

Great Northern Semaphore



The Province of Manitoba Legislative Building, Winnipeg, Canada

July

1928

FLAG THIS ONE!

*Here comes the greatest sole
you ever traveled on*

It's the new Goodyear Wingfoot TAN Sole! Easy on the foot—easy on the pocketbook—yet tough as a switch point.

Think of that, in these days of high-priced shoes, with the family shoe bill going up-up-up!

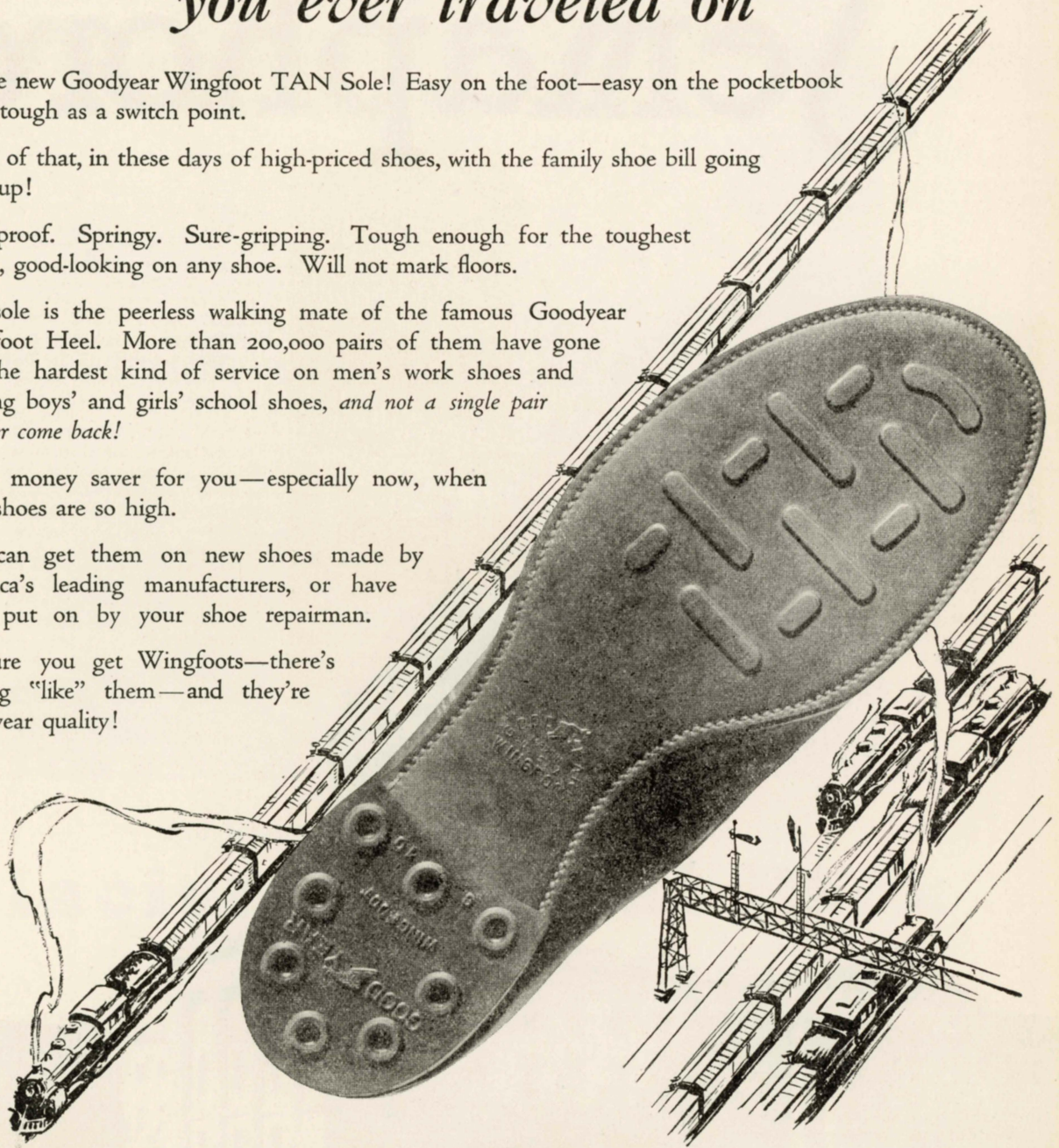
Waterproof. Springy. Sure-gripping. Tough enough for the toughest service, good-looking on any shoe. Will not mark floors.

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—there's nothing "like" them—and they're Goodyear quality!



GOODYEAR

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WINGFOOT SOLES

Tan and Black

WINNIPEG, A GREAT CITY

Metropolis of Central Canada, a Beautiful and Wonderful Municipality

By Paul B. Gibben, Publicity Bureau of Winnipeg and Manitoba

WHERE EAST AND WEST and North and South meet, where inhabitants of the far North meet visitors from the southern states, there is a city which embraces all nationalities and all creeds, a city of fine buildings and wide streets; that city is Winnipeg.

Winnipeg is the northern terminus of the Pine to Palm Highway. It is almost invariably the destination of tourists from the south, by road or rail, who visit

twin lines of rails form the road over which speed lengthy trains, as modern and up-to-date as any in the world, carrying most of the freight and a large portion of the passengers coming from the great central area of the United States. One of these fine trains is the Great Northern Railway's "Winnipeg Limited" running from St. Paul to Winnipeg. Overhead, daily, may be seen the newest representations of travel mode—

a barge with a load of lumber or sand. The air, the roads, and the railways have accepted the burden the river once carried.

At St. Norbert, famous as the home of the Trappist Monastery, where the silent brothers engage in a wide variety of farming operations, including the making of the Trappist cheese, the visitor really enters the environs of Winnipeg and comes to Manitoba Agricultural College. The institution is one of great importance, in a country whose mainstay of life is the product of the soil, and is well worth a visit. The college grounds are spacious and every branch of husbandry is taught and fully demonstrated on the 600-acre farm which surrounds the buildings. Its buildings are well equipped for the purpose for which they were designed. The institution is co-educational, and a large number of young people are instructed in the various branches of farm work, which are so often neglected in the agricultural districts, and which are most important if farming is to be made a paying occupation.

It is but a short run from here to the sign which tells the traveler that he is now within the limits of the city of Winnipeg. If one has the time, it is pleasant to drive along the river road, known as Fort Garry Drive. Here the visitor will see a splendid house, uncompleted and unoccupied, in a beautiful setting on the river bank, and may wonder why this home never has been completed. This is an emblem of one of the great tragedies of the war. The gallant Colonel, for whom it was being built, went overseas at the call for men and never returned. The Canoe Club and the Swimming Club have quarters on the banks of the river on this drive, and both are highly popular places of entertainment to Winnipeg people.

And now the dome of the Parliament building is plainly to be seen. Towering above the dome is the fifteen-foot bronze



Scene on Portage Avenue

the North. It is a city well worth visiting. Although only a village when Montreal was a city, and although not on the map when Chicago began to assume its place as a capital city of the western states, it is now the third largest city in Canada, with a population of 305,000.

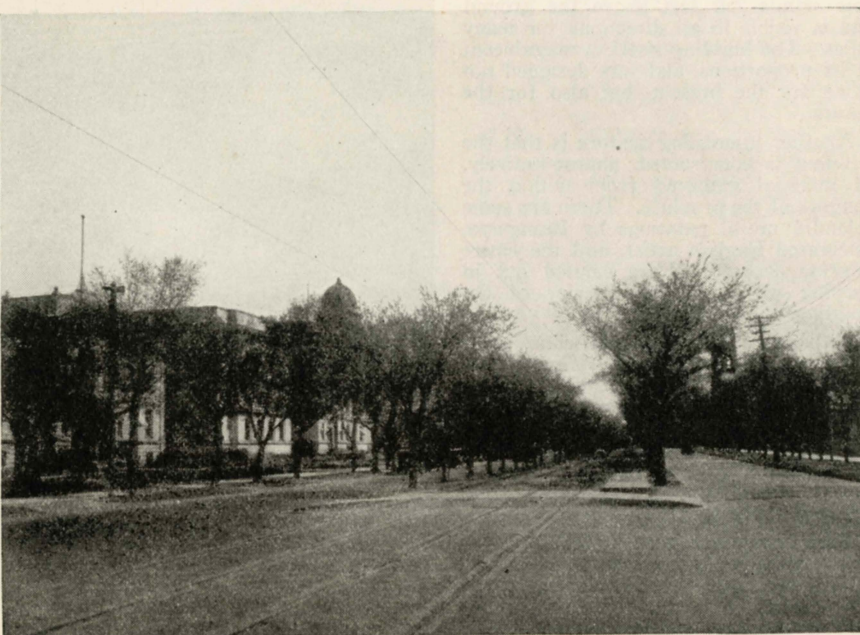
There are few cities holding greater interest for visitors than this metropolis of the North. With its wide streets, its wonderful sunshine, its general air of breeziness, Winnipeg conveys the impression of unlimited space and freedom. There are few cities with a more cosmopolitan population than Winnipeg. There is no place more intimately connected than Winnipeg with the romantic story of the "Honorable Company of Adventurers," trading into Hudson's Bay, from whose early activities the present Canada has sprung.

The visitor to Winnipeg can scarcely fail to experience some thrill the moment he crosses that invisible line, which runs without a wall and without a guard for three thousand miles, separating two great nations of the North American Continent. He passes through some of the early settlements established along the banks of the Red River, for many years the only avenue of communication with the South. Their names betray their French origin, and their inhabitants are mostly the descendants of those early settlers.

Thousands of automobiles pass on their way to Winnipeg and behind them

airplanes, varying from tiny one-seaters to huge tri-motored planes.

The Red River no longer carries the burden of traffic. Occasionally a gasoline launch or a canoe is seen, and sometimes



Looking up Broadway



Feeding Pigeons in City Park

statue, representing the youth and vigor of Manitoba. A sheaf of wheat, emblematic of the West, is held under the left arm, and in the extended right hand is the torch. The statue, poised on one foot, looks to the north. It is prophetic of that march northward which has now commenced, and which has for its object the unlocking of those jealously guarded treasures of base and precious metals, which have, through the ages, defied the efforts of those who would have gathered them.

This statue has an interesting war history. It was designed by Monsieur G. Gardet, of Paris, France, and was commenced in 1915. It was being moulded in the Fonderei Barbedienne when the Germans bombed Paris, the foundry being, apparently, the object of attack. Manitoba's statue escaped damage, and eventually reached Winnipeg, where it now stands 250 feet above the ground and is visible in all directions for many miles. The building itself is magnificent in its proportions, and was designed not alone for the present, but also for the future.

Another interesting feature is that the building is constructed, almost entirely, of material gathered from within the confines of the province. There are some splendid mural paintings by Brangwyn, celebrated English artist, and the entire interior decorations are carried out in keeping with the fine exterior of the building.

Although Winnipeg cannot claim great antiquity, it is of very considerable historical interest. It is just over 100 years ago that Lord Selkirk conceived the idea of settling the Red River Valley. In 1812 these early settlers arrived by way of Hudson's Bay, traveling, eventually, down Lake Winnipeg, and thence along the Red River to the chosen site.

Fort Garry was built in 1822 and for many years, the settlement, which straggled along from several miles north of the present site of the city to the junction of the Red and Assiniboine rivers, was known by the name of Fort Garry. Nothing remains of the old fort or sur-

roundings but the old gateway, now a treasured relic preserved in a small park.

The Province of Manitoba did not come into existence until 1870. Three years later the settlement at Fort Garry reached the stage and dignity of a town, adopting the Indian name of Winnipeg, which means "Muddy Water."

scarcely be accomplished in less than a month of arduous travel.

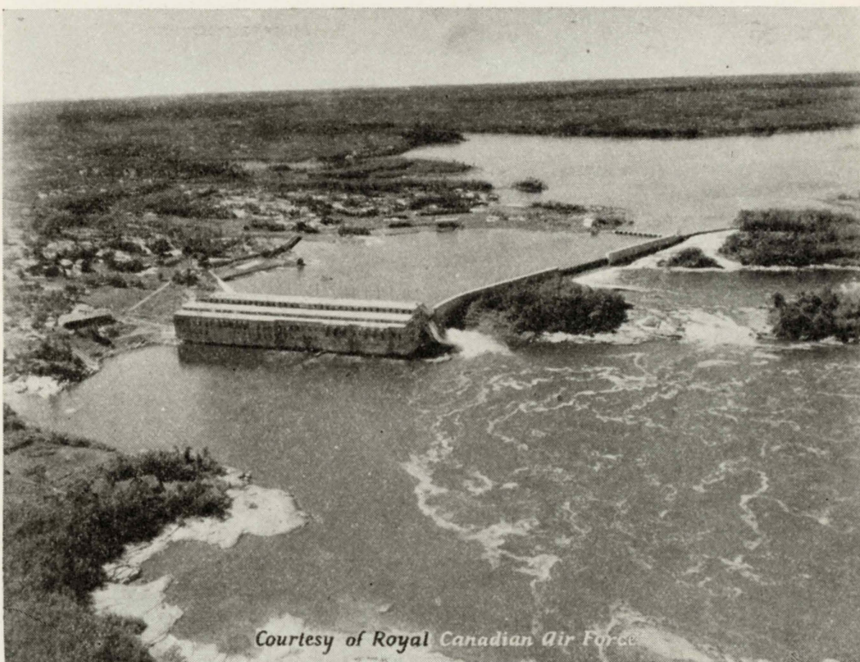
From this small and apparently insignificant beginning—from this handful of settlers along the banks of the Red River, Winnipeg has grown until it is now the greatest grain center, with the largest grain exchange, in the world. No visitor feels that the trip has been complete unless he visits the trading floor and watches the wild excitement that follows a break or a swift upturn in the price of grain.

The railway terminals of Winnipeg are the largest individual yards in the world, and by way of Winnipeg are exported annually upward of 400,000,000 bushels of grain. The traffic which pours through Winnipeg, both from the East and the West, has contributed in a large degree to the importance and growth of the city.

Winnipeg has been blessed by having in its close proximity an abundance of electrical energy, with the result that it is without question one of the most brilliantly lighted cities on the continent.

One of the very interesting things to be seen is the museum maintained by the Hudson's Bay Company in its new building, the last word in department store architecture, where may be seen almost everything pertaining to the North, from the kayak of the Eskimo to the cannon with which Fort Prince of Wales was once defended against attacks by the French.

Winnipeg is fortunate in having three modern department stores: The T. Eaton Company, Limited, Hudson's Bay Company, and Robinson and Company, Limited.



Courtesy of Royal Canadian Air Force

City of Winnipeg Power Plant

Winnipeg always has been closely linked with the United States, and in fact its very first railway communication commenced in 1878, with a service between St. Paul and Winnipeg. There are many residents of Winnipeg and of the western prairies who recall the time when travel was by Red River cart, drawn by oxen, and the trip from Winnipeg and Edmonton to the states could

There are summer resorts and beaches within easy reach of Winnipeg, either by road or trail, and during the summer months these are very popular.

Separated from Winnipeg by the Red River is the old town of St. Boniface, where many years ago the Jesuit priests settled and commenced their work of teaching Christianity to the Indians. St. Boniface, though smaller than Winni-



The Eaton Stores

peg, is an interesting spot. It is typically French, and is practically built around its Cathedral, the present edifice having been erected at a cost of a million dollars.

Leading directly west along Portage Avenue, the main highway strikes out boldly on its way to the Pacific Coast, while directly north an excellent road leads to the old town of Selkirk, once destined and believed to be the future gateway to the prairies.

Eighteen miles north of Winnipeg is another interesting relic of the past, Lower Fort Garry. It is in an excellent state of preservation, and is now used as a country club. Inasmuch as it shows exactly the state of preparedness against

plied with hotel facilities, and has much to offer the tourist or convention delegate. Here they may mingle with friendly, hospitable people, anxious to do everything in their power to make the stranger's visit a pleasant and comfortable one.

Over forty acres of floor space are used in Winnipeg alone by the T. Eaton Company, in its various buildings, and a staff in that city of between six and seven thousand employees, depending on the season, carries on the work. Almost every article of clothing, home furnishings, food, and farm supplies, is sold under its roof and through its mail order system. The Winnipeg retail store was built in 1905, under the personal supervision of Sir John Eaton, son of the founder. It occupies nearly



Statue of Sieur de la Verendrye, Earliest Explorer of parts of Manitoba and Northern Minnesota and North Dakota. This Statue is one of the two on each side of the Eastern entrance of the Legislative Building, which is shown on the front cover.

attack or siege in which the settlers of a few years ago were obliged to live, it is of particular interest to visitors.

Winnipeg is, indeed, a bright and interesting city for visitors. It is well sup-

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A Dependable Railway

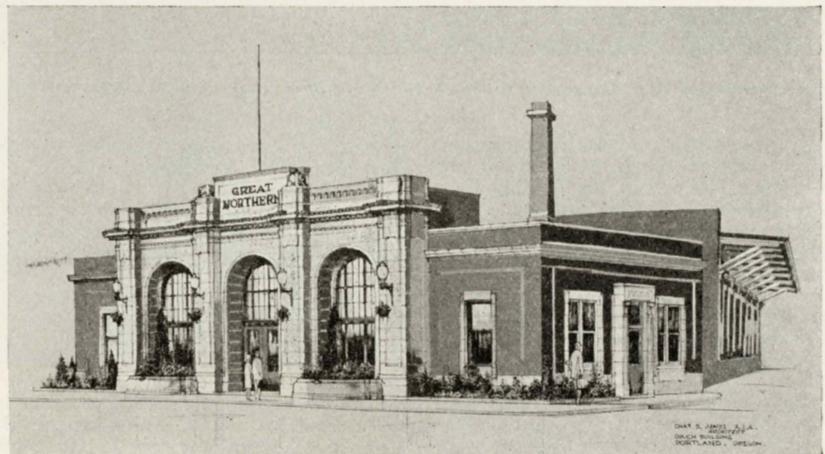
The following letter was received a short time ago by the Superintendent of Dining Cars at Seattle, L. E. Henderson, from W. H. Lilly, president of the Charles H. Lilly Co. of Seattle, and it shows real appreciation for that "extra effort to serve" which means so much to those who provide and those who receive it:

"When we do a service in our business that pleases our customers or the public, we are glad to hear of it. Along this line, I want to advise you that coming down from Vancouver on the Great Northern, April 20, I enjoyed one of the nicest dining car meals I have ever had.

"There was quite a crowd being served and I was almost the last to enter the dining car and naturally expected to receive a meal that was not probably the best owing to the large crowd served ahead of me. However, it was one of the nicest meals I have ever eaten on a dining car—the food was served hot, very tasty and the service was as good as I have seen on any train in the United States.

"On leaving the car, I asked the conductor his name and found it was W. E. Meagher, and I want to take this opportunity of congratulating your Great Northern Dining Car Service and also Mr. Meagher for the services he rendered."

a full city block, was originally five stories high, and was completed in less than one year. Three stories have been added since. This building is one of the interesting sights of Winnipeg, and a picture of it is shown in this article.



New Depot at Klamath Falls

ABOVE IS SHOWN one of the few exclusively Great Northern Railway stations in Oregon. It was dedicated in May last with appropriate ceremonies. The station is a combination passenger and freight depot of design known as Modern American. The exterior is finished in buff colored brick, trimmed with terra cotta. A large arched entrance opens into the main waiting room.

The interior is finished with tile flooring and tile wainscoting. The waiting and baggage rooms occupy the central

portion of the station and the east wing, and both open at the rear onto the passenger platform, which extends back about 200 feet.

In the west wing of the station provision is made for ticket and telegraph offices, and the offices for superintendent, dispatchers, and freight and express departments. The freight house, 35x130 feet, extends back from this section of the depot, with the freight tracks on the inside paralleling the passenger tracks. The delivery and receiving platform is on the opposite side.

GREAT NORTHERN VETERANS AT WINNIPEG

Sixteenth Annual Meeting of Twenty-five Year Men Held in the Canadian City

By Charles A. Affleck, Editor Veterans' Corner

THE VETERANS' ASSOCIATION of the Great Northern Railway held its sixteenth annual meeting at Winnipeg, Manitoba, on June 15 and 16 last. This was the first time in its history, that the organization had met outside the frontiers of the United States, but having received pressing invitations from the Governor of Manitoba and the Mayor of Winnipeg, the directors of the organization took the matter under most care-

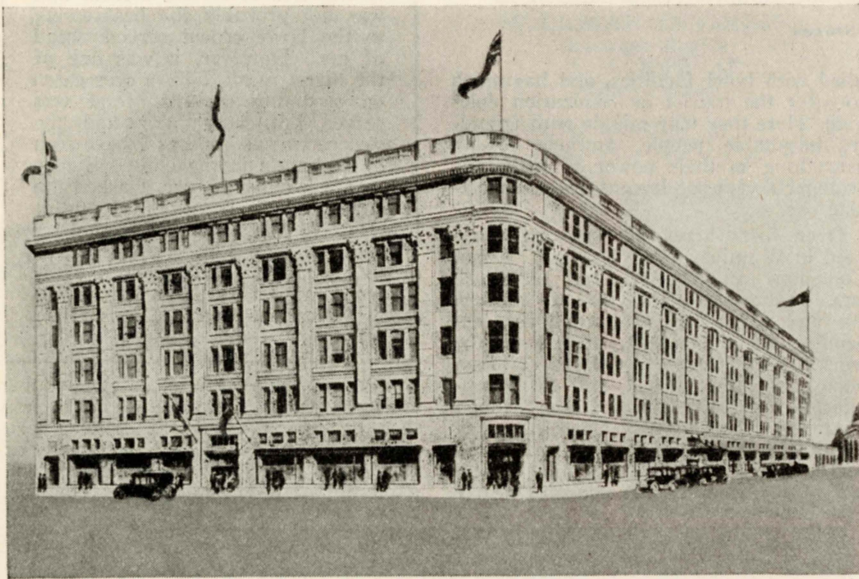
led by our band, marched to the Marlborough Hotel, where an excellent breakfast was served. After breakfast, the parade was formed again and marched around the block to Portage Avenue, and thence to the great store of the Hudson's Bay Company, where the meeting was to be held, a part of the fourth floor having been cleared by the Company for the use of our organization. This mag-

Chair, Colonel W. H. McGraw of Grand Forks, N. D., made the response to the addresses of welcome.

The minutes of the last meeting at Minneapolis in 1927, were then read by the secretary, and were approved. The membership report came next, showing an enrollment of over fifteen hundred. Thirty-seven members have passed to the Great Beyond during the year, and after their names were read, those present arose to their feet and stood for a moment in silence as a tribute to the dead. J. A. Sinks, financial secretary, then read portions of the financial statement, which statement was printed and a copy of which was given to each member.

A resolution was introduced and passed changing the by-laws, and combining the offices of secretary, treasurer and financial secretary into one, to be known as secretary-treasurer.

The following officers were elected for the ensuing year: President, A. J. Whitaker, Litchfield, Minn.; Vice President, W. H. McGraw, Grand Forks, N. D.; Secretary-Treasurer, R. L. Bonham, St. Paul; Historian, C. A. Affleck, St. Paul; Directors, E. C. Huffman, Minneapolis, R. L. Bonham, St. Paul, and W. H. McGraw, Grand Forks, N. D.



The Hudson's Bay Company Store, Where Sessions and Banquet Were Held

ful consideration. It was found necessary to change the constitution of the Association, to permit the holding of a convention in another country. This being done, the invitations were accepted with the pleasantest anticipations, all of which were realized or surpassed.

At 5:30 o'clock p. m. on Thursday, June 14, the special train composed of seventeen cars, pulled out of the St. Paul Union Depot, running as second section of No. 7. Everybody was jolly and the trip was most enjoyable, especially peped up by the music of the Great Northern Band, the members of which were resplendent in their brilliant uniforms of red and green. The train was pulled by one of our giant engines, No. 1723.

At Minneapolis and at St. Cloud, other veterans came aboard, and at both places, the band played concerts on the platforms. During the trip many exchanges of recollections as well as card games and humorous railroad stories whiled away the time. In some cases acquaintances were renewed, by some who had not seen each other for a number of years. The delegates from the West were taken on at Crookston.

Upon arrival at Winnipeg, the Veterans, headed by the National Colors of the United States and of Canada, and

nificent structure was completed in 1926, and as can be seen by the picture is a splendid building, well worthy of the traditions of the institution which it represents, the history and accomplishments of which are known the world over. The Veterans' Association is deeply grateful to the Hudson's Bay Company for affording such excellent co-operation and courtesy, which did much to make its stay in the Manitoba city so pleasant.

The convention was called to order by Vice President A. J. Whitaker, in the absence of President W. J. McMillan, who was seriously ill. The presiding officer first introduced the Mayor of Winnipeg, Honorable Daniel McLean, who delivered a stirring address of welcome, laying stress upon the fact that this was the first meeting of the Association outside of the United States. He said that all the citizens of Winnipeg were proud and happy to be hosts to such an organization as ours, and figuratively handed us the keys of the city, adding that he knew they would be in safe keeping in our hands. W. J. Scott, assistant manager of the Hudson's Bay Company, was then introduced and welcomed the members on behalf of that company. At the request of the



Hotel Marlborough, Headquarters for Delegates During the Convention

Upon resolution, a telegram of greeting and sympathy was sent to W. J. McMillan, as well as a bouquet of flowers. He was also unanimously elected president emeritus for life. A telegram of greeting was also sent to President Ralph Budd of the Great Northern Railway Company, who was unable to attend the meeting. Eight or ten short talks were made at the end of the meeting. Assistant Comptroller John H. Boyd sang several songs for the veterans and was applauded to the echo.

Great Northern Semaphore

During the afternoon, sight-seeing trips were enjoyed by most of the members, cars being driven by officials of the Canadian National Railways, Canadian Pacific Railway, city and provincial governments, and others.

The annual banquet was held in the Hudson's Bay Company building at half past six o'clock. A delightful repast was served by the lunch room force of the Company consisting of fruit cocktail, cream of tomato soup, panned Lake Winnipeg whitefish or breaded veal cutlets, roast potatoes, string beans, ice cream, assorted cakes, coffee and cigars. During the early part of the dinner, the Great Northern Band played several numbers.

The toastmaster was Vice President George R. Martin. Mingled with the talks were vocal selections by Mrs. Burton L. Kurth, contralto, and Leslie Garside, baritone, the piano accompaniment in both cases being by Mrs. Garside. These were greatly enjoyed and there were repeated encores.

The first address was by the new president, A. J. Whitaker, who spoke briefly, thanking the organization for honoring him and asking the co-operation of all, so that the progress in the future might be as fine as that in the past.

Alderman A. R. Leonard, representing the city of Winnipeg, the Mayor and City Council, was introduced and spoke in glowing terms of Winnipeg, the Province, and the Dominion.

W. C. Hamilton, was the next speaker. He has been Great Northern legal representative in Winnipeg for twenty years. During the years of his service there has only been one lawsuit brought against the Great Northern.

Dr. C. N. Bell, who was first acquainted with James J. Hill, founder of the Great Northern, over fifty-seven years ago, then addressed the meeting. His recollections of the old days were most interesting.

Several members of the Association were then called on, including S. A. Lentz, agent at Howard Lake, Minn.; Wm. Roope, retired engineer, Cascade Division, of Seattle; and Col. W. H. McGraw, conductor, of Grand Forks, N. D., and newly-elected vice president of the Association.

The evening closed with the singing by all present of the hymn of the Association, "God be with you till we meet again."

On Saturday, there were more trips about the city, and some went out to Lake Winnipeg. The Great Northern Band gave a concert in the city park, which was well attended and heartily applauded. Quite a number went to the races. It was the first day of the annual Spring meet of the Winnipeg Jockey Club.

The Veterans were delighted to have the Great Northern Band with them, and on every side were heard words of praise for the work of this organization. Captain James, director of the Princess Pat Band, said to be the finest band in Canada, complimented the members of the band on their appearance and performance, and said that had he known of their visit to Winnipeg, he would have had his band present in honor of the occasion. Senor Lerdo, director of the Mexican Orchestra, which was playing at a Winnipeg theater, was also highly complimentary, and tendered free admission to his show to all members of the band.

Shortly after eight o'clock Saturday evening, the special pulled out on the

Monarchs of the Sea, Air, and Rails



COLONEL CHARLES A. LINDBERGH, officials of the Nippon Yusen Kaisha, and executives of the Great Northern Railway were entertained at luncheon at the Minnesota Club, St. Paul, on June 20, by Vice President W. P. Kenney.

Colonel Lindbergh came to St. Paul, as the guest of Chairman L. W. Hill, to confer with officials of the Great Northern in regard to the feasibility of air-rail service to the Pacific Coast.

The Japanese steamship men are making a tour of the United States, studying railroads, and spent four days in the Twin Cities, attending the convention of Rotary International, in Minneapolis, and visiting with Great Northern officials in St. Paul.

Those present at the luncheon were: Colonel Charles A. Lindbergh; officials

of the Nippon Yusen Kaisha: N. Ohtani, managing director, Tokio, Japan; Y. Nagashima, general passenger traffic manager, Tokio, Japan; S. Nakase, general manager, purchasing department, Tokio, Japan; K. Hotta, manager, Seattle, Washington; J. K. Steele, general advertising agent, San Francisco, California; officials of the Great Northern: L. W. Hill, chairman of the board of directors; Ralph Budd, president; W. P. Kenney, vice president in charge of traffic; C. O. Jenks, vice president in charge of operation; F. L. Paetzold, secretary and treasurer; M. J. Costello, western traffic manager; A. J. Dickinson, passenger traffic manager; Edward F. Flynn, assistant to vice president and general counsel; W. R. Mills, general advertising agent; H. H. Brown, assistant freight traffic manager; H. G. Dow, assistant general freight agent, New York City.

way home. Nearly everybody was a little tired but all agreed that it had been a wonderful convention and one which never would be forgotten.

Press Comments on "The Empire Builder"

AMONG MANY PRESS comments on Oscar M. Sullivan's "The Empire Builder," reviewed in the March SEMAPHORE, the following are representative:

From the *Springfield Union*, Springfield, Mass.: "It is hard to conceive of a more straightforward narrative of a successful struggle than that which Oscar M. Sullivan has produced in 'The Empire Builder.' To drink too deep of the inspiration latent in this skillfully spiced tale, would be a task indeed."

From the St. Paul (Minn.) *Dispatch*: "The author's research has been thorough. He has painted in the social background appreciatively. His style has the forthrightness, the directness, and the energy which he admires in James J. Hill himself. This is a readable book making a true contribution to the record of the Northwest."

From the *Ohio State Journal*: "This book has attracted considerable attention because of the important facts it contributes to the world concerning the figure who wrote the indelible chapter in railroad history. Colorful historical events are described with all the freshness and romance that attended their actual occurrence."

Writes for Magazine

ASSOCIATE EDITOR GRACE W. Hitchcock, of Spokane, Washington, was a contributor to a recent issue of the *Sunset Magazine* published in San Francisco, California, according to a card received by the editor of the SEMAPHORE from the publishers. Mrs. Hitchcock's topic was, "Mrs. John Bruce Dodd, Founder of Fathers' Day."

Wit Sharpeners

Men who try to do something and fail, are infinitely better than those who try to do nothing and succeed.

Some men owe their success to their wives; others owe their wives to their success.

Silence appears to be the best substitute for brains.

Pity the poor highbrow who must always pretend to be bored by the show.

As we understand it, Desk Hosiery is another name for Roll Tops.

The marriage license clerk, formerly a street car conductor, put up the sign: "Have Your Fairs Ready."

"I guess I've lost another pupil," said the professor as his glass eye rolled down the sink.

Superior, the Nation's Summer Capital

By Gertrude Skamser, Stenographer,
Superintendent's Office, Superior

WE WERE SURPRISED and thrilled when an Associated Press dispatch informed us that our President and Mrs. Coolidge would spend their vacation this year at the Pierce summer home on the Brule River, located about thirty-five miles from Superior, and on the lines of the Northland Transportation Co., a subsidiary of the Great Northern Railway Company. The Brule empties into Lake Superior, and is well known to fishermen throughout the country. Twenty-five years ago Henry Clay Pierce, an easterner, heard about it, visited it, was inspired by its untouched, natural beauty, and visualized a little paradise there; hence the Pierce estate.

to the Pierce estate, to obtain first-hand information.

After going through the huge gate at the edge of the estate, you drive for a distance through heavy woods, and cross the Brule River over a rustic bridge, illuminated by lights held by two bronze squirrels perched on top of the posts at diagonal corners of the bridge. Driving a little farther you come upon a clearing. From here you walk to the dining hall building and main lodge over a wide expanse of rolling, velvety lawn.

There are twenty rooms in the dining hall building, among which is a reception hall, the dining room, kitchen, and the sleeping quarters for the personal staff. The reception hall and dining room are

fixture is quite novel, being a flower-like arrangement of frosted glass canoes, with a light in each.

The main living room is vivid in coloring. Most of the furniture is imported from France, and is of selected, hand-woven split cane, colored brick red and brilliant green. These colors predominate in the rug, and the chairs have cushions in matching red. Against the wall, opposite the fireplace, is an Ampico piano of light brown walnut, with considerable inlay and onlay work of gold. The room is well lighted in the day time by a skylight, and at night by chandeliers fashioned of branching elk horns with electric lights arranged irregularly.

Of the eight bedrooms in the lodge, a few are furnished with birdseye maple furniture, and the remainder in solid mahogany, some natural colored. The bath rooms are very modern. On the front and rear screened porches you find the other two new rugs, which are of a special size also and in keeping with the rustic surroundings.

The exterior of the lodge is covered with rugged cedar bark, and for this reason is called "Cedar Lodge." The dining hall building is similarly covered.

Central High School will be the President's Summer Capitol, and a picture of it is shown in this article with the bust of the late James J. Hill, founder of the Great Northern Railway, in the foreground. This statue was erected by the citizens of Superior several years ago.

President Coolidge's office is the former school library, on the second floor in the southwest corner of the building. It is a large room lined with bookcases, and lighted with half a dozen large windows fronting Belknap Street, giving the room a bright appearance.

Near the far wall is a steel, mahogany finished desk, the only one in the room. Around it are three red leather upholstered chairs. Behind the desk where the President will sit, is a large bust of Lincoln. Near it is an American flag. In the corner before the President, is a small statue of Victory holding a laurel wreath in her outstretched hands.

Around the walls, over the bookcases, which are filled with school volumes, are pictures of school athletic teams. Scenes at the universities of Wisconsin and Michigan, and Lawrence College are shown in other photographs.

The President's desk, where he will attend to the many important duties brought to his attention this summer, is well furnished for business. A telephone is the first thing the visitor notices. This is of the combination mouthpiece and earpiece type, requiring only one hand to hold it.

Other items include an ash tray, calendar, a small clock, ten sharpened pencils, two pair of scissors, two paper weights, two letter openers, a couple of pens and an inkwell.

Directly east of the President's office, and connected by a door with the latter, is that which Everett Sanders, the official secretary will use. East of Mr. Sanders' office and also connected with it, is the office of Secretary Rudolph Forster, who will aid Mr. Sanders in his duties.

Somebody Must

Manager: "I'm afraid you are ignoring our efficiency system, Smith."

Smith: "Perhaps so, sir, but somebody has to get the work done."—*The Christian Advocate.*



Central High School, Superior, Where the President of the United States Will Have His Summer Office. Note the Bust of James J. Hill in Foreground

We are very proud to have our President choose to spend his vacation in northern Wisconsin, and are doing our utmost to show our enthusiasm over the event. Superior is brilliantly colorful in honor of the occasion. For a distance of twenty-five blocks on Main Street red, white, and blue lights are strung on both sides of the street with arches of lights at each corner. At the edge of the city limits an arch is constructed over the highway which leads to the Brule. Flags and bunting are seen everywhere. Many of the towns and villages along the highway have recklessly ignored economy in "dressing up" for the occasion.

In anticipation of the President's arrival, the Pierce estate was carefully scrutinized for possible improvements, and the furnishings examined for needed replacements. As some of the rugs were unsatisfactory, the services of the Grand Rapids House Furnishing Company, of Superior, one of the leading furniture stores in the Northwest, were secured, and a special order for five new rugs was telegraphed to Finch, Van Slyck & McConville, of St. Paul. The shipment was handled promptly over the Great Northern to Superior.

As the writer happens to be a sister of the president of the Grand Rapids House Furnishing Company, it was an easy matter for her to gain admittance

furnished with massive, carved mahogany furniture, hand-made, according to Mr. Pierce's specifications. The ceiling is covered with gold leaf which age has darkened and tinged faintly with green. In these two rooms, we find three of the new rugs, which are of a thick pile Wilton carpeting in a soft green. Two of these rugs are special sizes, the one in the dining room being twenty-six feet by fifty-four feet, and the one in the reception hall eighteen feet by thirty feet. The other rug is used as a throw in the archway. On the walls of the porch of this building are stuffed and framed fish, birds, and small woodfolk, and your attention is drawn especially to an immense stuffed tarpon, brought, we are told, from Florida.

Leaving the dining hall building, you cross the Brule River again over another rustic bridge. The tops of all the posts on this bridge are capped with a bronze duplicate of a fungus growth. You are now on Cedar Island, where the main lodge is located. In front of the lodge is a miniature concrete pier consisting of two boat stalls. At the end of each stall is a bronze frog used to secure boats.

The lodge is octagonal, we believe, as is also the reception hall. On each wall of the reception hall is a mounted deer head. The furniture is mahogany, massive, and hand-carved. The lighting



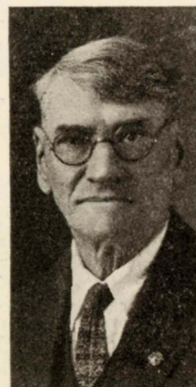
They Take the Cake!

THE SIXTY-POUND CAKE concocted on the slopes of the Cascades to commemorate the "holing through" of the pioneer headings of the Great Northern's new tunnel eventually made happy the inmates of the Minnesota State Hospital for Crippled Children at St. Paul.

The cake was baked and decorated by the chef who presides over the culinary requirements of some 600 boarders at one of the construction camps on the tunnel job. It was brought east follow-

ing the "holing through" festivities in the private car of C. O. Jenks, vice-president, operation, and presented to President Ralph Budd, who chose the children's hospital as the fitting end for the culinary masterpiece, which depicts the topography of the country through which the eight-mile bore passes and the portals of what will be the longest tunnel on the western hemisphere.

In the picture A. L. Johnston, city passenger agent, is shown cutting the cake, surrounded by kiddies eager to partake.



Another Joins the 40-Year Class

A. G. MARDIN was born at Cross Plains, Wis., April 17, 1859. He served his apprenticeship on the Prairie du Chien Division of the Milwaukee Railroad, coming to the M. & M. Railway in the fall of 1879. His first position was at Como and Western Avenues, St. Paul, as operator and switch tender for trains leaving and arriving, there being only a single track between St. Paul and Minneapolis at that time. Al sent the first messages from Kindred and Durbin stations in the fall of 1879, and assisted the linemen in installing the instruments in section houses. Durbin and Kindred offices were closed in the spring of 1881 and there was no opening until the completion of the Osseo line. After working for the St. Paul and Duluth Railway for a short time, he returned to the M. & M., April 1, 1888, as operator at Osakis, later at Erdahl, Minn., and then transferred to Spicer, Minn., in the fall of 1888, where he remained until April 5, 1915, covering a period of 27½ years. He then went to New London until August 8, 1915, when he was transferred to St. Cloud shops, serving until April 16, 1928, when he was retired at the age of 71 years, having achieved a continuous service record of forty years and sixteen days. Al boasts of never quitting a job of his own accord in the forty-nine years of railroad work, or taking a real vacation since the World's Fair at Chicago in 1893. His address is Box 217, Waite Park, Minn.

"Why is mother rolling up her sleeves?"

"To punish Mame for rolling down her stockings."—*Boston Transcript*.

Electrocuting Insect Pests

L. H. Tichenal, of Cashmere, Washington, Applies X-Ray Methods to the Orchard

By Horace G. Best,
Agricultural Department, Seattle

ABETTER METHOD than formerly used for destroying insect pests which injure the crops of the farm and orchard, has long been sought by men in the agricultural business. At best the spraying method has its disadvantages and in many cases extermination is not complete and final.

L. H. Tichenal, a fruit orchardist of Cashmere, Washington, appears to have made a valuable discovery in applying the operation of an X-ray machine to this vital purpose in the farm and orchard industry. He is now experimenting to reduce the cost of the equipment so that any farmer can afford it.

Mr. Tichenal has built electric machines for surgeons for several years and the business and professional men of central Washington are familiar with his work. He collaborated with Luther Burbank in California on the subject of plant life, and during that association, once asked Mr. Burbank if it would be possible to build a machine that would kill micro-organism outside as well as inside of the human body. The answer was, "It can be done," and the first experiment was then and there started.

A machine that was under construction for a physician, was taken as a base, after a few alterations. It was crude and clumsy, but apparently the principle involved had been rightly applied. Two cherry trees and some rose bushes, both alive with insect pests, were given treatment and the experiment was a gratifying success. Within thirty-six hours, micro-organism had entirely disappeared and did not return during the season. Numerous experiments, conducted by the discoverer, demonstrate that nothing that lives can survive the shock thrown into it while under control by this process.

The Radex electrical machine is constructed so that it is capable of taking electricity from a 15-kilowatt transformer from the ordinary high-power line, and stepping it up to a capacity of 300,000 volts. This machine generates four kinds of electricity: alternating current, static, high frequency and semi-high frequency. It is operated by means of levers and switches and is run by a synchronous motor. The machine is capable of handling ten acres at a time.

One of these machines is installed on Mr. Tichenal's fruit farm at Cashmere.

Our Honor Roll



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

John Kane, track watcher, Black Eagle, effective October 1, 1927.
 John Branley, roadmaster, Minneapolis, effective January 1, 1928.
 Gustaf Johnson, section foreman, Coeur d'Alene, effective February 1, 1928.
 Charles E. Belcher, passenger brakeman, Superior Division, effective March 1, 1928.
 Nathan Wilson, laborer, Interbay, effective March 1, 1928.
 Thomas Mason, tank shop foreman, Superior, effective March 1, 1928.
 Charles F. Buckley, engineer, Kalispell Division, effective March 1, 1928.
 John N. Wikstrand, draftsman, engineering department, effective March 1, 1928.
 Amatus L. Wenstrom, painter foreman, St. Cloud shops, effective March 1, 1928.
 Duncan Campbell, engineer, Dakota Division, effective April 1, 1928.
 William S. Christy, baggage checker, Minneapolis, effective April 1, 1928.
 Gust Foss, carpenter, Somers Lumber Co., effective April 1, 1928.
 Peter L. Clarity, superintendent, passenger station, Minneapolis, effective April 1, 1928.
 George E. Rozelle, station master, Minneapolis, effective May 1, 1928.

DECEASED

Samuel Marshall, roof gang foreman, St. Cloud, retired April 1, 1924; died April 1, 1928.
 William J. Kelly, engineer, Willmar Division, retired June 1, 1923; died April 4, 1928.
 Charles R. Smith, assistant engineer, Vancouver, retired October 1, 1925; died April 27, 1928.
 Charles McKenna, switchman, St. Paul, retired November 1, 1927; died May 4, 1928.
 John O. Dahl, general foreman, Jackson Street store, retired December 1, 1925; died May 29, 1928.
 Pensioners on May, 1928, roll..... 355
 Pensioners died since September 16, 1916..... 186

JOHN KANE

Born March 1, 1862 in Dublin, Ontario, Canada. He has been employed by the Great Northern Railway since 1897 working as section laborer at Melrose under M. Barrett and John Mooney; also as coal chute laborer until 1913 under Tom Cannon and C. Somers. He was also section laborer for six years at Laredo, Montana, tunnel watchman one year, and track watcher at Black Eagle, Montana, from 1921 until he was retired on account of being incapacitated, and was pensioned effective October 1, 1927 with 26 years of service. His address is 2325-23rd Street and 8th Avenue North, Great Falls, Montana.

JOHN BRANLEY

Born May 16, 1858 in Ballygar, Ireland. He worked as an extra gang laborer for a railroad in Jersey City in 1880 and was later employed as a laborer for a coal company and a sugar refining company. In May, 1888, he was employed as section laborer for the Great Northern at St. Cloud under E. Divinney, yard foreman. He was promoted to section foreman in 1888 at Cass Lake. In 1896 he became assistant roadmaster and was division roadmaster on the same division from March, 1905, until he was retired on account of being incapacitated, and was pensioned effective January 1, 1928 with 40 years of service. His address is 307-4th Street Southeast, Minneapolis, Minn.

GUSTAF JOHNSON

Born January 15, 1858 in Sweden. He was employed as section foreman at Coeur d'Alene in March, 1904, and remained in service at this place, working under Roadmasters P. McNamara and S. V. Manning until he was retired on account of the age limit, and pensioned effective February 1, 1928 with 24 years of service. His address is R. 2, Box 70, Coeur d'Alene, Idaho.

CHARLES E. BELCHER

Born February 3, 1857 at Albion, Michigan. He has been employed as passenger brakeman at Superior since September 1889, first for the Eastern Minnesota Ry., and then for the Great Northern. He was retired on account of the age limit, and pensioned effective March 1, 1928 with 37 years of service. His address is 236 Bedford Street, Southeast, Minneapolis, Minn.

NATHAN WILSON

Born January 29, 1863 at Radcliffe on Trent, Nottinghamshire, England. Before coming to this country he worked as plate layer at Kimberley. In May, 1903, he was employed as a machinist helper at Delta under J. B. Proudman, and in January 1907 he was promoted to engine inspector. He was night foreman at Delta roundhouse from May, 1910, to February, 1911, and hostler at Bellingham to November, 1925. He was retired on account of being incapacitated, and was pensioned effective March 1, 1928 with 25 years of service. His address is 2416 Kesling Street, Bellingham, Wash.

THOMAS MASON

Born February 6, 1857 at Whithy, Ontario. He worked for the Great Northern Railway from November, 1886, to December, 1891, in construction; also as car repairer, warehouseman, and car checker at Minot, but left to go back to Ontario. On returning in March, 1892 he was re-employed as carman at Superior. He has been tank shop foreman at Superior since March 7, 1903. He was retired on account of the age limit, and was pensioned effective March 1, 1928 with 35 years of service. His address is 1827 Missouri Avenue, Superior, Wis.

CHARLES F. BUCKLEY

Born June 7, 1858 at Loran, Ill. His service for the Great Northern Railway began when he was employed as a brakeman at Browns Valley, Minn., under A. Guthrie in October,

1880. The next spring he was transferred to the position of fireman at St. Paul and in June, 1887, went on as an engineer at Kalispell under Master Mechanic J. R. VanCleve. During 1899 and 1900 he was on the Kootenai Valley Line. He was retired on account of being incapacitated, and was pensioned effective March 1, 1928 with 47 years of service. His address is Whitefish, Montana.

JOHN N. WIKSTRAND

Born February 24, 1858, in Sweden. His first service for the Great Northern was in 1892 when he was draftsman for James Brodie, architect. In 1893 and 1894 he was draftsman for Duluth Car Manufacturing Co., and agent for the Metropolitan Life Insurance Co. In September, 1895, he again entered service as draftsman at St. Paul for John F. Stevens, chief engineer, and in 1903 he resigned and went with another company. Returning to the Great Northern in April, 1905, he remained in service until he was retired on account of the age limit, and was pensioned effective March 1, 1928 with 23 years of service. His address is 710 Case Street, St. Paul, Minn.

AMATIUS L. WENSTROM

Born July 29, 1860 in Sweden. He farmed in Grant County two years before entering service of the Great Northern Railway as a painter at St. Paul in March, 1887. In May, 1891, he transferred to St. Cloud Shops. In 1913 he was promoted to painter foreman, and remained in this position until he was retired on account of being incapacitated, and was pensioned effective March 1, 1928 with 41 years of service. His address is Waite Park, Minnesota.

DUNCAN CAMPBELL

Born May 1, 1862, in Minto, Canada. He worked at home until he was employed by the Great Northern Railway in 1885 as blacksmith helper at Grand Forks. In 1889 he resigned and worked for the City of Tacoma until he returned to the Great Northern in September, 1891 at Grand Forks. In 1893 he was promoted to fireman, and September, 1899 to locomotive engineer, Dakota Division, and was retired on account of being incapacitated and pensioned, effective April 1, 1928, with 37 years of service. His address is 1221 Second Avenue North, Grand Forks, N. D.

WILLIAM S. CHRISTY

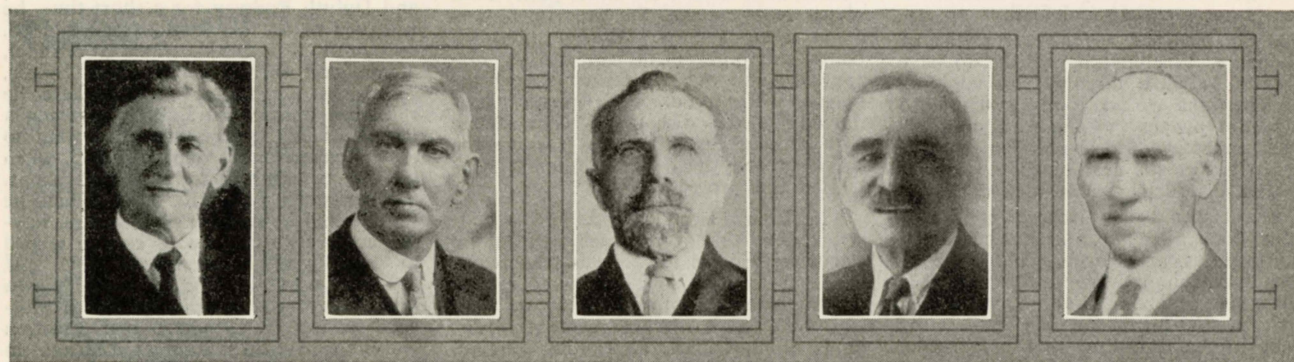
Born March 17, 1857 at Greensburg, Pennsylvania. All his service for the Great Northern Railway has been at Minneapolis Passenger Station where he was employed in April, 1887, as a clerk. He was baggage agent from 1912 to 1921 and baggage checker for the last six years. He was retired on account of the age limit, and was pensioned effective April 1, 1928 with 40 years of service. His address is 3821 Aldrich Avenue South, Minneapolis, Minn.

GUST FOSS

Born June 15, 1852. He was employed as a carpenter by the John O'Brien Lumber Co., in April 1901. This company was later taken over by the Somers Lumber Co., a subsidiary of the Great Northern, and all of his service since that time has been for the Somers Lumber Co. He was retired on account of the age limit, and was pensioned effective April 1, 1928 with 21 years of service. His address is Somers, Montana.

PETER L. CLARITY

Born March 12, 1858 in Ireland. In April, 1877, he was employed as agent at Albany under J. B. Rice, superintendent. From 1881 to 1889 he was a clerk in the auditing department and traveling auditor. He was agent for four years at Moorhead and likewise agent for



Another Group of Recent Pensioners

From left to right: Ernest D. Reinking, carpenter foreman, Kalispell Division, Boulder, Colo.; Hans J. Erickson, blacksmith foreman, Devils Lake, N. D.; John Knudson, section laborer, St. Cloud Division, Spicer, Minn.; Frank X. Gates, B. & B. foreman, St. Cloud Division, Minneapolis; Frank H. George, engineer, Cascade Division, Seattle.

GEORGE E. ROZELLE

Born April 22, 1858 at Ft. Edward, N. Y. He entered Great Northern service as a bill clerk at Fargo in March, 1884, under A. S. Bates, agent. Four years later he was made ticket clerk for L. C. Stebbins at Fargo, and in 1891 for E. A. Fradenburgh. In September, 1891 he went to Minneapolis as passenger agent for V. D. Jones. He also worked as ticket exchanger for F. I. Whitney, general passenger agent; dining car conductor, ticket collector, and train auditor. In January, 1914, he was made station master at Minneapolis and remained there until he was retired on account of the age limit and was pensioned effective May 1, 1928 with 44 years of service. His address is 4105 Bryant Avenue South, Minneapolis, Minn.

In Memoriam

SAMUEL MARSHALL

Born January 19, 1853, at Cordova, Ill. He came to Minnesota in 1880, moving to a farm in Minden Township, later taking up his residence in St. Cloud. He entered the service of the Great Northern as car repairer in August, 1894, later being promoted to roof gang foreman, which position he held until retired April 1, 1924. He died April 1, 1928 at the St. Cloud hospital. Surviving him are his wife, and two daughters, Mrs. W. E. Briggs of Hollywood, California, and Jessie A. Marshall, of Two Harbors, Minn.

WILLIAM J. KELLY

Born October 24, 1853 in New York State. For nine years he worked in railroad engine and train service at Brainerd, Minnesota, before coming to the Great Northern Railway as engineer in September, 1882, on what was then the Eastern Division. He also worked on the Willmar and Sioux City divisions up to May, 1923, when he was retired on account of being incapacitated, and was pensioned effective June 1, 1923 with 41 years of service. He died at Brainerd April 4, 1928. He is survived by his sister Mrs. Peter McGivern of Brainerd.

CHARLES R. SMITH

Born January 21, 1858, at Albany, N. Y. Was graduated from the Rensselaer Polytechnic Institute, at Troy, in June, 1878. He entered service of the Great Northern Railway April 26, 1902, as assistant engineer at Interbay. From 1909 to 1911 he was engineer in charge of the Everett and Cherry Valley Line, and in 1911, assistant engineer at Glacier Park. He was in the Great Northern service until he was retired on account of physical incapacity, and pensioned with 23 years of service effective October 1, 1925. He died April 27, 1928 at Oakland, California, and is survived by his wife.

CHARLES MCKENNA

Born December 30, 1862 in Ontario. He was employed by various companies in St. Paul from 1883 to November 4, 1896 when he entered the Great Northern service as a laborer in the General Stores Department. In December 1897, he was employed as a yard policeman at St. Paul, and in March, 1910, was transferred to switchman where he worked until he was retired on account of being permanently incapacitated and was pensioned effective November 1, 1927 with 31 years of service. His address was 632 Linden Street, St. Paul. He died May 4, 1928. Funeral services were held at St. Mary's Church.

JOHN O. DAHL

Born May 20, 1866 at Levanger, Norway. He had been employed by the Great Northern Railway in the Stores Department, St. Paul, since 1891, having been delivery foreman since 1894. In November, 1925, he was retired on account of being permanently incapacitated, and was pensioned effective December 1, 1925 with 35 years of service. His address was 927 Jackson Street, St. Paul. He died May 29, 1928; burial was at Oakland Cemetery.

A Sad Tale

A woman was very ill. Having brought up a clever orphan girl, the sick woman called the orphan to her and said: "I shall soon leave my little children motherless. They know you and love you, and after I am gone I want you and my husband to marry."

The young woman, bursting into tears, said: "We were just talking about that." The wife recovered.

July, 1928

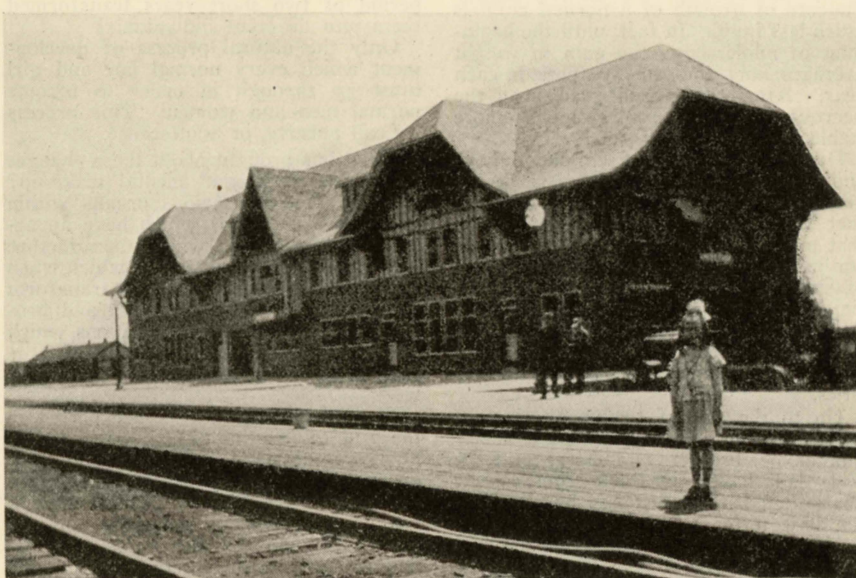
SAFETY FIRST

Statement Showing Employees Killed and Injured, Reportable to the Interstate Commerce Commission, During Four Months Period Ending April 30, for 1923 to 1928, Inclusive

DIVISIONS	1923		1924		1925		1926		1927		1928	
	K	I	K	I	K	I	K	I	K	I	K	I
Mesabi	3	59	3	47	.	50	1	36	1	36	.	22
Dakota	2	125	1	56	3	28	1	35	.	32	2	37
St. Cloud	1	129	.	86	2	61	2	70	.	28	.	16
Willmar	1	67	.	44	.	29	.	23	.	16	.	14
Minot	3	75	.	33	.	19	.	29	1	36	.	27
Montana	1	60	.	30	1	32	.	28	1	28	1	40
Butte .....	.	47	1	35	1	28	.	25	1	23	1	29
Kalispell	1	63	1	59	.	54	.	31	.	19	2	28
Spokane	3	101	.	56	.	43	.	40	4	53	.	33
Cascade	1	61	.	46	.	51	2	56	.	36	2	35
TOTAL	16	787	6	492	7	395	6	376	8	307	8	281

SHOPS

Superior	23	.	19	.	11	.	6	.	10	.	3	
St. Cloud	6	.	9	.	2	.	4	.	3	.	1	
Dale St.	34	.	9	.	9	.	5	.	2	.	3	
Jackson St.	28	.	19	.	7	.	13	.	1	.	2	
Devils Lake	3	.	3	.	..	.	4	.	..	.	..
Havre	19	.	9	.	3	.	..	.	1	.	..
Great Falls	24	.	10	.	2	.	3	.	3	.	3	
Hillyard	43	.	23	.	5	.	1	.	11	.	4	
Delta	18	.	2	.	1	.	..	.	2	.	1
<hr/>												
TOTAL SHOPS ...	198	.	103	.	40	.	36	.	33	.	17	
<hr/>												
GRAND TOTAL ...	16	985	6	595	7	435	6	412	8	340	8	298



New Whitefish Depot

HERE IS THE NEW depot and office building just completed at Whitefish. The ground floor furnishes space for the relay and Western Union offices, waiting room, smoking room, and ladies' rest room, ticket office, express and freight rooms, yard office and car-

men's office. The second floor is given over to the various division offices. The third floor is taken up by file rooms, and assembly and conference chambers. When the landscaping is completed, it will be one of the beauty spots on the railway.

Junkman: "Any rags, paper, old iron?"

Man of the House (angrily): "No, my wife's away."

Junkman: "Any bottles?"

Can You Beat That?

"That boy looks like a musical sort of fish."

"Yes, he's a piano tuna."

For the Health of Your Children

When Girls and Boys Reach the Teen Age

WALTER R. RAMSEY, M.D.

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

SOMETHING UNUSUAL happens in the life of boys and girls when they come into the "teen age"—something that brings marked changes and often makes it difficult to understand them.

What is it?

We say that these boys and girls are in their adolescence, but that sounds somewhat forbidding and doesn't help parents very much with the problems that come at this time. If I can do so, I want to make the meaning of adolescence a little clearer, because boys and girls in their early teens need the sympathy and wisdom of understanding fathers and mothers.

In girls the adolescent period begins somewhat earlier than in boys—in the South about the eleventh or twelfth year, and in the North perhaps a year later—and is fairly complete at the seventeenth or eighteenth year. In boys adolescence begins about the fourteenth year and is fairly complete at the eighteenth or nineteenth year.

In the first year after birth a child grows at a rapid rate. Its head will increase from about thirteen inches in circumference to about eighteen inches, and its brain accordingly. Its weight in that period will treble. Its nervous system is very unstable.

For a few years after the second year the rate of growth of a normal child is much less rapid. In fact, until the beginning of adolescence, the gain in weight averages only four or five pounds each year. After the second year, also, the nervous system becomes much more stable.

During the period of childhood boys and girls play together and work together without any special realization that their sex is different. It is true that many times boys show a preference for manly pursuits, such as football and baseball, while the girls may spend much time in dressing their dolls; but, it is not uncommon that girls show as much interest in baseball as boys and fail to show many special feminine characteristics.

Up to the age of twelve or thirteen years Mary has gotten on well with her mother, her brothers and sisters, and she and "dad" have been great cronies. She has gotten her lessons and has been on the best terms with the teacher. Her reports have been good and she has had an average of B and sometimes an A.

When Mary was thirteen she boxed Tom Smith's ears because she said he was "fresh" and then ran home and cried for the rest of the afternoon and when she came down to supper her eyes were red and troubled. Mother told father she had never seen Mary act so before. At school the teacher noticed that Mary did not concentrate as usual and it was difficult to give her more than a C or even a D on her weekly average.

During the year Mary grew six inches in height, gained twelve pounds in weight and her figure changed from that of a slim, flat-chested girl to a young woman. Mother told Mary to be sure to tell her if she thought anything was wrong

with her, and one day when she complained of feeling weak and faint, mother found that she had begun to menstruate. She explained to Mary that this was a natural part of growing up, just as her lengthening legs were, and Mary said it was all right as long as it didn't interfere with her tennis.

The history of Tom Smith, Mary's friend and playmate who was just the same age, was just about the same as Mary's as far as his mental attitude towards his parents, his teacher and his weekly school average was concerned, except that his change in life began about a year later. Tom was "sassy" to father. When father said it was simply laziness that he didn't get up in the morning and get a better rating at school, Tom was quite likely to say that he would knock the "stuffin'" out of the teacher when he got older, and in fact he rather thought he would do it the next day. Tom grew about five inches that year, gained ten pounds in weight and his voice changed from a thin falsetto to quite a deep bass. The skin of Tom's face was rather bad, contained many pimples and blackheads. The genital organs grew rapidly and there was a growth of hair under the arms and around the pubis.

What happened to these two children, this boy and girl, which during the period of two short years transformed them into different individuals?

Only the natural process of development which every normal boy and girl must go through in order to become normal men and women. This process we call puberty, or adolescence.

What has brought about these changes in their physical and mental make-up? Glands, those mysterious organs within our bodies, many of which have apparently no outlet but which manufacture within themselves substances which when absorbed into the blood stream transform children into men and women and promote in them all of the functions which are necessary for the propagation of the race and the carrying on of the world's work.

There is probably no other period in the life of the individual when he so poorly understands himself and every one else as during this period of adolescence, and there is no period when a boy or girl so needs sympathy and understanding on the part of his parents and teachers as during this critical and unstable period.

How much understanding and consideration does the average child have during the adolescent period? Concerning school I have observed that during this period, between twelve and fourteen years, the studies are often the hardest and if Mary or Tom flunks in examinations it may mean a repetition of the year's work. As a result of nagging on the part of parents and teachers, I have not infrequently seen nervous children break down in health and carry an unstable nervous system for years and perhaps for life.

What are you mothers and fathers doing to prepare your children for this critical period of their lives so that they

will realize the significance of these changes in body function and be prepared to regard them in a normal healthy and reverent manner?

In order that children may have a healthy, clean attitude toward questions of sex it is important that they be informed of their significance long before these functions develop.

In order to be able to inform your children about all sorts of things and in a perfectly natural way it is necessary that you begin very early taking your child into your confidence. A child gets its attitude about life from its environment. If you delay discussing the questions pertaining to sex until your child has reached adolescence you will find it difficult to do it then and the chances are that the "smart Aleck" who lives nearby has already discussed it pretty freely and probably from an entirely different angle. Remember it is the early impressions which stick.

Inform yourselves well upon these subjects and begin early educating your children by close companionship, leading them forward step by step through observation and discussion of the domestic animals, the birds and flowers. Don't tell Johnny that Mrs. Smith's baby was brought by the doctor in his flivver, or that it hopped out of a cabbage, because he won't believe you for long and he will find out from Bill Jones that you were telling a fairy tale, and you will be extremely lucky if that is all that Bill Jones tells him. Don't let ignorant, misinformed, evil-minded older children inform Johnny on a very important and very sacred subject. The way to prevent such a misfortune is to see that Johnny comes to you for his information and gets as much as he can understand.

The age of adolescence is one of the most critical, most important and most vital periods in the life of your boys and girls. Inform yourselves by reading the best books on the subject so that you will be able to help them through it to be normal, healthy, clean men and women with a sane outlook on life and free from the sex craze of the present period.

For a list of good books on this subject send your request and a self-addressed, stamped envelope.

A Dependable Railway

Some time ago S. L. Davis, dining car steward, looked into a smoking room where a number of gentlemen were visiting and chatting, and said that he was running a fine boarding house and he hoped they would patronize it. They entered into the spirit of the thing and for the remainder of the trip, all referred to the diner as "The Boarding House." One of the party wrote Mr. Davis the following letter:

My dear Mr. Davis:

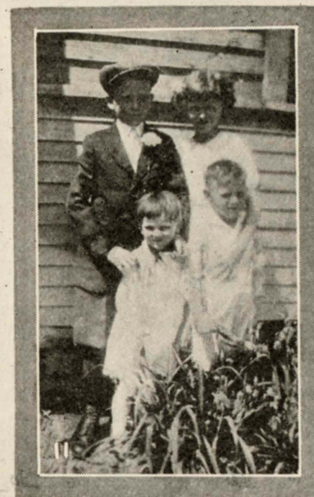
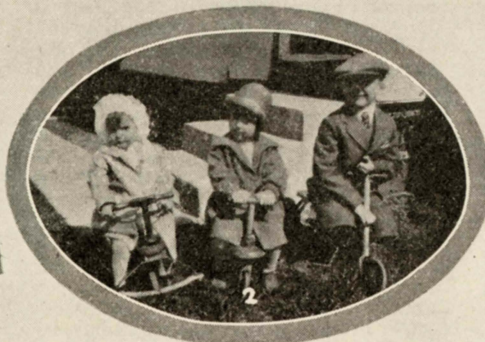
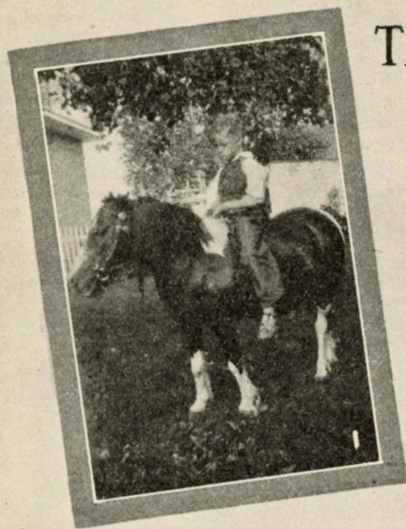
I want you to know how much I enjoyed your "Boarding House" on my recent trip from St. Paul to Seattle.

On my return trip on another road I had opportunity to compare service and while the latter was good it was "Not so good" as yours.

With kindest personal regards,
I am,

Sincerely yours,
EDWARD DANIELL,
Menominee, Mich.

The Younger Generation of Great Northerners



1—Eugene, son of Billy Wirsch, welder, S. C. & P. shops, Spokane, Wash.; 2—Lucile, Betty Lou and Earl, children of Arthur Borowick, fireman, St. Paul, Minn.; 3—Jean Ann, daughter of John G. Wagner, veteran hostler, Barnesville, Minn.; 4—John Edward, son of J. E. Campbell, district roadmaster, Skykomish, Wash.; 5—Jean Smith, granddaughter of E. E. Low, electric inspector, S. C. & P., Spokane, Wash.; 6—Rose Lorraine, daughter of N. M. Dickey, telegraph department, Leavenworth, Wash.; 7—Helen, daughter of G. B. Hoult, district storekeeper, Devils Lake, N. D.; 8—Elsie, daughter of G. B. Hoult, district storekeeper, Devils Lake, N. D.; 9—Roger, son of Mr. and Mrs. L. L. Rice, former Great Northern employee, and granddaughter of Mr. and Mrs. G. D. Metcalf, Spokane, Wash.; 10—Loretta, daughter of G. B. Hoult, district storekeeper, Devils Lake, N. D.; 11—James, Marion, Cecilia and Cyril, children of Theodore Svobodny, machinist helper, Jackson Street shops, St. Paul, Minn.

GREAT NORTHERN SEMAPHORE

St. Paul, Minnesota

JULY, 1928

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

Our Veterans

A VETERAN IS A MAN LONG trained in any service. When we speak of Veterans, we generally think of the veterans who have served in a military army. On the Great Northern Railway, we have a large army of about twenty-eight thousand men and women operating a great transportation property—manufacturing the service of transportation. Just as in a military army, some of these men and women serving in this great army are Veterans; other Veterans are retired, but all are a part of the Great Northern Railway's organization. These men and their predecessors have built well the foundation of our splendid, dependable railway. Their names are respected and revered by all their associates whether in the ranks or in executive positions.

It often has been said, "Once a railroad man, always a railroad man." Whether this be actually so, it is true that railroad work is very fascinating and hundreds of thousands of men devote their entire lives to this service. Those who leave the employment of a railway company, always look back on their years of railway life with kindly feelings.

The SEMAPHORE is proud of the Great Northern Railway's more than fifteen hundred Veterans, employed from St. Paul, Minneapolis, Superior and Duluth on the east, to Spokane, Portland, Tacoma, Seattle and Vancouver in the West, who have made and are making railroad history.

Today the Great Northern is doing big things, making improvements that are commanding world-wide attention. Yet big things were likewise done by our Veterans when some of them were mere boys. The replacing of the old switch-back by the Cascade Tunnel was, in its day, a great achievement, almost as great perhaps, as is the building of the New Cascade Tunnel. The records made in track building on the Great Northern, through the prairie states and the mountains—some of the outstanding records in railroading—made railroad history in their day. As the years go by, achievements of the past fade into insignificance, but as the time for the annual meeting of our Veterans comes each year, it is well to remind ourselves that these men, too, had their part in building so well that today the Great Northern is known everywhere as a Dependable Railway.

Winnipeg

WINNIPEG IS LIKE AN American city" we sometimes say, meaning it is like a city of the United States of America; for Winni-

peg is an American city just as is any city in the United States. After all, in some respects, there is not so much difference between Winnipeg and our United States' cities. Yet in others, the difference is striking.

Like many of our American cities, Winnipeg is lively, alert, ambitious, and interesting. To citizens of the United States and Canada, the international boundary line is only imaginary; yet the forms of government of the United States and Canada are entirely different. On the United States' side of the line, one admires the dignity of courts and law making bodies in Canada. We highly esteem and respect the admiration accorded the courts, the government, and the law on the Canadian side. We admire the well-known and efficient Mounted Police of our sister country. We believe that the great respect and admiration for authorities, dignity of courts, and law making bodies, are largely responsible for the fewer crimes per capita in Canada—a part of the great British Empire with its fine traditions, its age old customs, and its longer experience in dealing with law offenders. The United States can well afford to take a lesson from the book of Canada.

Winnipeg is a great prairie city—a youth in the center of an immense empire, whose natural resources have hardly been touched. The Great Northern Railway is particularly and closely related to Winnipeg because of the fact that back as far as 1870, the firm of Hill, Griggs and Company, headed by the late James J. Hill, carried by ox-cart and boat, large quantities of goods and merchandise, including "Hudson's Bay goods" to St. Paul and in exchange likewise transported goods from St. Paul to Fort Garry, where Winnipeg is now located. Besides, James J. Hill, the father of the Great Northern, was born in Canada. It was particularly fitting and appropriate, therefore, that the Great Northern Veterans' Association, which organization so highly honors and reveres the memory of James J. Hill, should have held its annual meeting in Winnipeg this year.

Winnipeg, too, appreciates this visit of our Veterans, because of the high regard in which its citizens hold the name and memory of the great "Empire Builder."

Employees

WHAT IS AN EMPLOYEE? Are you one? If not, what are you?

If you are a bank president, a railroad president, the governor of a state, or the president of a nation, you are an employee.

You may have been selected by the people to represent them as a bank head, or the guiding star of a great railroad, or the governor of a state, or you may be working in a bank, on a railroad, or in government service. Professional men are employees. While you may be a lawyer, or a doctor, you are nevertheless, an employee. The difference between the president of a great corporation and the lowliest servant of that company is merely in the method of employment. The president of a corporation is selected, or elected by the board of directors, who in turn are elected or chosen, or, strictly speaking, employed by the stockholders. The president in

turn, in person, or through his officers, employs the other men who carry on the company's work.

Even the president of the United States is an employee, and no other man in the country has so many "masters" or "bosses" or "employers," for the president is working for you and me and for everyone else in the United States.

Don't feel that because you are called an "employee" such a title is beneath your dignity. If you feel that way you are not worthy of your hire.

We are all serving, all servants, all employees of someone or another, else we are probably drones or useless.

Business—the Greatest Game in the World

BUSINESS IS THE greatest game in the world!

If you play the ordinary games, golf, baseball, tennis, or even cards, you like to be known as fair. You want to be called a good sportsman.

In playing your ordinary games, if you are a good sportsman, you are unselfish, thoughtful of your fellow-players, whether partner or opponent.

The bigger the game, the better sportsman you should be. No one cares for the selfish man. We are better off without him.

We always remember the "human" man. We admire the man with a sense of humor.

These men play their games squarely. You are one of these men, or you should be.

Why? Because business is the greatest game in the world.

If it's worthwhile to be a good sportsman in small games, why not all the more so in the greatest game in the world?

We have all heard of people who quit in the middle of the game; who are ugly and peevish because they do not win. They are not good sportsmen.

We take ourselves too seriously. As soon as we do this we lose the joy of life.

Business is the greatest game in the world! Let's play this game according to the rules by which we played our games when we were boys and girls.

Let's have a sense of humor. Let's play our game of business fairly. It will be better for all of us.

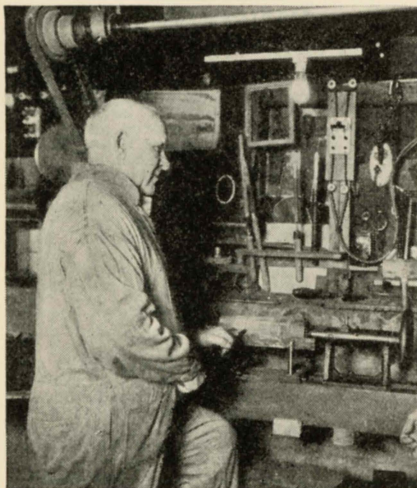
It will be better for the greatest game in the world!

Regarding Cartoons

Owing to the large number of contributions in the nature of cartoon drawings, which are being received by the SEMAPHORE, we desire not to use some of them without using all. It has been decided that because of the limited space available, beginning with this issue and hereafter no cartoons will be printed.

We desire to thank those who have so generously contributed in this respect, for their co-operation and good will, which have been much appreciated.

Maker of Fine Furniture Retired Engineer Turns Out Beautiful Work on His Lathe



C. R. Zinkey

THE PURSUITS OF retired railroad men are various and sundry. Charles R. Zinkey, veteran engineer, finds his principal diversion in making furniture, aided by his trusty lathe, at his home at 2420 First Avenue West, Seattle, where he has lived for seventeen years. Many of his friends are the proud owners of articles of furniture of his manufacture.

Mr. Zinkey was born in Germany, but

became a naturalized citizen soon after coming to this country. He entered the service of the Great Northern on March 15, 1898, and was retired February 1, 1925. For four years previous to his retirement, he was engineer on the Vancouver Flyer, between Seattle and Portland. He began railroading with the Union Pacific at Laramie, Wyo., in 1876, running between Laramie and Rawlins, on both freight and passenger trains. In those days the railroad company used to attach to the rear of trains carrying valuables a car in which fifteen guards rode. The guards furnished their own weapons. The Jackson's Hole country of Wyoming, a "Bad man's retreat," was not more than 200 miles away. Robbers, murderers, horse thieves, all kinds of criminals, made that country their rendezvous, and once Engineer Zinkey's train was held up by bandits and the passengers robbed, but that was the only

holdup he experienced. He claims the proud record of never having had a wreck resulting in loss of life or injury to himself.

From the Union Pacific Mr. Zinkey went to the Northern Pacific in 1882 and ran trains between Missoula and Helena, Mont. Later he worked for the Central Pacific, now the Southern Pacific, out of Sacramento, Calif.

In 1889 he went to Seattle and helped build the Seattle, Lake Shore & Eastern between Seattle and Sumas, B. C., which originally was destined to be a trans-continental line and was constructed by local capital. This line now is a branch of the Northern Pacific.

Engineer Zinkey was the first to haul material to the University of Washington grounds for construction work.

"Just be happy," is Mr. Zinkey's slogan, as he tells of his long life on the rails and many adventures, giving two-thirds of the credit for his health and success, to his wife, who, he says is still his sweetheart after a half century of companionship.



Mr. Hedén

Oldest Painter Retires

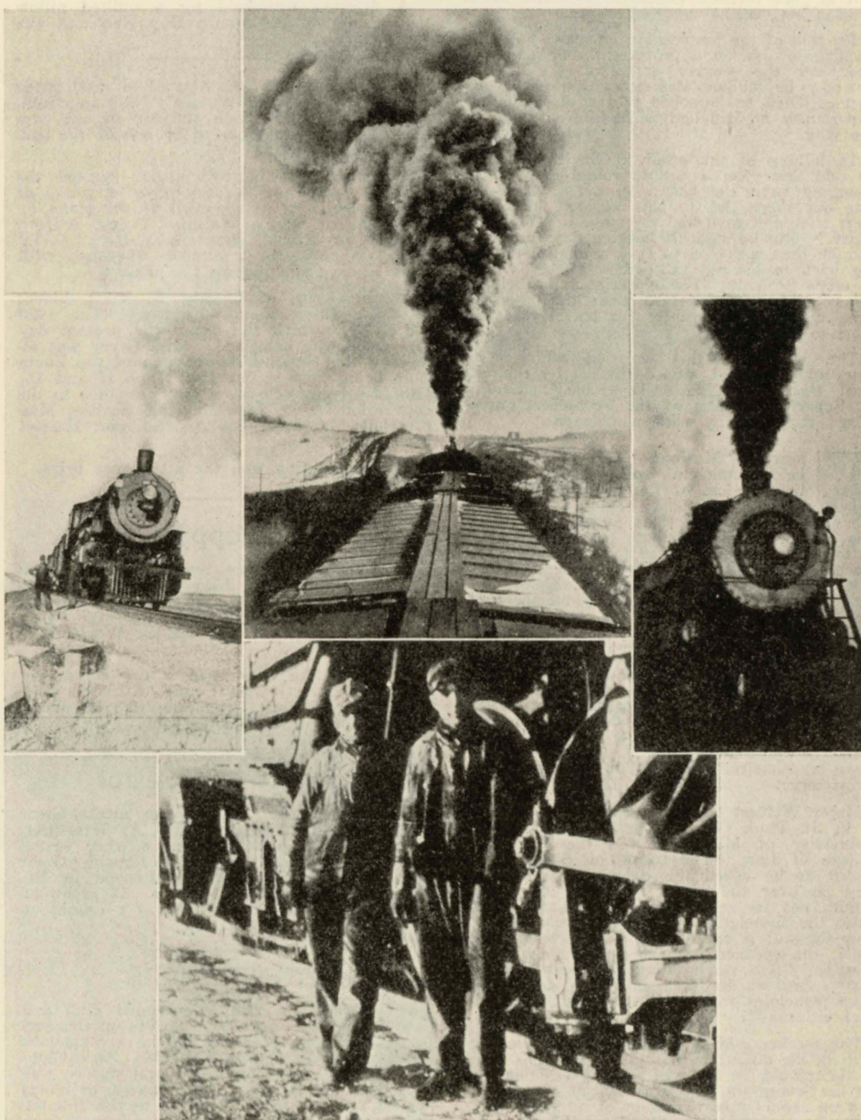
August Hedén of Hillyard Retires
After Thirty-eight Years' Service

ACCORDING TO THE *Spokesman-Review* of Spokane, Washington, May 19 signalized the closing of thirty-eight years of service of August Hedén, painter at the Hillyard Shops, where he had spent all but five years of his connection with the company.

Much to his surprise, he was surrounded by his fellow employes as he left the shops for the last time, and was congratulated and showered with good wishes.

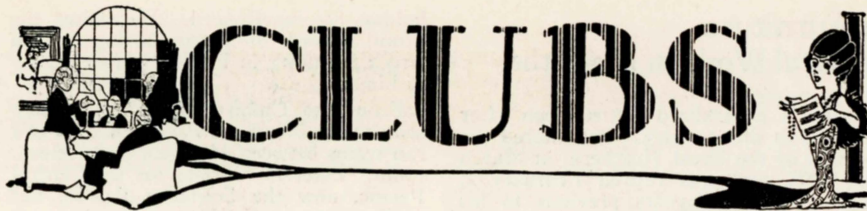
J. H. James, former foreman of the paint shop, now also retired, made a little talk and presented Mr. Hedén with a traveling bag as a tribute from his fellow workers. He also presented Mr. Hedén with a bill fold as the gift of the shop supervisors.

In the evening his two daughters gave a party for him at which many of those, associated with him through the years, were present and at which time he was presented with a splendid Odd Fellows' ring.



An Interesting Group of Engine Pictures

HERE ARE SOME SNAPSHOTS of Great Northern engines, taken by Engineer Frank Fiala of St. Paul. At the top is shown a freight train ascending Dalton hill in northwestern Iowa. The picture at the left was taken near Brent, Minn. The one on the right is of No. 2 at Delano, on a gloomy day. In the lower picture are Frank Fiala and his fireman, who is also his brother Jim.



What the Several Chapters and Allied Organizations are Doing

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

MANY WERE INTERESTED in a former Great Northern employee known as St. Paul's boxing master, Tommy Gibbons, when he appeared before the Club on May 16 and talked to a full house. Tommy seemed to be in fine physical condition and a living picture of good health and snappy eyes. He made a peppy talk, mixed in with jokes on himself and others. Before he started to speak some one asked him if he was going to talk on Shakespeare, but he "shied" at that. He said making speeches reminded him of the young man who was carried out when he made his first speech, but they carried out the audience when he made his second. Tommy believes that every young man owes it to himself to live a clean, moral life and keep himself in good physical condition no matter what kind of business he expects to enter.

He told of the preparation he made when he decided to become a professional fighter, and described the weaker spots of the human anatomy he studied and how to protect such spots. Then he launched into a discussion of experiences he had had with different men in the ring.

In talking of the affair at Shelby in 1923 he said that after a certain round the farther Dempsey went the better he got. While he was out there the Indians adopted him into their tribe and gave him the name of "Thunder Chief." But he said his fighting days are over and he does not care to take a chance on going back to his old profession, as he is now in other business. He appreciates the friendships he has made more than the financial gain, and the opportunity for travel that has come to him.

The music on this occasion which was thoroughly enjoyed, was furnished by the St. Paul Post-office "Banjo Ensemble." George H. Scharfbillig, also of the Post-office, entertained the company with monologues.

ASPECIAL "MEMORIAL Day Service" was held in the club room May 29, under the auspices of Railway Post No. 416 of the American Legion. This was one of the largest meetings held by the Club this season, and is a tribute to the patriotism of the members as well as to their loyalty to the Club. Through the efforts of Henry Doth, post commander of Railway Post, almost the entire program was presented by members of the American Legion.

Following the advance of colors, taps was blown by Bugler Walter Janis, Invocation was given by L. A. Brandenburg, state finance officer, and memorial songs were sung by Evelyn Capistrant, soloist, accompanied by Thea Gilbertson. Fred C. Nelson, district commander, introduced the speaker, Major Claire Weikert, whose topic was "LaGuerre est fine, C'est la Victoire," (The War is over, it is the victory).

Major Weikert was born, raised and educated in St. Paul. He was graduated from the University of Minnesota and the St. Paul College of Law. The theme of the Major's speech as he asked the question, "Why did they go over the top?" was that our boys fought, not for money or land but for principle, the foundation of American citizenship. Now the war is over and it is well worth our while, the speaker said, to ask ourselves the question, "Are we building American citizenship? Are we building into this generation those principles which will make upright stalwart citizens?"

The speaker said he has been in nearly every state in the union; and from what he has seen in his travels, he believes that as a nation we are not living up to our American traditions; that we should take inventory of ourselves and strive to correct this situation. The major referred to a growing lack of the sense of obligation manifest in our youth, as one of the reasons for his belief that our younger generation does not appreciate its heritage. He emphasized the education of youth in the meaning of Decoration Day and all of the things for which our flag stands. As citizens we owe a debt to the living to "carry on" patriotically, so that our boys who gave their lives in our wars shall not have died in vain.

Great Northern Railway Women's Club

LARRY D. KITCHELL, traveling passenger agent, gave an illustrated lecture on a trip through Glacier Park at the May 23 meeting of the Women's Club.

Mr. Kitchell, who is a good friend of the Glacier Park Indians, has a thorough knowledge of interesting points in the Park. He told a story in Indian sign language, which was very much enjoyed.

Between reels of moving pictures, strains of "Indian Love Call" could be heard coming from a distant room and at the same time a spotlight was thrown on an Indian standing by a tepee in the club room. All this seemed to make the "Trip Through Glacier Park" more real.

A drawing was held for a quilted pillow made by Mrs. Robinson. May Needham was the winner.

THERE WAS A REUNION of all past presidents at the Women's Club luncheon, June 14. Each number of the program was provided by one of the past presidents.

The Great Northern Songsters opened the program. Ambrose Wessel played a group of banjo selections, accompanied at the piano by his brother, Harry Wessel. Peggy A'Hern and Helen Klima, entertainers from KSTP radio station, sang a number of songs with Miss Klima again playing the piano.

Louise Gerry, of Buffalo, N. Y., president of Zonta International, spoke on "The 1928 Model," by which she meant the present day girl whom she eulogized. Miss Gerry was attending the National Convention of the Zonta Club being held in St. Paul June 15 and 16. Others present who were also delegates to the convention were: Inez Meyring, Seattle; Mrs. Florence Markham, Los Angeles, and Harriet Richards, Chicago.

Marion Tschida won the attendance prize.

Recent Poppy Drive

ON MAY 26, IN ST. PAUL, the Great Northern Railway Band headed a parade for the purpose of boosting what proved to be a successful Poppy Sale, for the benefit of Disabled World War Veterans.

Following the band was a car containing Ellen Donohue, Georgia Emmel, Elizabeth Lee, and Mary Hackett, members of the Great Northern Railway Women's Club.

Visitors in St. Paul

WHEN GREAT NORTHERNER meets Great Northerner—they eat. At least that was the case on June 8 when Mabel K. Meese and Ethel Ronald, Great Northern girls from Seattle, stopped in St. Paul to see their many friends. A group of railway girls entertained them at a dinner at the Auto Club, White Bear.

MINNEAPOLIS

MEMBERS OF THE Minneapolis club and friends enjoyed themselves on the evening of May 15 in the commodious quarters at the Columbia Park Club-house. Entertainment in several forms was offered so that dancers, card players, or bunco players could enjoy themselves to the full extent. Prizes were awarded Mrs. John Lorenz and Chief Dispatcher A. M. Deverell, as the best card players, while Virginia Bowman and Bernice Lorenz excelled at Bunco. Deverell was so elated at winning the cash prize that he invited his opponents to the refectory where they were served with ice cream and cigars. Other chagrined losers failed to prove that this was due to any previous agreement, so he gets full credit for his shrewd playing.

Quite a number of St. Paul visitors were present and although there were not as many in attendance as at some of the former parties, all had a most enjoyable time. Barry's orchestra furnished the music.

VANCOUVER

THE COMPLIMENTARY dance held by the Great Northern Club, Vancouver Chapter No. 11 on May 16, turned out as predicted, and, if anything, exceeded all expectations. A large number turned out from here and nearby points, and after the strains of the "Home Sweet Home" waltz were heard, everyone trekked home with the thought and feeling of a perfect evening. The music, by Harry Tarlton's Musical Boys, was as perfect and full of life as would be wished. The committee wishes to thank everyone who brought sandwiches or cake. As a close to the season's dances, this affair certainly went over very big and everyone is looking for the Fall opening dance, which very likely, will be held sometime in October.

Spokane Great Northern Railway Women's Club

THE JUNE MEETING of the Spokane Club was in the form of a picnic and was held in Minnehaha Park on June 13. A fine time was reported by the girls. The next meeting will feature a swimming party at the plunge in Natatorium Park. The outdoor meetings during the summer months are proving very popular.

New Railway Business Women's Club

TWO NEW RAILWAY BUSINESS Women's Clubs have recently been organized on the plan of the original club located in the Twin Cities. One is at Rochester, N. Y., with the following officers: President, Catherine Cleary, N. Y. Central; Vice President, Ruth Mack, B. R. & P.; Second Vice President, Alice Davies, N. Y. Central; Recording Secretary, Mrs. Dorothy Oliver, Merchants Despatch; Corresponding Secretary, Mildred Merkie, Lehigh Valley; Treasurer, Gwendolyn Davis, Erie.

The other club is at Cincinnati, Ohio, and the officers are: President, Clara B. Kelly, B. & O.; Vice President, Mrs. Ora Osborne, Penna. R. R.; Treasurer, Clara Weber, Penna. R. R.; Recording Secretary, Donna Harkness, Big Four; Financial Secretary, Marcella McNally, Southern R. R.

Other Railway Business Women's Clubs are located in Chicago, Boston, and Cleveland.



Railroad Post No. 416 The American Legion

THE FIRST SESSION of the Seventieth Congress which began December 5, 1927, came to an end at 5:30 P. M. on May 29, 1928, without passage of two important bills, which had been introduced through the efforts of the American Legion Legislative Committee. These had to do with reopening of reinstatement privileges for lapsed war risk insurance, requested for Veterans who were unable to make premium payments prior to July 2, 1927, the expiration date, and extending Adjusted Compensation privileges, in behalf of such Veterans, who had failed to file application for the same prior to December 31, 1927.

It has been estimated that a few hundred thousand were delinquent at this latter date, and this fact may prompt some renewed effort in their behalf, by the American Legion when this Congress convenes for the second session late this year.

The reinstatement of war risk insurance has been a matter of more than casual interest to the Railroad Post. This insurance is written without extra premium charges for hazardous occupations, a feature which carries strong recommendations to those engaged in railway service. Plans for adequate publicity, in the event of favorable action by Congress, have been given a preliminary review by Post members.

Great Northern Semaphore

Those who have secured this insurance are advised to treat it, at all times, like such other old line insurance which they may carry. When necessity arises for some change in beneficiary, it should be attended to at once. The facilities of the Railroad Post are at the disposal of employees of the Great Northern Railway, who may need information, advice, or blank forms for necessary changes. All inquiries should be sent to Post No. 124, Great Northern Building, St. Paul, Minn., and will receive prompt attention.

The ladies of the American Legion Auxiliary did a timely thing the other day, in proposing the marriage of this bachelor Post, with a unit of the Auxiliary. Quite a few of the old timers, present at the meeting June 12, remembered that a former trial marriage with the Auxiliary had resulted in a separation by agreement, and were very reluctant about assuming another obligation during leap year. After debating the matter the adjutant was instructed to decline the proposal as gracefully as he knew how, certainly not an agreeable task, since he believes the ladies should always be treated right and treated often.

With that trouble off their minds, the boys plunged into a vigorous discussion of the coming State Convention, to be held at Austin, August 6, 7, and 8. Every one is advised to save a day or two of their vacations for this event; one at least for August 7, the day of the big parade. Early announcements received from Austin promise much in the way of hospitality to be extended by this thriving community of southern Minnesota. Commander Dumas will arrange for suitable quarters, where the Post can hold open house. The conspiracy, which resulted in his paying a big dinner check at Hibbing last year, has not served to diminish his enthusiasm for these conventions, for he never lets the same bee sting him twice. Reg. Williams and Jack McFarland, lantern swingers on the Great Western, were at the meeting June 12, and assured the boys, their line could handle the business.

We hear the kittenball team has not lost a game played in the Legion League, and although the boys are a little disappointed over so many forfeits, they are bearing up nobly.

Herluf H. Dahl dropped in the other day to say that he spent Decoration Day in the old home town, Clinton, Iowa. He is ready to tell the world that Clinton puts on a good parade with the Legion playing a prominent part. Herluf travels around for the Western Fruit Express and visits with Legionnaires as a matter of habit. Imagine, if you can, how surprised he is to learn that business will call him to Winnipeg in July, during the goodwill visit of the North Dakota convention delegates. Has Winnipeg a monopoly on international goodwill, Herluf?

Aleck Gottschald made up a Northern Pacific party for the luncheon given by the Great Northern Men's Club on May 29. His guests included Lilyquist, Sarsfield, Young, and Beech. Art Young was stirred to the depths over the speech given by Claire I. Weikert, much more so than we thought he could be. We hope Henry Doth will some day be able to find a speaker who will be eloquent enough to stir up our entire gang, so they will turn out for holiday parades in our own city.

Bob Deleen has been cited in general orders for having secured five recruits in the past sixty days. This places him well out in front for new members secured during 1928.

One meeting in July remember, the 24th. Service men welcome.



Bellingham Tulip Festival

ANOTHER BELLINGHAM Tulip Festival has been successfully conducted by the citizens of Whatcom County, Washington. It was said to be one of the finest ever held. The Queen this year was Gena Opstad, whose home is on a forty-acre farm between Ferndale and Blaine. She is connected with the clerical staff of the Washington Co-operative Egg and Poultry Association, of Bellingham.

In the layout above, pictures of a number of the floats which appeared in the big parade are shown. The floats represent the following: 1—The Queen and her attendants; 2—American Legion; 3—Whatcom High School; 4—Washington Co-operative Egg & Poultry Association; 5—City of Bellingham; 6—Bellingham Grade Schools. The latter was the winner of the sweepstakes' prize.



Chicago Office Has Picnic

The fourth annual outing of the Chicago freight office was held this year at Lake Delavan in Wisconsin. From all reports and the happy faces in the accompanying picture, it is apparent that all had a very enjoyable time.

July, 1928

SPORTS

Kittenball ST. PAUL

THE GREAT NORTHERN General Office team celebrated its first season in the Commercial Division of the City Kittenball League by showing the older entrants how the game should be played. The team was placed in the strong Monday division, where, on account of its inexperience in Class A kittenball, was not taken seriously, but double-crossed the league authorities by winning the first six games in easy fashion. The scores follow:

Great Northern	5	Northern States Power	0
Great Northern	8	Swift & Company	0
Great Northern	18	Lanpher-Skinner	0
Great Northern	4	Finch, Van Slyck & McConville	2
Great Northern	6	Minnesota Highway Dept.	1
Great Northern	1	Northern States Power	0

From all indications, our boys will "cop" the flag in their own league, which entitles them to entrance in the playoff for the City League Championship, the winner of which will go to St. Cloud for the finals in the State championship.

Dan McCarthy, star twirler of the outfit, is largely responsible for their success. Dan has won all six games, and never has been in close quarters. His strikeout record reads like a football signal, 15, 12, 14, 10, etc.

The G. N.'s have been invited to play two games with the best teams in Duluth, and expect to accommodate them within the next few weeks. The class of ball they play, and the sportsmanship they show will bring credit to any concern.

The games are coming too fast and furious to try and give any of the inside details, but we can safely say that if you want to see a real game of kittenball, played as it should be, come out to Dunning Field any Monday night and see that Great Northern bunch do its stuff.

A DARING BIT OF BASE running by Schaaf, Fallon, and G. Johnson of the Freight Traffic Kittenball Team in its winning battle against the Engineers ended up with Schaaf scoring safely on his third slide, between home and third base, and with Fallon and G. Johnson both occupying second base, much to every one's consternation. Acting Manager Ninke is recovering from a slight attack of brain fever which he incurred while figuring out the play.

Bowling VANCOUVER

THE GREAT NORTHERN Bowling team, which entered the Vancouver Commercial Five Pin League, finished up in mighty fine style, coming very close to the top. The members of the team, Sid Manuel, Les Oliver, F. R. Mitchell captain, Miss Niven, and Miss McEwan, had very good averages, 174, 167, 162, 132, and 140 respectively. Good luck to them and may this team win the cup next year!

PORTLAND

Veteran Votaw Wins Bowling Honors.

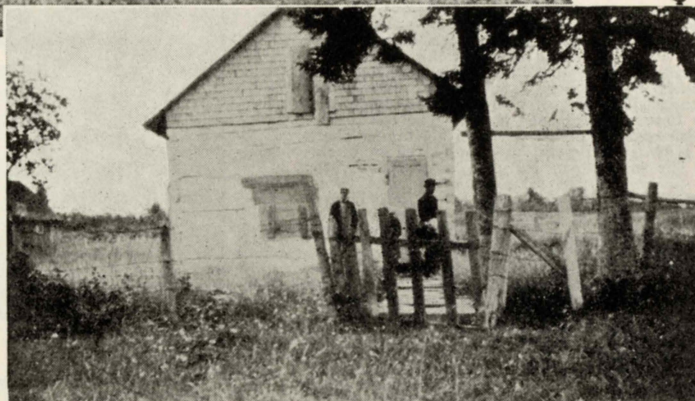
ACCORDING TO THE Portland *Oregonian* of April 19, 1928, one of the members of the Veterans' Association of the Great Northern Railway, got into the champ class in bowling. The man in question is Col. G. E. Votaw, superintendent with the Spokane, Portland and Seattle Ry. The previous day (the fifth of the Northwestern International Bowling Congress) he toppled the pins for a three-game total of 695, the single game figures being 246, 215 and 234. The previous high three-game total in the history of the Congress was 686, and Colonel Votaw has been receiving congratulations right and left ever since his splendid showing was made. Needless to say that this score won the singles' championship for the tournament.

A Dependable Railway

R. H. Parker, of San Francisco, writes Passenger Traffic Manager A. J. Dickinson in a happy vein in the following letter. He puts into succinct language appreciation which makes the giving of perfect service a delight as well as a duty.

"I have been across the continent via Chicago and all other gateways scores of times. Have used every route repeatedly. In all my travels, I have never been more agreeably or comfortably served than on your train No. 2. Other fellow travelers felt the same. Having told you this, all I have to do is tell the rest of the world. Messrs. Martinson, steward, and Bevan (Pullman Co.), are uniformly and particularly accommodating and thoroughly imbued with esprit de corps, typical of the G. N. and the 'Q.'"

A Son of Denmark Present Agent at Yankton, S. D., Tells of Early Memories of America



THE ACCOMPANYING pictures show the first home of H. D. Knudson, present agent Yankton, after he came across the brine from Denmark, in 1891, also the log school house that he attended in Michigan. The following short writeup from H. D. shows that he is a real Dane and a fighter, but a poor tobacco chewer:

"I landed here when I was twelve years old, with my parents, three brothers and four sisters, a regular troupe. We settled at Stephenson, Michigan, on 40 acres of timber land, of which five acres only were cleared. For this acreage and the crooked rail fence surrounding it, father paid all the money he had, three hundred dollars in cash, after which he was broke, except for the kids and mother.

"Shortly after our arrival at Stephenson, we started to build a log house and a barn. One day when a neighbor who was helping father became hard pressed for chewing tobacco, he called me to one side, and said, 'you go get me one plug Spearhead.' After I had repeated this several times, I set off for a store about two miles distant. When I reached the edge of the clearing, instead of climbing over the rail fence, I took a run for it and made a jump to get over. My right foot is slightly larger than my left, I guess, so I didn't get it quite over, and lit on my back on the other side. I lost my wind, and forgot what I was going to say to the lumberjack storekeeper, so I had to run back home and have it repeated to me again.

"This time I made the fence in better shape, and returned with the tobacco—or most of it. I sliced off a very thin piece to see if it were fresh; guess it was; at any rate it seemed to work. In fact it worked so well that I never tried it again.

"Soon we had a roof overhead, and I started to school in the log schoolhouse, where I fought my first battle on American soil. Last summer I went back there, and my only regret is that I cannot live my school days over again."

An Indianapolis junk yard, near a railroad crossing, has this sign: "Go ahead—take a chance—we'll buy your car."

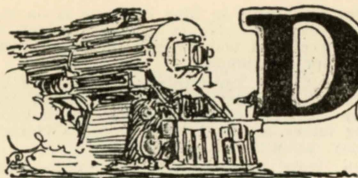
A Dependable Railway

Here we have a letter from one of the little folks. You can be quite sure of utter frankness from the children and if they enjoy railroad travel, it demonstrates that it is unsurpassed.

Dear Mr. Blair:

I want to thank you for the lovely service that mother, daddy and I have had. Not only on this car but especially in the "North Dakota," which is the diner car. Mr. Bridewell and his staff are very nice people and do anything to please you. The porters and the maid are very nice and the maid does very good manicuring. I think it is a very well equipped train. I have had very much fun seeing the mail and baggage car, which I have never been in before. Mr. G. W. Strattan, the Pullman conductor, showed me the train and is a very nice man. I like very much to travel with such a nice crew. Please remember daddy, mother and myself to Mr. Ralph Budd.

F. LUCILE CARPENTER.



Division News

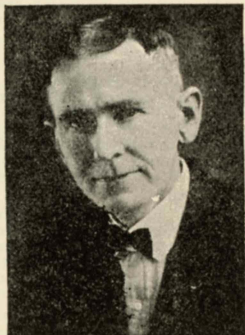
BUTTE DIVISION

Associate Editor

ELZA TWAY

Great Falls, Montana

Livestock Agent F. B. McKeehan was a caller at the local offices in Great Falls on June 4. The transportation of livestock is a big problem for the railroads. Every agent and trainman should make a careful study of the mass of regulations pertaining to its proper handling, for probably no other class of freight offers the employe an equal opportunity to be of service to his employers, in the elimination of claims and losses, by careful attention to details than livestock.



Chief Clerk Arthur Hopkins, of Billings, spent Sunday, May 13 at Great Falls, in attendance at the big Knights of Columbus initiation exercises. Hop has been a faithful and efficient contributor to the SEMAPHORE for several years, and has made Billings items an important and interesting feature of the Butte Division news.

C. M. Gran, E. & F. timekeeper of Minot, stopped off at Great Falls June 6. We were all glad to meet him and will be glad to see him any time he comes to this part of the country. Mr. Gran reports conditions around Minot to be very good.

A number of the old timers on the Butte Division attended the Veterans' Convention at Winnipeg, June 14. Trainmaster N. F. Seil took his vacation at that time, and attended the convention, then went to Superior, Wisconsin to visit his mother and sister, and renew old acquaintances in the old home town. Among those who attended the convention were Conductors Harry Lascelles, of Helena, and Pat Burke and Frank Woodward of Great Falls; Chief Clerk Mat Koenigs, and Dispatcher J. H. Mayer.



Afton Manion

Afton Manion, the accomplished daughter of Trainmaster L. E. Manion, arrived in Great Falls June 10, to spend the summer vacation with her parents. Miss Manion is a student at the University of North Dakota, Grand Forks, class of '29. She will return there to enter her senior year, in September.

Conductor Guy Huestis took several days off during the latter part of May, going to Seattle on a business and pleasure trip.

W. E. McCormick, Great Northern general agent at Los Angeles, was a business visitor in Great Falls May 11.

C. T. Vandover, of Minneapolis, secretary of the Southern Minnesota Mills, stopped off at Great Falls May 18, enroute to attend the rate hearing before the Interstate Commerce Commission, at Seattle, May 23. Mr. Vandover is a former Great Northern man, having been employed in the freight department at Great Falls before leaving the service several years ago.

Mrs. Zilpha Tinney, popular clerk at Great Falls freight office, left May 23 for a thirty days' trip to California. She will visit friends and relatives in Salt Lake, Los Angeles, Tulare, and San Francisco.

S. B. Williams, former agent on the Butte Division, who is now attending Law School at the University of Montana, at Missoula, is again doing relief work as agent-telegrapher while on his summer vacation.

T. C. Loftus, trainmaster on the Soo Line, at Glenwood, Minn., visited with his brother, W. D. Loftus, and family, at Great Falls, during the week of May 15. Mr. Loftus was delighted with the beauty of the city, and was impressed by the general prosperity and hospitality of its people, and expressed regrets that his visit could not have lasted longer.

George Ryel, who works in the capacity of conductor and brakeman on the Butte Division during the summer and fall months, returned to work several days ago. George drove through from California, coming by way of Portland and making the journey in nine days. He reports a very pleasant trip with the exception of that stretch of country between The Dalles and the Idaho Line, where he encountered considerable tire trouble due to the heat.

Leonard Jackson, of the Great Falls freight forces, left June 17 for New York, where he will meet his wife and children, who are returning from an eight months' visit in England.

A fine eight-pound boy arrived at the home of Mr. and Mrs. Arthur Larson, on May 22. Mr. Larson is an old time clerk in the Great Falls yard office.

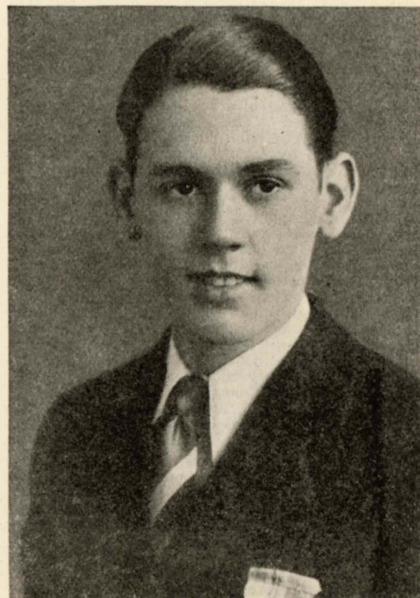


Herbert Frank Batcheller

Herbert Frank, son of Great Northern Scale Inspector H. M. Batcheller, was graduated from Great Falls high school June 7. Herbert made a great record in school activities, being a member of the Hi-Life staff, Jamboree Committee, Booster Club, Senate, Football manager, and President of the Tech Club. He will take up structural engineering at the University of Washington, at Seattle, in September.

Mrs. James Wocasek and son James, Jr., wife and son of Brakeman Wocasek, left June 6 for Atlantic City, New Jersey. Mrs. Wocasek plans to spend the entire summer visiting in Philadelphia, New York, and Atlantic City.

Bob Curtis, senior passenger brakeman on the Butte Division, has been confined in the Deaconess Hospital where he underwent an operation. Bob is out and around again, and expects to be back on the job in a very short time.



James E. Loftus

James Edward Loftus, younger son of Agent W. D. Loftus, of Great Falls, was a member of the graduating class, G. F. H. S. '28. Jimmie was class president in his freshman year, member of the Senate, and the Booster Club. He is an artist of talent, and prepared the cartoons for the 1928 High School Round-up. He will enter the Montana State College at Bozeman in September.

Mrs. R. I. Noyes, wife of Conductor Noyes, left June 1 to visit friends and relatives in Wisconsin.

P. J. Flynn, congenial traffic representative of the Nickel Plate Road, with headquarters at Minneapolis, was a caller in Great Falls June 1.

A. Moberg, stationery storekeeper, of St. Paul, stopped off in Great Falls on May 25. Mr. Moberg makes an annual trip to the larger stations and offices, and conducts a personal investigation of the stationery supplies of agents and heads of departments. He expressed himself as being well pleased generally with things in Great Falls, and with the evidences of growth and increasing business on all sides.

H. R. Wright, agent at Ulm, is being relieved for a period of two weeks by Extra Agent H. R. Gaddy. Mr. Gaddy is a new man on our division and we extend him a hearty welcome.

Brakeman L. C. Lindh returned to work June 1. Mr. Lindh has been laid up for the past four months as a result of falling from a box car at Armington.

E. E. Chamberlain, agent at Stanford, is at present on sick leave and is being relieved by Roy E. Baker.

Charles Raftis, car clerk at Great Falls Freight, was married May 17 to Anna Kraus of Great Falls. Charlie has many friends in local railroad circles who wish him much happiness and a successful married life. He was presented with a beautiful set of silver by the freight office employes.

B. R. Moore, of Boulder, is being relieved by S. B. Williams for a few weeks. Mr. Moore is making a trip to California in connection with business matters.

Bruce Teague, assistant material clerk, and J. F. Edwards, manifest clerk, recently returned from Columbus, Ohio, where they attended the Triennial Convention of the B. of R. C. Both report a very pleasant trip.

Butte

On the evening of May 16 there was staged in the Great Northern passenger station at Butte, one of the best parties held in railroad circles of Butte, in many a moon. The party was made possible through the courtesy of Superintendent Wear, and was sponsored by the supervisors of the different departments of the Great Northern at Butte. The boys of the car department gave valuable assistance.

Fred Haisman, the genial car foreman, was master of ceremonies and handled the program in an admirable manner. In his opening remarks he boasted of the superior service of the Great Northern in all departments and invited the public to come to see.

W. G. McClellan, proprietor of the M. L. Y. Grocery, gave a fine vocal solo. He was accompanied by Professor Jones. This was followed by a flute solo by Kent Laughlin, assisted by J. Bowersox. A vocal solo by Mrs. Sine, accompanied by Mrs. Meleck, was well given and greatly enjoyed by the crowd. A duet by Dennis Kielas of our roundhouse force and his partner, playing upon steel guitars, was very well received.

Benny Kerman and Nick Lickrich presented a skit entitled "The Census Taker." The census taker got what he was after and more. A violin solo by Jack Thomas, accompanied by his sister, was one of the finest numbers on the program. A vocal solo followed, sung by T. Carpino, young son of Mail Clerk Carpino. He was accompanied by Mr. Mooney, one of the reporters on the Butte *Daily Post*. These boys were called back for the third encore and made a sure enough hit. The "Car Repairers' Quintette," consisting of the leader, John Lickrich, and Geo. Kerber, Henry Bergeman, Geo. Thurston, and Ed. Hughes, entertained the audience for a few minutes with such classics as "Sweet Adeline," "It's a Long Way to Tipperary," and "Yes, We Have No Bananas." They finally managed to escape safely through the side door leading to the baggage room. Lester Rudd was scheduled to do the Charleston, but it was reported he was suffering with hot journals in his ankles, and was unable to perform.

Several reels of moving pictures were shown by J. E. Dufresne, of the Montana Hardware Co., showing scenes of a G. N. passenger train coming into Glacier Park Station, many other scenes in Glacier and Yellowstone parks, and scenes in and around the mining city of Butte. After the pictures were enjoyed for an hour, music was furnished by an electric Brunswick Panathrope, furnished for the occasion by the Shiner Furniture Co. Then the boys of the car department really did their stuff. Through the courtesy of the Hansen Packing Co., Nash Finch Co., Henningsen Co., and the Eddy Baking Co., the boys were able to serve hot dog sandwiches to the entire crowd.

After three hours of program, music and dancing, the crowd of three hundred and fifty friends of the Great Northern left for their homes, declaring they had enjoyed about the finest party ever. The men of the car department deserve great praise for the success of this undertaking so well carried out. We hope they will continue in the good work. We have already heard that one of the other railroads of the city is talking of staging a like affair. As usual, the Great Northern leads.

Great Falls Store

Employees of the store and shops were very sorry to hear of the untimely death of John Fisher, who worked in the store for several years, but had been compelled to give up his duties on account of a stroke of paralysis, from which he was still suffering, when he was fatally injured by the accidental discharge of a .22 caliber rifle. We extend our sincere sympathy to his parents.

John Blonigan, formerly of St. Cloud, and a veteran of the store department, was displaced here May 21 by a senior employe. Mr. Blonigan left with his family for Hilliard, where he has taken a position in the store at that point.

George Collison, formerly of Cut Bank, has taken a position here as clerk, and expects to make Great Falls his permanent home.

Frances Loftus, our clerk and stenographer, is back on the job, after a three weeks' vacation taken on account of ill health. Her position was filled by Margaret Witwer during her absence.

Mrs. Sam Clutton and baby son, William Frederick, left on May 20 to visit relatives in Chicago, Columbus, Ohio, Ann Arbor and Detroit, Mich., and Vienna, Ontario.

Mrs. Nowaiz, wife of Peter Nowaiz, store oil man, passed away on May 31. Our sympathies are extended to Mr. Nowaiz and his daughter Dorothy, in the sad loss of their wife and mother.

CASCADE DIVISION

Associate Editor
D. O'HEARN
Seattle, Wash.

Vancouver, B. C.

Thomas Amundsen, B. & B. carpenter, accompanied by his wife, was a visitor in Seattle and Portland over the week-end during the latter part of May.

Sapperton Pit is again going full swing on account of the Canadian National Railways hauling gravel from there to their fill-in job at False Creek Terminals, at Vancouver. It is expected this will last about a year. Two Canadian National crews are assigned to this work and when completed it will give the Canadian National a large space for very good terminal yards. Two of our operators, Frank Wright and George R. Coleman, are located at Sapperton Pit handling the movements of the trains. Frank is a regular week-end visitor in Bellingham, while George makes a week-end trip to Seattle about twice a month.

G. Peterson, rate clerk, St. Paul, was a visitor during the latter part of May.

W. O. Lechner, district storekeeper, Everett, was a visitor for a couple of days the latter part of May.

Bill Roope, retired veteran engineer, and wife of Seattle, Washington, were visitors here for several days during May visiting friends. It is always a pleasure to have Bill with us and his many friends look forward to his visits.

We were very glad to meet C. W. Bentley, newly appointed special agent, who took former Special Agent Hill's place. Mr. Bentley will be here several days each month on relief work.

A. J. Dickinson, of St. Paul, was a visitor for a day the latter part of May.

Mary MacKenzie, stenographer, was a visitor in Seattle for a day the latter part of May. Miss Mac is leaving the early part of June to locate in the local freight office at Tacoma, Washington and every one wishes her the very best of luck in her new position. We here are all very sorry to lose her.

Harry Landick, agent, Bellingham, Washington, accompanied by his wife and daughters, Violet and "Babe," were visitors for several days during May. The several days, however, do not apply to Harry, as he claims he is a busy man in Bellingham and actually was here only a few hours when he came up to return with the family.

Mrs. Jim Dolphin, wife of clerk-baggage-master, New Westminster, B. C., spent several weeks during May in the hospital on account of a broken ankle. We are very glad to report that she is again on her feet. She says she feels like doing the Varsity Drag or some other popular dance.

H. J. Heale, fireman on the "New Westminster Goat," and Mrs. Heale, are leaving the latter part of June for a trip through the eastern United States and Canada. Most of this vacation will be spent in St. Johns, Newfoundland.

C. A. Dunham, superintendent of signals, St. Paul, was a visitor in June.

Harry Cook, clerk, Everett, Washington, visited his parents over the week-end in May.

Bob Harvie, engineer on the "New Westminster Goat," accompanied by his wife and children, Eleanor and Joseph, is leaving the latter part of June for the East and Canada. He intends to visit Niagara Falls, Boston, and Montreal, and return via Winnipeg, Manitoba, and Edmonton, Alberta. A long stop-over will be made at Jacquet River, N. B. where a family reunion will be held by members of the family, some of whom Bob has not seen for forty years. This is Mrs. Harvie's first trip east and every one hopes that the family has an enjoyable trip and the time of their lives.

C. A. Thompson, general agent, Bellingham, Washington, was a visitor for a few hours on May 20. Mr. Thompson is a frequent visitor, and it certainly is always a pleasure to have him with us. His visits are too infrequent, as we like to see more of such a splendid fellow.

J. R. W. Davis, chief engineer, St. Paul, and Tom Hastie, assistant engineer, Seattle, were visitors for several days in May.

We are very sorry to report that Jack Bell, son of W. R. Bell, roundhouse foreman, was

sick for some time in May but now is on the road to recovery. He is looking forward to the many picnics and outings the family has planned for the summer.

Clayton Calder, car repairer, accompanied by his wife, his mother and baby, Clayton, Jr., who by the way is just the image of his good looking father, spent May 24, Queen Victoria's Birthday, at White Rock, B. C.

Herb Heale, fireman, New Westminster, accompanied by his wife, spent May 24 visiting in Bellingham, Washington, with Mr. and Mrs. Harvie.

Mrs. Bill Law, wife of night switch foreman, is now located in our city permanently, having moved from Everett, Washington, the early part of May. Every one is very glad to see Mrs. Law with us. She is indeed a most charming addition to the Great Northern family here.

R. E. "Skinney" Young, brakeman, 360 and 357, had an enjoyable ten days' vacation the latter part of May. Skinney spent most of the time at White Rock, B. C. He says that a very fine piece of work was done on the new switches at that point.

Fred Maxwell, signal maintainer, has the car bug again, and recently purchased a new Ford.

C. A. Bradshaw and A. L. Lanter have been placed as first and second trick operators at Sapperton Pit, B. C., displacing Frank Wright and George Coleman, who have gone back to the extra list.

Mrs. F. C. Meyers, wife of the local agent, was called to Portland the early part of June on account of the death of her brother-in-law, E. L. Thompson. Sincerest sympathy is extended to her. On the return trip, Mrs. Meyers visited at Wenatchee for several days.

Dora Crichtley, stenographer in the city ticket office, is spending the summer season at the Prince of Wales Hotel, Waterton Lakes. She has a position there for the summer months and reports that she is enjoying the change. Charlotte D. Dodge is relieving her.

H. K. Lonsdale, contracting freight agent, accompanied by his wife, were visitors in Seattle over a week-end the early part of June.

Brakemen Ray and Fraser are working on 711-712, having displaced Brakemen Carmichael and White.

Engineer W. McLeod, 711-712, was off for some time during May and June on account of sickness. Engineer Fay Grey relieved him.

Nellie C. Fowles, clerk, Interbay, Washington, was a visitor for a week-end in June.

Stanley Doherty, interchange clerk, died on June 13. Sincerest sympathy is extended to the family. Stanley was one of our most popular employes here and his loss is felt greatly by every one.

Jim Dolphin, former baggage-master at New Westminster, is now day baggage-master at the depot here. Leslie McDonald, formerly day man, has moved back to the night job. Ted Smith, night man who was bumped, is back on the extra list, and every one hopes he will be able to locate himself shortly.

C. A. Brown, formerly operator in Seattle relay office, is now located with the Canadian Pacific Telegraph Company at this point.

Ernie Epoch, brakeman, 711-712, moved the latter part of May to the south end freight run, between Seattle and Portland. We are sorry to lose you, Ernie, but know you will make as many friends on the south end as you did up here.

Conductor Charlie Gleson, relieved conductor Alex McRae for four weeks in May and June, while Alex took a little vacation.



The picture above is that of the freight office staff at Vancouver, B. C. Those in the group from left to right, standing, are: Tommy Bradbury, assistant cashier and accountant; Henry MacCulla, claims clerk; Cecil Weeks, collector; Robert E. Heaton, collector; Jack Orth, chief clerk; W. E. Burton, cashier; Tex Foster, special agent. Sitting: Mary MacKenzie, stenographer (now of the Tacoma, Wash., freight office staff); W. P. MacMillan, car clerk; F. C. Meyers, local agent; D. W. MacArthur, assistant agent.

An interesting event took place on April 12 when Josephine Florence Calder became the bride of Andrew T. Clark. The bride is a niece of Veteran Car Foreman W. L. Paquette and sister of Car Repairer Apprentice Clayton Calder. The groom is a member of the staff of the Canadian Bank of Commerce, and in response to the call of his company, left for Toronto with his bride, to take up residence there.

Bellingham, Washington

Mrs. A. T. Lees, sister of Mrs. H. F. Landeck, visited in Bellingham the latter part of May. Dr. A. T. Lees is company physician at Whitefish, Montana. Violet and Mabel Landeck left for Whitefish, Montana, to visit for a month or two with their aunt and uncle, Dr. and Mrs. A. T. Lees. Mrs. H. F. Landeck accompanied them as far as Seattle.

Robert McCormick, car clerk at Bellingham, has returned to work after an attack of the flu.

O. M. Weister has bid in the position of third trick operator at Bellingham, displacing M. N. Peasley, who has moved to Anacortes.

Conductor J. D. Moore is working north of Bellingham with the weed burner.

D. G. Peterson, traveling car clerk, was a recent visitor in Bellingham on company business.

Colebrook, B. C.

A. A. Strong, operator, is relieving Agent Weister, at Cloverdale, on account of the latter bidding in third trick at Bellingham. We are all sorry to lose Mr. Weister, as he has been on the branch for a number of years, but hope he will like his new position.

C. T. Andrews, from Chiwaukum, who has been appointed agent at Crescent, was checked in on June first by Relief Agent Griffin. We understand that Charlie likes it very much on this side of the line and wishes that the position were permanent.

C. A. Bradshaw was on 360 recently en route to take the position of first trick at Sapperton Pit.

Mrs. M. Sharpe and family left for Klamath Falls where they will make their future home. Mr. Sharpe has been transferred to the new division.

Abner Simpkins, son of Mr. and Mrs. C. C. Simpkins, has been spending a few days at Colebrook. He is enjoying the visit with his parents whom he has not seen for some time. Mr. Simpkins is holding a responsible position with the Goodyear Rubber Company of Los Angeles.

At this writing the new steel between Blaine and New Westminster has been laid and the old steel is being disposed of rapidly.

Roadmaster Hughes, accompanied by his wife and daughter, Marjorie, was a recent visitor in Colebrook and the vicinity, making the trip by motor. They report a very pleasant time.

Ed. Merwin and wife were seen in the vicinity of Colebrook recently, evidently enjoying a motor trip. We thought perhaps Ed had plenty of joy riding on 383 and 384, but he will insist on tuning up the old "bus" and going for a ride.

Mrs. Diggle and daughter, Nellie, wife and daughter of William Diggle employed with the track department, was a recent visitor in New Westminster.

Billy Rowan, son of Mr. and Mrs. Rowan, met with quite a serious accident recently in Vancouver. He fell while playing ball, spraining one of his ankles and injuring a bone in the other foot. At this writing, however, he is reported improving.

Conductor B. Young has been on the work train on the branch at Sumas recently making some repairs.

Operator E. J. Hillier, of Bellingham, motored across the line on May 30 and visited some of his old friends at various places. He reports a very enjoyable day.

L. L. Barnhill, operator at White Rock, was a recent visitor at Cloverdale and Colebrook. Mr. Barnhill's family has left for the South for a visit.

J. H. Roberson and Geo. Jenner are the newly assigned regular brakemen on trains 383 and 384. They expect to move up to Ladner and make their homes at that point.

A. Shunn and his crew are still making their headquarters at Colebrook. They are making some repairs to bridge 70 and the dwellings here.

A recent survey of the Delta flats and immediate neighborhood develops the fact that prospects for a bumper crop, which will consist of potatoes, grain, hay, and vegetables, are very bright.

It is reported that the Campbell River Lumber Company of White Rock, is anticipating opening its mill there and resuming business about August first.

July, 1928

DAKOTA DIVISION

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

Superintendent J. L. Close attended the convention of the railroad superintendents' association recently held at Memphis, Tenn.

Dispatcher O. W. "Smoky" Erickson is the proud daddy of a son born June 4.

M. A. Kraker, road clerk, superintendents' office, and Mrs. Kraker, have gone to St. Paul, where Mrs. Kraker will undergo medical treatment.

A. C. Smith, of Superior, is acting as trainmaster at Crookston, during the absence of Trainmaster Bailey, who is recovering from a serious operation.

J. H. Sullivan, of St. Paul, has been appointed traveling engineer, to succeed H. E. Donaldson.

The work in connection with the terminal improvements at Grand Forks is progressing rapidly. The new concrete platform at the passenger station is about completed, and work on the additional stalls in the roundhouse and the new machine shop is also being rushed to completion. Ballasting of the new yard tracks is also under way.

Engineer J. H. Mullaly and Mrs. Mullaly have gone to Washington, D. C., to attend the graduation of their son James, from the Georgetown University Law School.

Marie Cloon has accepted the position of comptometer operator in the office at Grand Forks, made vacant by the resignation of Manette Gravelle.

The North Dakota state convention of the American Legion will be held in Grand Forks July 11, 12, and 13. The 13th, however, will be spent in Winnipeg. It is expected that two special trains will leave here the evening of the 12th, via Great Northern. Several of the ex-service men, who are railroad employees, intend to make the trip which no doubt will be a big day for Winnipeg, as well as for those who take the opportunity to visit the great "oasis" of our Canadian neighbors.



Here we have a Grand Forks fishing party at Leech Lake in Minnesota, of those who conspired to capture the finny beauties. At the top are Si Poppler and W. H. Shulze while below are J. R. Carley, J. L. Close, superintendent Dakota Division, John L. Vold, and C. J. Murphy, Great Northern attorney, who seems to be indicating the best fisherman in the party. We are indebted to Mr. Shulze, who is vice president of the First National Bank of Grand Forks, N. D., for the picture.

Devils Lake

Joseph Hill, employed at the local power plant, has gone to Lethbridge, Alberta, to visit with relatives. En route he will stop at Brandon, Manitoba.

Mrs. Lenz and Myrtha, wife and daughter of oiler, have gone to Regina, Saskatchewan, to make an indefinite visit with relatives. En route they will visit at Minot, North Dakota. Mr. Lenz has gone to Lidgerwood, North Dakota, for a few days.

Mrs. Fred Raymond, wife of carpenter, has gone to Williston where she was called by the serious illness of her niece.

Carman Henry Bergman has gone to Minneapolis to spend his vacation with relatives.

Mrs. L. K. Docken and sons, Floyd and Eshmes, have gone to Seattle to spend their vacation visiting relatives.

Mrs. Elmer Schlup, wife of carman, has gone to Brainerd, Minnesota, to visit with relatives. En route she will visit relatives at Fargo and St. Paul.

Mrs. Axel Bloom, wife of carman, will leave soon for Fond du Lac, Wisconsin, to visit indefinitely with relatives.

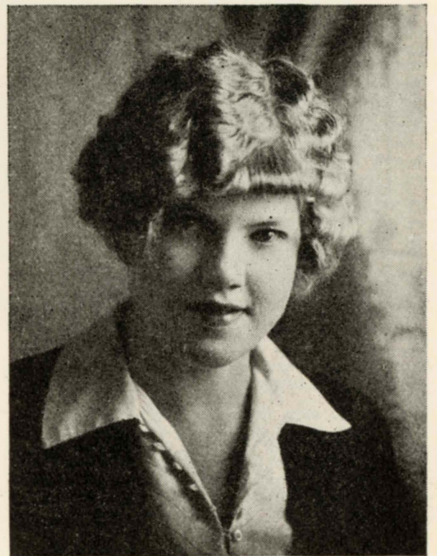
Katherine Walt, daughter of Frank Walt, tankman, has returned from St. Paul where she visited relatives.

Great credit is due the Great Northerners who took part in the musical comedy, "Here's Your Hat," which was given with such success by the Degree of Honor of the city. The play was staged at Lakewood Auditorium on June 10 and 11. Approximately 2,000 persons witnessed the show. Great Northerners who took part were Stanley and Blase Zontek, Jack Young, Frank Walt, Jack Burckhard, and Verva Flumerfelt.



Adeline Fiala

The above picture is of Adeline Fiala, daughter of Veteran Roadmaster Andrew Fiala, of Berthold, N. D. She recently was graduated from the Academy of St. James, Grand Forks, N. D.



Edna Fellman

The above photograph is of Edna Fellman, daughter of Section Foreman Chas. Fellman, of Bisbee, N. D. Edna recently was graduated from the Bisbee High School, making the four-year course in three years. Miss Fellman expects to enter the Minot Normal School next fall.

Mr. and Mrs. Sebastian Lingor have gone to Minot to visit relatives.

Hal McNeese, employed at the local power plant, expects to leave soon for Detroit, Michigan, to visit friends and relatives. En route he will stop in St. Paul.

Mr. and Mrs. William Nienman and family have gone to Islip, New York, to make an extended visit with relatives. En route they will visit relatives at St. Paul, Chicago, and Detroit, Michigan.

Mrs. Thomas Opelia and son have gone to Browerville, Minnesota, to visit with relatives.

Mrs. Clarence Peterson and family have gone to Granite Falls, Minnesota, to spend their vacation with relatives.

Leonard Anderson, son of laborer foreman, who has been attending school at Minot for the past two months, has returned to the city to spend a couple of weeks with his parents before returning to school.

Mrs. Mike Burckhard and children have gone to Portland, Oregon, to spend the summer vacation visiting with relatives.

Carman and Mrs. Peter Axtman expect to leave soon for Dundas, Minnesota, to visit with relatives for a few weeks. En route they will visit friends at St. Paul.

Mr. and Mrs. Albert Burckhard expect to leave this week for Saskatoon, Canada, to visit relatives for a few weeks. En route they will visit at Brandon, Manitoba.

HEADQUARTERS

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

A leave-taking dinner was given to Mrs. J. Mabel Dilhan on May 31 at the Lowry Hotel, St. Paul. Covers were laid for twelve,

the guests being the Misses Jessie Bohrer, Agda Lieberg, May Needham, Marie Spellman, Ethel Mae Bishop, Beth Lee, Margaret Kane, Isabel MacRae, Katherine Miesen, Lalah Williams, and Prudence Town.

Mrs. Dilhan was employed in the Bureau of Public Relations for the past four years and a half. For about a year and a half, she edited the Women's Page of the SEMAPHORE. Mrs. Dilhan left June 1 to make her home in New York City.

Margaret Anderson, daughter of O. Anderson, of St. Paul, was married on Saturday, June 16, to Ed. V. Rindal, secretary to Frank Bell, general manager. The ceremony took place at 7:00 p. m. at the home of the bride's parents. It was followed by a family dinner, after which a reception was held for friends.

Mr. and Mrs. Rindal left the following morning for an automobile tour through Minnesota and North Dakota. Their many Great Northern friends wish them a happy and prosperous future.

Dr. R. C. Webb, chief surgeon, Great Northern Railway, attended the eighth annual meeting of the Medical and Surgical Section, American Railway Association, at Quebec, on June 4 and 5. Dr. Webb addressed the gathering on "Back Injuries."

Just when the Bachelors' Club, of the Freight Traffic Department, was rallying from the staggering blow received when John Fallon announced his withdrawal from single life, Henry U. Bigelow, tariff inspector, was married to Yolande Anderson, of Centerville, S. D. The remaining club members are being carefully watched by club officials.

Henry Rockowitz, of the office of general agent refrigerator service, has been called upon several times to deny that he is displaying any feminist tendencies. He states that his reason for wearing the black Mother Hubbard gown on June 11 was that he had made arrangements with the other University of Minnesota graduates to accompany him to the stadium while he received his diploma, and necessarily wore the uniform. Henry is a graduate of the Business College of the University of Minnesota and has a diploma to prove it.

Shop Accountant's Office

Florence Schroeder has been vacationing in the West, visiting friends in Tacoma and Seattle, Washington. Her friends notice the coat of tan she has brought back with her. Well, anyway, this was contracted while sunbathing on the beaches of the Pacific.

The days of single blessedness for Frank "Speed" Wineski, timekeeper of the Store Department, have come to an end. Frank has taken unto himself a better-half, Helen La

Bonne. We might also mention that the newlyweds were presented with a beautiful set of silverware by the Store Department employees.

We have with us again smiling Fred Lehner. Fred, being a good natured fellow and hearing Fishbeck needed a strong man, came all the way from St. Cloud to assist in juggling the annual inventory figures.

Cap Ruesher has purchased a new car and we think he is getting quite "ritzy."

Mildred Kannar was a recent week-end visitor to Winnipeg. Milly says that the fun wasn't so much, as the "blue laws" seem to hold their own pretty well up there.

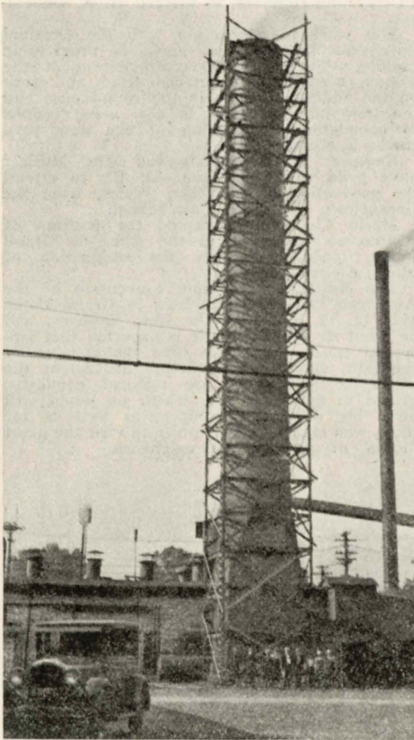
Jay McTeague, who has been inserting news items in the SEMAPHORE for the Store Department for the past few years has been confined to his home with a relapse following the flu. We wish him a speedy recovery.

Irene McCauly has purchased a new car. Guess the old one was getting sort of worn out running to North St. Paul every day.

Jackson Street Shops

Bernard Dittich, electrical apprentice, was married to Catherine Fountain on May 23. They went to Winnipeg on their honeymoon. Congratulations!

John Sattler, carman helper, was married to Tillie Mueller on April 10. They went to Paynesville, Minnesota, on their honeymoon. Congratulations!



This picture of the power plant smokestack at Jackson Street, was taken while repairs were under way. This was quite an undertaking and was completed without an accident, which speaks very highly for Mr. McNulty and his crew. Those in the picture from left to right are: LeRoy Wilson, Jim Calon, James Melroy, Ed McNulty, Pete Brue, Joe Sabouren, L. Thompson, and Ed. Morehouse.

Herman Rochnisch, pattern shop foreman, and wife, left on June 6 for a trip to New York.

We have a greenhouse made of an old coach, where seed plants were raised by our amateur gardeners. They certainly did well, having supplied the Mississippi Street park and the shops with flowers and plants. Plants and seed flowers were set out to beautify the grounds and window boxes. For amateurs they can't be beat. The committee is composed of E. Dittbrenner, chairman and treasurer; J. W. Schiller, secretary; J. V. Langer, J. L. Pisek, G. Gibbs, and A. Nelson.

For Sale—Fishing tackle by Lucas Paul. Mr. Paul is in the air brake department and claims he cannot get up in time to use this fishing tackle.

Jim Davern bought a Ford coupe. Well, Jim, no need now for excuses in the morning.

Since the machine shop has had a new clerk, Richard (Goose) Saum was seen to make frequent visits there. No one seemed to know the reason until our chief clerk put a few detectives on the trail who found that the new clerk always had chewing tobacco. What's the matter, Goose, did you run out?

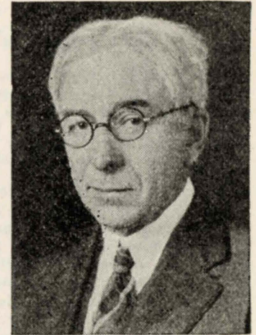
KALISPELL DIVISION

Associate Editor
J. A. MINCKLER
Whitefish, Mont.

Mr. and Mrs. Ben H. Nixon have become regularly established residents of this territory, Mr. Nixon having taken the position of extra dispatcher.

They came to us from Lewiston, Idaho, where Mr. Nixon was dispatching trains. Hands of welcome are extended from all sides, and we hope that they will find it possible to make this their permanent home.

Retired B. & N. Foreman Ed. Reinking, now living at Boulder, Colorado, dropped in on the old crowd the other day and was a very welcome caller. Every one was glad to see Mr. Reinking looking younger than ever, and all hope to enjoy many more annual visits from him.



Jane Scrivener and Her Uncle

Here is a picture of a little girl who claims she belongs to the Cascade Division, Jane, daughter of Chief Store Clerk and Mrs. Al Scrivener, of Everett, Washington. But the Kalispell Division claims ownership of Jane just as much as the Cascade, because her mother is a Whitefish girl and Jane comes here every summer. Mrs. Scrivener will be remembered as Doris Ferguson, a very popular member of the younger set some ten years ago. That proud fellow with Jane is her uncle, Phil McGraw, Great Northern supply man at Whitefish, and we don't blame him for being proud, either.

Word has been received that William Taylor, son of Great Northern Surgeon and Mrs. W. W. Taylor of Whitefish, a senior at Carleton College, has been awarded high honors and the Gray prize of \$100 for the best thesis. Another achievement for the Great Northern family!

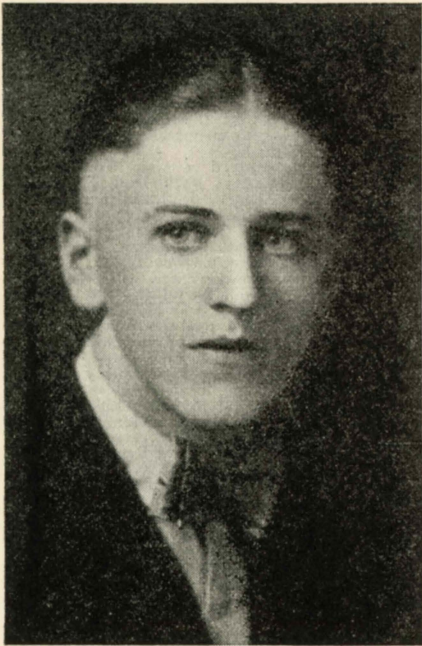
The many friends of Chester Yale, machinist, will be glad to learn that he is recovering nicely from a surgical operation in a Spokane hospital.

An event of unusual interest occurred at Whitefish May 25 when Helen Toyrilla, one of the very popular young teachers of Whitefish schools, and Earl Hunt, of the Great Northern mechanical department, were married. The good wishes of the entire community go to this couple for a happy journey through life.

Clarence Fix, call boy at the yard office, who has been very ill with meningitis, is on the road to recovery.

Dorothy Deighton, daughter of Roadmaster and Mrs. T. C. Deighton of Whitefish, spent a few days of her vacation here. She is a teacher in the Everett, Washington, city schools. That Everett school board certainly shows good judgment!

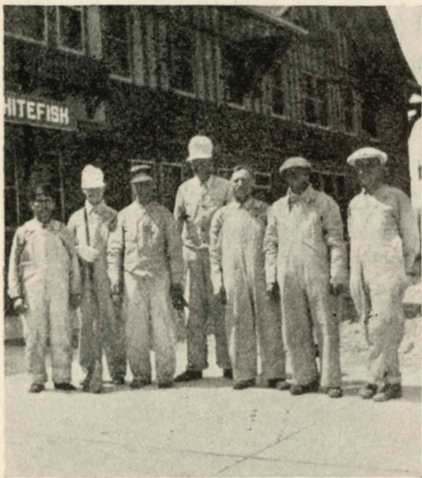
Great Northern Semaphore



Val Robertson

This young man, son of Conductor and Mrs. Val Robertson, of Whitefish, has been piling up some remarkable records in stenography and typing. His latest achievement in typewriting is an award of a Royal typewriter as a prize for writing 89 words per minute with only four errors. This record was made on a machine almost entirely new to him. That boy is surely on his way and we expect him to go far.

We are glad to report that Veteran Conductor Wm. Bernard, who has been in a Spokane hospital suffering from blood poisoning, is making satisfactory recovery.



The above is a picture of one of the crews at Whitefish depot. They are the men who supply the passenger cars with sparkling mountain spring water and clean crystal ice, for the comfort of passengers on the Oriental Limited and the other Great Northern trains. All are old timers here on the job. Left to right: Al Baughman, Phil McGraw, Enos Littlefield, E. E. Spencer, Ross Liccoradone, Sam Sexton, and Frank Caferro, foreman.

ADDITIONAL SOMERS NEWS

Gordon Parr has a Ford. It might be well to advise motorists to keep an eye on Gordon. Several months ago I made a request for pictures for the SEMAPHORE. I am sorry to say I have not received any. If any of the local people have a few snap shots of Somers or the vicinity or of themselves, send them to me and I will be very glad to have them printed. Get busy.

Bill Auman, night oiler, has just received a Congressional medal for services extraordinary while in the army during the Spanish-American War. We have not been able to learn if the medal was awarded for suppressing a Filipino insurrection or for assisting Hobson in sinking the ships. Bill says this is the third medal he has received but does not disclose the why and wherefor.

KLAMATH DIVISION

Associate Editor
FRANK W. SEXTON
Klamath Falls, Oregon

Now that the celebration is over every one is settling down to the regular routine. However, we are looking forward to the time when we can move into the new depot, which is rapidly nearing completion.

George W. Smith, formerly of the Cascade Division, has been appointed cashier at Klamath Falls.

Chief Dispatcher Jack Carman reports very good fishing in the neighborhood of Keno. The snakes are quite large out there, but Jack does not seem to have much trouble in keeping away from them. Rumor has it that Jack recently broke all records for the 100-yard dash when he met a rattler at the best fishing hole in the river.

"Pondosa" Pete Andonoff, foreman of extra gang number one, recently paid a visit to Spokane. It was our understanding that Pete was going to be married, but apparently not, as he returned without the bride.



L. J. Dachwald, of the Spokane Division, bid in the position of dispatcher at Klamath Falls and will take up his duties at an early date. To celebrate Mr. Dachwald's good fortune in securing this position, Chief Dispatcher Carman has promised faithfully to whistle a new tune every day. Jack has been going so strong on the same tune for the past month that everyone on the division knows it by heart. Here's how, Jack! Hope you have the new tunes all rehearsed by the time "Doc" arrives.

T. J. Clarke, general master mechanic, paid a visit to Klamath Falls a few days ago.

Engineer Paul Hodge is attending the convention of the B. of L. E.

Conductor E. H. Crawford, Brakeman Winegar, O'Donnell, Herrington, and a few more of the boys have moved their families from the Cascade Division.

Timekeeper Art Palmer, known to a chosen few as "Barney Oldfield," together with Perry Ayers, welder, and Lineman Thayer spent a few days in Klamath Falls recently looking over the country. These boys all hail from Bend.

Don Boyle, of the city office, played ball at Dorris, California, a few weeks ago. Don must be a good pitcher as we understand his team won the game. Score 30-2.

Engineers Farrell and Mathews, Fireman Finch and Smith, Conductor McIntosh, Brakemen Carmichael and Bradley, and Switchmen Julius, Stringfellow, and M. A. Carmichael recently reported for duty on the Klamath Division. These men are all from the Cascade Division.

Car Foreman Oscar Anderson and Carman Sullivan recently took up their duties at Klamath Falls. Mr. Anderson was formerly at Skykomish.

KLAMATH DIVISION CREWS



Engine Crews of Numbers 1 and 2. Left to right: Fireman W. E. Welch, Fireman Sid Stauffer, Engineer Joe Stafford, Engineer Paul Hodge.



Train Crews of Numbers 1 and 2. Left to right: Brakeman Roy E. True, Brakeman Wm. Herrington, Conductor E. H. Crawford, Conductor Harry Surles, Brakeman Jack Daugherty, Brakeman M. Sharpe.



Timekeeper Art Palmer, commonly known as "Barney Oldfield" because of the goggles, and Francis Waters, stenographer, at Bend, Oregon.

Section Foreman Frank Howell left June 10 for Skykomish where he visited for a short time with relatives. Frank is apparently going to build a fine brick house there, as he was seen loading up his grip with bricks before he left.

Conductor Wm. Dunne, Engineer Windsor, Fireman Mitchell, and Brakemen Winegar and O'Donnell were the successful bidders on the log train run between Klamath Falls and Chemult.



Part of the staff at Klamath Falls, in front of the temporary headquarters. Left to right: George W. Smith, cashier; H. G. Amess, agent; Frank Sexton, chief clerk; Leland Howell, assistant foreman, extra gang, No. 3.

Roy "Boscoe" Cowan, engine watchman, left June 11 for Fort Stevens to spend two weeks as instructor for the Ashland National Guard.

Boiler Inspector Jerry Cahill spent several days in Klamath Falls the week of June 3.

Scale Inspector George Hoffman spent several days in Klamath Falls recently getting things lined up for the installation of our new track scale.

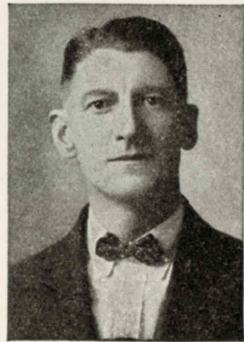
There is a story going around about one of our brakemen, Jack Daugherty. It is too good to keep, so here goes! It seems that Jack, for some unknown reason, went to church one Sunday in Bend. An orchestra was playing and Jack enjoyed it immensely until at the beginning of a selection, the piccolo player started in playing a different tune from what the rest of the gang was playing. Jack got disgusted and every few minutes he would growl, "Darn fool piccolo player, darn fool piccolo player." Toward the end of the selection Jack got pretty loud and disturbed the congregation. After the selection was over the minister stood up and said, "I would like to

know who called the piccolo player a darn fool." A voice from congregation, presumably Jack's: "Don't know who called the piccolo player a darn fool, but I would like to know who called the darn fool a piccolo player." Needless to say, Jack has sworn off going to church. He says he can behave himself better outside than he can in church (?).

MESABI DIVISION

Associate Editor
I. G. JORSTAD
Superior, Wis.

Mrs. A. S. Krooks and children, family of switch foreman, are visiting relatives and friends at Marquette, Michigan.



Now that Superior has been established as the summer capital of the U. S. A., we hope that a number of our friends may be induced to journey hither during the summer months. We are all dressed up, and what is more, there is some place to go. Superior has been transformed from a normally prosperous business city to a bustling capital city. Tourists from all states throng the streets,

necessitating additional traffic officers, while the highway between Superior and the Summer White House, on the Brule River, has a steady stream of automobiles.

Elton F. Bailey, agent at Kelly Lake, is at Rochester, Minnesota, undergoing treatment. We hope that he will be benefited and that he will soon be back on the job. In his absence, the station is in charge of Walter Brezinski.

W. T. Nelson, agent at Keewatin, has taken a leave of absence and will motor to New York and other eastern cities. Keewatin station is at present in charge of L. G. Gimpl.

Mrs. Walters, wife of Engineer Newberry Walters, was called to Pipestone, Minnesota, June 15 on account of the serious illness of her mother.

George Dow, formerly of the district engineer's office at Duluth, is now back on the old job in division roadmaster and master carpenter's office, Superior.

Mrs. E. J. Strong, wife of engineer, is visiting at Madison, Wisconsin, with her daughter, who is receiving medical attention at a hospital.

Gust Lundberg, motor car repairman, was one of the many who got busy making various improvements in anticipation of the President's coming. Immediately on hearing the news, Gust hied himself to a "Five and Ten," purchased an armful of paint and proceeded to

paint his 1906 model Ford. The wheels took on a bright red color, the fenders white, and the body blue, and they say that his car now rivals many of the larger and more expensive autos. He also purchased a complete outfit of fishing tackle, and a trailer for the car in which to transport the large trout which he expects to land at the Brule this season. It is his intention to spend every Sunday and holiday on the Brule.

We recently enjoyed a visit from H. A. Steen, veteran agent at Kerkhoven, Minnesota. A few months ago T. J. Roth, one of our leading merchants, while reading the SEMAPHORE happened on the name of Mr. Steen, in the Willmar Division column. Remembering him as a college classmate, Mr. Roth at once started a correspondence with the result that he located his old friend and induced him to pay a visit to Superior. Mr. Steen accompanied by Mr. Roth, paid us a visit at the office. We were pleased to find him looking well and enjoying good health.

Oren Bottoms, engineer, formerly on the Sandstone-Minneapolis local, has moved his family from Sandstone to Kelly Lake. He is now on one of the range transfer jobs.

Headquarters of Cornell Halverson, formerly of Cass Lake, is now at Grand Rapids. Cornell made many friends at Cass Lake, but is now nicely settled at Grand Rapids. The only thing that worries him in his new place of residence is about getting used to the golf course. He developed into a near professional at Cass Lake, and expects to show the people of Grand Rapids a thing or two about the game, when he becomes more familiar with the course.

The home of John Stodola was the scene of a happy gathering on the evening of June 14, the occasion being his twenty-seventh birthday. The evening was spent playing bunco and cootie. After a delicious lunch was served, the guests presented John with a new lunch pail.

Arnold Nehiba, formerly operator in the relay office, has been promoted to the position of trick dispatcher. He is working as relief while the regular dispatchers are taking vacations. Arnold still wears a 7 1/4.

Shortly after the arrival of President and Mrs. Coolidge, William LaValle, engineer, was seen going down Tower Avenue wearing a brand new white straw hat. We wonder where he got the idea!

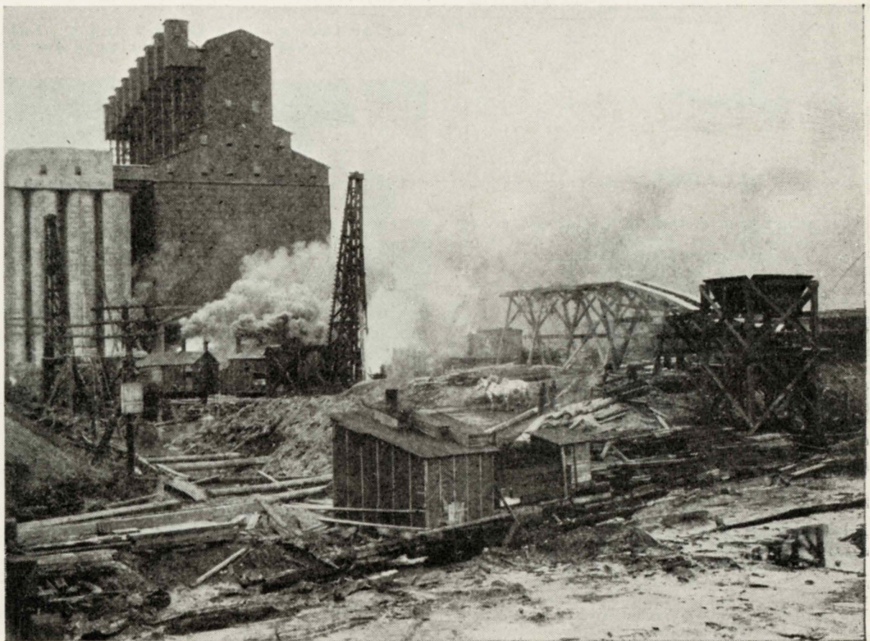
Won by a Head

"I lost my head completely and then I kissed her."

"I don't see quite how you managed it."—Columbia Jester.

A Generous Offer

"If the smallest hole appears after six months' wear," reads a Philadelphia tailor's advertisement, as reported in the *Country Gentleman*, "we will make another absolutely free."



The above gives a good idea of the work in connection with the construction of the concrete grain storage bins at Elevator "S," at Superior, now under way.

Great Northern Semaphore

MINOT DIVISION

Associate Editor
CARL CARLSON
Minot, N. D.

District Roadmaster A. Solga, who for a number of years was located at Rugby, North Dakota, has been transferred to New Rockford, on account of the change made in division limits.

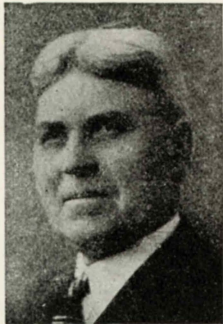
We have it from good authority that Walter Johns, south end conductor, has gone into the stock business at New Rockford!

Lewis Anderson, conductor on the south end, has again taken up golfing, and is making an excellent showing. In the finals at New Rockford recently, he walked away with honors and the championship medal, beating his opponent, 38 to 39, out of a field of fifty-four players from various cities in the vicinity of New Rockford. Last year he attended the tournament at Devils Lake at the Town and Country Club. It was one of the largest and most successful tournaments ever held in the Lake Region. He won the 36-hole event with a net score of 139. Lewis, you had better try your luck on the Minot links next, where perhaps you can get real competition.

Alvin Gran, material clerk in superintendent's office, returned recently from California, where he had been recuperating from an operation performed early last fall. From all appearances the California climate did him a world of good, and we sure will be glad to see "Al" back in the harness again.

Agent James P. Costello and wife, of Crosby, North Dakota, left recently on a three months' vacation to be spent in various parts of the country. They will go to Niagara Falls, then by slow stages through the Central West from Chicago to Omaha, Denver, Salt Lake City, Los Angeles, Portland, and Seattle, returning about August 15. The SEMAPHORE joins in wishing Jim and his wife a very pleasant and enjoyable vacation, which, we believe, is the first one in eighteen years.

Geo. W. Newton, Jr., our correspondent from Williston, has moved to Minot and has taken a position in the superintendent's office. We are glad to have you with us, George, but will miss the news items from the Missouri River hamlet.



M. W. Garrison

The picture above is that of Mahlon W. Garrison, son of Special Agent and Mrs. H. W. Garrison of Minot. This young man is among the graduates of the University of North Dakota, Class of 1928. Mahlon received the degree of Bachelor of Science, majoring in medicine. He will continue his medical studies at the University of Nebraska at Lincoln.



Corporal R. Ronk

The picture above is that of Corporal Russell Ronk, engine caller and general utility man at the Minot roundhouse. Russell was at Camp Grafton near Devils Lake, with Company "D," 164th Infantry, North Dakota National Guard, which had its annual encampment there June 11 to 23. Russell takes great pride in being a National Guardsman.

The boys at the Minot yard office are now teeing off on the golf links. W. J. ("Dutch") Barke, assistant yardmaster, and Burnie Olson, desk clerk, are the principal players on the course. Dutch was seen the other day looking for lost golf balls, stating that the caddy wanted too much to caddy for him. Good, anyhow, Dutch and Burnie, hope you bring home the bacon at the New Rockford tournament, June 17.

It is reported that the local train caller at Minot yard, Harold Lunceford, met with an accident on the Burlington road the other night while returning from a dance. It is reported that his Lizzie rolled over twice, but he escaped without injury. Too bad, Harold, for the car, but walking back was lucky.

A. J. Erickson, who for the past five years has held down second trick at Williston telegraph office, has decided to leave the Minot Division for the Dakota and transferred to the latter division when the change in division limits was effected May 6. Sorry to lose you, "Al," but wish you success over there.

Minot "Rip" Track

Car Foreman A. J. Pickus and wife took their annual vacation May 15. They went to Kansas City and other Missouri points, also visited at the parental home of Mr. Pickus, at Decatur, Ill. They had a very pleasant vacation. Mrs. Pickus remained for a short visit in the Twin Cities, visiting relatives and friends.

Art J. Morden visited with a daughter at Grenora for a few weeks recently and returned home much improved in health and spirits.

Between Art Freund, Harold Hustad, Geo. Kuhnenn, and Harry Matson, there is a real race as to who will have his house up first. At the present writing, Harry Matson has the edge, as the frame of his house is up and the roof is under way. Freund's house is up, but he is digging a cyclone basement for the family for a retreat when a storm threatens. Mr. Kuhnenn's basement is a rather large one, and may be used for storing cordwood and such other winter necessities as may seem to be needed. Harold Hustad has a neat little dwelling for two, and is adding such beauties as may be wanted, as well as getting ready to house "friend wife" and such good friends as may come every so often.

Mrs. Harold Lieberg, who was injured Christmas eve, by being run down by a delivery wagon, has so far recovered as to enable her to travel to Seattle, Washington, where it is hoped the lower altitude will be beneficial. Her place is being filled by little Johnny Ludwig.

Anton Tiegen, who was caught between two cars on March 5 and nearly lost his life, and who has been in a local hospital since then, sufficiently recovered to enable him to return to work on June 8. Though it was an effort for a few days, he is taking it with good grace.

Pipe Smoker Lured By Aroma of Fellow Smoker's Tobacco

Many a man has flirted with the belle of a fancy dress ball, only to find, when the time came to unmask, that he had been attracted by his own wife. The same thing can happen in the case of a man's favorite smoking tobacco. In fact, it has. Read the following letter:

Boston, Mass.,
April 21, 1927

Larus & Bro. Co.,
Richmond, Va.

Gentlemen:

This morning I had a smoking adventure worth recording.

Next to me in the smoking car a gentleman was puffing his pipe contentedly. I was not smoking at the moment, and the aroma of his tobacco intrigued me exceedingly. For twelve years I had smoked Edgeworth without being tempted by any other brand, but the fragrance emanating from the pipe of the gentleman beside me was so agreeable that I could not resist the temptation to speak of it.

"That is wonderfully fragrant tobacco you have there," I remarked. "Would you mind telling me the name of it?"

"It is Edgeworth," he answered.

We then congratulated each other upon our mutual good taste, and I decided that I would continue to use his brand and mine.

Sincerely yours,
S. H.

Somehow, really good things have that quality—they're better than ever when you discover them for the second time.

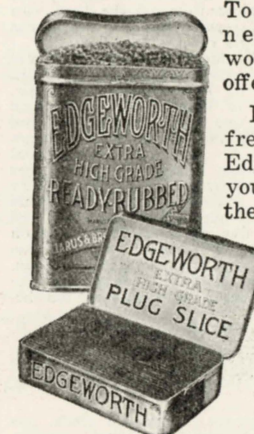
To those who have never tried Edgeworth, we make this offer:

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

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

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

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



Assistant Foreman K. E. Hustad started his annual vacation June 7. He left for the Twin Cities and other Minnesota points where he will "vacation" for two weeks, sight-seeing and giving the family a rest from its daily toil at home.

Van Richards, who was off the job since March, returned the early part of June, although not entirely recovered.

Clarence Taylor lost his father recently. Burial was at Towner. Sincere sympathy is extended from friends and the SEMAPHORE.

Mahlon Skotlan is doing duty as relief inspector for Eddie Westom at the local passenger depot.

Syver Lonberg was off the job for a week or ten days on account of a daughter's illness. Nels Hendrickson was laid up recently.

Harold Hutton is contemplating another trip to the West Coast this season.

Alfred Anderson, veteran section foreman and carman, Willow City, has taken his family for a trip east. They expect to visit at Akron and Chicago, and then go on to New York and Providence, where Mr. Anderson has relatives with whom they will visit. Mr. Anderson is giving his children a splendid opportunity to see the United States.

Inspector and Mrs. Louis Cross lost their four-year-old son early in June. Burial was in Rose Hill Cemetery at Minot. Sincere sympathy is extended from friends and the SEMAPHORE.

MONTANA DIVISION

Associate Editor
FRANK J. COVELL
Havre, Mont.

The many friends of Conductor E. J. Bradrick were shocked to hear of his death on June 10. He was handling a work train on that date and had stopped at Harlem to pack a hot box.

After this was taken care of and the train was again moving, he started walking over the train to the head end, and unseen by other members of the crew, evidently fell between the cars and was killed. Conductor Bradrick was born in New Madison, Ohio, April 10, 1893, and was thirty-five years of age. His wife and three small children, reside in Williston, North Dakota. He entered the service of this company as a brakeman on September 16, 1912, and was continuously employed on this division as brakeman and conductor until his death.

Conductor Bradrick was a man whose loss will be keenly felt by his friends and by the company. His services were of the best. In his fifteen years of service not one mark was ever placed against his record.

The funeral of Conductor Bradrick was held at Watford City, North Dakota, on June 12 under the auspices of Fort Union Lodge No. 128, A. F. & A. M. of Watford City, of which lodge Mr. Bradrick was a charter member and one of last year's officers. Burial services were conducted by M. A. McClung, Worshipful Master of Fort Union Lodge, the pallbearers all being railroad employees. There was a very large attendance of railroad men and residents of Watford City, where Mr. Bradrick and family resided for five years while he was on the Watford City-Fairview mixed run, and was considered one of its most popular citizens. The sympathy of a host of friends over the entire Montana Division goes out to his bereaved family.

Ethel Doles, daughter of Chief Dispatcher P. W. Doles, has returned to Havre from Inter-mountain College, Helena, from which school she was graduated after completing a teachers' training course.

Grace Corfield, master mechanic's clerk, has returned from a two weeks' vacation spent in Vancouver, B. C., and other coast points.

E. O. Smith, personal record clerk, and family are spending their vacation at the old home in Virginia. Emery intends to try to absorb enough of the old southern sunshine to keep him warm through the next winter.

F. W. Wilson and Glen Sadler, of the Culbertson station force, have been attending the Montana National Guard Encampment at Helena, which opened June 10.

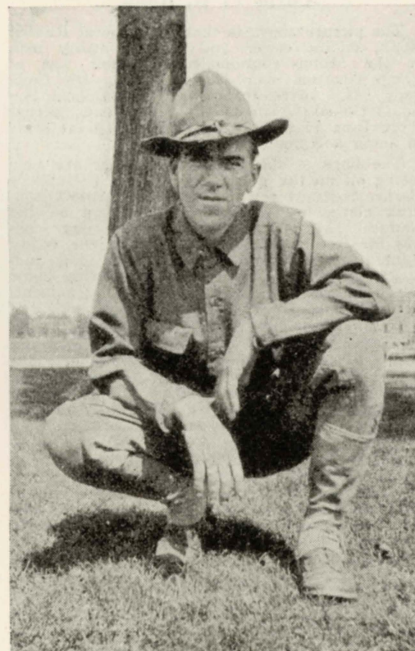
Night Chief Dispatcher F. L. Adams was recently called to Niagara Falls, New York, by the death of his mother. The sympathy of his many friends is extended to him.

Conductor W. S. Hartland is back on the job after attending the national convention of the Order of Railway Conductors, and visiting friends and relatives in Wisconsin.



Vandalia Dam

The above is a picture of the United States Reclamation Service Dam at Vandalia. It was taken by Chief Yard Clerk Irving Russell, of Glasgow, while on a recent fishing trip at that point. He reports a good catch but says he lost the best fish of all, a monster pike at least three feet long, after fighting him for some twenty minutes. He says the fish finally snagged his line in the roots of the bushes which you see in the foreground of the above picture, broke it, and escaped. This view was taken nearly an hour after the struggle with the giant pike, but you will note the water is still considerably roughened.



A. M. Harvey

The above is a snapshot of A. M. Harvey taken at Fort Benjamin Harrison during the World War. "Spike" at the time of his enlistment was yardmaster at Wolf Point, but is now located at Whitefish, where he is division agent for the Western Fruit Express Company. No, he is not trying to dodge an enemy bomb but is merely getting set for a dash to the company kitchen. His barracks was ninety-two yards from the kitchen and his record of eight and seven-tenths seconds from "chow" call to the kitchen door still stands at Fort Harrison, as does his average time of nine seconds flat.

Mrs. Edna Trumbull, third trick operator at Trenton, has returned from a several weeks' visit with her daughter at Helena.

Paul Curfman, B. & B. clerk, has been called back to Fargo by the serious illness of his father.

A. E. Benn, for many years agent at Cut Bank, has resigned and left the service. Operator W. Jones is in charge temporarily, with F. W. Mueller working first trick, Lydia Shepler second, and Otto Lundin on third.

W. F. Zion, former yardmaster at Cut Bank, was transferred to Havre as night yardmaster when Cut Bank terminal was abolished on May 6. A friend recently stopped him on the street and asked what the trouble was as he walked with an apparent limp. Bill said nothing was the matter except he had been at Cut Bank so long he had formed the habit from climbing up hill all the time and it would no doubt take some time to again get used to walking on level ground.

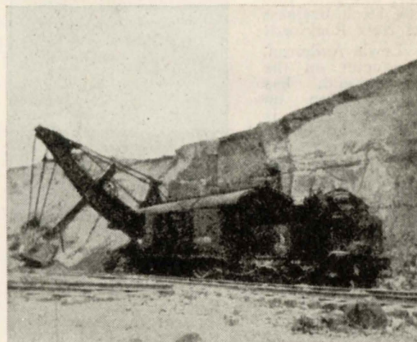
Conductor J. L. Duffy and family have been taking a vacation, attending the B. R. T. convention and visiting at Jim's old home in Wisconsin.

Conductor "Bill" Goggins is again back on his run on numbers one and two between Havre and Williston, after a visit to Rochester, Minnesota.

Mrs. Sigvald Johnson, wife of Hostler Sigvald Johnson, of Bainville, has returned home from an extended visit with her mother at Clinton, Iowa.

Mrs. F. B. Gallagher, operator, Bowdoin, has been off duty for several weeks on account of illness.

Operator John Avritch, Trenton, has returned to work after an extended leave of absence.



The above is track steam shovel X-1883, shown operating in Vandalia pit. It is a two-and-one-half-yard dipper capacity, and so far this season has taken out 62,140 yards from Vandalia pit.

Quite a number of our local employees are establishing themselves in the much advertised coast country in the vicinity of Seattle, purchasing land and erecting nice homes with the idea of locating there at some future time when ready to retire from Great Northern service. Conductor Orville R. Wright is one who has purchased a very beautiful place and has started a thriving chicken ranch.

D. McGougan, general foreman in charge of Havre roundhouse and rip track, was transferred on May 21 to Hillyard shops. He will be missed by a host of friends in Havre who wish him every success in his new position. Mr. McGougan came to Havre as a machinist February 3, 1906, was promoted to gang foreman February 10, 1906, general foreman May 1, 1916, superintendent of shops October 1, 1920, and on closing Havre shops September 1, 1927, was made general foreman of roundhouse and rip track. "Mac" as he was known to us, always took a great interest in social, fraternal and civic affairs, in which he will be greatly missed.

ST. CLOUD DIVISION

Associate Editor
JULIUS A. JOHNSON
Minneapolis, Minn.

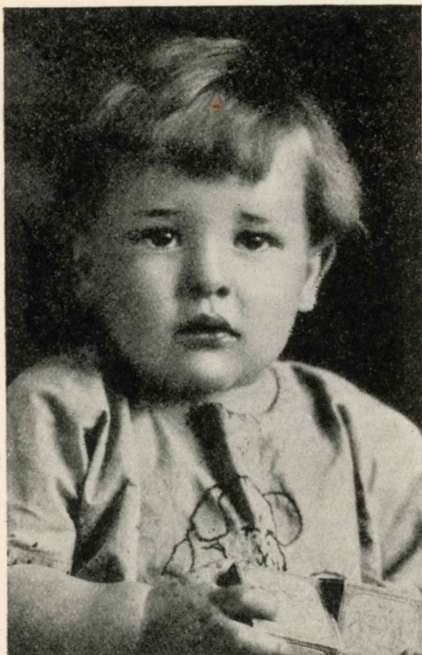
Retired Brakeman Joseph P. Gallagher is mourning the loss of his daughter, Mrs. Marion Leighton, who passed away at her home at Stuttgart, Arkansas, on May 21.

He had just returned from an extended trip when he received word of his daughter's serious illness and he hastened to her bedside. Funeral services were conducted at the M. E. church.

The pallbearers were six young business men. Ten young women, members of the Sunday school class of the deceased, each carrying a floral offering, preceded. A touching service was conducted at the cemetery by the Eastern Star, of which order the deceased was Worthy Matron. The SEMAPHORE joins with friends in expressing sympathy on this sad occasion.

Operator Grace Sanstead is on a vacation in Madison, S. D., where her husband is store manager for an auto supply firm. Her place at Fergus Falls station is being filled by Clarence Meissner.

Summer tourist travel promises to be very good this season, both to north Pacific Coast points and to California. This business started about the middle of May and is keeping up well.

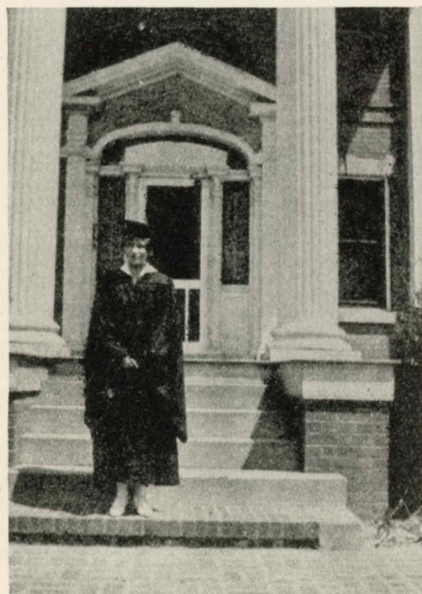


Floyd Mikel

A "Better Babies" contest was conducted by the American Legion post at Melrose during May, which was open to children under the age of eighteen months. The above picture shows Floyd, seventeen-months-old son of Brake-man Fred Mikel, who was awarded first place in the contest. There was a large entry and the twelve finalists were all fine specimens of healthy babies, making the selection of the winners a difficult task. First and second places were won by boys and a girl was awarded third place. All three winners will be given appropriately engraved loving cups.

As a gardener, Art Cosgrove is a good assistant cashier. This spring he put out numerous varieties of plants and seeds in his back yard garden and to his surprise the whole works turned out to be strawberries, or at least that is all that is growing.

Robert Kolb, clerk at St. Cloud roundhouse, has been confined to his home with an attack of the "flu." Friends wish him a speedy recovery and return to work.



Melinda Johnson

The above picture shows Melinda Johnson on commencement day as a member of the '28 class at State University of Iowa when she received the degree of Bachelor of Arts. She is remaining at Iowa City to attend the summer school session and continue work in an endeavor to secure an advanced degree. This young lady is closely connected to this railroad as her father is veteran section foreman at Evansville and two of her brothers are employed in the superintendent's office at Minneapolis.

Fireman A. D. Garon is in San Francisco as a delegate to the B. of L. F. & E. convention now in session there.

Claim Clerk Al. Harris, St. Paul local, was away from the office for a few days to attend the marriage of his daughter, Rose, to Edward Johnson of the Minnesota Mining Co. The wedding was solemnized at Christ Church, St. Paul, on June 2, and the happy couple is now making a motor tour of the northern part of the state.

Sympathy is extended to Operator Charles Peterson, of Alexandria, on account of the death of his mother which occurred recently.

The number of bachelors at the Minneapolis freight office is decreasing. Both Edward McNally and Roland Edlund will soon be married.

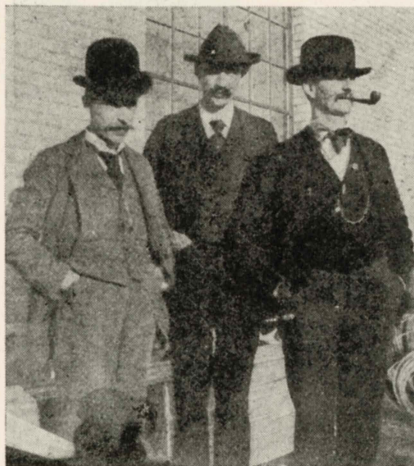
Assistant Cashier Dan Spillane has returned to his desk at the St. Paul local after a short vacation spent at Rochester, Minnesota.

A recent letter from Retired Conductor T. J. Kelly reports him in San Francisco on a visit with his daughter.

Zola Gralton, of the St. Paul freight office force, is visiting with her sisters in Milwaukee.

Expense Clerk Edna Bodene, St. Paul freight, made a motor trip to Chicago during her vacation.

The community at Sauk Centre and the employees over the entire division were shocked Saturday, June 9, when they learned of the sudden death of Agent Clinton H. Child which occurred that morning. He had gone home the evening before in apparently good health and came to work at the usual time on Saturday but complained of feeling ill and returned home after a short stay at the station. A physician was called, who gave him temporary relief from severe heart attacks, but he suffered a third attack from which he did not rally and passed away between nine and ten o'clock that forenoon. The deceased was just under forty-nine years of age, and, except for a few short periods, had worked for this company since 1899. He had been at Sauk Centre as operator, assistant agent, and agent since 1907. He was active in Masonic circles. The funeral was held at the Masonic temple with interment at Greenwood cemetery on the afternoon of June 13. Mr. Child was also a World War veteran, having received his discharge as a sergeant in the signal corps, and was an active member of the local American Legion post and served as its first commander and subsequently held other offices in the organization. He was also a member of the O. R. T. He is survived by his wife, three daughters, and a son, to whom the deepest sympathy is extended in their bereavement.



Here is an old time picture taken at St. Cloud in 1894. Those shown are, from left to right: Tom C. Tyrrell, chief clerk, now deceased; Walter Van Etten, clerk to storekeeper, now deceased; O. H. Wood, now assistant purchasing agent at Seattle.

SPOKANE AND MARCUS DIVISIONS

Associate Editor
GRACE W. HITCHCOCK
Spokane, Wash.

L. J. Dachwald, for many years assistant car distributor, Spokane, has taken a six months' leave of absence to handle the second trick dispatching at Klamath Falls. Here's hoping the fishing is good so that "Doc" will enjoy his vacation. He is receiving the congratulations of his many friends, who wish him all the luck in the world in his well-earned promotion. R. L. Bradshaw from "PD" will handle "Doc's" desk.

Harmony Lodge, the summer cottage of Mr. and Mrs. Harry Rix and Grace Harris, on the scenic shores of Priest Lake, was opened May 15. The Rix family has as a guest a sister, Mrs. Jennie Pratt, of Detroit, Michigan.

In the shake-up of May 6, Engineer John Farrell received runs 27 and 28 with the Appleyard lay-over. He has been holding the W. O. line passenger job for the past five years. Engineer Eric Welin has taken the W. O. line passenger run.

Mr. and Mrs. F. J. Bauer packed their bags and hied themselves away to Fargo, North Dakota, Madison, Wisconsin, and other points east recently, where they visited a daughter and friends. Master Mechanic Bauer has returned to his duties while Mrs. Bauer will visit for a time in the East.

Engineer N. L. Keeler, of the Hillyard switch engine force, has been off duty with a badly sprained ankle.

Mrs. G. Bradburn, wife of the signal maintainer at Espanola, has been visiting relatives at Alpine, Washington.

Mrs. Etta Hopkins, Fort Wright interlocker, left for Seattle June 14 to spend a week with her sister, Mrs. Anna Miller. Little Marguerite and Jack accompanied her.

The new electric roundhouse at Appleyard, is fast nearing completion and by August 1 Contractor W. T. Butler, of Seattle, hopes to have the walls up and the roof on. The new engine house is a modern and substantial structure of brick, 88 feet by 192 feet and will have four tracks or stalls.

Because Ephrata third trick has been closed, Mrs. Ruth Langbein has been assigned to the extra list.

Wm. Bartley, agent at Bluestem, and family are spending three months visiting "Merrie" England. C. P. Merry is acting as agent during Mr. Bartley's absence, and Mrs. Ruth Langbein has been protecting third trick at Bluestem.

June business on the Spokane Division is like the famous magic beanstalk. The program calls for eight or ten special trains, two show trains, and a number of silk trains. More power to you, Great Northern! That's what we want!

Mrs. Anna Gill was called to Adrian recently by the death of her father-in-law at that place. She has now returned to her position at Lyons.

Engineer W. R. Concie has displaced Engineer Winters on the west yard "speedway." "Too many years on the farm," Mr. Winters, as the saying goes. Mrs. Concie is visiting relatives in Minneapolis.

Mrs. Hazel Rust and daughter, Bozeman, Montana, are visiting their cousin, Mrs. Ed Reynolds, of Hillyard. Mrs. Reynolds and two children recently made a trip to Bellingham where they attended the commencement exercises. Carvel Sparks, son of Engineer Amos Sparks, was a graduate.

Wm. Toole, of the special agents' department, Wenatchee, was transferred to Hillyard on June 1.

Bill Bennett, second trick operator, Wilson Creek, took a few days' leave and went fishing in Crab Creek. They say he really "brought home the bacon," and also some real fish. How do you do it, Bill? Most of us can get the bacon but not the fish! What?

Conductor Roy N. Stephens was the successful bidder on the Trinidad work train job.

On June 1 the passenger crews on the Cascade and Spokane divisions started to run through instead of changing at Wenatchee, as has been the practice since October, 1922. Cascade crews will man runs 1 and 2, and Spokane Division crews 3 and 4 respectively; 27 and 28 will be protected by two Spokane and two Cascade crews.

Operators Cook, Bradshaw, and Dachwald made a successful fishing trip, we understand, recently to the Colville country when all the little fish stood up on their "hind legs" and took the bait. A passing motorist reports that "veni, vidi, vici" was chalked in big letters on their home-bound chariot.

Spokane Division employees will be glad to learn that Mrs. Milton James was one of the winners in the *Spokesman-Review* contest and received a Chevrolet sedan for her efforts. Mrs. James is the daughter of Engineer "Danny" Laughlin.

Gordon Robnett, stenographer, in the chief dispatcher's office, Spokane, is the proud owner of a new home on the north hill.

L. M. Coneen and family motored down from Hedley, B. C., where Mr. Coneen is agent. A few days were spent in Spokane visiting old friends.

Bill Murray, car distributor, Spokane, is parking a fine new car at the passenger station.

Engineers Faulkner and Fairburn, who have been working on the Kalispell Division for the past year, have returned to Spokane and are now running out of Hillyard east to Troy, Montana.

Engineer E. L. Lenz was the successful bidder on 39 and 40 with the lay-over at Wenatchee.

Mrs. C. E. Blackmer, of Ballard, Washington, combined business with pleasure in a recent trip to Spokane.

Mrs. T. R. Rudy and three children spent two weeks at Chappell, Montana, early in June visiting relatives. The three little tots are just recovering from the chickenpox.

The mumps have claimed as victims all of J. E. Pushor's family—the twins, another little girl, and the wife. They are all on the road to recovery.

Engineer Fred Kyarsgaard, who has been holding the K. V. line for the past two years, has returned to main line service out of Hillyard.

Conductor E. W. Horsfall, who was confined in the Sacred Heart Hospital during the month of June, is reported on the road to recovery.

Engineer John Burke was the successful bidder on the Spokane Division ditcher job.

The B. & B. department has just completed the renewal of bridge No. 297, two miles east of Bluestem, with a fine up-to-date concrete bridge.

Mrs. G. W. Wood, wife of Operator Wood of Fort Wright, has returned from Portland, Oregon, where she visited a son and a daughter.

Harry Gaitskill, of the B. & B. department, had as guests recently his daughter, Mrs. Goldie Billups, and her daughter of Tacoma, Washington; also his cousins, Mrs. Ethel Turner and Ralph Gaitskill, of Seattle, Washington.

Engineers Charles and William Ellis have been called back to the old home in Wisconsin on account of the illness of their aged father, who is not expected to live.

George Peters, special agent, recently of Wenatchee, will be stationed at Glacier Park for the summer.



A grievous error occurred in the June SEMAPHORE. "Muggins," mascot of the Wenatchee freight office, known as Hoppe's dog, was called "Tillie" by mistake. "What's in a name?" Muggins is here shown with uplifted paw ready to resent the insult.

Frances Lois Murphy, daughter of Mr. and Mrs. R. C. Murphy, of Spokane, was married on June 13 to Paul Day Cooper, also of Spokane. Miss Murphy is a daughter of City Ticket Agent R. C. Murphy and is very popular in railroad circles. The couple was married by Canon F. W. Pratt at St. David's Episcopal Church. Jessie Fry and Helen Volitho attended the bride. Lester Olness was best man, and James Murphy, brother of the bride, and La Verne Toms were ushers. The service was followed by a wedding breakfast at the Davenport Hotel. The SEMAPHORE extends congratulations.

Mrs. S. E. Gresham, mother of Mrs. Cora Gresham Merritt, has been very ill at her home on Diamond Avenue, but is improving rapidly at this writing.

E. A. Melander, first trick operator at Hillyard yard, and C. P. Spurgeon, second trick operator at Hillyard depot, have been called to the relay service. Melander is being relieved by P. D. McIntyre, and Spurgeon by H. Cook.

F. De Grosse, of the depot ticket office, has been called to St. Louis on account of a death in his family. He is being relieved by P. W. Rice, relief agent. The SEMAPHORE extends sympathy to Mr. and Mrs. De Grosse in their bereavement.

Operator Dowdy relieved P. W. Rice as agent at Marlin for a time and is now acting as relief at Fort Wright interlocker.

Fred Norcross, of Wilson Creek, recently made a trip to St. Paul where he met his brother, Chas. B. Norcross, of Haddfield, N. J., and transacted some business. Fred says he had a good time shaking hands with old-timers. He spent several days in Spokane

on the return trip and found his way up to the Great Northern Club. He was relieved by Operator R. Harrington.

Engineer J. S. Wallace has taken the K. V. line run, displacing Engineer Fred Kyarsgaard. Don't get lost in the "sticks," Mr. Wallace!

Operator Cadwell was the successful bidder at Okanogan, and Operator Salvage at Chelan, according to the latest bulletin. Operator McCormick, from Ephrata, bid in the agency at Marlin, and was relieved by Marie Garber.

Orville Bethel, of the Appleyard yard office, was a visitor to Spokane in June.

H. A. Dittmanson has returned from a sick call to Minneapolis and is now protecting the agency at Myncaster, B. C.

Mrs. Hallberg, of Portland, Oregon, mother of Conductor George A. Bunch, is a guest at the Bunch home in Hillyard. Little Robert Bunch celebrated his sixth birthday on June 11 with a party. Master Robert was the recipient of many gifts.

Engineer A. A. Hinman was the successful bidder for the job at Trinidad gravel pit, which was thrown open recently.

The death of James Rickett, 55 years old, a carpenter for the Great Northern Railway, has been reported. Mr. Rickett is survived by a son in Idaho, and a daughter in Spokane. Sympathy is extended to the bereaved family.

Engineers George and Clifford Mott had their father, O. Mott, of Tweedie, Washington, as their guest the first week in June.

WILLMAR DIVISION

Associate Editor

L. A. JORSTAD

Willmar, Minn.

A. J. Landrigan, agent, Willow Lake, S. D., has gone into the tire business as a side line. Any one having scrap tires for sale will do well to get in communication with Landrigan as he pays premium prices. Understand Conductor W. F. Peterson recently sold him a tire picked up at the dump grounds.

S. A. Thorne has bid in the agency at Bancroft, S. D., and is prepared for a bumper crop.

Cathryn Lawler, clerk, superintendent's office, enjoyed a two weeks' vacation the latter part of June in the West, most of the time being spent visiting with the Hjort sisters who some years ago were employed in the superintendent's office, Willmar. In spite of Cathryn losing ten pounds in weight, her trip appears to have been very beneficial.

P. J. Coliton, trainmaster, and family, Willmar, spent a two weeks' vacation in June visiting friends and relatives at Grand Forks and other northwest points. P. J. covered considerable ground in his new Studebaker and outside of running out of water and gas at various times, reports a well spent time.

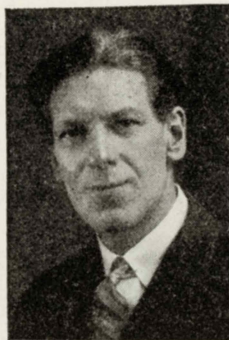
Arvis J. Osgard of Minneapolis, daughter of Traveling Engineer N. Osgard, Sioux City, left Montreal the middle of June on the Empress of Austria for a tour of England, Norway, Sweden, and Germany, in connection with the Art Craft's Guild Collegiate tour. Miss Osgard expects to return early in September.

Two gas-electric motor buses, the 2325 and 2326, have been installed on the Willmar Division, one between Benson and Huron, and the other between Watertown and Sioux Falls. Both are giving good service.

A. L. Poffenberger, agent, Delano, recently elected to membership in the G. N. Veterans' Association, while trying out his new Essex six a short time ago, donated \$15.70 to a speed "cop" at Wayzata and decided to cancel his trip to Winnipeg with the Veterans June 14. We understand Poff now gives Wayzata a wide berth on his occasional trips to the cities.

Engineers Fred and J. A. Bohne and wives returned from Frazee, Minn., May 27, where they were called by the death of Mrs. J. Johnson, mother of Mesdames Bohne. Mrs. Johnson died May 23. Their many friends and the SEMAPHORE join in extending sympathy to the Bohnes in their bereavement.

We understand that Ross McDowell, who recently relieved Agent Engel at Graceville, had considerable difficulty in making his usual Sunday layover at Delano and is glad to be back on the main line with Delano closer at hand. McDowell's usual procedure was to drive his Lizzie from Graceville to his home at Hancock and after getting all dolled up, catch No. 10 to Delano Sunday morning. The early arrival at Delano, with no taxi service, made it necessary for Ross to walk two miles to his goal, and after assisting with the early



morning chores, no doubt was in trim for a double portion of ham and eggs.

The fact that one may be a veteran in the train service does not prevent one from missing his train when out on a pleasure trip. Veteran Engineer Charles Hawkins, who manipulates the motor on the Benson-Huron line, arrived at Willmar on No. 14 on his way to Minneapolis to join the veterans' special for Winnipeg. Charley has not been around on the main line much in late years and, of course, wants to see things and know what is going on, so when he dropped off No. 14 at Willmar he spied motor 2317 on 31 which was too much to pass up without a complete inspection. He inspected her from headlight and horn to rear buffer irons and even tried out the engineer's seat. When this was done he started for his own train but found that it had departed and he could just see the tail lights swinging over onto the east bound track. Under the circumstances one would expect a few choice cuss words, but not so with Charley. He stated he wanted to see the sights along the St. Cloud line anyway, so hit number 32 for St. Cloud. Next time you go out, Charley, better take your current time card along.

Trainmaster M. L. Gaetz and family, Willmar, spent the two last weeks in June at their recently purchased cottage on the north shore of Green Lake. The location is an ideal spot, being located between Interlocken and Tippi-tonka Hotels. It will make an ideal summer home.

Clarebel, daughter of Engineer John Nygaard, Willmar, recently finished her course at St. Cloud Normal. She will have charge of the thriving Golden Rod school in East Willmar the coming season.

J. R. Welch, chief dispatcher and wife, recently returned from a trip to Spokane and other western points. C. J. Goff relieved during J. R. W.'s absence.

R. C. Pratt, agent, Hayti, is enjoying a three weeks' vacation. D. Hartung relieving him.

W. O. Engel, agent, Graceville, returned from a trip through northern Minnesota, June 21. Due to the scarcity of angleworms, his fishing luck was below par.

E. H. Schoolmeesters, agent, Osceola, S. D., was united in marriage to Dorothy Schmitz, June 26, at Caledonia, Minn., after which the newlyweds left on a three weeks' honeymoon trip to Washington, D. C. The SEMAPHORE extends congratulations and best wishes for a long and happy future.

Conductor Cy Johnson is confined at Watertown on account of illness. We hope for his early recovery.

Howard Larson, master mechanic's clerk, Willmar, is driving a new Durant six. What's the matter, Butts, was the Chevy four a trifle slow?

Lineman Marshall Henson, Willmar, may be a good lineman but understand he is not there when it comes to a fish line. He simply cannot land a real fish.

We are sorry to report the serious illness of brakeman George A. Nichols, Willmar, who is confined in a Minneapolis hospital.

Conductor and Mrs. C. S. Samuelson, Willmar, mourn the loss of their two-weeks-old baby boy who passed away June 11. We extend our heartfelt sympathy to Mr. and Mrs. Samuelson in their loss.

Ben Schamp, special agent, Willmar, and family, returned a few days ago from an auto trip to Fargo, Detroit Lakes, Brainerd, and several other popular Minnesota fishing resorts where Ben battled the muskies. Their new Buick added considerably to the comfort of the trip and an ideal vacation was reported.

Breckenridge

Harry Nolan, night store houseman, is still using his 1912 Ford and puts in days getting the timer adjusted.

Walter Abendschien, formerly of Williston store, is back in his old town again, employed in the Stores Department.

Louis Plaisted, alias Mutt, warehouseman, and brakeman William Enkers, attended the district convention of American Legion at Ada, Minnesota, in June.

We are glad to hear that Alex Kuehn, train and engine crew caller, will be back to work soon after an illness of seven months.

Brakeman Theo. Colvert, representative of the B. R. T. from Breckenridge, attended the national convention at Cleveland, Ohio, which convened there in June.

Joseph Sullivan has displaced Harry Lord, day yardmaster, Harry in turn displacing Herman Dittman, night yardmaster.

John Stull, conductor, recently returned from Jacksonville, Florida, where he attended the national convention of O. R. C. We understand John made a side trip to Cuba and took in the bright lights of Havana.

Herman Dittman has been spending his vacation at various lakes, angling for sturgeon.

Harry Lord spent a two weeks' vacation in June at his lake home and we understand he was busy driving skip jacks and killing crows along his beach. The latest report has it that the wild and woolly side-hill gopher is roaming through the woods since Harry left the lake.

Walter Windelin, ice foreman, attended a trap shoot at Fergus Falls recently, bringing back the record of clay pigeons broken.

Ralph Hemmesch, first trick telegrapher, is now driving a new Pontiac coupe and everybody is welcome to a ride with Ralph excepting after eight o'clock in the evening.

W. H. Killien, car distributor, Grand Forks, visited old friends here en route to the lakes about two weeks ago.

Watertown

C. Tommeraasen, coach cleaner, and family, motored to Benson recently and enjoyed a pleasant visit with relatives.

Mrs. A. Barrett, wife of machinist, underwent an operation at Luther Hospital recently and at this writing is getting along nicely.

Lee Barlow, machinist, and wife, recently returned from a two weeks' vacation through the Black Hills and Yellowstone Park, making the trip by auto.

Mrs. C. C. Wamsley and son, family of locomotive foreman, Watertown, enjoyed a recent visit at St. Cloud with Mrs. Wamsley's sister.

Roadmaster M. Erickson has fenced in a plot of ground near his office and converted it into a small park. A nice lawn has developed and with a large number of shrubs and flowers, some of which were donated by Engineer Al Spinner, it presents a very attractive appearance.

Conductor W. F. Peterson was called to McGregor, S. D., by the death of his mother who passed away May 24. Walt's friends and the SEMAPHORE extend their sympathy.

Fireman C. E. Drisdig could not stand prosperity and traded in his Nash touring for a new Chrysler, and from reports it rides better than his regular engine, the 600 spot.

Conductor G. W. Kagel has installed a radio in his home and puts in most of his spare time tuning in Hawaiian stations.

Lineman A. Christy has been confined to Luther Hospital, suffering from a recent injury, but at this writing is on the road to recovery.

Brakeman C. T. Dennison is at present assisting Yard Foreman Walsh in Watertown yard.

Conductor L. S. Odney and wife, recently motored to Volin, S. D., and assisted in the grand opening of a new store operated by Odney's brother at that point.

Freight Checker Christianson's family, Sioux Falls, has been confined with an attack of scarlet fever but is now on the road to recovery. Chris says he did not mind sleeping in the garage.

Cashier W. R. Krum, Sioux Falls, enjoyed a short vacation beginning June 11. He did not disclose any particulars other than that South Dakota was an awfully dry state.



The above group of pictures has been shown at one of the best photograph studios in Sioux Falls for the past year. We understand that any pictures placed in the show windows are carefully selected, not only to choose the best looking, but the very prominent people. For the benefit of those who are not acquainted with the men shown in the group, they are, from left to right, Brakeman William Desmond, Mayor McKinnon, and President Coolidge.

William McCune, Sr., retired dispatcher and wife, arrived from Orland, California, the middle part of June for a visit with their son-in-law and daughter, Dr. and Mrs. H. F. Porter, of Willmar. Mr. McCune is one of our oldest retired employes but looks younger than he did when leaving active service in 1920. The

McCunes expect to spend a good share of their time at the summer home of Dr. and Mrs. Porter, at Green Lake, and we know their visit will be an enjoyable one.

Parker Erickson has accepted the position as chairman with Assistant Engineer H. E. Crist, at Willmar, during the summer months.

Night Chief Dispatcher C. J. Goff and wife made a trip to Helena, Montana, early in June, spending a few days visiting Mr. Goff's mother. Joe spent the balance of his vacation in a Willmar dentist's chair and states he was tickled to death when his vacation came to an end.

Breckenridge Shops

Fireman Peter Nelson and wife, recently drove a new Buick sedan from Flint, Michigan. Chas. Rosenberry, boilerwasher, is on a thirty-day leave of absence, vacationing in Canada.

Mrs. Roy Jacobs and daughter Verndetta, family of machinist, are visiting in New York state. On their way home they will meet Mr. Jacobs at Janesville and drive home in a new "Chevy."

Sympathy is extended to Boilerwasher Wm. Eckes, on the loss of his father, Nick. Eckes, who passed away recently. Mr. Eckes, Sr., was one of the early pioneers of Richland County and the past few years had made his residence in Wahpeton. He will be greatly missed by a host of friends.

Tool Checker Merle Needham, is visiting relatives in Wisconsin. He was accompanied by Mrs. Needham and their three daughters.

Machinist Wm. Turnquist, Machinist Helper Fred Reichenberger, and Boilerwashers Robert Allmaras and Perry Franklin were transferred to Breckenridge from New Rockford recently.

Boilermaker Foreman John Ruud also was transferred to Breckenridge from New Rockford and will move his family to Breckenridge in the near future.

Robert Merk, popular boilermaker foreman, now located at Grand Forks, called on friends in Breckenridge June 13. We are always glad to see "Bob" and hope his visits will be frequent.

Harold Hileman, of the car department, and bride, recently returned from their honeymoon spent in Milwaukee, where they visited Mr. Hileman's parents.

Derrick Engineer Frank Dreis recently returned from Rochester where he received surgical treatment. He is fully recovered and back on the job again.

Carman John Timmerman and family are visiting in New York state.



About the SHOPS

DELTA

It is with regret that we announce the death of Mrs. Ellen Mulligan, 70, who died May 12 at the family home, 2301 Broadway, Everett, following an extended illness. She is survived by her husband, Thomas Mulligan, who was retired on October 30, 1926, after more than twenty-four years of service. A brother and sister also survive. Mr. Mulligan's many friends extend their sympathy to him in his bereavement.

Len Fischer, machinist, returned to work on June 1 from a leave of absence of three and one-half months. A greater part of this time was spent with his brother, Clifford, in Alaskan waters. Even though Len did lose fifteen pounds "feeding the fish," he looks good to us and we are glad to have him back.

Mrs. Erwin Aleith and Eileen, wife and small daughter of sheet metal helper apprentice left early in June for a visit with relatives and friends in Milwaukee, Wisconsin.

Delta Roundhouse, besides being blessed with a friendly clerk, now boasts of its clerk-poet. In addition to possessing poetic ability, he has a generous heart. This was exhibited recently by various hasty donations contributed to worthy causes and incidentally enrolled himself as a club member.

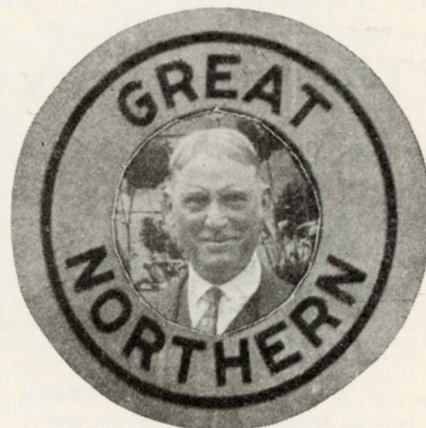
Mrs. E. P. Hagland and Carl, wife and son of Machinist E. P. Hagland, left June 11 for Portland, Oregon, where they will attend the Rose Festival. They will visit with friends for several days.

Harry Wieber, car repairer, suffered an injury to his leg when he was walking to work on May 22. He was moved to Providence Hospital where it was found he had received a compound fracture. We hope to see him back on the job soon.

The big question to be answered these days is: Why doesn't Inspector Frank Howe get his car dolled up like other illuminated models which have graced the shop grounds in recent months? The latest is Inspector Arthur Weber's royal blue Overland. For the benefit of those who aren't able to view the combination of colors, we might add it has chocolate wheels and black trim. Very dashing!

Those who spent Decoration Day in Vancouver, B. C., are John Lyman, Lloyd Hede, Mr. and Mrs. C. J. Moore, and Mr. and Mrs. Andrew Lundquist.

Coming as a surprise to their many friends was the announcement of the marriage of Forrest Porter, our very popular wheelhouse man, and Loretta Graft, of Everett, on March 17. We take this opportunity to wish them both much happiness.



Louis Gaul

The "Tru Blu" Great Northerner shown above is none other than Shop Superintendent Louis Gaul. Mr. Gaul was very reluctant to pose and it was only by chance that we were able to secure this small likeness. Impartiality and his love of fair dealing have made him a very popular executive at this point where he has worked since January 16, 1919. His service dates back to the early days of 1891, when he served his apprenticeship with our road. He has made a host of friends on his way as machinist, traveling engineer, master mechanic, general foreman, and now as shop superintendent. We salute Mr. Gaul, our true friend.

GREAT FALLS

Marion Halladay, clerk in the car office, has returned from a two weeks' vacation spent with friends and relatives at Devils Lake, North Dakota, and Brainerd, Minnesota.

Louis Milke, woodmill foreman, is on a two weeks' vacation, which he intends to spend in the city and on occasional fishing trips to the mountains.

John Hayes, oxweld cutter, was granted ninety days' leave of absence due to poor health. He will be away for an indefinite period taking treatments at Galen, Montana.

Stanley Cisko, carman, was favored by a nod from Dame Luck recently when he became about \$1,500 wealthier, having won an extended week-end baseball pool. If the rumors that persist in coming up now and then, about a matrimonial venture, have any credence, they will materialize shortly, we should think, in view of Stanley's good fortune. Wonder what it feels like to win fifteen hundred dollars? Found a dime once, but there was a hole in our pocket.

Well! Well! The boys in the air shack are in the headlines again. But this time it is due to their contributions to posterity. In a nutshell, there will be two more for whom the government will collect taxes about twenty years or so hence. Those responsible are Henry Schuman and Andy Mullen. Then also, there is Joe Carte, likewise associated with the air shack, who is a proud father of a baby son born recently. Our "congrats" to the air gang.

Plans are being formulated for the carmen's annual picnic and "get-together" by the committee consisting of Frank Blasing, Frank Peterson, and Frank Hardy. The triumvirate of "Franks" proposes to make this year's event the biggest ever. Helena, Wolf Creek, and Choteau are in mind as possible picnic grounds. The carmen's picnic always draws a large crowd, but it is expected that records will be shattered this year. No announcement is yet available as to the program.

Machinists Clarence Johnson, Ian Pirrie, and Nornand Kerr resigned from the service recently. Their places were filled by Orville Morgan, of Cut Bank, Neville Wales, of Wenatchee, and William Stenson, a former employee.

Joe Dector, woodmill machinist, has been on the sick list. He had an attack of tonsillitis. Latest reports indicate that we can expect him back on the job soon.

William Gruenhagen, blacksmith, who was recently transferred to Great Falls from Dale Street, was in the hospital for several weeks. He went to St. Paul recently where he will remain with his parents until his health improves.

Thomas Bastos is still sick. While he is now out of the hospital his condition as yet does not warrant his returning to work.

ST. CLOUD

Blacksmith Helper Henry Pfuhl purchased a Star sedan and has been duly admitted to the "Star Owners' Club" which was recently formed in the blacksmith shop.

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Peter Lauermann, also of the blacksmith shop, made a trip to Duluth over the weekend in his new Chevrolet.

Frank Lauermann, blacksmith helper, drove to Valley City, N. D., over Decoration Day. We understand that he spent a good deal of his time at the Teachers' College there, giving the girls a Minnesota thrill.

Fisherman Ed. Trader has just completed his new boat. He certainly ought to catch the big ones now. We thought he was going to enter the canoe derby at first.

Electric Truck Driver Elmer Johnson moved to Sauk Rapids again. We will soon have to name him the "Wandering Swede."

Bob Zierden, machinist, is preparing to leave shortly with the National Guards, who will encamp for two weeks at Lake City, Minn.

Isadore Fandel, blacksmith, is wearing a broad smile owing to the fact that he recently became a granddaddy.

On June 4, Carman Jos. F. Jost and Margaret Bloomer were married at St. Joseph, Minn. The young couple are enjoying themselves on an extended honeymoon at Long Beach, California, and upon their return will reside at St. Joseph. A happy married life is wished them.

Carman and Mrs. John Marquardt and daughter, Eleanor, are spending an extended vacation, visiting relatives at Toledo, Ohio.

Carman Anton Pfeffer has returned from an enjoyable trip through the West where he visited a son at Sacramento, California.

August Schwartz, of the blacksmith force, has traded his St. Cloud property, consisting of a residence and two lots, for some fine Waite Park property.

F. H. Smith, safety agent for the Minnesota Industrial Association, made the rounds at our shops and also attended the local safety meeting.

Nic Roeder is now driving the big new G. N. truck at the shops, and says, "It beats the tractor for power."

P. F. Miller, foreman of the reclamation department, has a new office, a very neat looking place in the rear of the air testing shop.

Howard Carey, of the woodmill force, is still on the sick list.

Woodmill Helper Henry Schwinden attended the funeral of his uncle at Berthold, N. D., recently.

Veteran Carman Frank Kloskin returned to work after an illness of several weeks.

O. M. Eyestone, S. F. Stelzig, and Harry Boman motored to Brainerd, May 26 and attended the initiation of a class of De Molays.

Earl Ehrlich of the office force, is traveling some during his leisure hours in his new Chevrolet.

Machinist Edward Pull and family, accompanied by Myrtle Kise, sister of Mrs. Pull, motored to Hanley Falls, June 9. Ed returned the following day leaving his family to visit with his wife's folks.

Electric Truck Driver Frank Savage, of the woodmill, caught an exceptionally large pickerel at Pleasant Lake May 27. We are not going to tell how much this fish weighed as we are doubtful.

SOMERS LUMBER COMPANY

Associate Editor
R. E. GAUTIER
Somers, Mont.

Anita Oldenburg has returned to her position as stenographer in the local office after nearly a year's absence in Missoula where she was attending the university. Edith Erickson, who took Anita's position during her stay at the university, is leaving for Spokane, Washington, to take up secretarial work.

James Dockstader, Jr., son of James A. Dockstader, assistant logging superintendent for this company, has accepted a position in the local office in the capacity of general assistant, relieving S. A. Gilbertson, who has been transferred to the company store as bookkeeper.

The baseball league at Kalispell is in full swing and as in previous years many of the star players are selected from Somers. To date, the teams having local players, are showing up very strong and the prediction is that the Twilight League Pennant will be won by the team having a few of the baseball stars from the old mill town.

Robert Keeling is driving a Velie sedan, which he claims can make the Mountain Hill on high without any effort at all.



Dan Bangeman has resigned as fireman at the sawmill, having accepted a position as foreman in the new adzing and boring plant. Mr. and Mrs. Bangeman are occupying the William Henry residence during Bill's vacation to Nova Scotia.

Ruby MacDonnell, daughter of A. H. MacDonnell, captain of the tug boat Paul Bunyan, has returned to her home for the summer after teaching school at Three Forks during the past winter.

Charles Fleck returned from the Twin Cities and points east after a vacation of two weeks. Word was received from William Henry that he is thoroughly enjoying his trip. The last postcard received was from Niagara Falls—the Canadian side.

The fishing season opened May twenty-first and all reports to date, although not authentic, point to large catches by all.

W. R. McGill has been living in Kalispell and driving back and forth during the time his house was being remodeled.

GREAT NORTHERN SEMAPHORE

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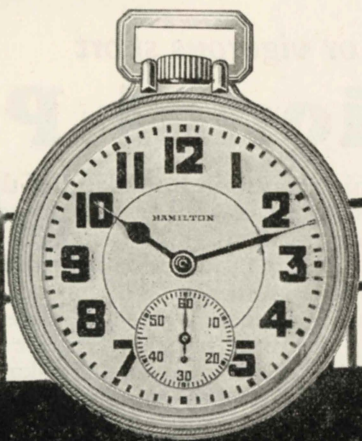
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