellingham, the latter part of July, went to Blaine, Washington, for three days. From there he went to Cloverdale for thirty days as relief operator.

The bridge gang, in charge of John Porter, is putting in a concrete parking strip at the new depot in Bellingham, and will also put in a new parking strip for baggage and mail tracks.

H. A. Batchelder, who was absent on sick leave undergoing treatment at the Veterans' Hospital at Tacoma, has returned to work. Batch certainly looks well since his return and says he never felt better in his life.

Mr. and Mrs. Chas. Plumb spent a few days motoring in Washington and British Columbia. They went to Ashcroft, Kamloops, and Vernon, B. C., and returned via Oroville, Wenatchee and Everett, making a complete circuit. They report having had a very enjoyable outing.

S. P. Mabel, agent for the Western Fruit Express Company, was a recent business visitor in Bellingham. We always like to see Mr. Mabel in town as he has a fine line of new stories on tap all the time and is an all around good entertainer.

Babe and Nellie Riley, daughters of T. Riley, roadmaster, were business visitors in Bellingham recently and while in the city, called on Mr. and Mrs. R. Hughes. They also accompanied Mr. and Mrs. Hughes on a motor trip to Vancouver, B. C.

A. M. Foster, representative of the A. R. A., was a recent visitor in Bellingham.

Alta Hawley, daughter of Dan Hawley, engineer, spent a few days in Bellingham the latter part of July. She was accompanied by Dorothy Fay, one of her school friends.

Mrs. J. Kamiski and daughter, Evelyn, of Beaver Dam, Wisconsin, mother and sister of lineman, visited him in Bellingham early in August. They were going to Los Angeles, and from there would return to their home. They were delighted with the beauties of the Puget Sound country.

Harry Anholt, who is employed as lineman with a gang at Cashmere, Washington, spent a few days recently visiting at the home of his parents, Mr. and Mrs. Hans Anholt.

Mrs. C. L. Banks, wife of section laborer, is spending her vacation at the home of her parents in Payette, Idaho.

Nick Ferry, section laborer, has announced that he is about to join the ranks of the benedicts. We have been wondering for some time if he was feeling badly, as he seemed to be dazed or absent minded, but now we know the reason for it.

Mrs. Floyd Bussing and four children, wife and family of baggageman at Bellingham depot, are visiting at the home of Mrs. Bussing's sister, Mrs. Thomas Fowler, of Mead, Washington.

Mr. and Mrs. Russel Chapin and Mr. and Mrs. William Walker motored from Oyen, Alberta, via Spokane, and visited at the home of Mr. and Mrs. C. F. Smith, at Bellingham. While in northwest Washington, they visited many of the points of interest and also took a trip to Vancouver, B. C.

Charles E. Smith, who is a range finder on the U. S. S. Tennessee, visited at the home of his parents, Mr. and Mrs. C. F. Smith, of Bellingham, recently.

Dan Laxdall, billing clerk at Bellingham, is in a class by himself when it comes to raising flowers. He had exhibits at the Northwest Washington Fair, which was recently held at Lynden, and won fourteen first and second prizes, which were more than any other person won for exhibits this year. Dan also knows how to handle bees. Not long ago a swarm of bees settled on some shrubbery near the railroad track in the yards at Bellingham and Dan secured a hive and captured them without getting stung.



#### W. S. Tanguy

Here is a picture of W. S. Tanguy, agent at Ferndale, Washington, with a local goat—not the Great Northern variety. Our correspondent tells us that Mr. Tanguy is always hustling for business for the road, and is popular wherever he goes. He always has time to take an active interest in community affairs, and "shines" as a buck and wing dancer. Mr. Tanguy once said that he knows he is a good agent, but "they are all like that on the Great Northern." 'Nuf sed!

Charles Plumb is one of the regulars on the Model Transfer baseball team. He is their pitching mainstay and is certainly "turning in" a fine brand of pitching.

Mrs. M. E. Shibley and son, Billy, of Tulsa, Oklahoma, are visiting at the home of Fireman and Mrs. Del Purdy, at Bellingham.

Dan Laxdall is getting high-toned in his old age. He is driving a sporty Oldsmobile and will not look at the side of the street where a Ford goes.

## DAKOTA DIVISION

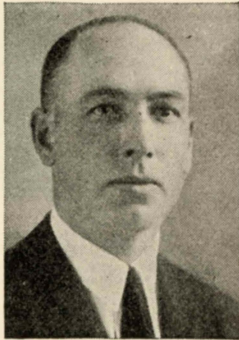
Associate Editor  
J. W. TUTTLE  
Grand Forks, N. D.

F. F. Schultenover, chief clerk, is spending his vacation at Itasca Park and other points in Minnesota.

Brakeman C. M. Thompson announced the birth of a daughter recently.

Mr. and Mrs. W. A. Wells announced the birth of a daughter August 10. The baby weighed ten pounds. Dorothy is the name chosen for the little girl. Mr. Wells is agent at Fort Totten.

Traveling Auditor A. C. Slater arrived recently to make his annual check of the division office at this point.



Williamson and Erickson

To prove that some fishermen do tell the truth once in a while, the above evidence is presented as proof. On the left is Ole Williamson, agent at Lockhart, Minnesota, and on the right is Dispatcher O. W. "Smoky" Erickson. Smoky says the catch was made in "Green River" near "Sunnybrook."

It is with deep regret that we report the death of Veteran Conductor C. W. Hinzie which occurred August 3. Conductor Hinzie had been in service nearly forty-one years. He started to work for the company on September 9, 1887. He was the second oldest conductor in point of service on the Dakota Division. Surviving are his wife, and several brothers and sisters. Funeral services were held from the Masonic Temple, in Grand Forks, August 5. Mr. Hinzie was a member of the O. R. C. and a charter member of Grand Forks lodge No. 255 B. P. O. E. The SEMAPHORE joins fellow employes in ex-

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tending sympathy to the family in its bereavement.

Henry Erickson, extra gang foreman, has been appointed district roadmaster at Devils Lake, to succeed A. Wahlgren, who has resigned.

Louis Thompson, master mechanic's clerk, spent his vacation visiting friends and relatives at St. Cloud, Minnesota, and other points.

Loading of grain from the 1928 crop started August 7, and it is expected that threshing will be on in full swing in a short time.

## HEADQUARTERS

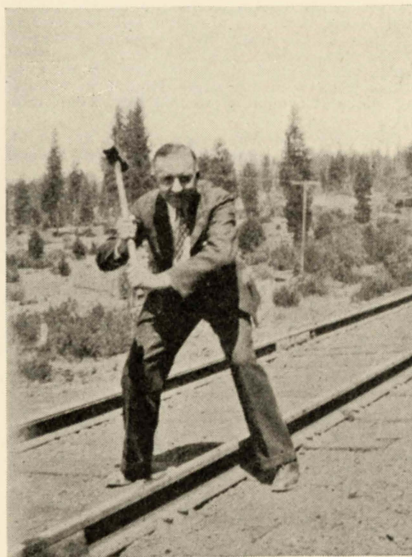
Associate Editor  
CHAS. T. FOX  
St. Paul, Minn.

Sincere sympathy is extended by the employes of the auditor disbursements' office to Mary Flannigan on account of the sudden death of her mother.

Ebba Gunsell, of auditor disbursements' office, recently underwent an operation at Bethesda Hospital. After a month's leave of absence, we are glad to have her with us again.

Cecelia English, auditor disbursements' office, has left the service and is making her home in Seattle.

After a leave of absence of nine months Lillian Kemmick returned to the office August 16. Catherine Rolfer, who has been on a leave of absence for three months, also came back to the office on August 16. Employes of the car records office are very glad to have them back.



Sidney Luft

The above picture, taken on the line between Bend and Klamath Falls, Oregon, reveals Sidney Luft, secretary to Vice President C. O. Jenks, giving a demonstration of how to swing the sledge.

Sherman J. Ellison, formerly general passenger agent of the company, died at Ancker Hospital, St. Paul, August 4. He had been ill for about a year.

Mr. Ellison entered the service of the company in March, 1893, as traveling passenger agent at Des Moines, Iowa. In July, 1899, he was promoted to general agent, passenger department, at New York City, and was transferred from New York to a similar position at Chicago in January, 1906. In December, 1906, he was appointed assistant general passenger agent at St. Paul, and on November 1, 1909, was appointed general passenger agent, with headquarters at St. Paul. He retired from the service August 1, 1911, to engage in other business.

Mr. Ellison was a very popular passenger traffic official and had a host of friends.

Marion Tschida, comptometer operator in the office of auditor freight receipts for the past ten years, left the service on August 4 to become the bride of William May. A parcel shower was given for Marion at the Community Service Club by the girls in the A. F. R. office. The office employes presented Marion a set of silver tableware.

The office of auditor freight receipts extends sympathy to Emmett Carroll, whose brother, Frank, passed away July 29.

This is a reply from Pensioned Clerk George C. Ingram, of St. Paul, to a letter written to him by D. W. Morison, secretary of the Pension Board:

"I thank you for your kind enquiry. This leaves me well and fairly wiry. I eat and walk a little daily, I hum old songs and whistle gaily. My hive contains no store of honey, My pockets do not bulge with money. One's pulse beats slow, his feet feel weighty, When treading on the verge of eighty. His worries o'er, his sins repented, He lives a trifle more contented. Concluding here, I grateful mention, How good it is to draw a pension."

## Uncle Ben says:

The Chrysler PLYMOUTH answers YES to all these questions:

1. Is it good looking? Does it look like it was worth more than I paid for it?
2. Will it stop instantly and smoothly?
3. Has it an immediate and speedy getaway?
4. Has it endurance and long life? Does it "stand up"?
5. Is it the sort of a car you'd be glad to get for a Christmas present?
6. Can it be bought on terms to fit any pocket book?

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ST. PAUL, MINN.

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GIFTS for { The Birthday  
The Wedding  
Christmas or other  
Anniversaries

Rest a bit after lunch and look around among the 1000 and 1 gifts at

## CHRISTENSEN'S

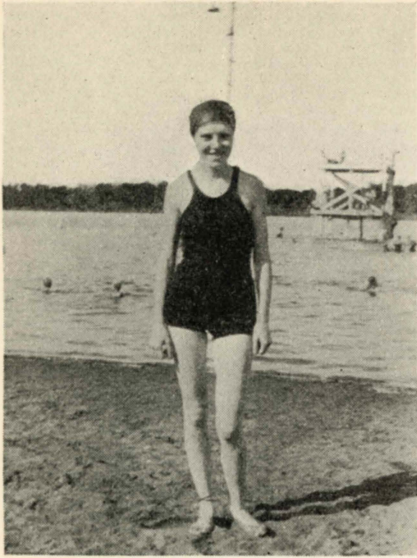
144 East 5th Street, ST. PAUL

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Great Northern General Office

You are welcome whether you buy or not.

Tell us what you have in mind and we'll help you make a selection.

Jewelry, Silverware, Fine Watch Repairing, Kodaks, Developing and Printing, Optical Department



**Glennis Sladek**

Here is Glennis, seventeen-year-old daughter of J. C. Sladek, chief clerk, passenger receipts' division. She won first prize in both the free style and side stroke ladies' swimming events at the General Office Picnic held at Lake Phalen, August 8.

## KALISPELL DIVISION

Associate Editor  
**J. A. MINCKLER**  
Whitefish, Mont.

Work on the new logging road of the Somers Lumber Company, which will join the main line of the Great Northern a few miles west of Whitefish, is being pushed. This road will open a great body of fine timber which extends towards the Upper Whitefish. It will also hasten the agricultural development of a splendid farming region, abundantly supplied with water and natural meadows. In addition to its attraction from an agricultural standpoint, it is one of the most beautiful parts of the country.

A very distressing accident happened August 13 when the big sedan driven by Mrs. W. J. Powers, wife of our old time conductor, crashed into a freight train at a crossing just west

of Columbia Falls. With Mrs. Powers at the time was Vera Nelson, sister of Switch Board Operator Esther Nelson. At this time it appears that both ladies are in very serious condition, but every one is sincerely hoping for the best.

Bill Phipps, of the yard office recently enjoyed a visit from his mother, Mrs. Addie Phipps, of Ritzville, Washington.

Switchman and Mrs. R. H. Mackay have returned from a seven-weeks' trip to points in eastern Canada and the United States. Their trip took them through sixteen states and Ontario and Quebec in Canada. They also toured Yellowstone Park before returning.

Mrs. Robert Toliver and son Jack have returned from an extended trip to Wyoming.

Mrs. Len McCauley and children are spending a week at Williston, visiting relatives.

Conductor Harley Swisher won the prize offered by a local merchant for bringing in the largest fish of the season. Harley's catch was a rainbow trout.

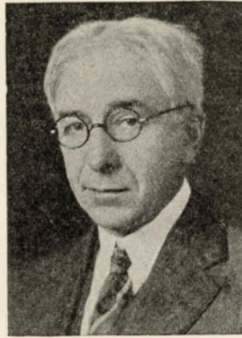
Machinist Orris Griggs has taken a sixty-day leave of absence, and is visiting in Macon, Georgia.

Special Agent and Mrs. G. R. English, of Everett, spent a week of their vacation as guests of Special Agent and Mrs. L. V. Williamson at Whitefish.

Mrs. Mary Davis, comptometer operator in the superintendent's office at Havre, changed off with our operator, Mae Allen, for a few weeks.

It is with deepest sorrow that we report the passing of William Tiller, employed by the Great Northern Railway in various capacities for sixteen years. Mr. Tiller was well and favorably known to all of the old time employes on this division. He was faithful in his service to his employers, and had many friends in the community. He was a Past Noble Grand of the Odd Fellows, and at the time of his death, was recording secretary of the local lodge. His death came very suddenly, and in his forty-ninth year. The SEMAPHORE joins with his many friends in extending sincere sympathy to his surviving relatives.

Conductor and Mrs. Jack Douris are building a beautiful new home on East Second Street, Whitefish.



Jim Hicken, chief dispatcher, is back on the job, after spending his vacation with friends at Gilford, Montana.

## KLAMATH DIVISION

Associate Editor  
**FRANK W. SEXTON**  
Klamath Falls, Oregon

We understand that General Agent C. N. Christopherson, of this division, is planning on spending a vacation in Switzerland this year. From all indications he is going to be quite a mountain climber, as we understand he recently put the crowds at Crater Lake in an uproar by climbing up a thousand-foot cliff near the lake shore. It might be well to add that this is the first time this very difficult feat has been performed since Paul Bunyan created the lake to furnish a watering place for Bennie, the little Blue Ox. Chris has been associating with the Great Northern Goat for so long that he is now trying to imitate it.

Engineer Farrell and Conductor Dunne recently moved their families down here from the Cascade Division.

Mrs. Frank Sexton and family arrived in Klamath Falls recently. They will make their home here with Mr. Sexton who is chief clerk in the superintendent's office.



**Fred Burger**

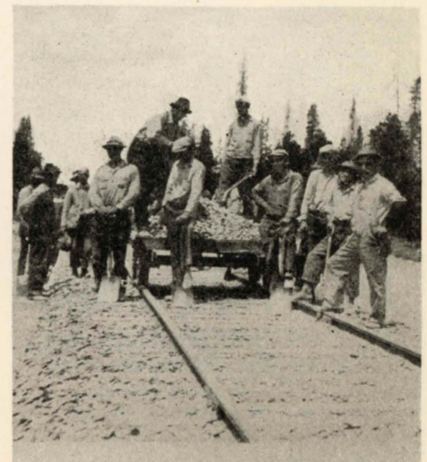
Fred Burger, cook, Extra Gang No. 2, who is now enjoying a short vacation with his family in Spokane.



**Karl Sagen and Bear He Shot**

To those of our readers who love the great out-of-doors with its forests, streams, lakes, and mountains, and also those who live in hope of sometime engaging in a hunt for big game in the Rockies, the above picture will have a particular appeal. This is a picture of our section foreman at Columbia Falls, Karl Sagen, on a three-day hunting trip last May. On May 24, he got the big brown bear shown above. This bear weighed 550 pounds. The hunting ground was high up on the Whitefish Divide.

Mr. Sagen is nationally known as a crack shot with the rifle, having represented the United States in the International Shoot, and as there are some real marksmen in this state he did very well to win the championship for Montana in the state meet. He now goes to Camp Perry on Lake Erie at the head of the Montana contingent in the National contests. His son, Switchman Frank Sagen, of Whitefish, is also some marksman, having made seventh place in the state contest. He will go to Camp Perry with the Montana team.



**Andonoff and Extra Gang No. 2**  
Foreman Pete Andonoff and part of Extra Gang No. 2, at Chemult, Oregon, are shown

Great Northern Semaphore

in the above picture. Pete has been ballasting the track at the Junction, and he certainly has done a fine job.

On July 22, the Northland Transportation Company commenced operating buses between Bend and Klamath Falls. They are operating three twenty-three passenger Fageol motor buses and are providing very fine service. The men in charge are Del Matson, Roy "Red" Wells, and Ted Havens. These boys are from Minnesota but they report that they like the West very much.

Klamath Falls traffic is evidently a little too fast for people from Ballard, Skykomish, Seattle, and other small towns on the Coast. Leland Howell, timekeeper, and Vic Josephson, cashier, both had their cars damaged recently.

T. J. Clark, general master mechanic, paid a visit to Klamath Falls recently.

Fireman Bill Riley has been transferred from the Fireman's Extra Board to the train service. He is now with Conductor Harry Surles on the Bend run.

Mrs. A. G. Palmer and son arrived in Klamath Falls recently. It has been said around the office that Art Palmer is the bravest man in Klamath Falls, having purchased a house before his wife had a chance to inspect it. Everything must have been O. K. because Art is still very much alive.

## MESABI DIVISION

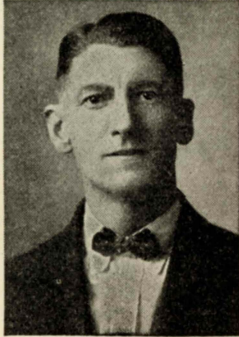
Associate Editor

I. G. JORSTAD

Superior, Wis.

Retired Veteran Storekeeper Charles A. and Mrs. Affleck, parents of Percy H. Affleck of Kelly Lake store, were guests of their son

and family for a few weeks in July and the early part of August. They enjoyed the cool breezes of northern Minnesota and the visits to the mines and other places of interest. They returned to St. Paul August 6 to attend the Twentieth Annual Outing of the Great Northern office employees which was held at Phalen Park August 8, at which Mr. Affleck was awarded the prize for the "Oldest Great Northern veteran attending the outing."



Cecilia Eleanore is the name given to a new daughter of Mr. and Mrs. R. C. Kuehlthau. The young lady is the granddaughter of J. M. Carroll, traveling engineer. Mr. and Mrs. Kuehlthau were formerly employed in the division superintendent's office. Mrs. Kuehlthau, prior to her marriage, was Agnes Carroll. Congratulations!

Effective August 1, George Turgeon was appointed agent at Superior freight station to succeed Randall P. Gordon, now general agent at Duluth. Mr. Turgeon has served the Great Northern for many years and is well deserving of the promotion. He says it seems good to put his feet under his own table for three squares a day, after spending so many years on the line. It is our opinion that George has taken on several pounds extra weight since August 1. A. C. Kenney, formerly general agent at South Hibbing, succeeds Mr. Turgeon as station inspector, and W. B. Sinclair, formerly of Grand Forks, has been appointed general agent, South Hibbing.

At the recent state convention held at Wausau, Wisconsin, the Superior American Legion drum corps captured first honors. The boys came back with the silver cup, and, incidentally, it has been necessary for a number of them to order larger sized headgear. Among the members of this splendid organization are Carl E. Lundholm, of the superintendent's office; James Bannister, general yardmaster's office; Emil Naslund, of the district engineer's office; and Eugene Fogarty, of the Union Depot ticket office.

The ore business continues good. We are somewhat behind last year in tonnage handled, but this is due to the late opening of navigation last spring. With favorable weather this fall, it is expected that we will handle about the same tonnage as a year ago.

The recent baseball tournament at Superior was well attended at the opening game. President and Mrs. Coolidge were the guests of the management. Among others who occupied the Presidential box were Vice President George R. Martin, of St. Paul, Assistant Superintendent D. J. Flynn, of Superior, and Attorneys J. A. Murphy and Clarence J. Hughes, of Superior. The management decided on Mr. Flynn as the logical person to present Mrs. Coolidge with a box of candy, and also to deliver to President Coolidge the ball, which was thrown to the diamond by the President. The Great Northern ball team of Superior was eliminated early in the con-

test, principally through a run of hard luck. They put up a great game until the seventh inning when their opponents started Babe Ruth tactics and could not be stopped.

J. M. Heisler, agent at Milaca, paid us a visit in August. While here, he motored out to the Brule to cast around a bit for trout and to possibly get a good look at the President.

Walter Minton, yardmaster at Cass Lake, recently returned from a trip to Toledo and other points in the East. The down trip was made over the lakes on a freighter, and the return trip by rail. He was accompanied by his family. They report having had a fine trip. When we questioned Walter as to returning by rail, he somewhat evaded our question. We finally learned that sea sickness had something to do with it.

The Mesabi Division is now preparing to handle the immense grain crop which it is expected will exceed last year's movement. With increased storage facilities at Superior and Duluth, we do not anticipate any trouble in promptly turning back the empties.

## MINOT DIVISION

Associate Editor

CARL CARLSON

Minot, N. D.

Minot is having one of the biggest booms in its history this year. There is at this time over three million dollars worth of building construction work in progress, among which is the new eight-story office building being constructed by the Bettenberg Construction Company. Nick Bettenberg, formerly G. N. Minot Division Master Mechanic is at the head of this company. The building is being constructed for Geo. Walker. The First National Bank building is another large building going up, as well as the two Ellison buildings and several large garages; also several hundred residences. Hanlon & Oakes have already constructed fourteen and three-tenths miles of paving on city streets and have several miles yet to complete, which, when completed, will give Minot some of the finest pavements in the state.

A. J. Erickson, who for several years has held down the job of second trick terminal telegrapher at Williston, left recently to assume duties as agent at Argusville, North Dakota. He was transferred to the Dakota Division when division changes were made effective.

(Continued on page 22)

## Bugle Blasts

(Continued from page 16)

pated convention necessities, and had made liberal provision therefor. The extreme hot weather quickened the sale of cold soft drinks, ice cream, etc., which were available at every corner for usual prices. Restaurants did very well on food service although the crowd was the largest Austin had ever been called upon to care for. The prevailing prices for meals were reasonable enough, but variety was limited to pork products. This we presumed to be nothing short of loyalty to the town's largest institution, a plant employing 1,800 people. The annual banquet of the Box Car Society was a feast of roast pork with appropriate trimmings, and the Austin ladies came right back the next day with a dinner which featured flavor-sealed sugar-cured ham as the major dish. The Railroaders, by this time, were well fed with pork, so they retired to the railroad yard for their own feast of bologna and crackers, with ice cream for dessert, the "items" having been purchased locally.

The parade Tuesday evening, August 7, was considered the best ever, and we were immensely pleased to have taken part in it. Nolting and Kasinak carried the colors, and all of our marchers made the entire distance for the most part on hard pavement.

The marching Legionnaires of the Saint Paul section outnumbered those of other districts, except southeastern Minnesota, which was home territory for the convention.

The parade terminated the street activities of some fifteen drum corps, which had held the center of the stage since the early light of Monday morning, with their snappy music and drill maneuvers. Some five blocks of the main street, with eight more intersecting side streets, had been closed to all but pedestrian traffic, this permitting constant activity on the part of those who are still being trained to start out with the left foot first. The most active of these groups were those from Chisholm, Fergus Falls, and Park Rapids.

After spending the evening at the dances the Railroaders retired early. The homeward journey was started early so all could attend the Great Northern picnic on Wednesday, August 8.

We pause just a bit to reflect that our American Legion is now at the height of its career. Its state department convention is the largest holiday rural Minnesota ever has, but another ten years will bring many changes in our colorful march and music organizations, so we say now in all sincerity, get the convention spirit and plan to be at Winona in 1929, the first Monday in August!

The kittenball team can be depended on to get in trouble when Henry Doth is not around. While Henry was enjoying a brief rest with his family at Big Marine Lake, the boys lost their first game of the season. Rumor has it that some one trotted out a fast bunch of race horses to beat the Railroaders, a bunch too fast and athletic for flat-footed old soldiers and sailors. In as much as we top the league, the result will probably be accepted, but to cinch first place over our closest competitor, De Parcq Post, we will have to win two of the remaining three games, a good-sized order, but not altogether impossible.

Art Young has been much indisposed this summer, but will be around in the fall with a somewhat different face. Our only unfortunate member is John Grebowski, official post milkman, who sustained an injury which will keep him in for two months or more.

If there was to be any early 1929 recruiting Doth would be on the job, of course. He and Martin O'Connor turned in three applications for membership at the last meeting. We are pleased to announce the acquisition of Fred F. Forseen, Raymond J. Peters, and George E. Smith as members of this Post.

There will be two interesting sessions in September, the 11th and 25th; election of officers and everthin', so be on hand.

## In the Traffic Department

(Continued from Page 12)

second vice president, in 1900. Shortly after he was made chief clerk in the same office. In 1903, he was appointed foreign freight clerk. In 1906, he became general agent refrigerator service, and ten years later assistant general freight agent, which position he held until appointed general freight agent in 1928, with headquarters in St. Paul.

Long, Long Ago

Customer (to head waiter): "Did the waiter who took my order leave any family?"

For  
grimy  
hands—  
Lava  
Soap



Old Timers—here's the soap you need on the job. Cleans the toughest-looking pair of hands that ever pulled a throttle, fired a "Hog," packed a hot-box or "oiled around." Rubs up more lather in 15 seconds than ordinary soap in 60, and even hard or cold water can't kill it. Millions use it. "Good old Lava," they call it. Gets hands clean! Not just "surface-clean" but clean 'way down deep. Quick and thorough, but as easy on your hands as fur-lined gloves—because it's made from the finest of vegetable oils. All grocers sell it.

Have you tried Lava Soap?

If not, send this coupon and get a full size cake FREE.

Procter & Gamble (Dept. D-28)  
Cincinnati, Ohio.

I want to try the soap which removes all the dirt and grease from the hands. Send me a free cake of Lava.

Name .....

Street .....

City .....

State .....

Alex Guimont, who has been doing relief work in superintendent's office, Minot, and who later accepted temporary work with the Montana Division in the superintendent's office at Havre, has returned to Minot.

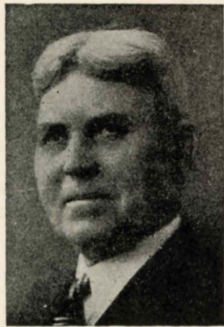
F. B. Benedict, agent Guthrie, left recently with Mrs. Benedict on a sixty-day vacation to be spent with relatives in the eastern states. E. O. Tollefsrud, extra agent, is filling the agency at Guthrie during Mr. Benedict's absence.

C. W. Davis, who for the past three years has held down second trick at New Rockford, bid in the agency at Ayr and will move his family and take possession about August 15. R. L. Fauteck, extra telegrapher, is filling second trick at New Rockford temporarily.

The Fairmont Creamery Company recently purchased two carloads of registered test cows in the Minot vicinity and shipped them to Fargo where it is proposed to test their milching quality. The shipment contained some of the finest animals from the Mouse River Loop.

R. M. Lenarz, extra telegrapher, bid in the second trick at Williston on the July bulletin and assumed his duties there July 7. Ray is one of our youngest telegraphers on the division and not afraid to tackle any job that has been assigned to him. We know he will make good at Williston and we wish him all kinds of success.

Brakeman Art Burke was on Local Train No. 605 July 21 at Karlsruhe. When the train stopped, he was riding the head end of the water tank and got a good drenching when the water splashed. The boys said that as it was Saturday night, it came at an opportune time.



Northwestern North Dakota has had no lack of moisture this year. Some of the old timers who have resided in the Mouse River Loop for forty-six years or longer, before the railroad was here, claim that this is the first time in their recollection that they have had to holler "enough rain." The crops are in excellent condition and with harvesting now in progress, it looks as though we are going to have our hands full moving it this Fall.

Jack Smith is a B. & B. foreman, and Andy Ford is another one. You should see them sporting around in their new cars. No speed limit for either.

D. J. Ritchie, roundhouse foreman, Minot, returned recently from his annual vacation spent in the eastern part of the country. We notice he is now driving a Buick which he brought back from Flint, Michigan.

Joe Filipek, water service foreman, is away on a few days' vacation at Waverly. Just what he is doing, we cannot say, but when he comes back he has promised to tell about the old swimming hole and other places where memory lingers.

Leslie Jackson, carpenter with Joe Weishalla's crew, spent a month in the hospital. Now he knows since he got out how comforting it is to have a wife to see that he takes care of himself.

#### Williston Items



#### Harwood and Lakie

Here they are, Walter Harwood, Sr., and George "Scotty" Lakie, the two who are responsible for supplying plenty of coal and water at Williston on the daylight shift. This picture shows them in a moment of unusual relaxation; "Scotty" is not even talking.

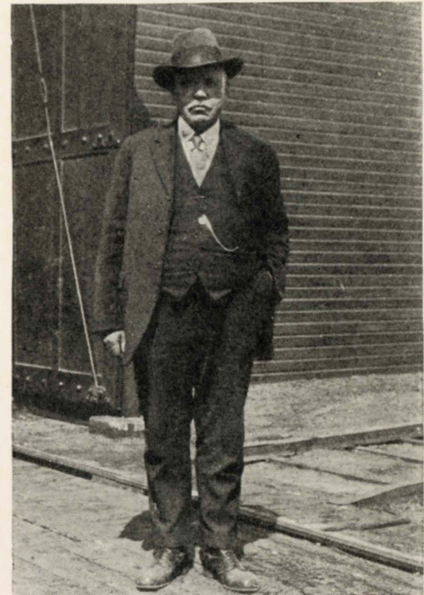


Pictured above are the parties who "carry" the responsibilities of the Williston Yard on the daylight shift. Left to right: Hank Stedem, call boy; Pat Durbin, desk clerk; Frank Long, yardmaster, and George Newton, former

car foreman's clerk, now working at Minot. "What's that, you say there is one face missing from the picture?" "Oh, Fleming. Well, he is there all right, but you have to look close to see him as he is pecking out of the edge of the window over Hank Stedem's left shoulder."

Paul Hauge, crane operator with the steel erection crew, wishes that all the bridges were on the Minot Division, his own happy hunting ground. We are glad to see him, even if only for a few days.

Thos. Gardner, B. & B. foreman at Williston, has gone to Saco, Montana, to oversee the construction and placing of all buildings on the new line. Success to you, Tom, but we will be glad to see you back at Williston, when you have made everybody comfortable on the new line.



#### Bill Smith

You all know the party pictured above: Bill Smith, car foreman at Williston. Bill has acted as car foreman at practically every division point between Minot and Portland back in the days following the construction of the Great Northern to the Coast. He acted as car foreman at Glasgow when former General Manager George H. Emerson was roundhouse foreman at that point. Bill is at present on a sixty-day leave of absence but will be returning the first of September full of vim and vigor, and stories.

Speaking of Thos. Shea, I met a party on the street the other day claiming a long acquaintance and friendship with Tom. In fact he stated that he and Tom came over on the same boat from "Ould Oireland."

#### Minot "Rip" Track

K. T. Lien, carman, Minot, was accompanied by Chas. Lano on August 7, when he went to Minneapolis for physical examination.

A. J. Morden, who was stricken down with palsy in January and who has been unable to resume his work on the rip, went to San Jose, California, where he visited a sick brother. He expects to visit with other relatives on the way back.

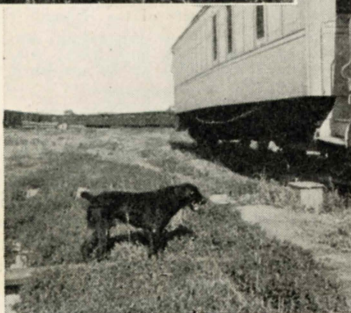
Harold Hutton has resumed work at his former job assisting at the inspection work in the lower yard on the night shift. We have no further word as to his future work and it is hoped he will continue without further delay or lay-off.

Alfred Anderson, who went east with some of his family early in the year and who has now returned to work, has given an elaborate account of his travels. He says that it was well worth the time spent, and as he traveled over the Great Northern and other roads, he appreciated the fact that he had transportation.

Carman C. C. Cross is still holding down the assistant foreman's job at Williston car yards. He will be just a little harder to receive into our ranks as a car "toad" when he returns as one of us.

Harold Hustad had been "under the weather" for a number of weeks due to an operation for enlarged glands in his neck. He returned to work August 15.

Chas. Lano went to Grand Forks as a delegate to the American Legion State Convention. The delegates made a side trip to Winnipeg July 13, which proved to be a lucky day and number for the boys who went. It was Friday, the 13th.



Above are the pictures of little Issabelle, daughter of L. Bump, pumper at Williston, North Dakota, and the pet dog "Duke" belonging to Tom Gardner, who is in charge of B. & B. gang No. 1 on the Minot Division. The cars of this outfit are shown in the background, and the pictures were the first snapshots ever taken by Louis Texlee, a member of this gang.

# All Aboard Long-Wearing Soles

Have you any boys and girls at your house?

If you have, you've got a shoe bill. And here's the way to reduce it.

Put the youngsters, as well as yourself, on Goodyear Wingfoot Soles. The kids love 'em, and they've got to go some to wear them out.

**GUARANTEED TO OUTWEAR ANY OTHER SOLE.**

Don't think you've seen anything like the new Goodyear Wingfoot TAN Sole. There isn't anything "like" it.

Waterproof. Springy. Sure-gripping. Tough enough for the toughest service, good-looking on any shoe. Will not mark floors.

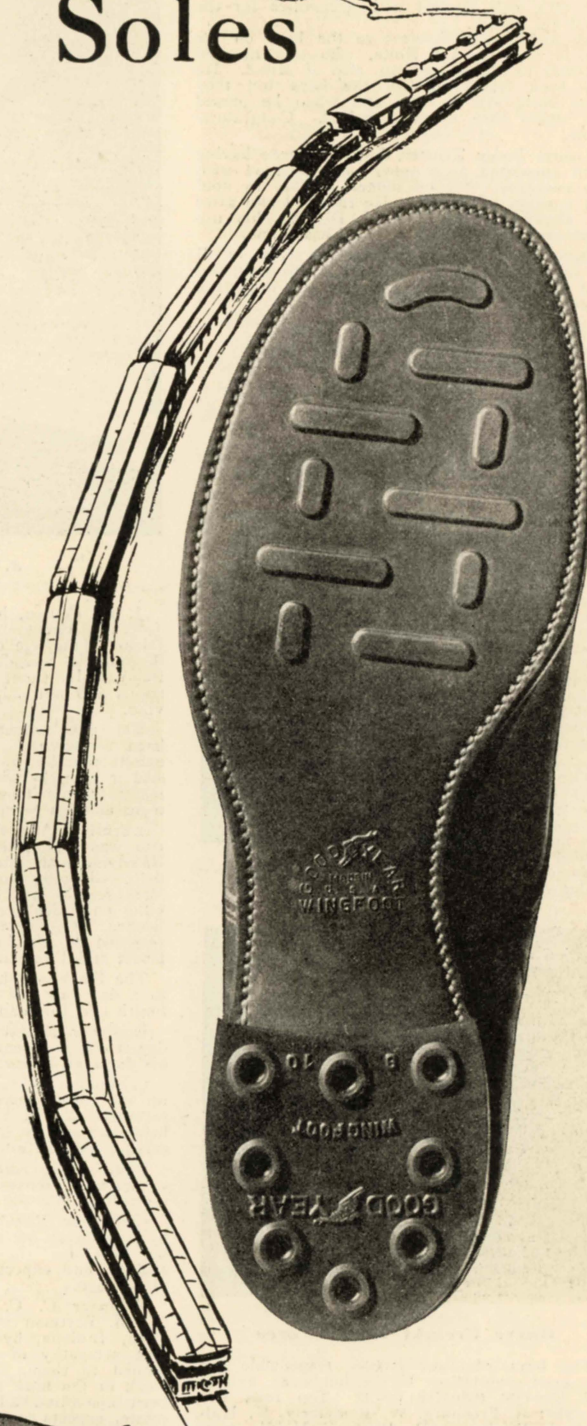
This sole is the peerless walking mate of the famous Goodyear Wingfoot Heel. More than 200,000 pairs of them have gone into the hardest kind of service on men's work shoes and growing boys' and girls' school shoes, *and not a single pair has ever come back!*

A big money saver for you—especially now, when good shoes are so high.

You can get them on new shoes made by America's leading manufacturers, or have them put on by your shoe repairman.

Be sure you get Wingfoots—they're Goodyear guaranteed!

*Guaranteed To Outwear Any Other Soles*



# GOODYEAR

## WINGFOOT SOLES

Tan and Black

Copyright 1928, by The Goodyear Tire & Rubber Co., Inc.

Anton Zimmerman, who has been holding down the bolt rack job at the rip and who has been taking his wife to the West Coast each year decided this year to remain permanently on his five-acre farm at Oregon City, Oregon. He resigned his position and will try to eke out a living without overtaxing his youthful strength. Anton will be greatly missed as he was a faithful worker and kept the rack well stocked with necessities for the local rip yard.

A wedding of interest to the boys on the rip is that of Art Holtz, who was married recently to Mabel Forthun, also of Minot. He has been trying to fool the boys but they have been wise to him and when he passed the cigars they acted surprised. Congratulations!

Grand Lodge Trustee E. E. Walgren having been appointed to a supervisory position with the company, was no longer eligible to hold the position of trustee. He resigned and after an election in the Central District, his unexpired term will be filled by Chas. Lano.

Mrs. Gust Johnson was taken seriously ill in July and went to Fergus Falls to visit and rest with relatives and friends. She is getting along nicely.

## MONTANA DIVISION

Associate Editor  
**FRANK J. COVELL**  
Havre, Mont.

Superintendent and Mrs. A. E. Knights, with their nephew, have been spending a very enjoyable vacation in Glacier Park, Seattle, and Portland.

Conductor R. O. McMillan returned to service August 16. He has been laid up since March 13, having been injured on that date at Peerless. He has taken the Scobey-Opheim run, Nos. 331 and 332, which was changed to daily service effective August 16.

Conductor Hullett, Engineer C. B. Seeley, and Fireman Lee Kezar have been assigned to the work train on the Saco-Turner extension, working under A. Guthrie and Company.



**J. H. Coolen**

J. H. Coolen, before he "took to working" for the Great Northern conducting trains, taken at the age of one year. At that, there is quite a resemblance to John as he looks today. Mr. Coolen is conductor on passenger trains 229 and 230 between Havre and Bainville.

Veteran Conductor M. D. Tierney, who has been seriously ill, has improved to such an extent that he was able to leave the hospital and return to his home in Williston. His many friends hope for his continued improvement and his return to his run.

Effective August 6, a third local freight run was established between Wolf Point and Bowdoin, with one Sunday lay-over at Bowdoin, Glasgow, and Wolf Point. A second local freight has been put on between Bainville and Scobey, with Sunday lay-over at Scobey. Conductor W. D. Harvey has been assigned to this run, with Engineer Henry Hoelt and Fireman John Seaberg.

The Blackfoot-Shelby local has been changed to a day run and assigned to Engineer Adam Smith and Fireman Rudolph Dahلمان.

Engineer Ernest Greenwald is on a thirty-day leave of absence, which he is spending on his farm at Bellevue, Washington.

Conductor Harry Thomas, who has been laid up for many months with a broken leg, was recently back at Havre for a short stay, but has returned to Minneapolis where he is receiving medical attention.

Engineer A. Killam is on a thirty-day leave of absence, looking after his large farming interests.

Conductor R. C. Johnson has been forced by hay fever to stop work for a time. He has left for the "Hay Fever Colony" at Duluth, and expects to also make a short trip to Chicago.

Engineer C. C. and Assistant Timekeeper M. M. Zartman were recently called back to Peru, Indiana, by the death of their father. The sympathy of their many friends is extended to them. Cody expects to return to work in the near future, but Milton, who has been appointed administrator of his father's estate, expects to remain in Peru for sixty to ninety days to settle the estate.

"Ole" Forde, relay office manager, is going about these days with a long face due to Mrs. Forde having left him for a trip east to visit relatives. "Ole" says it's a funny world. He used to try to get an evening out once in a while, but now that he can have all of them, there is no place to go.

### Good Start

Johnny, ten years old, applied for a job as grocer's boy for the summer. The grocer wanted a serious-minded youth, so he put Johnny to a little test.

"Well, my boy, what would you do with a million dollars?" he asked.

"Oh, gee! I don't know—I wasn't expecting so much at the start."

## ST. CLOUD DIVISION

Associate Editor  
**JULIUS A. JOHNSON**  
Minneapolis, Minn.

Operator George Berg and wife, of Fergus Falls, are on a trip to California and Washington, where they will visit relatives. Edgar G. Larson is working Mr. Berg's trick while he is absent.

Pensioned Superintendent P. L. Clarity and wife are on a trip to western points and expect to be gone a month or six weeks. Their first stop is to be at Great Falls where they will visit their daughter and spend some time making the acquaintance of a grandchild, after which they will continue to the Coast.



Assistant Foreman Joe Kipka, St. Paul freight house, spent his vacation with his family at Foley.

F. Lacher, W. F. E. representative at St. Cloud, has returned from a trip to Seattle which he reports as most enjoyable.

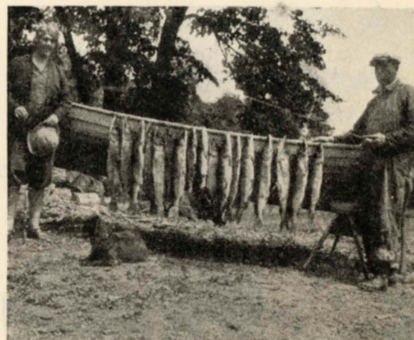
Friends join in sympathizing with Ambrose Moliter, of the passenger station office, at the sudden death of his younger brother which occurred in an automobile accident when he was crossing a bridge over the Sauk River at Melrose.

Yardmaster J. P. Gaetz, of St. Cloud, returned with his family from Traverse City, Michigan, where they spent their vacation.

Chief Yard Clerk William J. Reilly, Como, took a sixty-day leave of absence and left to join Mrs. Reilly, who is sojourning in California for the benefit of her health. His place in the yard office is being filled by Nels Steinman.

We have just received word of the death of Pensioned Conductor Thomas J. Kelly which occurred at Portland, Oregon, on the morning of August 14. The funeral was held at St. Cloud on August 18. Mr. Kelly was in the train service on this division from 1883 to the time of his retirement in May, 1924, on account of reaching the age limit. Since that time he has made his home with his daughter, Mrs. Freylinger, at Portland. His son, Thomas Jr., who is cashier at Fergus Falls, was also at his bedside. He had gone out there to be present while his father underwent an operation, which at first was not thought to be of a serious nature. The SEMAPHORE joins in extending sympathy to the bereaved.

Yardmaster Mike Flaherty with his wife and two boys returned late in July from a two thousand-mile tour in his Hup "8." They went to Minot, where they visited relatives who later accompanied them on a trip to points of interest in Canada. Mike reports everything looking fine across the line. He says it was a wonderful trip which was made more enjoyable by the fact that Mrs. Flaherty proved herself to be a good relief driver. On his return to St. Paul, Mike took over the duties of General Yardmaster R. E. McDonald, who then left on his vacation.



### Mr. and Mrs. Young

This photograph shows Yardmaster Harry Young, Como, with Mrs. Young and their catch made at Lake Edwards, near Brainerd, where they spent a part of their vacation. It is apparent that their knowledge of active life is not restricted to railroading alone.

One day in the middle of July a swarm of bees was discovered in an otherwise empty car placed in the loading set at the Eighth Street freight house at St. Paul. Considerable excitement prevailed while Foreman Frank Harris and his two assistants, Joe Kipka and

*Great Northern Semaphore*



Joe Tschida, tried to solve the burning question of getting rid of the intruders. Special Agent Strong was there but shooting was out of the question and coaxing and cajolery had no effect. An appeal for help was then sent to the University of Minnesota and two young men familiar with bees and their ways were sent to the rescue. These experts soon gathered up the bees and departed leaving things calm and quiet.

Cashier I. B. Pagels and wife, of St. Cloud, are spending their two-weeks' vacation visiting relatives and friends at various places in Minnesota.

John Lorenz, superintendent's office, motored to Green Bay, Wisconsin, the latter part of July for his vacation. For relaxation he helped to harvest the crop in the cherry orchards in that locality.

#### Mississippi Street Coach Yard

Assistant Superintendent V. A. Tetu, of Jackson Street shops, is now riding around in a new Ford tudor and says that it is the finest small car built.

Carman Godfrey Nelson and family recently returned from a trip to Salt Lake City, Los Angeles, Seattle, and other points. He claims that he had a good time, but there is no place like home.

Electrician Edward Payte is back on the job after spending his vacation at the lake. It will take him some time to get back to normal again due to a fine case of sunburn.

We are sorry to report that Veteran Cleaner Albert Kachinsky is confined to his home on account of illness. We hope to see him on the job again soon.

Electrician Foreman Clyde Malmquist purchased a new Ford tudor and spent his vacation with his family touring Minnesota.

John Ross, cleaner, is back to work after having been off on account of sickness.

Joe Sepion, pensioned cleaner, dropped in on us the other day and is looking well and feeling fine.

William Trent, cleaner, has taken a vacation and is now on his uncle's farm in Big Sandy, Montana, helping with the threshing. Some vacation!

Night Foreman Andrew Holm spent his vacation driving around the country in his new Whippet. He also put in some time fishing and reported fine luck.

The office and other buildings around the coach yard are newly painted. With the flower beds in front and the boxes in the windows, the yard presents an attractive appearance.

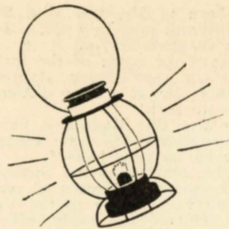
Carman Marcus Omansky and wife recently returned from a fishing trip in the northern part of the state and had wonderful luck, as quite a few who received some of the fish will testify.

Frank Bennett, cleaner, while working nights temporarily, decided it was too lonesome riding around alone in his Chevrolet coupe so he got married. Congratulations, Frank!

Clerk J. J. Marty and family spent their vacation visiting relatives and friends at Tacoma and Seattle, and report having had a wonderful time. Marty says he had heard much about "western hospitality" and thought most of it was the bunk, but has now changed his mind. He says they surely know how to make you feel at home.

Carman Joe Serlin is now at Rochester, Minnesota, for an operation. All the boys at the yard wish for a speedy recovery and hope to see Joe back on the job soon.

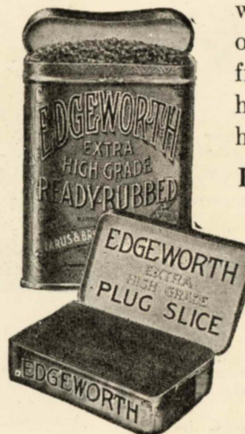
Cleaner Mike Petter has not been working



# All aboard, pipe-smokers!

**H**ERE'S the Satisfaction Limited waiting for you in the little blue tin—Edgeworth Smoking Tobacco. "Ride" it all day, every day. Edgeworth never gets tiresome to real pipe-smokers. Because it's got just the flavor and smoothness they like—and it's always the same.

This is the tobacco that inspires pipe smokers the world over to write in and tell us how good it is. They just can't help telling the world about it. Some old-timers have been smoking Edgeworth for a quarter of a century, and they say it's just as good as it always was.



It seems to have stood the test of time.

On sale everywhere, including Commissary Stores and Camps, and railroad depots and stations. Two forms: Edgeworth

Ready-Rubbed and Edgeworth Plug Slice. Both offered in various sizes from small pocket-size to handsome pound-size humidors.

#### FREE OFFER to Railroad Men

If you have never tried Edgeworth Smoking Tobacco, let us send you free samples so that you may put it to the pipe-test. Send your name and address to Larus & Brother Company, 27 S. 21st Street, Richmond, Va.

the past few days and is under a doctor's care.

Harry Meyers, Jr., is taking a trip through the southwestern part of the country.

Carman Helper Jack Johnson and Cleaner Nick Fellhofer spent a week's vacation with their families at Forest Lake. They had the usual story about fishing, swimming, tire troubles, etc.

Carmen Lloyd Malmquist and Jack Scott took a vacation, but at this time we are unable to ascertain where. Guess the fishing must have been good and they intend to keep it a secret.

Carman Helper Chester Larson is vacationing "somewhere in Minnesota."

Melvin Berg, clerk, spent his vacation with his family in Chicago and also a few days at Park Rapids, Minnesota.

#### SPOKANE AND MARCUS DIVISIONS

Associate Editor  
**GRACE W. HITCHCOCK**  
Spokane, Wash.

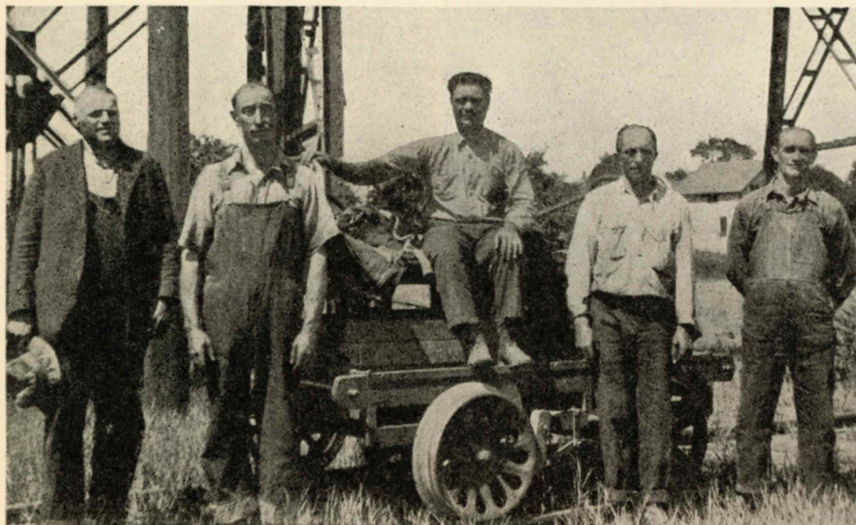
Alaska appears to be the Mecca for many Great Northern vacationists this year and becomes more popular each year. Mrs. Wm. R. Boggs, a recent bride from the Great Northern freight office, vividly describes her trip to Skagway with a side trip to Bennett over the rugged "trail of '98" to Lake Bennett. A visit to Sitka and its beautiful park, was one of the interesting events of the trip.

Mr. and Mrs. J. P. Monk, second and third trick operators, Lamona, are also in Alaska. R. C. Rothbell, a new employe on the division, is replacing Mrs. Monk, and Frank M. Jones has assumed the duties of Mr. Monk.

Fred Harley, rodman, Spokane, has taken his brand new Whippet and has gone to the Coast for a vacation. He will have a good time. They say his new car has a splendid "pick up."

E. C. Culver, instrument man, Spokane, has been transferred to Montana and is stationed near Glacier Park on construction work. Mr. Butcher has taken his place.

Many charming and attractive pre-nuptial affairs were given in honor of Dorothy Dean, daughter of Engineer Harry H. and Mrs. Dean, who was married recently at her home, East 3011 Wellesley, Spokane, to Charles H. MacLean of Port Angeles, Washington, Rev. Clay E. Palmer, of Pullman, officiating. Mrs. MacLean is a graduate of Washington State College and was a teacher in the Port Angeles high school last year. Mr. MacLean is a young business man of Port Angeles.



Section Crew No. 16, shown above, which is in charge of Roadmaster John Czack and located at Hopkins, Minnesota, is composed entirely of World War Veterans. In the

picture are shown, from left to right: Roy Fillmore, Jack Glassbrenner, Joe Joyce, Mike Donnick, and Charles Olson.



**Marjorie I. Hunt**

A popular member of the younger set, Marjorie I. Hunt, the attractive daughter of C. A. Hunt, of the engineering department, will be married September 15 to Clarinet Z. Harris, known as "Bud," of the superintendent's office, Spokane. Following the ceremony, a trip to California and Mexico is planned. Miss Marjorie, bride-elect, is shown above.

Operator G. W. Wood and Mrs. Wood have, as house guests, their brother, William A. R. Wood, and his wife of Rock Island, Illinois.

Harry Calligan, brother of Switchman Roy Calligan, accompanied by his wife, motored from Cleveland to Spokane the early part of August. Roy took a short vacation while they were here, so that he could show his guests some of the beauty spots in the vicinity of Spokane.

Operator Bennett, Wilson Creek, has been quite ill with a sore throat, and was relieved by Relief Agent Anderson.

A grim tragedy was revealed on Tuesday, August 7, when the treacherous waters of the Columbia gave up the body of Mrs. Martin Roach, wife of Machinist Roach, Wenatchee. The body of Mr. Putnam, an aged orchardist, was found at the same time in the river near his fruit ranch at Zena, six miles from Wenatchee. Just how Mrs. Roach met her death will never be known. Her coat and hat were found on the river's bank in her car. Very heavy tracks in the sand appeared to indicate that the rancher had been running and plunged into the river to rescue her. Besides her husband, she leaves a little daughter, Evelyn, her sister, Mrs. Edith Pitchow, operator at Kootenai Falls, Montana, and another sister in the East. The SEMAPHORE extends sympathy.



**Mr. and Mrs. Lyons**

Marie E. Paul, daughter of Mrs. Louis Paul, East 943 Illinois Avenue, Spokane, became the bride of Merle Lyons, who is employed in the wheelhouse at Hillyard, July 30, at Moscow, Idaho. Congratulations!

Mrs. Dan Smart, wife of Carman Dan Smart, of Hillyard, has returned from a two-weeks' vacation spent with her three sons, Daniel, Raymond, and Stanley, at Eloika Lake.

A daughter was born to Mr. and Mrs. Ray Van Water, of Hillyard, on July 24. The SEMAPHORE extends congratulations.

We have not learned the name of the lucky lady, but we do know that Roger Mantello was married on July 28, at Coeur d'Alene, Idaho. Good wishes to both!

A little bird asks why Bill Madson is fixing up his house. Explanations, Bill. Of course, you have a right to fix up your house!

Mrs. C. E. Hanche, matron at the Spokane station, rounded out twenty-five years of service August 3, making her eligible to the Veterans' Association. During the years, all of which have been spent at the Spokane station, Mrs. Hanche has met with many interesting experiences, both pathetic as well as humorous. Photographs have been presented her at times asking her help in locating wandering wives, and her help also has been solicited in finding husbands who were "Lost, strayed or stolen."

Mr. and Mrs. W. E. Haggart combined business and pleasure in a trip to the Coast recently.



**Rudy Children**

Bobby, Audrey, and Dorothy, shown in the picture above, are the children of Ted Rudy, signal maintainer, Spokane, Washington. Good luck to this happy trio!

Dorothy Carswell, daughter of Trainmaster W. Carswell, met with a narrow escape recently when her car skidded in gravel and turned over several times. Miss Dorothy suffered a dislocated shoulder blade and a couple of broken ribs, we understand.

Mrs. Cora Gresham Merritt will spend her three-weeks' vacation this year at her home on Diamond Avenue, Spokane. Jennie Borgeson, a student at the Washington State College, will relieve Mrs. Merritt in Trainmaster Carswell's office. Mrs. Gresham, Cora's mother, has been in very poor health, but is slightly improved.



**The Walburn Children**

Richard and Vashti Walburn, son and daughter of Fred Walburn, armature winder, S. C. & P. shops, are shown above in a happy pose. The lure of the beaches, the stars, and other interesting sights proved too much for Dispatcher L. F. Shores and so he spent his vacation in Los Angeles and the vicinity, returning to duty August 13. Then, too, the wife and daughter were there. Speaking of stars, we refer of course, to the Southern Cross.

The headquarters of John F. Blodgett, dis-

trict foreman, telegraph department of the Central District, has been transferred to Spokane. We are glad to have Jack with us.

John Stewart, a former switchman for the Great Northern at Hillyard, was killed at Kellogg, Idaho, by a tractor while working on the county road. He leaves a mother and two sisters at Kellogg.

R. P. Coult, engineer on the Marcus Division, has sold his residence at 2914 Queen Avenue, Hillyard, to Thomas Newton, of the Independent Meat Market, Hillyard.

Conductor and Mrs. John Aldrich and granddaughter, Helen Casey, are enjoying a six-weeks' motor trip, viewing the wonders of Yellowstone Park.

Sincere sympathy is extended Brakeman Seeley and other members of his family, whose aged mother, Mrs. Emma Seeley, was killed August 4 in an automobile accident near Hillyard. Brakeman Seeley made his home with his mother.

Mrs. E. Schrock and Opal, wife and daughter of Carman Ebb Schrock, have left on an extended trip to Browning, Missouri.

Mrs. George Glending and children, Erling and Elvira, have returned from a very pleasant visit with their mother and grandmother at Des Lacs, North Dakota.

Ervin Ebol, of Hillyard, has gone to New York City where he expects to have an operation performed on his eyes. Best of luck, Jack!

Ambrose Eckert, we understand, has given up golf. What's the matter, Mr. Eckert, couldn't you make that birdie?

M. W. Shores, conductor on the Marcus Division, has left for the East. Mrs. Shores, who is visiting in the East, will accompany him home.

A. Kase, chief dispatcher, Spokane Division, spent a well-earned vacation in Portland and Seattle during the month of August.

## WILLMAR DIVISION

Associate Editor  
**L. A. JORSTAD**  
Willmar, Minn.

Conductor C. E. Booth, of the Lackawanna Railway, and wife, who live at Hoboken, New Jersey, paid Dispatcher D. O. Hahn and wife,

of Willmar, a pleasant visit the first part of August. Mr. and Mrs. Booth were on an extended auto trip. They also visited their daughter and son-in-law, Mr. and Mrs. Richard Peterson, of Raymond, Minnesota, returning via St. Louis.

Lambert Van Dyke, former Willmar yard office employe, was married to Alice Linder, of Minneapolis, at the home of the bride's parents, August 4, Rev. Stone, of the Norwegian Lutheran Church, officiating. They will make their future home in Minneapolis where the groom is employed in the office of Crane Company. The SEMAPHORE and Lambert's many friends and former co-workers join in extending congratulations to the happy couple.

S. F. Langford, superintendent's chief clerk, and family returned August 31 from a vacation trip to Minot, Great Falls, and other western points.

Mrs. Nettie Amlie, mother of Mrs. J. F. Corbin, wife of engineer, Willmar, passed away at the Corbin home August 7 at the age of sixty-nine. The SEMAPHORE extends sympathy to the bereaved members of the family.

Telegrapher D. B. Drysdale and wife, of Morris, Minnesota, made a trip to the Black Hills and other Dakota points visiting relatives the latter part of July. Drysdale complains of having been drafted into the harvest fields service but was well repaid by an increased appetite and a good coat of tan.

H. V. Hensen, telephone inspector, Willmar, in addition to pulling in three and four-pound bass at Nest Lake, has taken seriously to golf and is now chasing balls around Green Lake course. His record since the initial game a few weeks ago was a drive of 275 yards.

Mr. and Mrs. A. Lindenberg, representing the Willmar stores and superintendent's office, respectively, spent a week's vacation in July motoring through the Black Hills. Lindy officiated as umpire at two or three games, but we understand his decisions in some cases were not so good.



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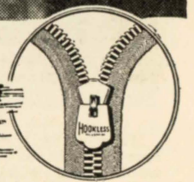
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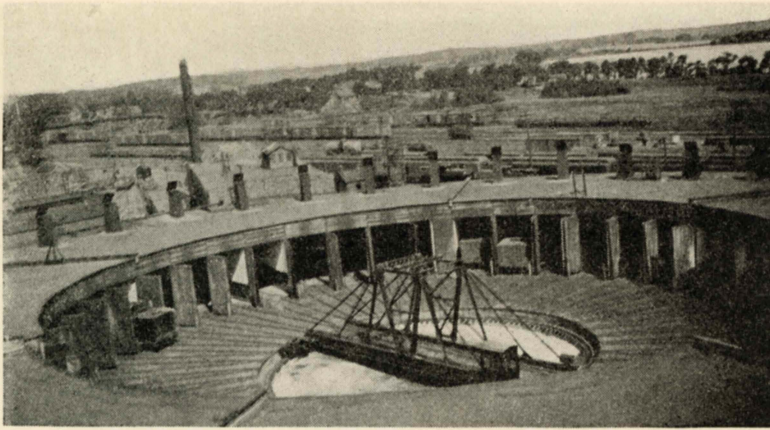
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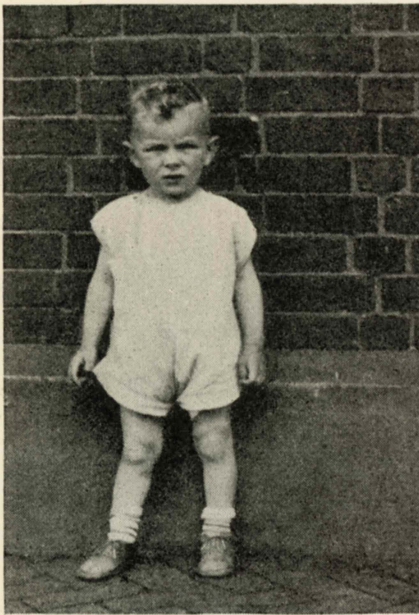
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#### Willmar Roundhouse

The picture shows Willmar roundhouse and the newly installed turntable, taken from the top of the water tank. To the right is the beautiful

body of water called Foot Lake, where the shop boys are in the habit of taking a swim after a hard day's work.



#### Louis S. Craig

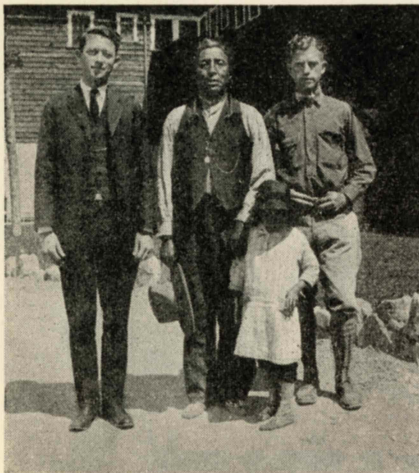
Here is Louis S. Craig, son of M. C. Craig, cashier, Watertown. The little fellow helps dad count the cash when there is more than Merle can handle.



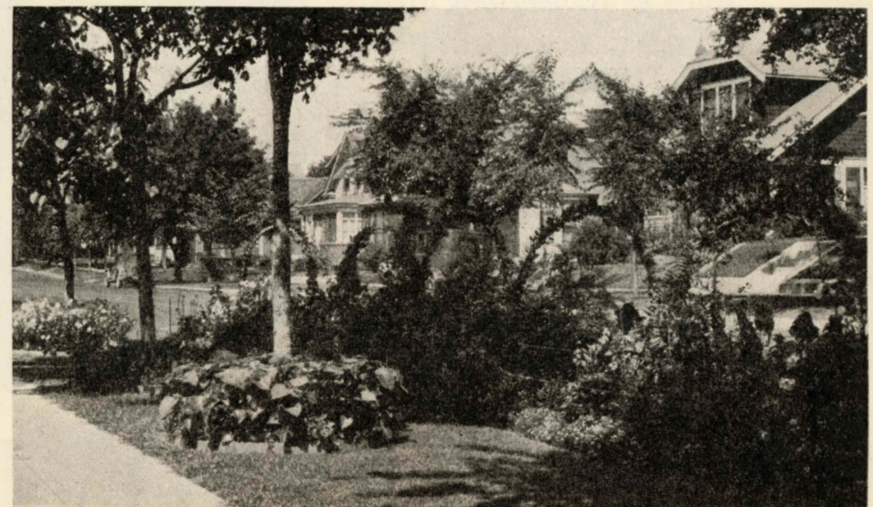
#### Roland Landrigan

The above shows Roland Landrigan, son of Agent A. J. Landrigan, Willow Lake, South Dakota, giving his personal attention to a shipment of puppies.

R. F. Adams, supervisory agent Sioux City station, paid Willmar Division headquarters a visit on business July 26.



The picture shows H. H. Hanson, formerly special agent at Willmar, and at present located at Grand Forks, Chief Two-Guns-White-Calf, the Blackfoot brave whose image is on the buffalo nickel, his granddaughter, and Paul Whitaker, telegrapher at Delano. The picture was taken at Many-Glacier Hotel, Glacier National Park, Montana, some time ago while Harry was assigned to special



#### St. Paul Garden of Jacob Lundenburg, Dale Street Machinist

Above is a view of a beauty spot in the yard of Jacob Lundenburg's home, 838 Lafond Street. For eight hours each day he is a

machinist at Dale Street, and from the appearance of his yard we would say he is a landscape artist for the other sixteen hours.

## About the Shops

### DALE STREET

Milton Conrath, machinist apprentice, who is with the U. S. Naval Reserves, spent two weeks in the Naval Training Station in July.

John Devaney, assistant yard foreman, has returned from a visit with relatives in Fall River, Massachusetts.

Alfred Erickson, machinist, who has been sick, has returned to work. He is not quite so robust as before his recent illness.

John Griffin, machinist helper, has returned from a business trip in Iowa.

Thomas Jackamore, machinist, who was injured in an accident July 13, has recovered and has assumed his duties at the shop.

Fred Kreindl, laborer and wife, were called to Milwaukee, August 10, on account of the death of a relative.

Our worthy speeder, Prescott Gapron, machinist, attended the Minnesota National Guard air service training encampment, July 8 to 22.

Walter Eaton, machinist, took a vacation the latter part of July.

Chas. T. Walters, general foreman, has returned from a trip to the Coast. We are at a loss to know why he made such a long stay in Spokane.

John McCarty, link foreman, his wife and family enjoyed a trip to the West Coast early in August.

Cora Drager, stenographer, has returned after a two-weeks' vacation, most of which was spent with relatives in Flint, Michigan.

Rolleda Kerr, first-aid nurse, has returned to her duties after a pleasant three-weeks' vacation motoring in South Dakota.

Louis Peterson, of the laboratory, has been dressed up like a model for the past month. We found that the reason for it is that he has been entertaining some of his friends from Detroit, Michigan.

Marion Backus, first-aid nurse at Hillyard, and formerly of Dale Street, was a visitor at the shops in July. She spent her vacation visiting her parents in Minneapolis.

If all the reports on the recent marathon dance are true, as reported by Pat McMahon, boilermaker, it is no wonder the dance drew large crowds.

### DELTA

Mr. and Mrs. John O'Brien motored to White Rock where they attended the picnic given by the Vancouver Chapter of G. N. Railway Clubs on July 29.

E. Hughes, gang foreman, spent his vacation in August with his family visiting relatives in Havre. He reports having enjoyed several good fishing trips.

Any one "tuning in" on Lawrence Schaller, better known as "King Tut," will be sure to hear him broadcasting about his eight-pound baby boy born July 22. We congratulate Mr. and Mrs. Schaller and hope Lawrence Rodger will be another first class oxy-acetylene welder.

Edward Frederick, car repairer apprentice, spent July 22 in Anacortes visiting relatives.

Mr. and Mrs. L. Gaul and daughter, Leona, spent several weeks in July at Cottonwood Beach, Birch Bay.

Oscar Swanson, boilermaker, and family left August 5 for Cumberland, Wisconsin, where they will visit for several weeks. Edmond Franck is relieving Mr. Swanson at the shops.

Len Fischer, machinist, is the proud father of a baby boy born August 7.

Wm. McDonough, roundhouse foreman, and family motored to California for a two weeks' outing during August. Geo. Bradford was acting foreman during Mr. McDonough's absence.

James Mackey, hostler helper, took unto himself a "better half" on August 2. Mrs. Mackey was formerly Miss Knapp, of Spokane.

Henry Gilson, machinist helper, and Mrs. Gilson returned early in August from a month's vacation spent with relatives and friends in North and South Dakota, and Minnesota.

We deeply regret to report the death of our former shopmate, Edward Price, who died at his home on August 3. Our sympathy is extended to his relatives.

Harry Bradford has been doing relief work for Hostler Helpers Norman Monson, Ralph Baker, and Walter Nowak.

Engineers Wm. Yoke and Percy Randall have returned from a two weeks' auto trip to Calgary, Alberta, where they visited Mr. Yoke's parents.

Geo. Ohnemus, sheet metal worker, and Mrs. Ohnemus have returned from a two months' visit at Machias, Maine, Boston, and other eastern points.

On July 18, the girls in the store, yard, and shop offices enjoyed an outing at Lake Stevens. Swimming was enjoyed after which the following girls enjoyed a picnic lunch: Beatrice Trowsell, Anna Forrest, Flora Macdonald, Edith Purinton, Georgia Griffith, Ruth Illman, and Nora Gaul.

Nels Garno, boilermaker, and Mrs. Garno returned August 1 from a two-weeks' visit at Salt Lake City and Boise.

Delta's handsome laborer, Earl Brower, "motored" to Ellensburg July 28 in his 1910 "Ford Special." Even though Earl's mode of conveyance had eighteen years to its credit, Earl was right up to snuff and reports that the party went over big.

Howard Hill, fifteen-year-old son of Machinist Gust Hill, who is an Eagle Scout, left August 14 for Glacier National Park. Howard is one of the forty-one Eagle Scouts who will meet at St. Mary's Lake, and from there, under the direction of Captain R. G. Mathews, will build a trail from Red Eagle Mountain to Little Chief Mountain. They expect to complete two miles in two weeks.



**Harry McCaustland**

On June 22, Harry McCaustland, car foreman, was enrolled in the Veterans' Association and is now the proud wearer of a Vet's badge which signifies twenty-five years of continuous service with the company. Mr. McCaustland has enjoyed unusual success since 1903 having worked in the capacity of gang leader, wrecking foreman, assistant general car foreman, and car foreman. He has held the latter position since 1919. His loyalty to the company and his untiring energy are responsible for his success. No matter what time of day or what the weather might be, "Mac" is always ready to make one more round on the "rip" with the same peppy step that he had twenty-five years ago. We hope he may continue to enjoy good health and happiness for another twenty-five years.

**GREAT FALLS**

P. L. Sowa, formerly car foreman at Havre, was transferred to Great Falls to fill the vacancy created by the transfer of Mr. Miotke.

Helen Buck, stenographer, left the city on a two-weeks' vacation to visit friends and relatives at Seattle.

Since the car forces have been increased by twenty men the latter part of July, we notice many of the old faces which have been absent for months. A number of the boys, who were set back to helpers at the last reduction, are now back as carmen.

Dividend checks to policyholders of Metropolitan Group Insurance were issued recently, coming as a pleasant surprise. Our sincere sympathy to the hold-outs when their wives read this paragraph.

Arthur Armstrong, formerly on the Great Falls shops SEMAPHORE staff as cartoonist, is on a two-weeks' leave of absence visiting relatives at Vancouver, B. C.

It won't be long now! Bowling season commences September first or thereabouts. Not too early to get your men lined up and get organized for the annual Great Northern Bowling League!

Car Foreman Felix Miotke was transferred

to Hillyard in July to take over the repair track at that point. Our associations with Mr. Miotke have been of the pleasantest nature while he was at Great Falls, and we wish him continued success in his new venture.

**ST. CLOUD**

Frank Bienzcek, carman, has just returned from Milwaukee where he visited relatives. Frank has much to relate about the sights at the beach.



**Hyacinth Ravely**

Hyacinth Ravely, daughter of Carman Alvin Ravely, in her flying togs. Miss Ravely is the first St. Cloud girl and perhaps the first Great Northern girl to take up aviation. At the present time she is a student of Hosesay Flying School and the North Star Aircraft Corporation, of St. Cloud.



**Mr. and Mrs. Rassier**

We are pleased to present the above photograph of Mr. and Mrs. Fred Rassier who were united in marriage July 10, at St. Joseph, Minnesota. Mrs. Rassier was formerly Lucille

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Hiemenz, a popular St. Joseph girl and a graduate of St. Benedict's Academy. The young couple enjoyed an extended honeymoon in Duluth and is now residing at St. Joseph. May the future have every success in store for them!

Howard Carey returned to work July 16. We were all glad to see Howard back.

The Dinty Moores Diamond Ball Club, which is largely composed of young men from the G. N. shops, was instrumental in obtaining the state tournament for St. Cloud.

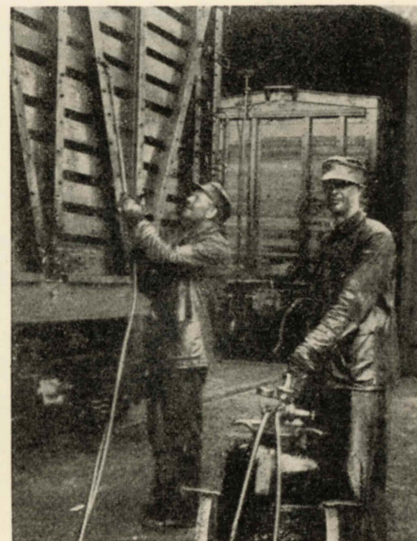
Veteran Blacksmith John Julig was presented with a meerschaum pipe and a box of cigars by the boys of his department July 25, the last day of his active service with the company. He was retired on account of reaching the age limit.



**Calvin Holmes**

The above shows little Calvin Holmes, son of Carman Louis Holmes. Judging from the picture, he may become a hunter when he grows up.

Machinist Edward Pull and family made an extensive trip through the East, visiting at Pontiac, Detroit, Buffalo, New York, South Bend and Rochester, Indiana; Niagara Falls, Selfridge Field, Mt. Clemens, Michigan; and points in Canada. Ed returned to work August 9, but his family remained in Rochester, Indiana, to spend a week with relatives at Lake Manitowish.



**Randall and Jones**

Here are Randall and Jones of the painters' crew in the act of decorating the last one of the large number of stock cars just completed at St. Cloud shops.

John Lahr of the wood mill recently spent a week at the lake.

Veteran Electrician L. L. Bowers and family returned from a trip through the West where they visited at the homes of J. B. Bowers, at Wenatchee, and William Bowers at Renton, Washington.

Carman Peter Brandenburger is quite seriously ill at his home in St. Cloud. His co-workers hope he will soon recover.

Carman Ed. Grabenski is on the sick list. Perhaps some of the thrills the new Pontiac is giving him are a little too thrilling.

Carman William Zdunek is also on the sick list, but no doubt some of these mild summer breezes will put Bill on his feet again.

Assistant Car Foreman Wm. Scheil recently returned to work after enjoying his annual

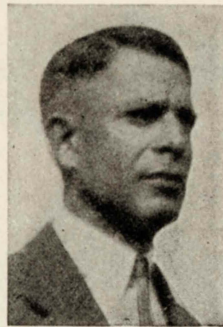
vacation, during which time, accompanied by Mrs. Scheil, daughters Bernice and Dorothy, and son Leslie, he motored to the twin ports and covered the iron range country. At Hibbing, they saw the biggest open pit iron ore mine in the world.

Carman Sylvester Schwartz returned from a trip through the East. He had the unique thrill while at Detroit of taking three airplane rides, two of which took him over the border into Canada.

Stationary Fireman John Christen has received an accordion as a birthday gift, which he prizes highly. The windows are usually open when John performs on his newly acquired instrument and the music has scared the dogs in the neighborhood so that they departed for other parts of the country.

**SOMERS LUMBER COMPANY**  
Associate Editor  
**R. E. GAUTIER**  
Somers, Mont.

The new logging railroad, now under construction by the Somers Lumber Company, will connect with the main line of the Great Northern Railway about one mile west of Vista on Whitefish Lake. This railroad will tap a large body of timber north of Lupfer which will afford about a twelve years' run. The old railroad of about eighteen miles at Blanchard Camp is being torn up and the material used on the new line. The first train of logs from this new tract will be hauled about the middle of November. The logs will be "railroaded" to Somers and with this new supply the Somers mill will be kept operating all winter.



Peter Myre is driving a new Essex sedan. Trips to Swan Lake will be much in order over the week-ends.

Charles Willis is driving a new Studebaker. Charles says, "It's a real buggy."



In the above picture, left to right, top row, are: Judith Almini, daughter of Tom Almini, grader; Peggy Devoe, daughter of Charles Devoe, superintendent of the sawmill; lower row, Mary Louise Gautier, daughter of the associate editor; and Marie Bangeman, daughter of John Bangeman, fireman at the sawmill. This picture, as you notice, was taken in front of the State Bank of Somers. Allan Milne, of the bank, refused to get in the picture because he wasn't asked.

D. J. Kerr and family are occupying one of the Merigold cabins about five miles south of Somers. The Kerr twins, William and Alexander, have been working for the Somers Lumber Company all summer and have just resigned after acquiring a coat of tan and hardened muscles from their new vocation.

Mrs. Harry Mundy, wife of Harry Mundy of A. Guthrie & Company, and Mrs. Burger, of St. Paul, are also spending their vacations at the Merigold cabins.

The writer just returned recently from a trip to the Coast and incidentally visited Captain E. R. Palmer who is now located at Seaside, Oregon. Captain, formerly of Somers, will be well remembered by his many friends in the valley. Captain and Mrs. Palmer are operating eleven cottages at Seaside and can accommodate about seventy people. Their cottages are close to the ocean and they always appreciate a visit from any one from Flathead Valley. Seaside is a real summer resort, according to the Captain, and after a visit there one must agree with him. R. W. Bailey, of Somers, also stopped there on his trip to California.

**GREAT NORTHERN SEMAPHORE**

Vol. V SEPTEMBER, 1928 No. 9

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| <input type="checkbox"/> Trainman and Carman                        | <input type="checkbox"/> Industrial Management                       |
| <input type="checkbox"/> Electric Locomotive and Train Operator     | <input type="checkbox"/> Executive Training                          |
| <input type="checkbox"/> Conductor                                  | <input type="checkbox"/> Stenographer and Typist                     |
| <input type="checkbox"/> Machinist                                  | <input type="checkbox"/> Secretarial Work                            |
| <input type="checkbox"/> Boilermaker                                | <input type="checkbox"/> Good English                                |
| <input type="checkbox"/> Pipefitter                                 | <input type="checkbox"/> Telegraph Engineer                          |
| <input type="checkbox"/> Blacksmith                                 | <input type="checkbox"/> Practical Telephony                         |
| <input type="checkbox"/> Tinsmith                                   | <input type="checkbox"/> Diesel Engines                              |
| <input type="checkbox"/> Coppersmith                                | <input type="checkbox"/> Gas Engines                                 |
| <input type="checkbox"/> Electrician                                | <input type="checkbox"/> Airplane Engines                            |
| <input type="checkbox"/> Toolmaker                                  | <input type="checkbox"/> Plumbing and Heating                        |
| <input type="checkbox"/> Painter <input type="checkbox"/> Carpenter | <input type="checkbox"/> Common School Branches                      |
| <input type="checkbox"/> Apprentice Training                        | <input type="checkbox"/> High School Subjects                        |
| <input type="checkbox"/> Railroad Construction                      | <input type="checkbox"/> Car Repairer                                |
| <input type="checkbox"/> Civil Engineer                             | <input type="checkbox"/> Car Inspector                               |
| <input type="checkbox"/> Bridge Building                            | <input type="checkbox"/> Mechanical Drawing                          |
| <input type="checkbox"/> Concrete Work                              | <input type="checkbox"/> Surveyor <input type="checkbox"/> Chemistry |
| <input type="checkbox"/> Architects' Blueprints                     | <input type="checkbox"/> Business Correspondence                     |
|   | <input type="checkbox"/> Personnel Management                        |

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Occupation..... Employed by.....

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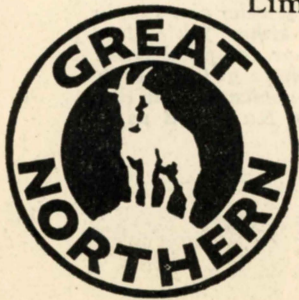
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