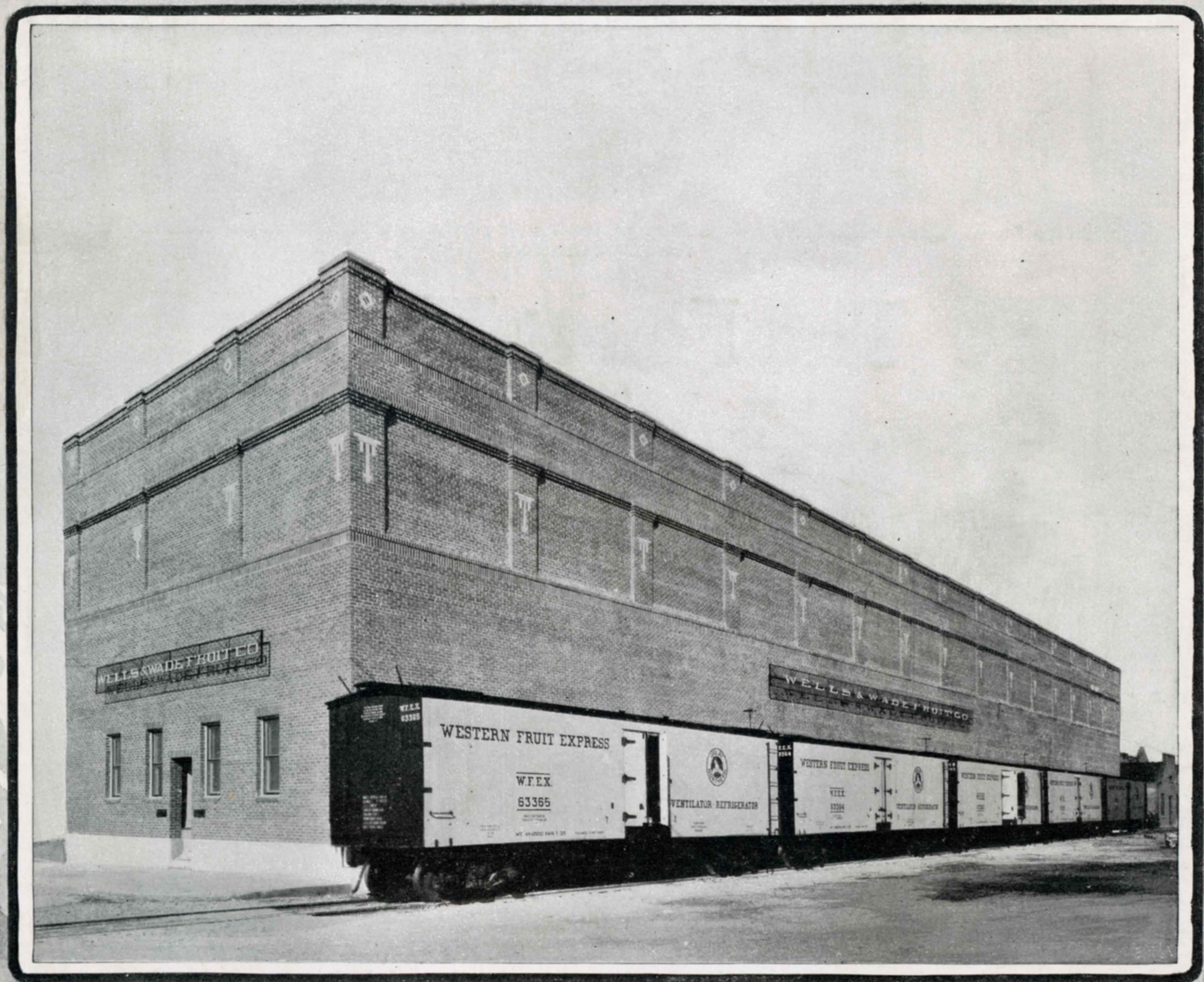
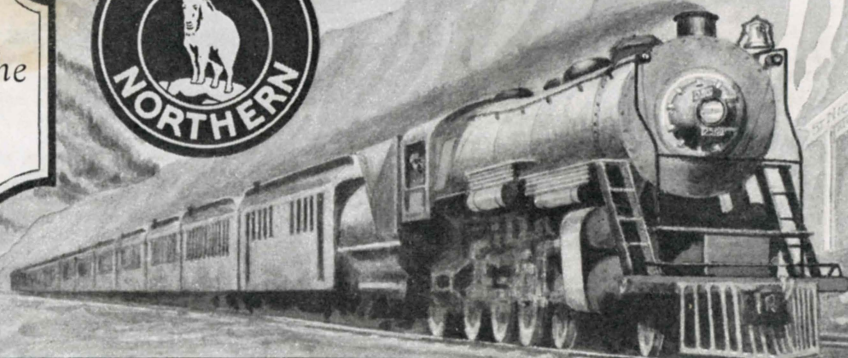
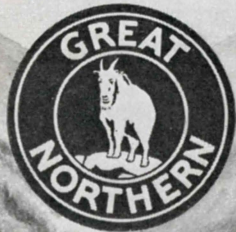


# Great Northern Semaphore



THE LATEST TYPE  
of Fruit Warehouse in the  
APPLE CAPITAL  
of America



OCTOBER, 1925





*Billie Dove, Popular Motion Picture Star, chooses well and selects the "Oriental Limited" for travel comfort*



*Experienced Valet all the way*

## The Finest Train West

THIS is the best train for your trip west---the comfort and pleasure it gives can not be equaled. Steel Pullmans, specially decorated with many new features and conveniences. Take the



*Excellent Dining Service*

## Oriental Limited

*Baths : Valet : Maid : Barber*

Every minute will be enjoyable. Wonderful meals, excellent service, entrancing scenery. You see high peaks from low passes on the Great Northern—The Historical Line to the Pacific Northwest—only 60 miles of the entire main line are above 4,000 feet. Longest cinderless mileage of any railroad in the Northwest—over 1,100 miles behind giant oil-burning locomotives. Open top observation cars during the summer through the Rockies and Cascades. Send for our descriptive booklets.

A. J. Dickinson, Passenger Traffic Manager  
Saint Paul, Minn.

# Great Northern

*Route of the New Oriental Limited*

**Finest Train to Pacific Northwest--No Extra Fare**





# GREAT NORTHERN SEMAPHORE

VOLUME II

OCTOBER, 1925

NUMBER 10

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

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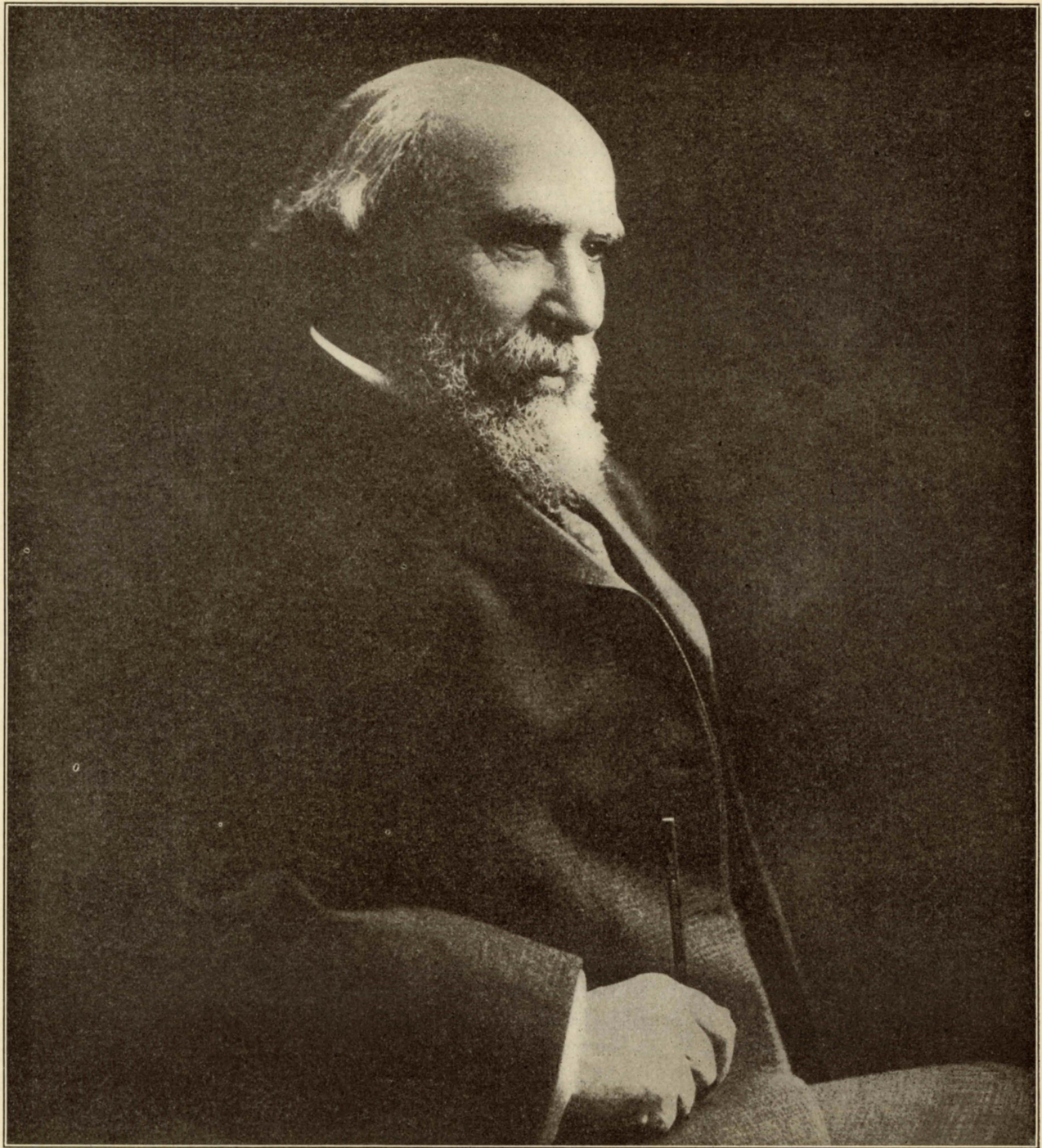
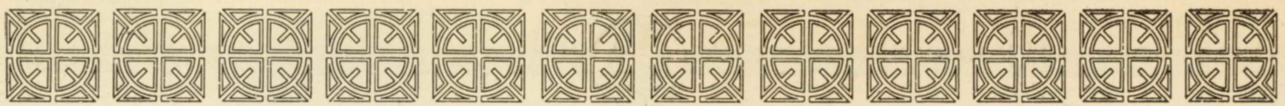
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The Great Northern SEMAPHORE is published monthly at Saint Paul, Minnesota, by the Great Northern Railway Company, and is devoted to the interests of its active and retired employees and those of constituents or allied companies.

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All employees are invited to contribute articles and items for the SEMAPHORE. Contributions should be typewritten, double-spaced, and on one side of the paper only. Photographic material is especially desirable, and will be returned if requested. All matter for publication must be received at the office of the SEMAPHORE not later than the 20th of the preceding month.

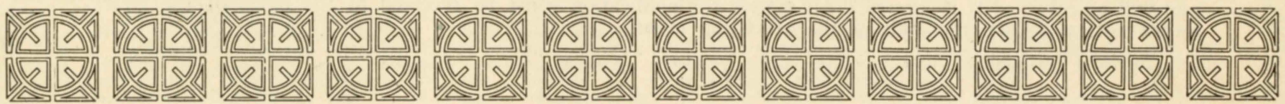




**JAMES JEROME HILL**

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

Reproduced in honor of Mr. Hill's birthday.





# APPLE SHIPMENTS AND HOW HANDLED

Every Detail Handled With the Utmost Attention in Furnishing  
Eastern Markets With World-Famous Fruit  
From America's "Apple Capital"

By L. W. Mickel, Great Northern Fruit Agent, Wenatchee

**T**HE APPLE INDUSTRY is one of the greatest revenue producers to the state of Washington. The center of it is the city of Wenatchee, the "Apple Capital" of the world. Wenatchee is a modern city of approximately seven thousand inhabitants situated in a broad valley at the junction of the Wenatchee and Columbia rivers. The Wenatchee District is composed of parts of the Wenatchee River Valley between Leavenworth and Wenatchee—the Columbia River Valley between Brewster and Wenatchee—the Okanogan River Valley between Oroville and Brewster—Columbia River Valley between Wenatchee and Trinidad and the higher ground from Trinidad to Wilson Creek.

The principal product of the district is the apple, there being approximately thirty thousand acres of bearing orchards located in the region described. During the season of 1923 there were shipped 18,164 cars of apples—the peak month being October when 7,566 carloads were moved—the highest loading for one day being 368 cars on October 12. On this date there were billed from the Wenatchee station alone 133 carloads. The approximate total for the season of 1924 was 13,500 cars of apples—the peak month being October, the same as in 1923, during which month 5,430 cars of apples were loaded, the highest day of loading, October, 1924, was on the 13th when 220 cars were loaded. The decrease during the season of 1924 was due to a hard frost the latter part of April.

In early spring before the sap comes up in the tree the first work in raising apples is the pruning or cutting of superfluous wood and trimming the tree to allow as much sun to strike the fruit as possible in order to give it good color. The next is the dormant spray of lime and sulphur or an oil emulsion to kill the San Jose scale. The next spray is called the calyx spray and is put on just as the petals of the blossom are beginning to fall. This, as in all later sprays, is for the purpose of killing the codling moth or worm. This spray is put

on at intervals during the season, the time between each varying according to the weather, usually taking five to seven applications during the season. Arsenate of lead is used for the codling moth spray.

In addition to the spraying there is the thinning of the fruit in order to secure better sizes, the fruit being thinned out to about six inches between each apple. Also all loose or rough bark is scraped from the body of the tree to prevent worms from getting in under the loose bark and not coming in contact with the spray.

The W. F. E. is allied with the Fruit Growers Express Company, the principal officers of both companies being the same.

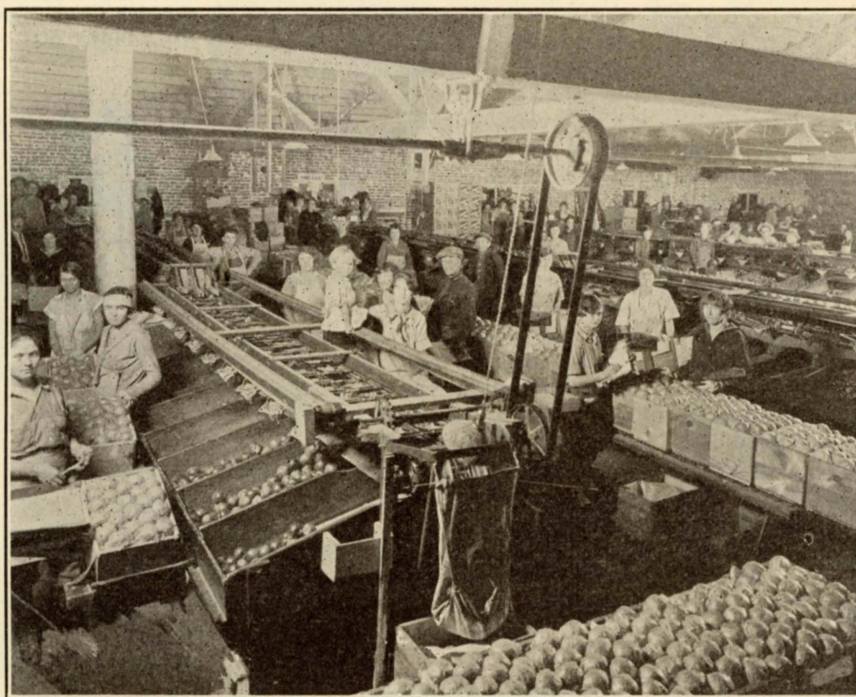
This alliance has proved most beneficial not only to the Great Northern and its patrons but also to the territory served by the Fruit Growers Express Company in the Southeast. Cars belonging to both companies are handled interchangeably. During the later summer and fall, cars of both companies are moved to the Great Northern and sent to the Wenatchee district. In the winter and spring, these cars are sent to Florida and other states in the Southeast to move the huge crops of vegetables and citrus fruits. This arrangement gives the patrons of the Great Northern approximately 25,000 refrigerator cars, an ample supply for all proper purposes.

During the months of August and September, the railway begins to assemble the empty refrigerator cars in the district and prepare them for loading. The actual preparing for loading is in charge of the Western Fruit Express Company which has mechanical inspectors go over each car making any necessary repairs and during the heater season applying false floors to cars which do not have permanent false floors. If the ship-

per orders equipment to move the fruit under ice, the railway orders the car from the Western Fruit Express which ices the car, and it is then spotted at the shipper's warehouse for loading.

One of the principal icing stations is at Wenatchee, an artificial ice plant with a capacity of 240 tons per day and a storage capacity of 15,000 tons. The storage space is completely filled with ice during the spring and early summer in anticipation of the heavy fruit movement. At the close of the icing season, this cold storage space is used to store fruit and will accommodate 250 carloads.

The other is at Appleyard. This is a modern plant with a capacity of 11,000 tons. This storage space is also filled in the spring and early summer with ice manufactured at the Wenatchee plant.

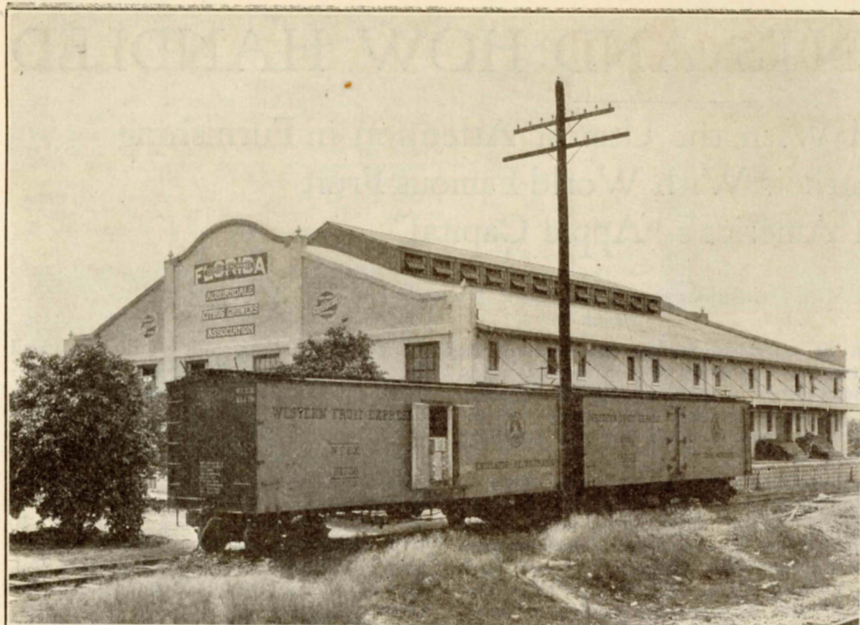


Sorting and Packing the Fruit

When packing starts some of the growers haul to central warehouses where the packing is done on a large scale. Others do the packing on their own ranches. An experienced packer will pack 200 boxes of apples per day or more according to size of fruit. After packing, the boxes are stored in warehouses until time of shipment, or in some instances put in cold storage and not shipped until spring. If cars are not sold in the East they are put in cold storage until the market strengthens.

During August, 1923, the Western Fruit Express Company was organized and on September 1 of that year took over all of the Great Northern refrigeration cars, ice houses, heater houses, and other perishable protective facilities.





Western Fruit Express Cars in Florida

After loading, the cars are assembled at Appleyard, the new terminal constructed in 1922, and cars billed "standard refrigeration" are again iced.

In this yard all trains of fruit coming from the Oroville branch line and west, are broken up and assembled for east or westbound movement. The initial icing, or icing of the cars before loading, is done at the Wenatchee plant as far as possible.

After the car is loaded, if it has not been sold, it is usually billed to the shipper at some Eastern point and the shipper immediately mails a manifest of all cars loaded that day to its different agents in various Eastern and Southern cities. Upon receiving this manifest the agents sell the car, and the railway then diverts the car to the point where sold. During the season of 1923 of the 18,164 cars shipped there were

7,506 diversions. Over one-third of the cars shipped were moved out of the district before they were actually sold and in a great many instances these cars were diverted two or three and even five times. The fruit being practically all sold subject to draft, the shippers generally bill to themselves "advise" the consignee instead of using "Shippers Order" bills of lading for the reason that if the car is refused it has to be diverted again, in which case if the "Shippers Order" bill of lading was in the bank at Minneapolis, for instance, and car diverted to Chicago, the car would arrive at Chicago before the lading could be returned to the Wenatchee shipper and new exchange lading issued. Therefore, the use of a straight bill of lading with notation thereon to "deliver only on their written or telegraphic instructions" is used to expedite the handling.



Street Scene in Wenatchee

The fruit being highly perishable it is necessary for all to be on their toes, and see that cars are properly iced and forwarded promptly and expedite their arrival at their ultimate destination.

The indications are now that the apple crop for the season of 1925 will run approximately 18,500 cars and soft fruit 1,500 cars, making a total crop of 20,000 carloads from the district.

There are a number of excellent firms engaged in the fruit business here, typical of which is the last word in cold storage which has been built on our line at Wenatchee by Wells & Wade Fruit Company, shown on our front cover.

Costing \$150,000 it occupies a plot 250 by 50 feet within a stone's throw of the Great Northern passenger station. Two stories and a basement, it has a storage capacity of 200 cars.

Fully cork insulated throughout with a double refrigerating system, the heat can rapidly be taken from the hot fruit as it is brought in from the orchards. A cold air circulating system through slatted floors and cold pipes overhead insure complete and thorough refrigeration.

It is another link in the system of marketing Wenatchee fruit, in which the Western Fruit Express and Great Northern Railway play so vital a part.



Picking the Apples

## Oh What Peaches!

**M**ANY ARTICLES and many pictures come into the SEMAPHORE office but not an article was ever more appreciated by the entire staff than a box of luscious Washington peaches recently received from C. W. Miller, Great Northern agent at Trinidad, Wash., who grew them in the orchard on his own ranch.

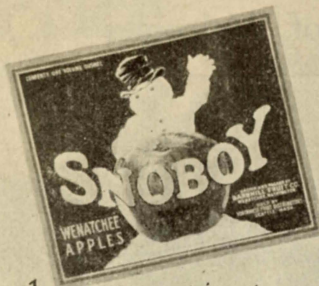
And what a picture they were when the box was open! Big as some cantaloupes, and gloriously golden with pink cheeks that would shadow a maiden's blush. The flavor was equal to the looks and the office force from the editor down "waded in."

Many thanks, Friend Miller. They were much appreciated and rapidly consumed.

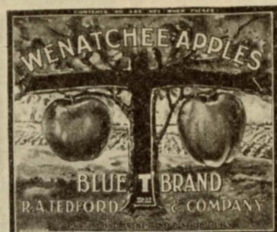
Great Northern Semaphore



# Box End Labels from the Apple Capital of the World



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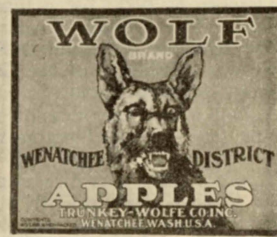
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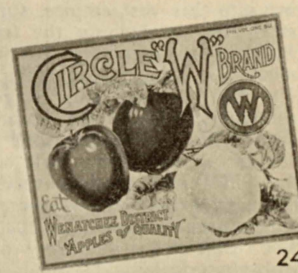
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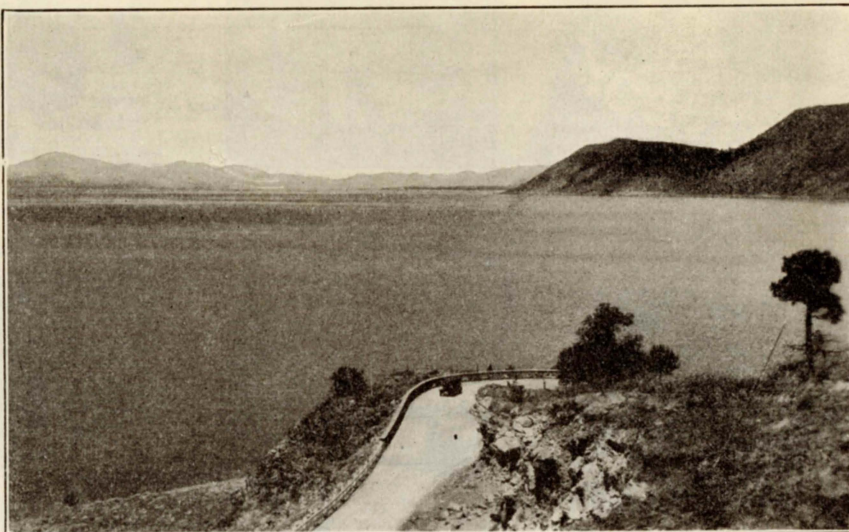
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# Introducing Klamath Falls, Oregon

Which it is Hoped May Soon Be Added to the Circle of Great Northern Communities, and Which is Sure of the Heartiest of Welcomes

**F**IFTEEN YEARS AGO it was thought that Klamath Falls, Oregon, and the region between it and Bend, Oregon, would then become a part of the territory served by the so-called Hill Lines, composed of the Northern Pacific, Great Northern, and Chicago, Burlington & Quincy. At that time a hearty welcome was ready to be delivered by the Great Northern family of cities, and it has lost none of its sincerity through the years. The postponement of construction southward from Bend, into the pine forests of Klamath and the surrounding rich agricultural country, was due to a feeling that the time was not entirely opportune and the subsequently vital affairs brought on by the Great War. Now this matter is brought more keenly to the attention of the entire Northwest by the application of the Oregon Trunk Railway to the Interstate Commerce Commission for a certificate of public convenience and necessity, concerning which the Commission has set



Algoma Point, Oregon, on Klamath Lake



View of Main Street, Klamath Falls, Oregon

the prosperity not only of Klamath Falls itself, but as well the vast area which the resumption of the construction of this line, and its completion, will affect.

Our readers will be deeply interested to learn something about this picturesque land of forest and farm, the potential possibilities of which from a commercial standpoint have hardly been "scratched on the surface" up to this time. The wonderful stands of timberland, the charming vistas of lakes and mountains, the agreeable appearance and well kept condition of the city of Klamath Falls, with its modern buildings and broad streets, are all depicted in the accompanying views. It is a region that seems to ask for development and one which would prove itself worthy of being awarded its opportunity for greater outlet into that part of the nation which has the greatest need of its products.

When it is remembered that back in 1923, according to the report of the

(Continued on page 7)

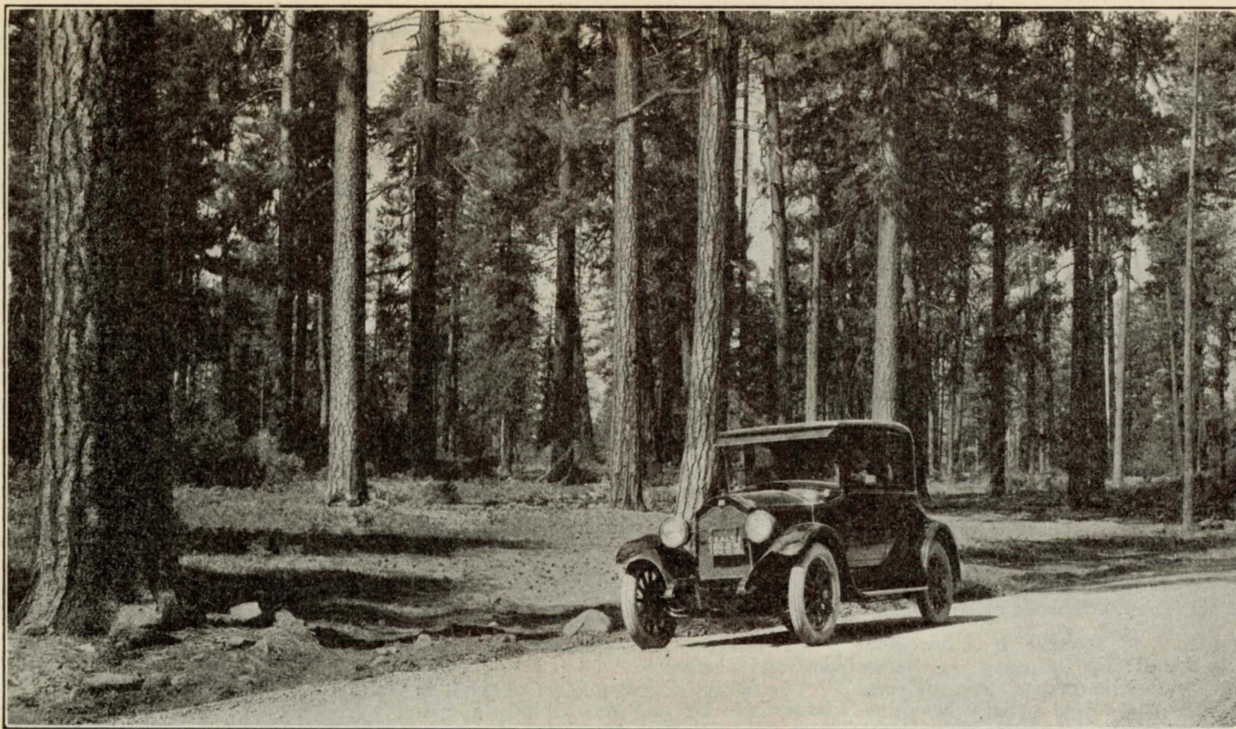
October 5, 1925, for a hearing at Portland. The Oregon Trunk is a part of the Spokane, Portland & Seattle system, a joint subsidiary of the Great Northern and Northern Pacific.

Just when the idea of extending the line into central Oregon was first conceived is not known, but it was while James J. Hill was directing the destinies of these companies. It is generally accepted that the idea was Mr. Hill's, but if not, he quickly grasped its possibilities and never relinquished the idea of reaching into this vast empire, surrounded by steel and yet lacking the transportation facilities so necessary for its development. It was undoubtedly Mr. Hill's intention to put this large territory, something like 12,000 square miles in extent, rich in timber and agricultural resources, into direct rail contact with the cities and treeless reaches of the northern grain belt, whose people were the natural consumers of such resources. The result of the hearing will be awaited with deep interest by the people of the Northwest because of its bearing upon



White Pelican Hotel at Klamath Falls, Oregon





**A Central Oregon Pine Forest**

U. S. Department of Agriculture, there were in Klamath County alone 35,000 dairy and beef cattle, 100,000 sheep, 4,500 hogs and 11,000 horses and mules, and that 112,000 tons of hay, 80,000 bushels of potatoes and 466,000 of grains were grown that year (and this is only part of the section), the importance of the terri-

tory it is proposed to serve is readily visualized. There is said to be between 35 and 40 billion feet of merchantable yellow and sugar pine in the woodlands of Klamath and the rapid depletion of the Southern pine supply makes the development of this central Oregon belt of singular interest to the entire northwestern

group of states, and is likely to have more than a little influence upon their continued prosperity.

Greetings to you, Klamath Falls! May your hopes for future prosperity and the development of your splendid resources be fully realized!

## Our Philadelphia Office

### Passenger Department

**T**HE CITY OF Philadelphia has a population of over two million, with five main railroad terminals, from which three initial lines send a constant stream of traffic to every section of the country. The general offices of the Pennsylvania Railroad and Reading Company are located there as well as district offices of all the western and southern lines. In addition, there are the general offices of the Baltimore & Ohio and the Western Maryland at Baltimore, Md., Southern Railway at Washington, D. C., Chesapeake & Ohio at Richmond, Va., Seaboard Air Line Railway at Norfolk, Va., Atlantic Coast Line at Wilmington, N. C., and the Norfolk & Western at Roanoke, Va., all of these cities being located in the Philadelphia territory. A considerable volume of business is always controlled by the initial lines and it is necessary to keep in constant touch with their representatives.

Washington, D. C., is a very important part of the Philadelphia district. The different departments of the government cover a wide field and we must keep in touch with the movements of the various officials and heads of departments in both civilian and military service in order to secure the business for the Great Northern, and at the same time, gain very valuable publicity in handling such prominent persons.

To strengthen our solicitation we must take advantage of every opportunity to advertise our service. This is done by



**Personnel of Freight and Passenger Offices, Philadelphia, Pa.**

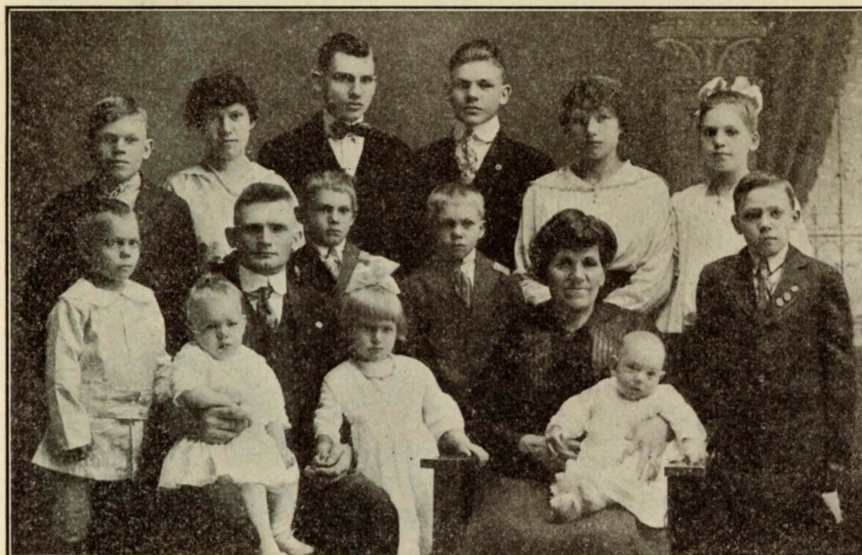
Sitting, left to right: Edmund H. Whitlock, traveling passenger agent; W. F. Doane, general agent; A. F. Marlor, traveling freight agent. Standing, left to right: Harry F. Sing, Chinese passenger agent; John P. O'Connell, city passenger agent; Louis G. Stahl, chief clerk; Robert L. Claypool, contracting freight agent.

the personal distribution of advertising matter, radio talks, securing such publicity as possible in newspapers, magazines and other publications and in the presentation of illustrated lectures with

stereopticon slides and motion pictures before schools, clubs, churches and other organizations. In this latter branch of our work we have met with considerable  
(Continued on page 17)



## Another Fine Family



**W**HILE NO CONTEST is being conducted for pictures of large families, it certainly is a pleasure to receive from time to time portraits of such splendid home circles as is indicated by the accompanying photograph of Mr. and Mrs. David Holmberg and their children, of Superior, Wisconsin.

The top row, from left to right, includes: Clifford, Ethel, Raymond (deceased), Edmund, Mildred and Esther.

In the center are twin brothers, Leonard and Lawrence.

The bottom row from left to right, in addition to Mr. and Mrs. Holmberg, consists of: Ralph, Melborne, Lorraine, Henry and Rudolph. Another son, Adolph (deceased), is not shown in the picture. Still another child, Dorothy, is not in the group but her picture will appear soon on our Kiddies' Page.

Mr. Holmberg is employed as a sheet metal worker in the Superior shops.

## Geo. Hammond Backed Up

### Proposed to Trade Lots Sight Unseen, Then He Wouldn't

**T**HE INLAND EMPIRE NEWS tells this one: The story is a little old, but we haven't told it since it happened. And this is it:

Several weeks ago the editor inserted a little want ad in this paper proposing to trade two Spokane city lots with anyone sight-unseen. Geo. Hammond, G. N. cashier at the Hillyard Depot, answered the advertisement, not knowing who was making the proposition. He wrote a reply something like this:

"I'm your bird; have city lots I'll trade on your proposition. Now come ahead."

The editor lost no time in calling on George. We found him in earnest.

"All right. Make out your deed and we'll make out ours. Abstract, of course, must be up-to-date and taxes paid," we told George. "When you're ready, say hello."

Days passed and we didn't hear from George. One day when there was a little business to transact at the depot, we mentioned the matter to George.

"Nothing doing," said George, "I found out it would cost about \$25 to have the abstract brought down to date, and I wouldn't give that much for the darned lots, and I don't believe the ones you want to trade are worth the money."

And the trade fell through.

## A Busy Man

### Agent Flaherty at Dalton, Ia., Always Has "Steam Up"

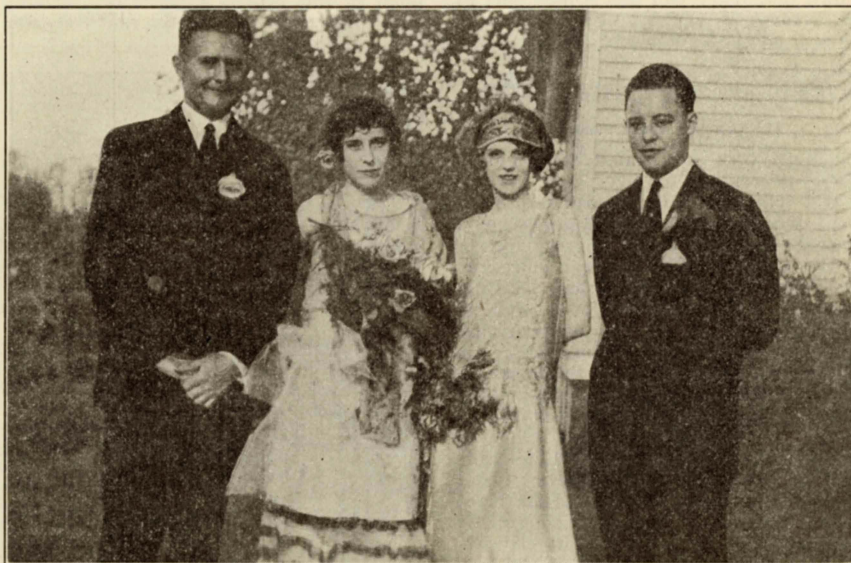
**D**OWN AT DALTON, IOWA, "Where the tall corn grows," T. W. Flaherty, Great Northern agent, loaded his first car of new barley on July 28. This grain was raised on his own farm and loaded by his own elevator and consigned by him to St. Louis, Mo. In connection with his grain and stock business he has recently supplied another car of barley for Milwaukee, Wis., and a car of oats for Omaha. These are high lights in a thriving business of this nature of which Mr. Flaherty is the owner.

He recently said that the "tall corn" is in need of a "tall" rain, but that it is in pretty good shape, particularly along the line of the Great Northern, as dangerous south winds have not been in evidence during the dry spell.

One would think that running a farm and a business and the profession of railroad agent would be enough for one man to handle, but Mr. Flaherty is also mayor of the town and chief of police, and while he would not confess it, it would not be surprising to learn that he was also a justice of the peace and presided in that capacity over judicial matters, and perhaps even weddings at times.

Old timers will remember "T. W." as a traveling freight agent on the Fergus Division and a veteran agent on the old Sioux City Division.

Dalton, Iowa, is not a large community, but is the center of an extensive and thriving farming district typical of that



## Best Wishes to the Bakers!

**W**ARD E. BAKER is Great Northern agent at Thief River Falls, Minn. He has been as busy as an ant in a corn crib recently, taking good care of the American Legion boys who convened in State Session in his town.

However, Ward recently acquired a new assistant when he induced Gladys B. Reinhardt of Crookston to change her name to "Baker."

Mr. Baker is at the left of the picture with Mrs. Baker next and then their attendants, Evylyn Cornelius, maid of

splendid Northwest Iowa country which, in the words of the poet, is a veritable "garden of the gods." Needless to say

honor, daughter of Conductor Cornelius of Crookston, and the best man at the extreme right, Roy H. Brown, formerly clerk for the Great Northern at Thief River Falls.

Mr. Baker first entered the service of the Great Northern November 7, 1901, as agent and operator at Reynolds, N. D., making his length of continuous service with company 24 years next November. He was transferred to Thief River Falls December 17, 1902, and has held the position of agent at that point ever since.

Mr. Flaherty has had much to do with its development along transportation, agricultural and civic lines.

*Great Northern Semaphore*



## Meritorious Mention

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

**W**HEN EXTRA 2600 west passed Columbia River, Agent E. D. Nye noticed a rod dragging under the train and promptly handed a note to Conductor Pape before the train got by, advising him of the trouble. Mr. Nye was unable to signal the engineer on account of the dust raised by the train. His action resulted in a close inspection being made by trainmen who detected that the trucks of G. N. 125214 were derailed. By Agent Nye's quick action a serious accident was prevented to the train.

Mr. Knute Johnson, signal maintainer, discovered broken rail on westbound track about one-quarter mile south of Mile Post No. 17 and flagged train No. 1; also notified sectionmen at Edmonds.

Brakeman B. E. Olsen, of the Cascade Division, found a broken wheel under G. N. 17780 at Gaynor, Washington, in extra east 3238, September 3, 1925.

September 2 a bridge west of Casselton, N. D. caught on fire from unknown origin. Mrs. Oswald Sundby, wife of section foreman at that point, was the first one to discover the fire. She immediately called up the station and spread the alarm, and then traveled several miles along the track in her car to locate the section men. The bridge was burning briskly when the section men arrived, and in another thirty minutes it would have been too late to save the bridge.

Commendation is being heard on every side of the achievements of many Great Northerners in connection with the cloudburst which occurred at the head of Squilchuck Canyon in the foothills some fifteen miles from Wenatchee, Washington, and which brought wreckage of every description—houses, barns, automobiles, livestock, boulders, etc., down onto the highway and tracks at Appleyard. The tourists' camp located in the path of the flood waters was washed out and into this Great Northern settlement, making possible a great deal of assistance on the part of our employes. It seems undoubted that in many cases their behavior approached the heroic, under circumstances that might very easily have rendered anyone incapable of action.

Perhaps the most outstanding acts of bravery were performed by Lilly M. Lovegrove, clerk in the roundhouse office of the South Wenatchee terminal, who was directly responsible for preventing far more serious suffering than was unavoidably the part of those in the path of the storm. Miss Lovegrove's presence of mind and unflagging zeal and unselfishness are being lauded on every side.

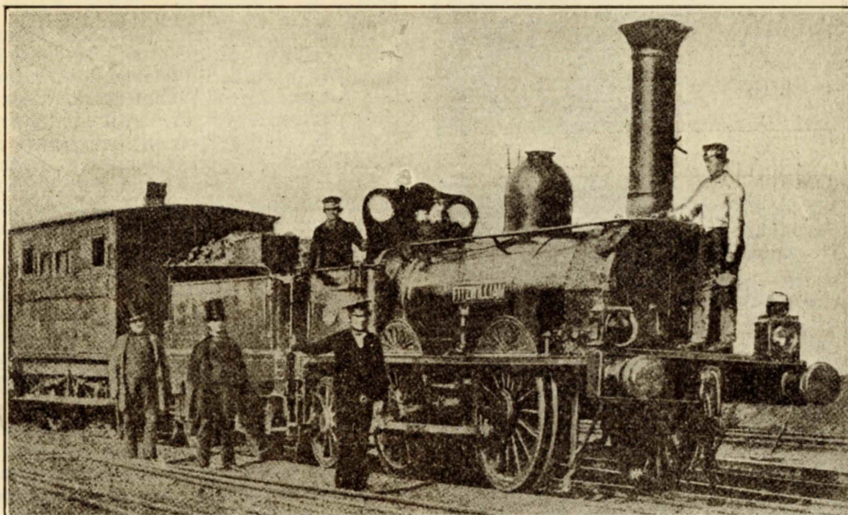
Scores of other Great Northern employes assisted in a splendid way and through their efforts materially lessened the effect of the violence of the elements. Among those whose names have been

## Britain Celebrates Centenary

First Hundred Years of Rail Travel Ended Sept. 27, 1925

**O**NE HUNDRED YEARS of rail travel was completed on September 27, 1925. This centennial was appropriately celebrated early in the summer at Darlington, England, which was the scene of the first trip of a railway drawn train by a steam engine. The date of the anniversary was advanced to permit the participation of delegates to the International Railway Congress. The original train consisted of ten gondola cars, open at the top, one enclosed

demonstrating the evolution of the wheel. "Mythic astrologers, primeval foresters, Pharaoh, those backsliders from the wheel of progress, the carriers of Sedan chairs, all helped to bring the story to George Stephenson's little smithy and the world-wide 'revolution of the wheel.'" As part of the ceremonies, a tablet was unveiled at St. Johns Crossing, Stockton, inscribed as follows: "Here in 1825 the Stockton and Darlington Railway Company booked the first



Vintage of 1853. Picture taken in that year of the first engine and car run by the South Yorkshire Railway in England.

car and the engine and tender. The latter known as "Locomotion No. 1" was made by George Stephenson, who is some times called the "father of the locomotive," and all of the pomp and ceremony, which occurred in the first journey, was reproduced at the centenary, even to the man on the horse riding ahead of the engine to warn people to "look out for the cars."

In the parade, which was of gigantic proportions, engines and other rolling stock followed the first train in the order in which they were manufactured and used, and a vast exhibit was provided of railway equipment and appurtenances of early days. In this connection also there was a magnificent exhibit of modern engines, coaches and equipment. The parade was partly in pageant form and, according to the *London Observer* included a very ingenious tableau train,

railway passenger, thus marking an epoch in the history of mankind."

It is interesting to remember that Great Britain and the United States share in the glory of instituting passenger and freight conveyance by rails, as the first charter to run such a railroad was obtained by John Stevens two years before England actually ran the first train. Stevens ran his first experimental engine and train the year after the English train was initiated.

Very significant are the words of Edward Pease, English Quaker and warm friend of George Stephenson who foresaw the future of transportation and prophesied in these words "If they will only let us make the railroads, the railroads will make the country." How true that has been all over the world and particularly on the American continent!

furnished as particularly worthy of special mention are: E. W. Sutherland, engineer; Nels Nelson, engineer; A. J. Allen, fireman; Miles Crowley, fireman; R. A. Wilson, fireman; A. M. Jamison, hostler; Frank Erickson, Jr., hostler helper; H. Herakui, Japanese oil boy; J. McAllister, machinist; Otis Elam, engine inspector; John Sandy, boilermaker; Jess Monroe, boilermaker helper; K. Burke, hostler helper.

There are unquestionably scores of others whose names have not come to us, who did their share nobly and resourcefully and who are entitled to the full measure of praise for their conduct, which is being heartily accorded to all who co-operated to render this providential occurrence less devastating than

it otherwise would have been.

At 2:00 a. m., Monday, September 7, Agent Kincaid of Sherwood, N. D., taking a last look at the alarm clock to see that it was properly set, noticed a fire around a box car on the house track. Calling Conductor Fellows, he got the fire extinguisher from the depot, and with what water was available, succeeded in putting out the fire, which was getting nicely under way around the floor sills and floor of the car. His fortunate discovery of the fire and prompt action undoubtedly saved the six cars, which were on the track, from burning, which goes to show that Mr. Kincaid keeps one eye on the company's interests, even in his sleep.





## Fine and Dandy

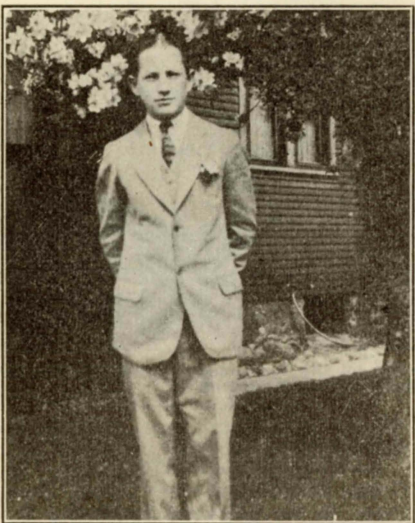
### Some Great Northern Young Folks We Would All Be Glad to Meet

**M**UCH INTEREST has been evinced in our monthly page of Great Northern children and also in our recent publication of pictures of high school graduates on the line. These two classes, however, do not cover all of the young people in the Great Northern family, and we are introducing you at this time to several sons and daughters who are not in either category mentioned above.

On the left is little Miss Mary Elizabeth (Betty) Ludington, 13-year-old daughter of R. S. Ludington, local attorney for the Great Northern at Wenatchee, Wash., for the past 15 years. Betty is at the "top of her class" in school and is its representative in the school council. Below her picture, is that of her brother, Nelson H. (Ned), 16 years old, in second year high school. According to his father, he "majors in basket ball," but we suspect that he also makes a satisfactory showing in other subjects. The Wenatchee atmosphere is in evidence through the crab apple tree behind Betty and the exquisite blossoms of a Delicious apple tree above Ned.

On the right are the Misses Gladys and Rachel Green, winsome daughters of O. H. Green, Great Northern agent at Riverside, Wash. In sending these pictures in, the reporter for the SEMAPHORE did not mention the young ladies' ages. Appearances would indicate, however, that they cannot vote yet, but you never can tell in the wonderful climate of Washington. The other picture is of their brother, Lester Green, who has obliged the camera man by turning his back for the moment on one of those magnificent vistas for which Washington is famous.

This group of Great Northern boys and girls helps to explain why we are so proud of our Northwest empire and its products.



## Fate of the Minnesota

### Old G. N. Freighter Dismantled in Germany

**W**ILHELMSHAVEN in Germany, before the war the most formidable base of the German navy, has gradually developed into a gigantic graveyard for ships, where many a proud merchantman and war vessel is meeting an inglorious end.

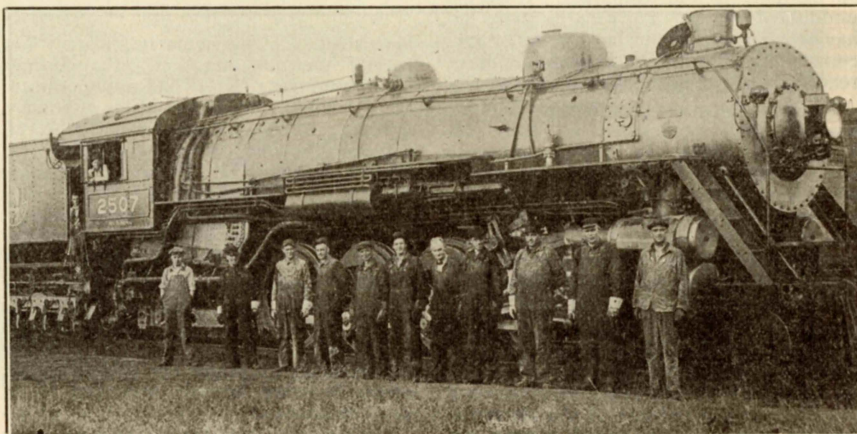
During the first few years after the war, a great number of German warships were dismantled and broken up in Wilhelmshaven in accordance with the Treaty of Versailles, the salvaged metal finding its way into German smelters to be used for tools of peace. These wreckers, having attained remarkable efficiency, and numbering nearly 2,000 men, soon were put to the task of applying the finishing stroke to vessels of other than German origin.

During the past four years larger vessels have thus been broken up in Wilhelmshaven, of which 112 were warships, and 86 merchantmen, and while 98 ships were of German origin, the remaining 100 came from other countries. Among these were several American vessels, including the once famous freighter Minnesota.

## A Baker's Dozen

The men on the second shift at Hillyard roundhouse whose motto is "No Delay" and they keep the engines on time. In the cab window, "Smiling" James D. Davis, assistant foreman. On tank step, John Vasser.

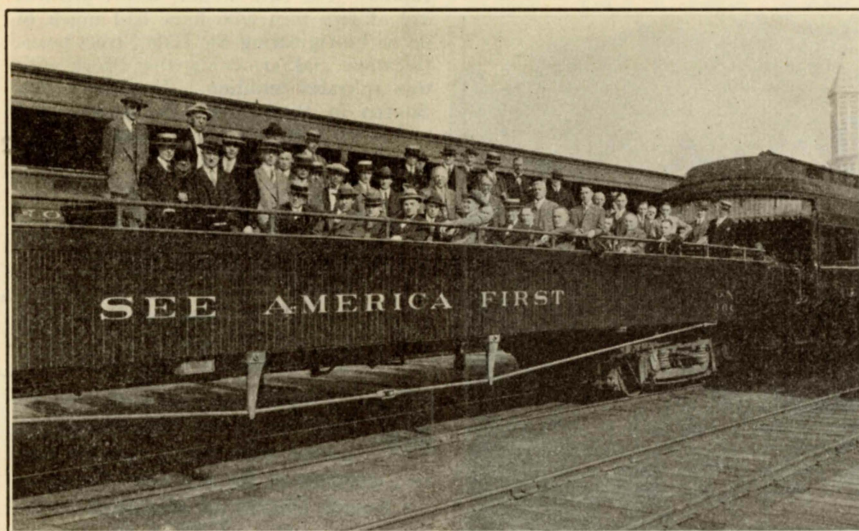
Left to right in front of engine, Duncan McCloud, Fred LaPoint, Lloyd Ratliff, Linden Barnard, Edward Rubright, John Floweree, Fred Edgerton, Maurice Gildersleeve, A. J. Hassel, Carl W. Carlson and William Lane.





## Tourist Manufacturers Meet!

Interesting and Profitable Gathering of Passenger Department Men at Seattle



**S**MALL NUMERICALLY but potent in their influence on the sound development, as well as the advertising of the Pacific Northwest, seventy Great Northern passenger representatives gathered for a convention of their own at the new Olympic Hotel in Seattle, Sunday, August 16. Having been busily occupied for months in manufacturing tourists for the Charmed Land, they practiced their own doctrines by coming to Seattle to enjoy the beauties of our wonderful city themselves.

All the Pacific Coast agencies of the Great Northern as far south as Los Angeles and as far east as Nelson and Spokane were represented at this family meeting, which was held in accordance with the established custom of the company to get the men together once or twice each year so as to give them a chance to meet each other, discuss matters of common interest and benefit to themselves, the company and the Pacific Coast.

A. J. Dickinson, passenger traffic manager from St. Paul, presided and in addition to M. J. Costello, western traffic manager, W. R. Mills, general advertising agent, Claude W. Meldrum, assistant general passenger agent, L. E. Henderson, superintendent of dining car service, H. M. Allen, superintendent of the Pullman Company, Allen Jackson, district baggage agent, and F. W. Graham, assistant general agricultural agent, the following passenger department representatives were in attendance:

*Los Angeles*—S. L. Williams, city passenger agent.

*San Francisco*—L. K. Sprye, city passenger agent.

*Portland, Ore.*—H. Dickson, city passenger agent; A. W. Gusey, assistant city passenger agent; R. A. Dunlap, ticket clerk; J. H. Running, traveling passenger agent.

*Vancouver, Wash.*—C. N. Christopher, traveling passenger agent.

*Tacoma, Wash.*—David G. Black, general agent; Frank P. Herbert, city ticket and passenger agent; W. G. Gibson, passenger agent.

*Everett, Wash.*—Herbert E. Stephens, ticket agent; A. E. Bellew, ticket agent.

*Bellingham, Wash.*—R. M. Smith, city passenger agent.

*Wenatchee, Wash.*—J. C. Maher, general agent; M. F. Reading, ticket agent; W. R. Taylor, assistant ticket agent.

*Spokane, Wash.*—J. F. Pewters, general agent; R. C. Murphy, city passenger and ticket agent; R. L. Richardson, city passenger agent; Neal Keller, ticket clerk; Basil Acton, ticket clerk; August Alstrom, traveling passenger agent.

*Nelson, B. C.*—E. L. Buchanan, city passenger agent.

*Vancouver, B. C.*—E. A. Dye, general agent; Arthur Whitnall, city passenger and ticket agent; R. C. Godfrey, assistant passenger agent; David Alexander, ticket agent; Paul Meyers, depot ticket agent.

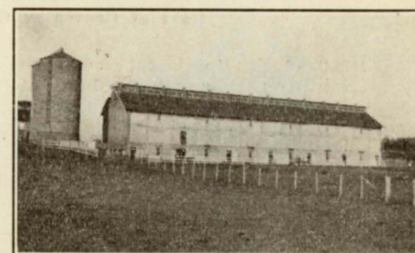
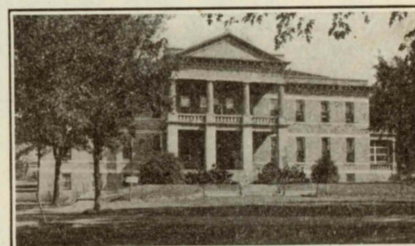
*Victoria, B. C.*—A. H. Hebb, passenger agent.

*Seattle, Wash.*—C. W. Mahoney, district baggage agent; C. R. Tuvey, chief clerk; Edward E. Gerlach, assistant chief clerk; A. J. Arrivee, traveling passenger agent; James Johnstone, traveling passenger agent; L. D. Kitchell, traveling passenger agent; J. Wesley Young, general agent; Thomas J. Moore, city ticket and passenger agent; Harry M. Beyers, city passenger agent; James G. Coleman, city passenger agent; Arthur L. Scott, city passenger agent; Raymond A. Preston, cashier; Henry L. Dodd, ticket clerk; Mark C. Sandstrom, ticket clerk; Hiram F. "Nick" Carter, ticket clerk; David B. Van Wyck, ticket clerk; Ed. B. Gilliam, clerk; W. L. Shults, clerk; George G. Altnow of Altnow and Singleton Advertising Agency.

eral agent; Thomas J. Moore, city ticket and passenger agent; Harry M. Beyers, city passenger agent; James G. Coleman, city passenger agent; Arthur L. Scott, city passenger agent; Raymond A. Preston, cashier; Henry L. Dodd, ticket clerk; Mark C. Sandstrom, ticket clerk; Hiram F. "Nick" Carter, ticket clerk; David B. Van Wyck, ticket clerk; Ed. B. Gilliam, clerk; W. L. Shults, clerk; George G. Altnow of Altnow and Singleton Advertising Agency.

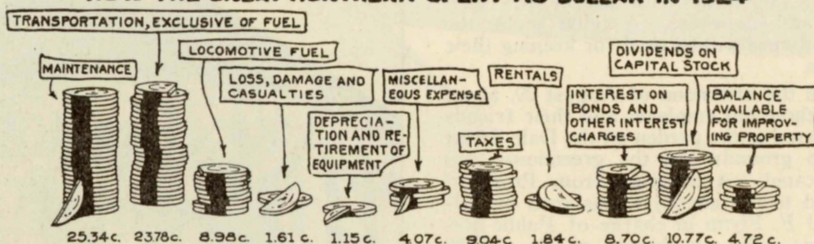
## A Splendid Institution

**W**E ARE INDEBTED to Agent H. D. Knudsen of Yankton, S. D., on the Great Northern, for the accompanying views of the state hospital for the insane. They evidence the remarkable development which has occurred in recent years in making places of this type real homes and retreats of comfort, convenience and upbuilding for their occupants.



Attractive well-kept living quarters, up-to-date barns, in which can be found famous breeds of cattle, a recreation park and a printery help to make the South Dakota institution one of which the state may well be proud.

## HOW THE GREAT NORTHERN SPENT ITS DOLLAR IN 1924



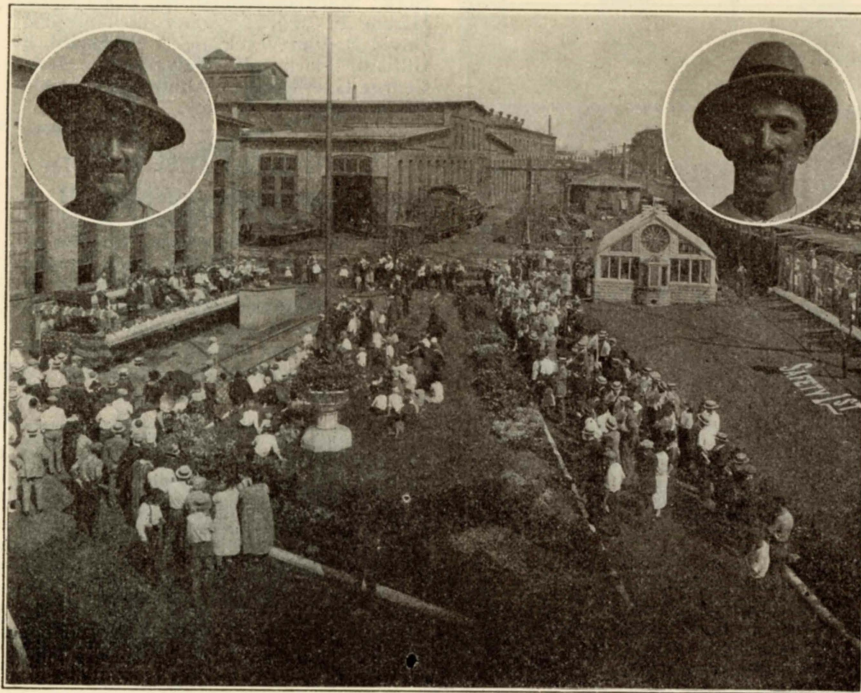
**T**HE ABOVE SKETCH is a graphic exhibit of how the Great Northern Railway spent its dollar in 1924. Maintenance 25.34 cents, and transportation 23.78 cents, were by far the largest items. It cost us in labor and materials, exclusive of locomotive fuel, 49.12 cents, or almost half of what we earned to keep the railroad property in condition and operate it efficiently. Added to this is the heavy fuel cost of 8.98 cents. The next largest item of expense is taxes 9.04 cents. There are few if any industries that pay out over 9 per cent of their gross operating income in taxes. Depreciation and retirements, 1.15 cents, loss, damage and casualties, 1.61 cents, miscellaneous expense, 4.07 cents, and rentals 1.84 cents, together, consumed 8.67 cents. Thus we spent three-fourths—75.81 cents, of our dollar to maintain and operate our railway. This left 24.19 cents out of which we had to pay interest charges of 8.70 cents. Dividends of 5 per cent on our outstanding capital stock consumed 10.77 cents, and we had left out of the dollar only 4.72 cents available for extension and improvement of the property.

All things considered, this showing is one we may be thankful for—and feel due pride in its accomplishment. But how much better it would be, were we given an increase in rates commensurate with the added cost of maintenance and operation.



## Dedicate New Greenhouse

Dale Street Shop Employees Hold Unique Celebration



Part of Crowd at Greenhouse Dedication

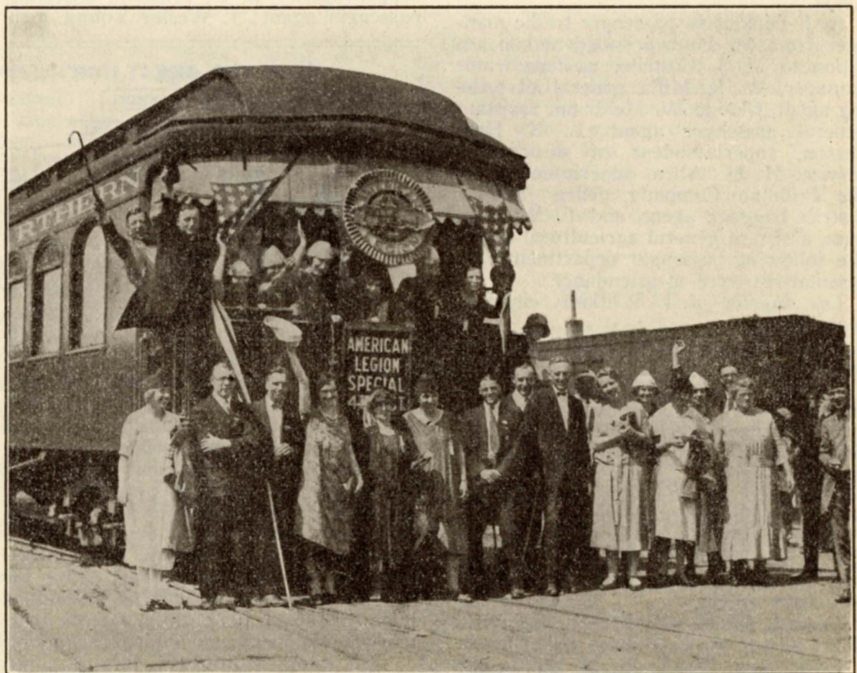
**E**MPLOYEES OF the Great Northern Railway's Dale Street Shops at St. Paul began a beautification campaign a year ago, as related in the August SEMAPHORE. A portion of the yards about the shops that has previously been covered with cinders and gravel was filled in with black soil, and beautiful flowers and shrubbery planted. The space covered is about 100 feet by 200 feet in size. The employees felt it advisable to protect their bulbs and plants with something better than the makeshift shed used last winter, and so without any expense to the company and on their own time, they have just completed a model greenhouse 35 feet by 45 feet in size, where at all times they will have plants and flowers for use in their garden and elsewhere. A cellar under the greenhouse will be used for keeping their bulbs.

On the afternoon of August 29, about one thousand employees and their friends gathered at the garden on the Dale Street Shop grounds and the greenhouse was dedicated. A telegram from President Budd to the employees was read by Edward F. Flynn in charge of Public Relations, who, on behalf of the 33,000 employees of the Great Northern Railway, complimented the men upon their achievement and the spirit which prompted them in this commendable undertaking.

Entertainment was furnished by the general office quartet, the girl songsters, Jackson Street shop band and various employees of the Dale Street Shops, including Agnes Thompson, reading, Dorothy Jahnke, Henry Blossom, Irene Jackman, and Louis Eyinck, vocal selections; H. Martin, concertina solo; Ben Bronkala and Neil Wager, violin and accordion duet. The Great Northern trio composed of Edna Gille, Ethel Tamberino and Mary Brown gave several selections.

At the close of the program a bouquet of flowers was presented to Mrs. Fred Conrath, wife of Fred Conrath, foreman of the tin and copper shop, and to J. C. Heron, superintendent of the Dale Street Shops, the two men under whose direction the employees worked in the construction of the greenhouse.

A decorated flat car was used as a platform. The committee in charge of the program was: S. Dangerfield, chairman; O. L. Cerny, R. McSherry, P. Olson, B. R. Palmer and F. Leonard.



A Jolly Crowd on Great Northern Special

Only a small portion of the crowd is shown in the picture as many insisted on staying in the shade and scores of others were in the windows of the superintendent's office building, behind the photographer. The two circular insert pictures are of two men who have had much to do with originating the Dale Street beautification and crowning the effort with this splendid building. They are John Snoren in the upper left hand corner and Jacob Lundenburg opposite.

### SMALL CONSOLATION

"Don't worry if your job is small,  
And your rewards are few,  
Remember that the mighty oak  
Was once a nut like you."

—Ke-Nash-A News.

## Like Great Northern

**T**HE PICTURE shows the observation platform of the Great Northern special train which recently carried members of the American Legion of the Fourth District of Minnesota to the State Convention at Thief River Falls and subsequently to Winnipeg where they were the guests of the Winnipeg Division of the Great War Veterans of Canada.

Members of the St. Paul delegation, accompanied by their wives, members of the Legion Auxiliary, Post No. 8 drum corps and orchestra, and the Fergus Falls drum corps occupied this train, which was consolidated at Crookston with other district specials.

Unsolicited and hearty praise for the service rendered by the Great Northern and the unflagging attention offered by all officials and employees was heard on all sides, one newspaper man being heard to say that he had traveled on specials for a dozen years and had never seen anything equal that train.



# Our Business Getters



## USE THE COUPON

The increase in postal rates necessitates substitution of a coupon (see page 39) for the Prospective Business Card heretofore inserted in the magazine. Please use it as you have the card—enclosing it in an envelope if mailed direct.

Airis, H. E., chief clerk, baggage department, Seattle, two passengers, Chicago to Seattle; one passenger, Chicago to Seattle and return.

Atkeson, W. F., local freight office, Seattle, two passengers, Seattle to Louisville, Kentucky, and return.

Bagley, J. W., news storekeeper, St. Paul, one passenger, St. Paul to Fargo and return.

Baker, R. P., foreman, Wenatchee, one passenger, Wenatchee to Chicago.

Bayard, T. K., switchman, Minneapolis, promise of three cars lumber per week, Pacific Coast to Huntington, W. Va.

Bowers, Wm., engineer, Casselton, N. D., one passenger, Seattle to New York City and return.

Broderick, T. P., conductor, Seattle, one passenger, Seattle to Jacksonville, Fla.

Carey, Paul, brakeman, Seattle, one passenger, Seattle to Kansas City and return.

Conrad, Wm., conductor, Cascade Division, three full and one-half fares, Gowanda, New York to Seattle.

Cumbey, J. F., conductor, St. Paul, two passengers, Paynesville, Minn., to Erskine, Minn., and Winnipeg.

Cunningham, Owen, chief yard clerk, Clearwater Junction, Minneapolis, materially assisted traffic department in securing business from industry which had not previously patronized our line, consisting of 20 cars manufactured products for Chicago, one car for Sioux City; also 16 cars lumber from Pacific Coast to Minneapolis. This firm also promised lumber shipments of 190 cars from Pacific Coast points.

Dechance, Garland, derrick engineer, bridge and building department, Spokane, one passenger, Spokane to Seattle.

Dempsey, John, secretary to western traffic manager, Seattle, one passenger, Seattle to St. Paul and return.

Dohner, I. J., train baggageman, Seattle, one passenger, Wenatchee, Wash., to Portland, Maine.

Dunham, James H., brakeman, Spokane, one passenger and shipment of personal effects, Nelson, B. C., to Vancouver, B. C.

Dussalt, J. W., extra agent, Rossfork, Montana, one passenger, Rossfork to Tabor, Iowa; two passengers, Nashua, New Hampshire, to West Coast; one passenger, Lexington, Kentucky, to Great Falls, Mont.

Findlan, J. H., brakeman, Everett, one passenger, Everett to St. Paul and return; one passenger, Everett to Inverness, Mont.

French, A. J., machinist, Interbay, Wash., one passenger, Seattle to Boston, Mass.

Hamilton, W. S., retired engineer, one passenger, Minneapolis to Duluth and return.

Hastie, T. G., district engineer, Seattle, three passengers, Seattle to New York.

Herzog, Anne, clerk, Butte freight station, one car coke, Milwaukee to Butte.

Hoelzel, Carl, assistant baggage agent, Great Falls, Mont., one passenger, Great Falls to St. Paul and return.

Johnson, Emil, clerk, office of assistant superintendent telegraph, Spokane, one passenger, Spokane to St. Paul, en route New York City; one passenger, Spokane to St. Paul and return.

Johnson, R. J., telegraph operator, Superior, one car lettuce, Chicago to Duluth.

Kachel, Edwin R., dining car steward, Seattle, two passengers, Seattle to Philadelphia and return.

Krieg, J. A., stenographer, Helena, Montana, four passengers, Omaha, Nebraska, to Glacier Park and return.

Kyarsgaard, F., engineer, Spokane Division, two passengers, Seattle to New York City and return.

Lantry, B., trainmaster, Spokane Division, one passenger, Spokane to Chicago and return.

McCloskey, S., train baggageman, Seattle, one passenger, Chicago to Seattle and return.

Manthe, Chas., trainmaster, Spokane, one passenger, Spokane to Chicago.

Mulcrone, Thos., merchandise clerk, Minnesota Transfer, six passengers, St. Paul to Chisholm, Minnesota.

Peterson, John A., foreman bridge and building gang, Spokane, one passenger, Spokane to St. Paul and return.

Smith, H. L., baggage checker, Seattle, one passenger, Seattle to New York.

Smith, Leonard, train baggageman, Spokane, one passenger, Spokane to Pittsburgh.

Timberman, F. C., express manager, Spokane, three passengers, Spokane to Seattle.

Topf, Mrs. M., stenographer, stationery committee, St. Paul, one passenger, Minneapolis to Seattle.

Van Sant, F., agent, freight station, Tacoma, Wash., two full and one-half fares, Tacoma to Newark, N. J.

Webb, E. H., agent, Evansville, Minnesota, five passengers, Evansville to Spokane; three passengers, Evansville to Everett, Wash.

Weygand, O. G., agent, Browns Valley, Minnesota, one passenger, Browns Valley to Portland, Oregon.

Young, Harry, switchman, St. Paul five cars flour, St. Paul to Sioux City.

## Enjoy Labor Day

Shop Craft and Commercial Club Give Ihlen, Minn., Great Time

THE LABOR DAY celebration put on at Ihlen, Minn. by the Commercial Club and Shop Craft Association jointly went along without a hitch excepting for rain, which spoiled the sports and somewhat reduced the attendance. However, the country and other towns were very well represented regardless of the rain.

The Ruthton band furnished excellent music during the day and Mike's orchestra from Pipestone during the evening. The Flandreau baseball team defeated Jasper in a very good ten inning game ending with a score of two to one.

Chief of Police Brown kept good order with the assistance of officers Green, Peterson, Ring and Hanson. Mr. Brown's previous experience as chief of police at Litchfield came in very handy and it could easily be seen that he was an old timer in this position. The committee in charge of the celebration was composed of Messrs. Dahlmeier, Johnson and Haase.

E. F. Flynn, director of the bureau of public relations of the Great Northern, made a special trip from St. Paul to speak to the gathering, members of which are still talking about the able manner in which he brought out his points, especially the subject of taxation. Mr. Flynn is a speaker to whom you can listen and follow with interest, as he puts everything into it and any time the Great Northern can send Mr. Flynn along he will certainly be welcome in this community.

All games were very well attended and appreciated, especially the ladies' ball game between Jasper and Ruthton. The language used by some of the ladies, however, was the cause of a number of the men leaving the ground.

The rolly polly game, as Mr. Flynn called it, was quite an attraction. Mr. Brown's imitation on horse back of Napoleon Bonaparte crossing the Sahara desert on a dry day was well received. The dance in the evening was attended by two hundred couples, not including the fat men.

The attitude the Shop Craft and Commercial Club showed in this get-together celebration for Labor Day will be a great factor towards the success of future celebrations.

Pipestone cancelled its celebration and all the crowd went to Ihlen.

THE FIRST DIVISION ST. PAUL AND PACIFIC RAILROAD.			
1872. SUMMER TIME TABLE. 1872.			
MAIN LINE.			
GOING WEST.		GOING EAST.	
7:59 A. M.	ST. PAUL	8:15 P. M.	ST. PAUL
8:13 A. M.	ST. ANTHONY	8:30 P. M.	ST. ANTHONY
8:26 A. M.	MINNEAPOLIS	8:45 P. M.	MINNEAPOLIS
8:40 A. M.	DELANO	9:00 P. M.	DELANO
8:54 A. M.	LITCHFIELD	9:15 P. M.	LITCHFIELD
9:08 A. M.	WILLMAR	9:30 P. M.	WILLMAR
9:22 A. M.	BENSON	9:45 P. M.	BENSON
9:36 A. M.	ROHRIS	10:00 P. M.	ROHRIS
9:50 A. M.	BRECKENRIDGE	10:15 P. M.	BRECKENRIDGE
ST. PAUL & LITCHFIELD TRAIN.			
3:45 P. M.	ST. PAUL	10:35 P. M.	ST. PAUL
4:00 P. M.	ST. ANTHONY	10:50 P. M.	ST. ANTHONY
4:15 P. M.	MINNEAPOLIS	11:05 P. M.	MINNEAPOLIS
4:30 P. M.	DELANO	11:20 P. M.	DELANO
4:45 P. M.	LITCHFIELD	11:35 P. M.	LITCHFIELD
ST. PAUL & MINNEAPOLIS TRAIN.			
8:30 A. M.	ST. PAUL	7:50 P. M.	ST. PAUL
8:45 A. M.	ST. ANTHONY	8:05 P. M.	ST. ANTHONY
9:00 A. M.	MINNEAPOLIS	8:20 P. M.	MINNEAPOLIS
BRANCH LINE.			
GOING NORTH.		GOING SOUTH.	
8:30 A. M.	ST. PAUL	11:05 A. M.	ST. PAUL
8:45 A. M.	JUNCTION	11:20 A. M.	JUNCTION
9:00 A. M.	ANDER	11:35 A. M.	ANDER
9:15 A. M.	ELK RIVER	11:50 A. M.	ELK RIVER
9:30 A. M.	ST. CLOUD	12:05 P. M.	ST. CLOUD
9:45 A. M.	SAUK RAPIDS	12:20 P. M.	SAUK RAPIDS

The original loaned to us by Edmund Rice, retired Great Northern engineer



# PUZZLE COLUMN

## KEY

### Horizontal

- 1—An animal
- 5—To smooth feathers
- 9—A green plant
- 13—Persia (old)
- 14—Part of the body
- 15—To cure
- 16—An attack
- 18—Natives of Arabia
- 20—Group of Indians
- 22—Long stick
- 23—Hawaiian food
- 24—Was lighted
- 26—Always
- 27—Before (poetic)
- 28—Small arrow
- 29—Sins
- 31—Even (poetic)
- 32—A social gathering
- 33—A cat call
- 36—Constant erratic action
- 38—A kind of shovel
- 41—Carpenter's tools
- 43—Temporary fashion
- 45—To induce fondness
- 47—Permit
- 48—A kind of silk
- 49—Scotch for one
- 50—High purposes
- 54—Remark (abb.)
- 55—Fighting tools
- 58—What soldier does with No. 55
- 60—Not large
- 62—A hotel on wheels
- 64—A table
- 66—Fellow Royal Society (abb.)
- 68—Girl's name (unusual)
- 69—Peel
- 70—Visible atmosphere
- 72—A binding article

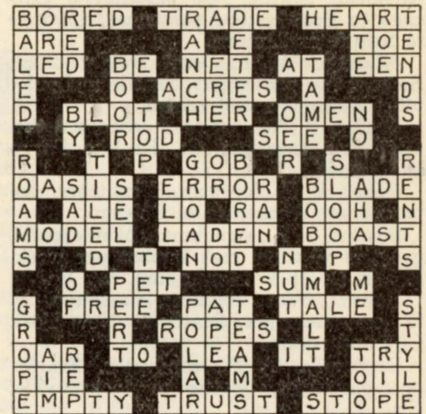
- 74—Consume
- 75—Little (old)
- 76—Young female
- 77—Down (old form)
- 79—Musical instruments
- 81—Fruit
- 82—Actual
- 83—Egg
- 84—To pare
- 85—Entrance
- 86—Peasants
- 87—Motive power

### Vertical

- 1—To reach
- 2—A passage
- 3—A tall plant
- 4—p. t. of set
- 6—An unusual thing
- 7—Period of time
- 8—Insignia
- 9—Procure
- 10—Seldom seen
- 11—Vital
- 12—Back end
- 17—A model
- 18—The great artery
- 19—Fathers (old)
- 21—A beverage
- 23—French city
- 25—A small portion
- 28—Native of Denmark
- 30—Early
- 32—A vessel
- 34—An herb (old)
- 35—Cleave
- 36—Paired
- 37—Lessened
- 39—A gem
- 40—To hold tightly
- 42—Go before
- 43—At a distance
- 44—Not bright
- 46—A conjunction
- 51—Famous paintings
- 52—State in Venezuela
- 53—Low marshy place
- 55—Clever
- 56—To grow less
- 57—Aged
- 59—Hemp
- 60—Remains
- 61—Poke

- 63—Sum of native attributes
- 64—Anger
- 65—Brought into being
- 66—A border
- 67—Game
- 70—City on Adriatic
- 71—Glisten
- 73—A pitcher
- 76—Endurance
- 78—Negative
- 80—Also
- 81—President Royal Society (abb.)

## Solutions for August

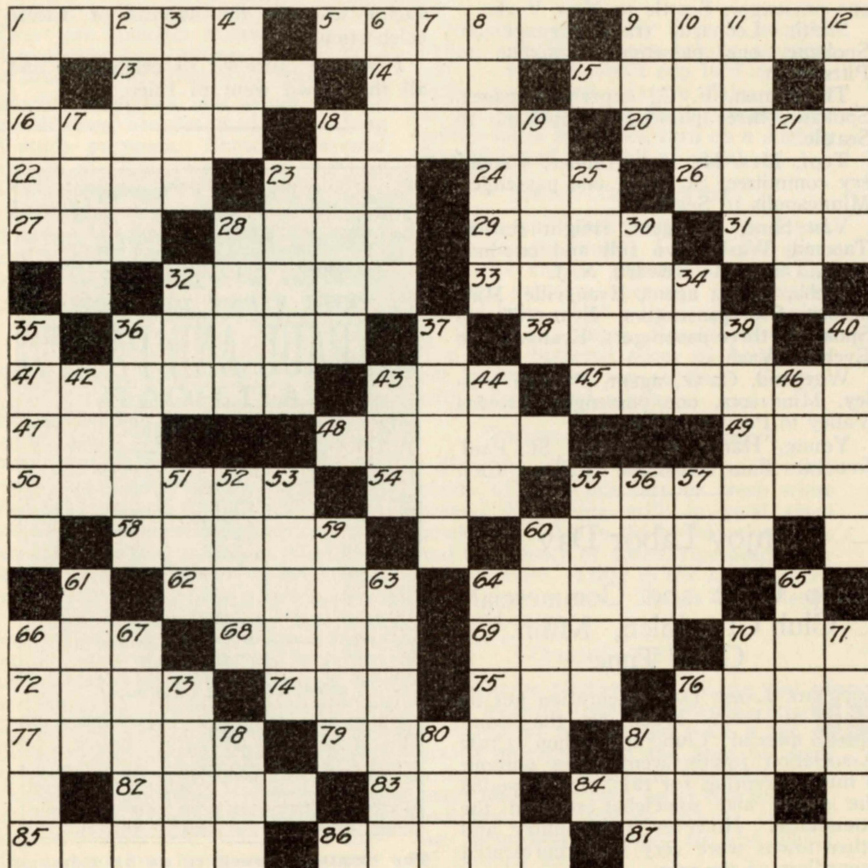


Hidden Cities:  
Winona, Tintah.

Hidden Words:  
Ind-is-pen-sable—Indispensable.

Here is one right under your nose:  
Must-ache—Mustache.

## CROSSWORD



## A Railroad Trio

ENGINEER COLEMAN LEE is shown just arriving at Kelly Lake with engine 2020 after coming up from Allouez with 160 empties. He is shaking hands with Hans Nelson, our "Little Man," 4 feet tall, weight 155 pounds, who keeps things polished up around the roundhouse premises. On the left of Engineer Lee is William Mason, commonly known as "Big Bill," height 6 feet, 4 inches, weight 297 pounds. Bill swings a mean shaker bar and no need of steam grate shakers when he is on the job.

Great Northern Semaphore



# Box Car Comparison

## Interesting Facts About the New and the Old Freight Cars

By P. P. Barthelemy, Assistant Master Car Builder

**T**HE RECENT EXHIBIT of the new locomotive No. 2030 with 50-foot automobile car No. 39195 and the "Wm. Crooks" locomotive with the old 28-foot, 40-ton box car No. 1320 gave an opportunity, by comparison, to observe first hand the vast strides in progress made in the car builders' art in the past 45 years.

Box car No. 39195 has a carrying capacity of 151,600 pounds with a permissible total load on rail of 210,000 pounds. The interior of the car on account of its vast size, bears more resemblance to the fair sized dance hall than to the general conception of the interior of a box car.

The engineering difficulties encountered and overcome in the design of a car of these vast proportions were many.

ticularly in switching shocks to which cars are subjected in present day switching service.

The 28-foot car was built with light cast iron wheels, small journals; trucks of wood construction; underframe; body and ends, as well as roof, of all wood construction, no air brakes, and light handbrake applied to one truck only; link and pin couplers made from grey cast iron; light spring draft gear having a capacity of about 10,000 pounds, whereas by comparison the new 50-foot car is equipped with heavy rolled steel wheels; axles with journals 6x11 inches; trucks of heavy all-steel construction; heavy steel underframe; body framing and ends steel; outside metal roof; heavy heat-treated steel automatic couplers, and friction draft gear having a capacity of

that not the slightest change is required in any one of them for safe and perfect coupling and train handling. These are among mechanical features that contribute towards making the American railroads the greatest, cheapest, and quickest transportation system in the world.

In the early days of the railroads, track gauges differed, car construction differed widely; there were no interchange rules and cars never left the home road. Lading destined over another road was transferred to the latter's cars.

Having these conditions in mind the facility, speed and freedom from damage with which freight is today carried from point of origin to destination is the more remarkable.

We now have 1,100 of the 50-foot auto cars and No. 39195 is one of a lot of 200 built at our Superior shops. An excellent record was made on these despite the fact that machine tool equipment and general layout of facilities is far from ideal for such an extensive building program.

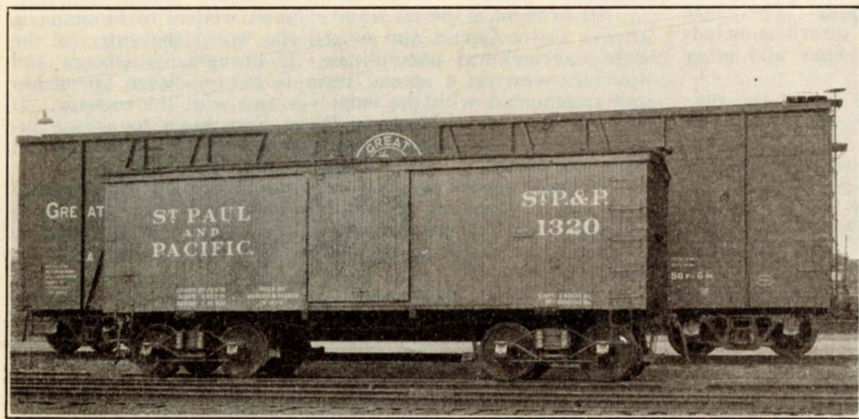
These cars were built from the raw material and, therefore, involved a large amount of handling, shearing, punching, riveting, etc., and the successful carrying out of the job reflects credit upon the shop officials, and also the workmen for the loyal and energetic manner in which they carried out their part of the work.

This job was part of the general program involved in a new policy of doing a large amount of building and rebuilding work at our own shops instead of turning them over to the car builders. A program of this kind not only enables us to make a saving on the job but keeps our facilities fully occupied during the dull period of the year and thus reduces overhead expenses. What is equally important, it serves to keep our men profitably employed during this dull period, enabling us to maintain a good working organization of a good class of mechanics. It also helps build up among our employes a spirit of co-operation and confidence. This spirit is reflected in efficiency and output throughout the year.

Among the larger items of building and rebuilding work handled at our shops in past few years may be mentioned the building and application of 138 steel underframes to cabooses, the building of 183 new steel underframe cabooses, 400 steel logging cars of special design, the building and rebuilding of 600 stock cars, rebuilding of 1,000 40-foot box cars on steel underframes, application of 500 steel underframes to 36-foot box cars, building of 600 40-foot 100,000-pound capacity box cars as well as several thousand cars rebuilt in kind. We also have 1,000 50-foot auto cars on next year's building program.

On passenger work the building program has also been very extensive and equally successful, including such major items as the application of steel underframes to 146 express refrigerators, application of steel underframes, steel sheathing and other thorough modernization of all other passenger cars handled in important trains, making those trains second to none. With the exception of steel underframes applied to express refrigerators at Delta and Hillyard, the steel passenger car work has all been handled at Jackson Street shops.

The mechanical engineer's office and master car builder also deserve mention since the general designing and the working up of the detail parts involved a vast amount of work.



How the oldest and newest freight cars look side by side.

It was necessary to meet not only the structural obstacles involved in the construction of a car of this size, but that construction had to be of sufficient strength and ruggedness without disproportionate weight, to be safely handled in present day heavy tonnage trains behind engines, for example, of the 2030 class.

It will be noted that despite the added strength required the ratio of tare weight to revenue load is, in the case of the 28-foot car, 1 to 1.4, whereas in the 50-foot car it is 1 to 2.6, or nearly twice as great. Also the 50-foot car has nearly four times the cubical capacity, and with a weight of less than three times that of the 28-foot car, it has a carrying capacity nearly five times as great. The lowest possible ratio of tare weight to carrying capacity is necessary for efficient and economical operation and the figures shown in the previous issue of the SEMAPHORE are the more remarkable when we keep in mind the fact that train operating conditions have changed vastly since the 28-foot car was built.

Not only has the length of trains increased several fold, but the weight of these trains has increased many times, and the increased weight of the different cars has caused a great increase, par-

over 250,000 pounds.

The really remarkable thing about the present day freight cars, though one that is too often taken as a matter of course, is the fact that it is not only interchangeable and may be handled in any train on any standard railway on the North American continent, but also that the details are so standardized that necessary repair parts are carried on all railroads and ordinarily broken or worn parts may be replaced with practically no loss of time in the movement of the car. This has been made possible by the standardization of vital parts of cars through the Master Car Builders' Association. This standardization must, of course, be carried on in such a manner as not to seriously retard progress and development, as over-standardization is the surest means for delaying, if not entirely stifling advancement.

In the present day freight train we are likely to find, indiscriminately mixed, car representatives from not only all parts of the United States, but also from all parts of Canada and Mexico, so that its make-up bears a resemblance to an assemblage of delegates to an International Convention of the Brotherhood-of-Something-or-Other, yet these cars couple automatically together, the air-brakes and other parts so work in unison



# Editorial

## RAILROAD OWNERSHIP

**L**AST MONTH WE quoted an editorial from the *Railway Age* regarding the growing sales of railroad securities to railroad employees. The information on which that article was based has inspired the *Minneapolis Tribune* to the following editorial comment:

"It is now generally known and understood that the railroads of the United States are not owned by a few capitalists with large fortunes. There are many, however, who do not know it, and they are easily deceived by others who do know, but keep on trying to make the unthinking believe that railroad-baiting is synonymous with millionaire-baiting."

Listing the sales of stock to employees substantially as stated by us last month, the *Tribune* continues:

"These stocks and bonds have not been sold to employees with the purpose of compelling the baiters to strike over the shoulders of the employees, if they strike at all, at those who have larger interests in railroad properties. The object is to provide sound investments, to encourage systematic thrift, and to enlist the active personal interest of employees in successful operation of the lines. This employee ownership has played an important part in the economic and efficient service we have been hearing about for the past year or so. Experience has well demonstrated that it is difficult to engage the same kind of interest by government employees in government-operated utilities."

"Employee ownership, however, is only a small part of the popular ownership of railroad stock and bonds. There are several hundred thousands of owners of these securities including wage-earners, salaried men, farmers, widows and other heirs of modest estates."

"When any one is told that it is possible to 'hit the railroad magnates' without doing any harm to others, let him dismiss the information as out of line with the facts. That kind of hitting can't be done. There are too many pocket-books involved."

"It is not at all to say that this extensive popular ownership should give the railroad companies leeway to do what they please in their service to the public, or afford them immunity from legal restraint and discipline. It is to say that the rights of a large number of individuals are to be taken into account in dealing with the roads, instead of the very small number the demagogic railroad-baiter talks about directly or by inference."

## BE FAIR TO RAILROAD INVESTORS

**T**HE MONEY WE deposit in the savings banks, receiving 3 or 4 per cent interest, has to earn that interest and enough more to maintain the bank as a solvent and profitable concern. Millions of savings bank deposits are invested in railroad securities; the same is true of the funds of life insurance companies. When the railroads cannot earn a fair return the interest or dividends on their securities are imperilled and you and I, gentle reader, having saving deposits or life insurance, are the ones to suffer—indirectly, but surely.

Says a contemporary: "When we find the banking interests in a campaign 'for better understanding of our railroads,' we should give thoughtful heed and weigh carefully what they have to say, for it is our own money talking."

In this campaign, the banking house of J. S. Bache & Co., of New York, having shown that for many years the investor has failed to receive a fair return on money invested in railroad securities, quotes from the speech made in Texas by Mr. Howard Elliott, chairman of the Northern Pacific Railway Company, in which he said:

"The railways having put their own house in order and demonstrated that they are *efficiently* and *economically* operated, should show the Interstate Commerce Commission what their actual needs are in adjustment of rates, so that they can live and perform a satisfactory service to the public, and make it so clear that there can be no question as to the merits of their case. There are typical examples without number that will prove their case, properly presented."

"Failing to secure the necessary relief upon application to the Commission, the officials should carry the case to court to establish once and for all whether or not railway property may be taken without due process of law and whether or not an investor in railway property is not entitled to the same protection under the law as an investor in any other form of property."

"The railways have never been in a better position to defend their rights, and defend them successfully, than at

the present time, but it must be undertaken wisely, aggressively, and with a determination to push it to a successful conclusion—NO MATTER HOW LONG IT TAKES."

"I WANT TO APPEAL TO YOU TO BE FAIR TO THE RAILROAD INVESTOR. HE NEEDS HELP AND JUSTICE AS MUCH AS THE MERCHANT—THE MINER—THE FARMER. There are at least two million of them in the country, and back of every insurance policy and of every savings bank deposit are bonds and stocks of our railroads—so at least 50,000,000 holders of policies and savings bank deposits are also interested."

"So in your own interest, as well as in the interest of railroad owners and railroad employees, be fair to the investor in railroad securities. You will want more railroads, more facilities, as your State grows. YOU WILL WANT THE RAILROAD INVESTOR TO FEEL THAT HE IS SAFE IN PUTTING MORE MONEY INTO HIS BUSINESS AS YOU PUT MORE INTO YOURS. But he cannot and will not do this unless he feels that his principal is safe and that he will get a fair return on his property."

## "ALONG THE GREAT NORTHERN"

**W**E ARE MIGHTY proud of the fact that we live along the Great Northern Railroad, because it is one of the best railroads in the country, and its management has vision—it realizes that interest should be stimulated in the country it serves and its possibilities and resources must be kept well advertised.

"Not only does it give us good transportation facilities, excellent freight service and the best of passenger accommodations, but it is backing the development of the country to the limit."

"It brought a special train of news writers to Montana to answer Garett Garret and to tell the world the story of the state's agricultural possibilities. It brought its officers and directors west on a special train to get in closer friendship and communion with the employees and with the country. It brought the Upper Missouri River Expedition to arouse interest in the great history of the northwest and mark its most historical points."

"It has a special corps of employees assisting in the development of the farming possibilities and other activities such as have resulted in the building of a sugar factory at Chinook. All along the line it is stimulating local interest in home resources."

"Such things demonstrate conclusively that the transportation system which serves this portion of the world has back of it men with faith in the country they serve and a vision that will bring about a development that will benefit all of the people in its territory."

"So we are glad we live on the Great Northern Railway and that it is the transportation system that serves us."

*Havre Daily Promoter.*

Note—Tributes such as the above make us realize that the number of those who appreciate the services of the railroads to the Nation is steadily increasing.—Editor.

## SAYS WE CAN FEEL PROUD

**T**HE FOLLOWING letter just received from P. L. Clarity, superintendent Minneapolis passenger station, who has been with the Great Northern for over fifty years, is well worth reading:

"I desire to mention that I made a trip to the Northwest Coast last month, using our much talked of Oriental Limited on my outward trip to Seattle."

"Having talked and heard so much of this nationally known train, I naturally kept my eyes open, watching carefully its operation and service rendered by the men in charge and I can say that it is all we claim for it. All employees are very courteous and gentlemanly in their deportment, train well handled by engineer, and dining car service first class. We can all justly feel proud of this train."

"I returned on No. 4, the Glacier Park Limited, and was much pleased with the service and operation of this train also. It is a good second to the Oriental Limited."

"I noted many improvements since my last trip West and can say truthfully that we have the best railroad in the country and operated more efficiently than any other road. Too much praise cannot be bestowed on our capable and efficient operating heads. We have a railroad that we can all justly feel proud of and talk of without 'stuttering or a blush.'"

"It is a gratifying pleasure to me to be connected with such a great railroad, having been with it all my life and watched its growth from its infancy. 'The St. Paul and Pacific Railroad,' to the present magnificent system."

"Hats off to the good old Great Northern!"

*Great Northern Semaphore*



# VETERANS' CORNER

ELECTED TO MEMBERSHIP,  
AUGUST 23, 1925

Lucius Anderson, parlor car porter, Seattle.

William E. Coleman, distribution clerk, superintendent's office, Everett, Wash.

Arthur W. McKay, assistant superintendent telegraph, Spokane.

Svan J. Rosland, telegraph district line foreman, Spokane.

Louis H. Warnholtz, car inspector, Sioux City.

Henry Yoerg, superintendent motive power, St. Paul.

## Veteran Webb Writes

Veteran Agent Chas. W. Webb, Evansville, Minn., writes as follows:

"I entered the service of the St. Paul, Minneapolis and Manitoba Railroad May 28, 1881, and was retired March 1, 1924, after nearly forty-four years of continuous service. When I made application to J. B. Rice, superintendent, for employment, he said he would send me to St. Joseph station, and as he could not issue transportation, he gave me a letter to E. B. Wakeman, general superintendent, who in turn gave me a letter to James J. Hill. Mr. Hill gave me a pass to St. Joseph and also a return pass, saying that I might not like it and would want to come back, but hoped that I would stick, as good men were scarce, and that the pay would be forty dollars a month. I stuck to the job and still have the return pass.

"Mr. Hill in later years often asked me for the pass to show to his grandchildren. When the Veterans were out to decorate Mr. Hill's grave a few years ago, Mrs. Hill asked me if I still had the pass, as she wanted to show it to Mr. L. W. Hill's children. She was a noble woman, and I could relate many acts of kindness extended to me by both her and Mr. Hill. The memory of Mr. and Mrs. Hill in the minds of the Veterans will surely keep alive our loyalty, and good will to the Great Northern Railway, which has given us the opportunity for so many years to provide ourselves with food and shelter."

## Whitakers Entertain Vets.

Board has Great Time at  
Litchfield

**T**HE BOARD OF DIRECTORS of the Veterans' Association had a "real time" at Litchfield, Minn., on August 23, when they and their wives were guests of Mr. and Mrs. A. J. Whitaker. Mr. Whitaker is agent at Litchfield and is also vice-president of the Veterans' Association.

It occurred to him that it might be a pleasant variation for the board to hold its monthly meeting at Litchfield and accordingly the invitation was issued and accepted with eagerness.

The Board of Directors of the Veterans' Association received August 21 the following order from Vice-President A. J. Whitaker at Litchfield, Minn.:

"Start early and proceed with caution on Highway No. 10, Sunday, August 23, to Litchfield, Minn. Head in on Whitaker Siding and await further orders. Whitaker Siding will be designated by a small American flag displayed on the right hand side of the street as you come into Litchfield. The flag will be next to the curb. To those coming by Train No. 95, we will meet them at the Great Northern Depot (the only depot in Litchfield) and see that they are taken care of. Be sure and bring the ladies, or the caretaker at Whitaker Siding may refuse to throw the switch to let you in. Have arranged for a nice day with the weather man and would like every one to come and spend the day with us."

On motion of F. C. Lindt, seconded by E. M. Mortimer, the following resolution of thanks was unanimously and enthusiastically carried:

"Mr. President, I move that a vote of thanks be extended to our esteemed veterans, A. J. Whitaker and wife, also their family, for their kind invitation to the directors accompanied by their wives, to hold the August 23, 1925, board meeting at their beautiful home in Litchfield, Minnesota, and the bountiful repast and entertainment provided for our enjoyment. The 23rd will long be remembered by all as one of the brightest spots in our pathway during our long period of co-operation with the management in our various occupations, to make the Great Northern Railway the best in the world."

This was signed by those present who were: Wm. J. McMillan Messrs. and Mesdames Eli M. Mortimer, Fred C. Lindt, Frank Maher, John A. Sinks, Chas. H. Graceson, Wm. G. Smith, Roscoe L. Bonham.

W. J. McMillan, president of the association, continued westward after the meeting to visit his son, Robert McMillan, passenger conductor, in Montana.

Veteran Passenger Conductor J. H. Woolnough and wife, St. Cloud Division, seem to be inclined to participate in the popular pastime of these modern

times, viz: automobile manipulation. Both of them went to a hospital, we presume to take the rest cure. Mr. Woolnough is sufficiently recuperated to resume his usual movements, and we are informed by the hospital authorities that Mrs. Woolnough will return home in the near future.

## Veterans at North Oaks

Place Floral Tokens on Mr.  
Hill's Grave

**F**OLLOWING a time honored custom, a committee of members of the Veterans' Association of the Great Northern Railway, assembled at the home of its president, W. J. McMillan, in St. Paul on the morning of Sunday, September 20, and there composed an automobile cavalcade for a pilgrimage to the last resting place of James J. Hill at North Oaks farm. For a number of years these men, who have grown gray in the service of the Great Northern, and who spent many years in association with Mr. Hill, travel out to the little green mound on the farm he loved so well, and reverently place there the fresh blossoms typifying the truth that though he has gone into the Far Country, his memory is still very much alive in their minds and that his splendid achievements are being carried forward by those to whom he intrusted them.

While there is a sadness in the paying of this tribute, yet there is joy as well. The event always occurs on the Sunday nearest to Mr. Hill's birthday, September 16th, and one cannot overlook the importance to the great Northwest of his being sent into the world to blaze the way for one of the most lasting evidences of American supremacy. These men have the story of his marvelous foresight and resourcefulness in accomplishment written on their hearts by the pen of companionship and the privilege of aiding him in his undertakings. And they know "we ne'er shall look upon his like again."

## Philadelphia Office

(Continued from page 7)

success in securing some very fine business for Glacier National Park.

The Sesqui-Centennial Exposition, commemorating the 150th Anniversary of American Independence, to be held in Philadelphia in 1926, should attract thousands of visitors from the northwest. We are members of the Transportation Committee and, no doubt, will be called upon to render considerable service to these visitors in many ways. We trust our line representatives will take advantage of this service and refer our patrons to this office for any assistance while they are in this territory.

### Freight Department

Philadelphia has been rightly termed "The Workshop of the World" with its great number of varied manufacturing industries whose products are distributed to all parts of the world.

The Philadelphia office motto is "Service" which we are called upon to demonstrate in our business transactions, which extended from the eastern part of Pennsylvania and lower half of New

Jersey to the Carolinas, east to the Atlantic Coast and southwest to Virginia and Maryland.

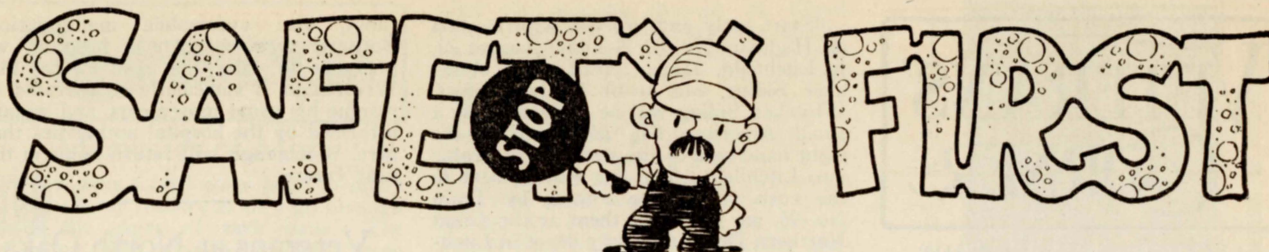
The movement from this territory includes such principal commodities as machinery of all kinds, linoleum, soap, furniture, asbestos products, locomotives, sweet potatoes, canned goods, granite, all of which involve the opportunity of quoting rates, tracing, diversions, reconsignments and handling applications for the establishment of new freight rates.

Our territory also includes such ports of shipping as Baltimore, Norfolk, Charleston, in addition to Philadelphia, which offer keen competition in the movement of long-haul traffic.

Our office is ideally located, being situated in the center of the city, within easy access to the terminals and main offices of the Pennsylvania, Reading and Baltimore & Ohio companies, which, together with our symbol showing the white mountain goat of Glacier Park, prominently displayed from street-front windows, places us at the convenience of in town and out of town visitors.

The article and photograph were received through the courtesy of W. F. Doane, general agent, and E. H. Whitlock, traveling passenger agent.





## Fire Prevention Week

**T**HE PERIOD FROM October 4 to 10, 1925, has been designated as National Fire Prevention Week. This is in accordance with a custom of several years' standing and is in recognition of the necessity of exercising every possible means of reducing the destruction caused in the United States by fires that could be prevented. Last year 15,000 lives were lost and property valued at more than \$548,000,000 was destroyed.

## Save Your Eyes— You Need Them!

**W**HAT WOULD YOU do if you lost the sight of your eyes? inquires the Gary Works Circle of the Illinois Steel Company.

What would the people do who were depending on you for their existence? Could you do the work you are doing now? Did you ever try to walk with

your eyes closed and keep from bumping into things (even though you knew they were there before you started?) No, sir, it can't be done until after much practice, due to the fact, probably, that one's limbs are not exactly the same length, which has a tendency to make one walk in an irregular line or circle. That's getting away from the topic, which is more vital. Who wants to practice walking with their eyes closed? Nature gives us eyes to see with and light to see with and by. The eye is one of the most delicate and wonderful organs of ourselves and should not be abused. Take no risks with them. Treat them properly. You have known of people who have had to discontinue their work because their eyes went back on them; why? Because they abused them or did not take proper care of them, and often severe headaches are traced to our eyes.

There are many ways to protect the eyes, where different trades are practiced.

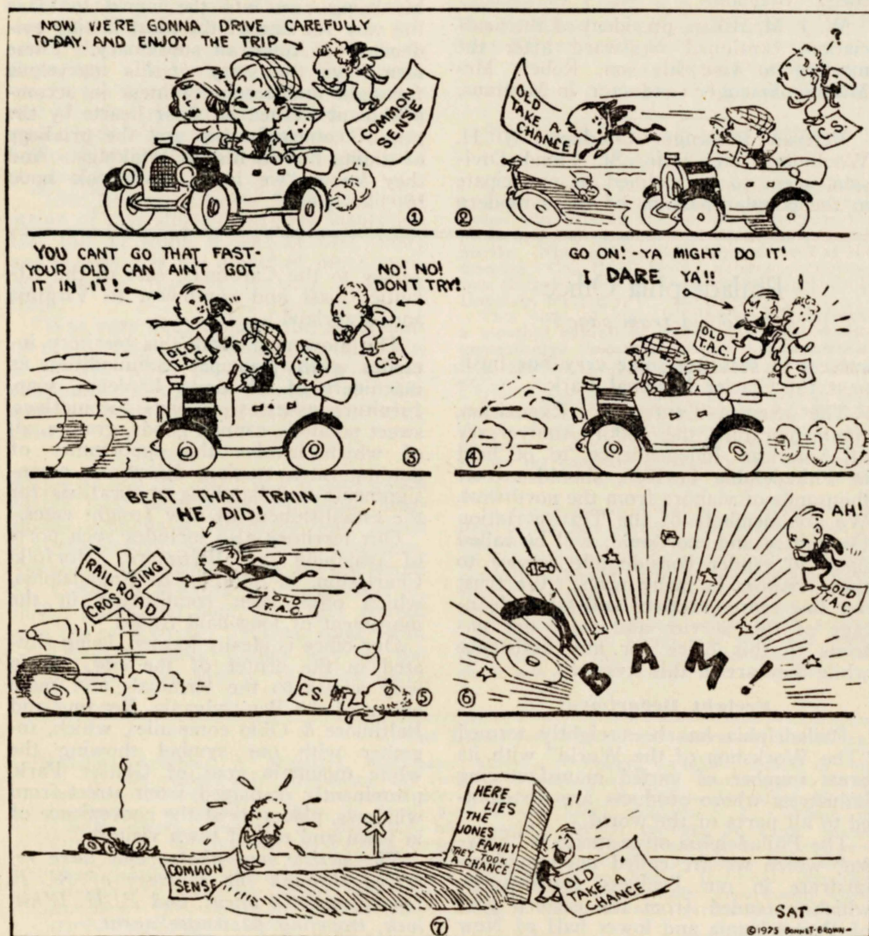
There is the man with chipping hammer or acetylene torch. Wear the gog-

gles provided; not only the kind that are made to protect your eyes from being put out by a flying chip, but also those that are made to prevent strong lights from putting out your eyes little by little each day. You might think that, because the goggles you wear while chipping are cumbersome, they are a nuisance, or that the strong lights you are near each day do not bother you. Take no chances, be on the safe side and wear your goggles when your work demands it.

## A "Bawling-Out" From Hank

**O**NE MORNING NOT many weeks ago a suburban train headed toward the metropolis made its regular stop at a suburban station. It came to a halt, however, about two car lengths short of its usual place and a group of commuters who use this train regularly and who always station themselves on the platform where the car which they generally ride in, a smoking car, stops, found themselves some distance from this car. The train never stops at this station more than a few seconds, so those who do not board it at the steps nearest them are obliged to clamber on after the train is in motion. What happened in this case? Well, naturally, commuter-like, to save themselves the walk through two cars, they decided to get on their car as it passed them after the train had started. They edged slowly to the platform, talking and laughing, when suddenly one of them said, "Boys, we'd better get into this car right away; if Hank sees us piling on after the train starts he'll give us a good bawling-out." As one man, the whole group climbed aboard at the nearest entrance, the last man just getting on the bottom step as the train started. They walked through the cars to their smoker. Not only had they saved themselves a "bawling-out" from Hank; they had perhaps also avoided injury or death to one or more of their number. Moreover, they had taken an important step in acquiring the "safety habit"—the habit which makes its fortunate possessor constantly place safety above temporary convenience. But who was this man Hank, the fear of a "bawling-out" from whom led these commuters—middle-aged, prosperous business men for the most part—to choose the wise course of action? Hank was the flagman on the train. May his tribe increase; the railroads need more of him.—*Exchange.*

## They Will Do It!



## The Price of Folly

Speeding, drunken driving and indifference to highway safety regulations are working inevitably toward a policy of iron-clad highway supervision and a consequent abrogation of the freedom that motorists have been enjoying—and abusing—with reckless indifference to safety restrictions.—*Hastings Gazette.*

Great Northern Semaphore



## What They Say of Our Railroad

Miss R. T. Lorch of Seattle, writes this to her friend, wife of Engineer William Bowers of Casselton, N. D.:

"I decided to take a trip east via Great Northern Railway and am glad of the decision as I had a very delightful trip. We left Seattle at 8:30 a. m. and rode along wonderful Puget Sound for hours viewing many boats and ships along the way. Then we kept ascending gradually until we came to Index, located among the mountains. For hours we rode over the wonderful Cascades until we came to an elevation of 7,000 feet. The scenery at this point is beautiful and makes one wonder at the achievement of such wonderful engineering. The many snow sheds keep the tracks in good condition during the heavy snows.

"Leaving the Cascades and coming into the valleys and then into the vast prairies gives any traveler a broad view of the greatness of the states. The Pullman service and dining car service were very satisfactory and added much to the pleasure of the trip.

"The entire journey was so satisfactory and comfortable that I anticipate with pleasure my return trip."

Received through H. E. Watkins, general agent, Toronto, Ontario.

"We wish to thank you for the assistance you gave us in procuring our transportation and reservations from Toronto to Vancouver.

"The Oriental Limited is a marvelous train. They must have a wonderful road bed, or possibly it may be the heavy, modern steel cars which they are operating, which give such pleasing and comfortable riding qualities. They certainly should be congratulated on their efforts to provide the public with such luxury.

"Yours very truly,

"C. M. ROLSTON,

"Imperial Oil, Limited,  
"Vancouver, B. C."

From a letter to J. M. Sanford, general agent, St. Louis, Mo.:

"I have been thinking ever since I saw you the other night in Louisiana, of the many things I should have said to you about the kindness and courtesy of your folks to me on my recent trip over your lines from Chicago to Seattle, Washington.

"In traveling about you usually find railroad people, especially the transportation department, attentive and courteous, but nowhere have I found the personal interest and courtesy that seems to abound on the Great Northern Railroad. Please let me make special mention of Mr. Touhey, passenger conductor, running out of Spokane. There was nothing that Mr. Touhey could do for us that was not attended to, and lots of things that his duty did not call on him to do. If there is ever a time I can be of service to you people I shall be only too glad to do my bit.

"Sincerely,

"C. C. RAWLS,

"Gen'l Inspector, Lumber & Tie Dept.,  
"Illinois Central R. R. Company."

October, 1925

## Praise by "Sousa of France"

### Parisian Band Director Commends Minot Band and Its Director

**G**REAT NORTHERNERS have more reason than ever to be proud of the Great Northern band of Minot, N. D. During the summer, A. Parés, director of the Fanfare Garde Republice, a famous brass band of Paris and well known all over France, was traveling in the Northwest. Stopping over at Minot to attend the Northwest State Fair, he had opportunity to hear our band and wrote to R. F. Mills, general agent at Minot, as follows:



Director Guimont

"It has been my privilege to pass a few hours incognito in your delightful city. Consequently I have had the opportunity to hear and appreciate this famous musical organization maintained by the Great Northern Railway. We heard of it before we left Chicago over the Burlington road.

"My dear Mr. Mills, you may or may not be connected with the Great Northern Fanfare, but please let me tell you

that you have an electrified musical organization. Where in God's earth did you unearth that director of yours; that unknown genius from the vast plains of the American Northwest would stand very high in any European conservatory. He is more than I can express in writing. Sincere congratulations and I hope to have the opportunity to meet you.

"Splendid service over the Oriental Limited and Glacier Park trains. Please believe me, dear sir, Yours very obedient."

The accompanying pictures were made especially for the SEMAPHORE and are published for the first time here. Members of the Minot organization, about two-thirds of whom are in the employ of the railway, and their present occupations are:

**Director**—Alex A. Guimont, chief clerk, stores department.

**Cornets**—R. E. Hopkins, U. S. commissioner; H. Leiberg, American Railway Express; L. E. Lombard, cashier, Minot Grocery Company; H. Howe, checker, freight house; E. S. Sasse, farmer; Wm. Nelson, National Guard.

**Clarinets**—A. A. Schlichting, musical instrument dealer; Herman Schmidt, tailor; Wm. Farrel, claim clerk, freight office; Wm. Vandersluis, train caller; R. F. Mills, general agent; D. W. Hubbard, machinist.

**Saxophones**—Fred Holden, U. S. post office; R. J. Phelps, telegraph operator; P. Fjelstad, water service foreman; Lyle Husby, Pence Automobile Company.

**Altos**—Geo. Just, painter; W. T. Hyatt, train dispatcher; Alvin Gran, material clerk, superintendent's office.

**Trombones**—M. H. Worden, credit manager, Minot Grocery; V. Leiberg, car inspector; N. L. Greer, trainmaster; K. Faulkner, timekeeper, superintendent's office.

**Baritone**—A. G. Torgerson, county auditor.

**Bass**—Elmer Ellefson, foreman, stores department; D. M. Cobb, yardmaster.

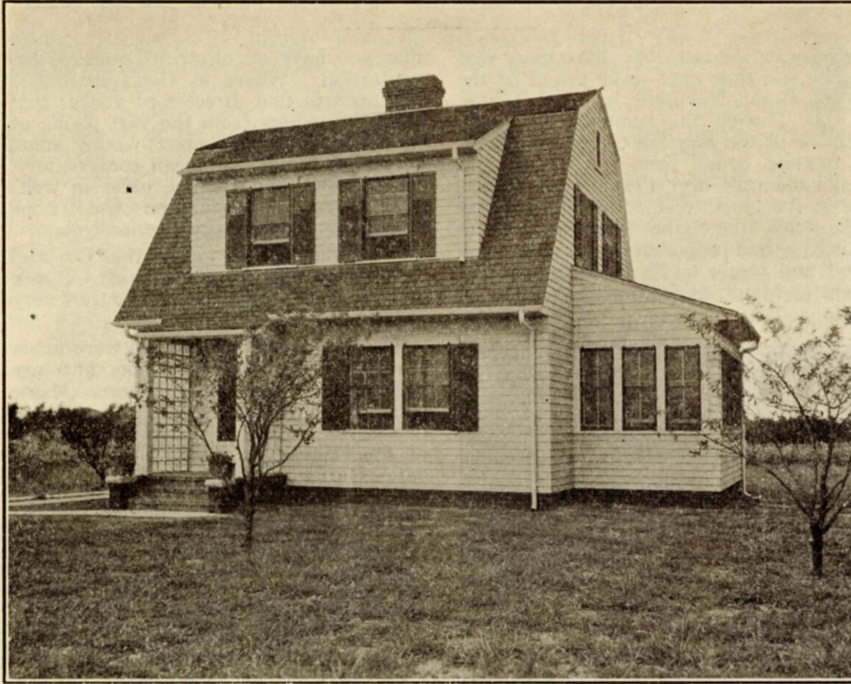
**Drums**—Sam Hanson, barber; A. J. Pickus, car foreman; H. Keilhack, warehouseman, stores department.



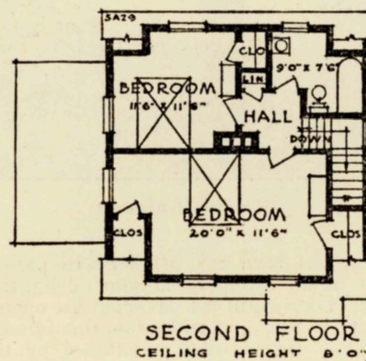
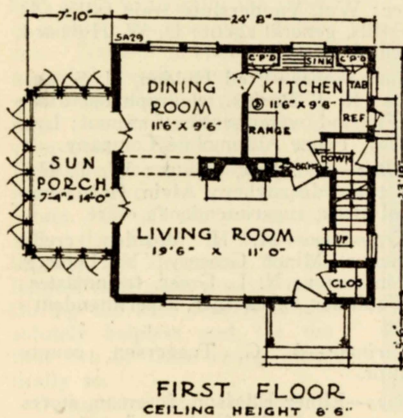
Latest Picture Minot Great Northern Band



# FOR THE HOME BUILDER



Copyright, 1925—The Architects' Small House Service Bureau—  
Home Plan No. 5-A-29



## Story and One-half Dutch Colonial

**H**ERE IS A HOUSE (5-A-29) without a trace of affectation and obviously one that will be in harmony with the life within and about it. Its style is borrowed from the Dutch Colonists, but in this case an American dormer window has been added to complete the design.

It provides five main rooms, bathroom and five closets. It will require a lot from 38 to 43 feet in width. It is planned to be built of wood frame on masonry foundations, with a brick base course.

The exterior is wood siding for the walls, and the roof shingled.

You will find in this house every modern convenience and comfort within a small area which has been so adjusted that in reality the interior appears exceedingly large for the size of the house. The sun porch assists greatly in producing the spacious effect on the first floor. It opens directly into the living room and dining room.

One large open fireplace in the living room, with wide mantel shelf, takes care of the flues for the heater, kitchen range and fireplace itself. This, of course, is an economical arrangement.

Each bedroom, on the second floor, has a closet, and light and air from two sides.

This house has much to commend it in plan and appearance, as well as construction costs. It is shown built from the plans reversed.

Copyright, 1925—The Architects' Small House Service Bureau of the United States, Inc.

## Homes to be Built with Lean Purses

By 'Robert T. Jones, A. I. A. Technical Director—The Architects' Small House Service Bureau

Nobody starts out to build a small home without first wondering how much he is going to pay for it. Out of thousands upon thousands of letters that

**EDITOR'S NOTE:** The plans for small homes are furnished by the Regional Bureaus of the Architects' Small House Service Bureau of the United States, Inc., an organization made up of the representative practicing architects from leading architectural offices throughout the United States. This bureau is controlled by the American Institute of Architects, and has the indorsement of the Department of Commerce, United States government. It is practically a non-profit making public service, and has as its purpose the furnishing of a very complete and dependable small house plan service at moderate cost. For information regarding the blue prints and specifications, address the Home Building Editor of this paper. The United States Bureau maintains an Information Department to answer home builders' questions at no charge. Enclose stamped, addressed envelope.

come to the Architects' Small House Service Bureau of the United States each month from people living in all sections of the country who are thinking about building small homes, more than half of these letters start out with this question: "How much is my home going to cost?" After they are told what to expect there almost always is disappointment. Then follows a second question. It runs something like this: "What can I do to reduce costs?"

### Houses Are Like Automobiles

This is such an important and general question that you may be interested in the answer to it, so that is what this and succeeding articles are about; namely, how to reduce home building costs.

Now, a house is very much like any other kind of a mechanical device; that is, it can be very simple or very elaborate. You know how many different kinds of automobiles there are. They all do about the same thing—they get you there and take you back—but you know also how differently they cost.

The cost of building homes varies with quality and quantity just as other things do. We are sure that everybody knows this. However, it is hard to get people to see that this rule, which makes us pay full price for everything we get, has to apply to our own new home just as much as it does to the other fellow's home, or any kind of building that is built.

We need not tell you that the times have changed. We hear today about the way prices have gone up—how it was possible in the old days to build so much more of a home for so much less money. We could get along far better with this question if we would consider this just water over the dam and stop thinking about the changes that have taken place, and then try to face the circumstances as they exist. However, there is no doubt that it is the taste of good things at the lower prices of yesterday that is largely responsible for the high cost of building today. Why? Well, because we continue to ask in the face of these greatly increased costs for practically the same kind of thing that we required in the days before the war.

### The Risk of Building Homes

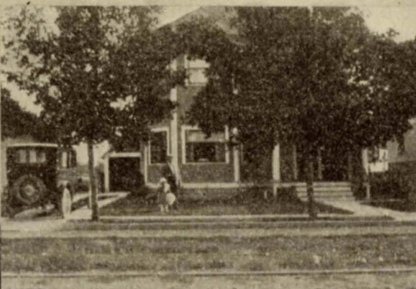
Now, if the cost of living had not increased, or if incomes had increased in proportion to all other things, and we had thus been able to save our money in proportion to increased costs, perhaps it would be sound to pay the high costs now demanded for homes. But the plain fact of the matter is that the risk

(Continued on page 26)

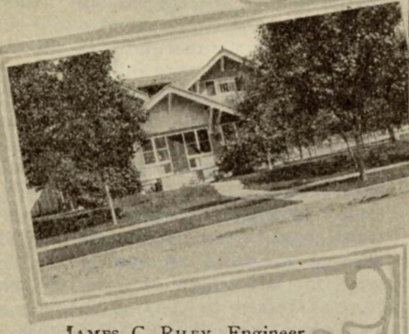
Great Northern Semaphore



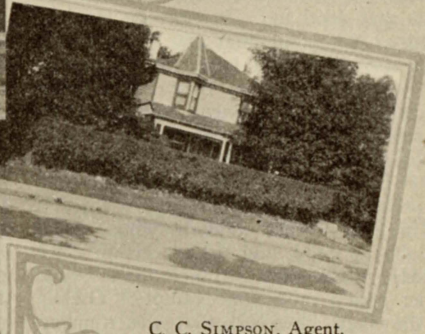
# Great Northerner's "Home, Sweet Homes"



W. E. HAGGART, Engineer, Spokane



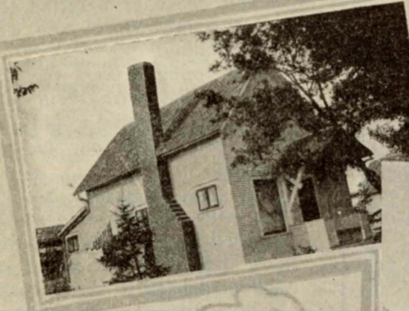
JAMES C. RILEY, Engineer,  
Havre



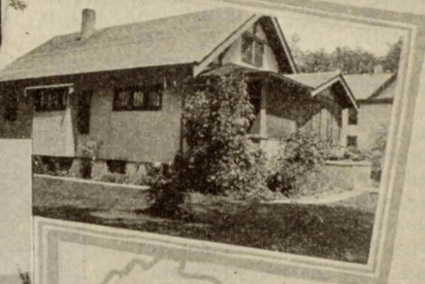
C. C. SIMPSON, Agent,  
Brandon, Minn.



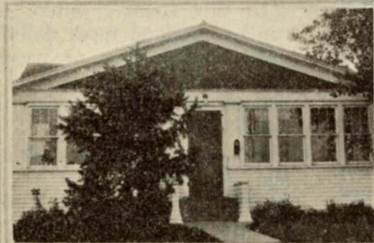
S. C. DEPUTY, Engineer, Whitefish



J. S. ANDERSON, Agent,  
Willow City, N. D.



W. E. CORKINS, Agent,  
Cokato, Minn.



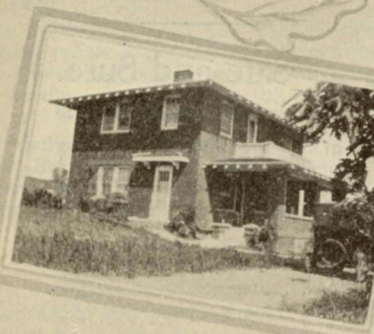
E. P. HANFF, Water Service Foreman,  
Watertown, S. D.



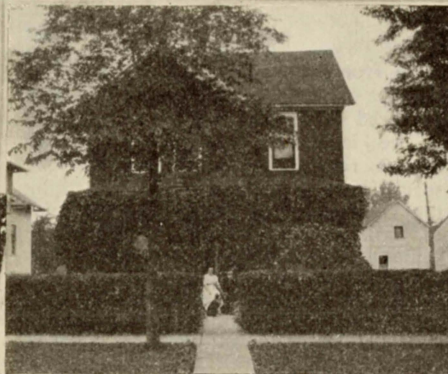
A. B. ASHBY, Agent, Bonners Ferry, Idaho.



P. S. CLEMENT, Conductor,  
Havre



H. W. FISHER, Agent  
Hinton, Iowa



HENRY CHRISTIANSON, B. & B. Foreman,  
Superior, Wis.



J. L. TRACY, Agent,  
Fergus Falls, Minn.



# Cow's Milk—Its Care and Modification for Infants

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

**A**S I SAID in a previous article in the SEMAPHORE, the baby who is properly breast fed has ten times as many chances for life and normal development as the baby who is wholly bottle fed.

Since it is necessary not infrequently, to give other food than breast milk to infants, the question at once arises, what shall that food be? It must be emphasized, at this point, that any foods which have not milk as a base are dangerous for young infants, as they are lacking in the essential element necessary to proper growth and development. Cow's milk, owing to its general distribution, is by far the most easily obtainable and therefore the most practical.

There are other animals whose milk is quite as good, and under certain conditions, better for infants than cow's milk; goat's milk for example. Owing to the fact, however, that the number of goats in country is comparatively small, goat's milk as a general food for infants may, except under special conditions, be disregarded.

The milk of the cow, although it looks much the same as breast milk and is frequently thought by the laity to be practically the same, is in many respects very different. Nature in her wisdom provided every young animal with milk which is particularly fitted for its growth and development. Cow's milk was, therefore, primarily intended by nature for calves and not for babies. Of all the young animals, the infant is the most helpless, and dependent for the longest time upon outside care. During the first year it is absolutely helpless and for the first two or three years, practically so.

Owing to the tremendous mental development which is later possible in the human, a much longer time is required for the growth of body and brain than in animals, and a special food is therefore necessary. For the calf which begins to eat solid food within a few weeks after birth and reaches its full development by the age of two or three years, it is perfectly logical that nature should have provided for it a milk different in some essentials at least, from that required by the human infant.

The fact is that cow's milk is different in many respects from breast milk and in order to make it suitable for young infants it is frequently necessary to modify it more or less. There are other very important things to consider in choosing a milk for the baby.

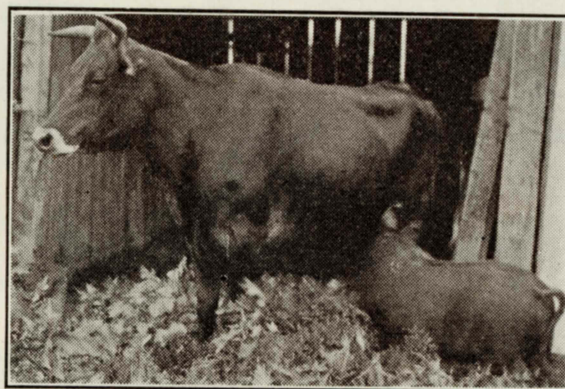
First of all, cows are subject to certain diseases which may make their milk dangerous for human consumption. The most common and widespread of these diseases is tuberculosis. Perhaps the next most common is a disease of the udder called garget. In addition to this, milk is very easily contaminated in the

process of milking and in transportation. If a milker, for example, has diphtheria or the water with which the pails are washed, contains the germs of typhoid fever or any other infectious disease, the milk will be infected.

Milk is an ideal culture media or breeding ground for the different germs, and infants and children who drink such milk probably will become infected. I have mentioned these things to show that although milk is one of the most valuable foods, it may be a very dangerous one for our children unless properly safeguarded.

Enough has been said to make it plain that in order to have safe milk as a food for children, the necessary precautions must be taken.

How can cow's milk be made safe food for our children? All cows should be tuberculin tested once yearly. Careful inspection of the udders for infection should be made at every milking and whenever the udder or any portion of it shows any signs of inflammation, the milk of that cow should be at once rejected. The cows themselves, should have clean stables and be kept



Milk from this apparently healthy cow, which had not been tuberculin tested, infected five of a family of seven children. The eldest girl, who did not drink the milk, and the nursing baby alone escaped infection.

clean from filth, otherwise at each milking the milk will be contaminated and rendered unfit as a food for infants.

The hands of the milker should always remain dry while milking. A specially designed pail recommended by the Department of Agriculture for use in milking will prevent much outside contamination. All pails and other utensils used in receiving or storing milk should be thoroughly washed and then scalded by boiling water or live steam. All milk should at once be strained through several thicknesses of clean gauze or cotton which has been rendered sterile by boiling or baking in the oven. After using once this should be thrown away.

If one is absolutely sure that the cows from which the milk comes are healthy and the milkers are healthy, clean and careful, the milk may be given to chil-

dren raw, otherwise, it should be pasteurized, which means heating the milk to 145 degrees F. and holding it at that temperature for twenty minutes, or boiled for two minutes and then cooled immediately to 40 degrees F.

Even if the finest quality of milk be procured from the best and cleanest dairy in the country, the quality of the milk may be seriously impaired unless it is properly cared for after reaching the home.

In most large cities the milk is put in bottles which are capped and delivered at the door of the home, usually at an early hour in the morning. In the smaller towns and villages milk is often delivered in bulk, being transferred from a large can to some receptacle such as a pitcher at the door. All receptacles should be thoroughly washed and scalded before receiving the milk. No milk, no matter whether delivered in bottles or transferred to some receptacle, should be allowed to stand around on the doorsteps for any length of time. It should be transferred to the ice box or some cool place immediately. Where no ice is available, milk which has been properly pasteurized or boiled for two minutes will keep well for twenty-four hours if placed in a cool place as a cellar or in a spring-box through which cold water is constantly running.

For young infants the feedings for the twenty-four hours should be prepared at once, and then put away on ice until needed.

As soon as a milk bottle or any other receptacle for milk is emptied it should be rinsed out and filled with cold water until delivered back to the dairyman. Milk bottles should never be used for any other purpose than milk as they may readily serve to spread disease.

In this country where milk can be obtained fresh daily, no milk whether raw or pasteurized should be used as food for infants after it is twenty-four hours old.

To be sure of your milk supply, go personally at regular intervals and see what kind of a place your milk comes from.

*Walter R. Ramsey*

## Safe and Sure

### August Train Performance

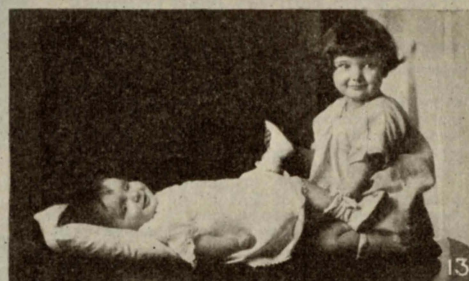
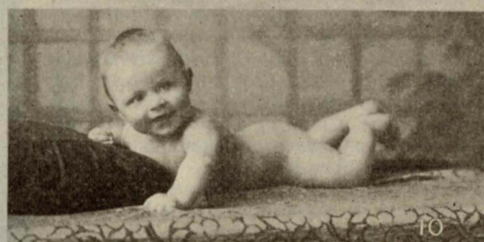
During the month of August, the Dakota Division took the lead with Kalispell a good second. The general average per cent of "on time" was about the same.

Division	Trains	Per Cent
Mesabi	124	92.7
St. Cloud	341	93.8
Willmar	93	94.6
Dakota	217	96.3
Minot	155	92.3
Montana	155	87.7
Kalispell	155	96.1
Spokane	155	93.5
Cascade	155	95.5
Total	341	89.1

Great Northern Semaphore



# Little Stars in Family Skies Great Northerners



Names and residences of these children will be found on the following page.



# REMINISCENCES

## Memories of Mora

**B**Y GONE DAYS" come back to many of our readers as they go through the pages of each issue. The following was recently received from K. H. Williams, manager of the Mora Lumber Company at Mora, Minn.:

"The writer wishes to acknowledge with thanks the receipt of your August number of the SEMAPHORE. It certainly is a breezy little book and brim full of interesting things and surely went through it from front to back.

"I have spent all my life of thirty-six years right here in Mora and so have been a witness of the development of this part of Minnesota from timber and Indians to a prosperous farming community. I have also watched with much interest the progress of the Great Northern through here from its pioneer days of the St. Paul, Minneapolis & Manitoba and Eastern Minnesota; from its small steel rails, wood-burning engines, link and pin couplers, brown colored coaches. Those were the days of real railroading. Particularly do I remember the great Hinckley fire and the part played in it by the G. N. At that time Hinckley was division point and the only thing left there after the fire was the roundhouse.

"The writer's uncle was the first station agent at Mora after the line was built and also had another uncle who was the third agent. This man is still in the service, with the Northern Pacific at Pembina, N. D.

"One thing I shall always remember was the big freight traffic in the fall when the wheat was going through to Superior. Day after day the trains would go by one right after the other and if one should get stalled on the grade here which was a bad one it meant a blockade that would take a long time to straighten out.

"The 'William Crooks' with its quaint string of cars stopped here for inspection last fall (I think it was at that time) and it sure was the object of much curiosity—some thought it was a circus train.

"Was very glad to have the opportunity of meeting and hearing the late Mr. J. J. Hill when he very kindly visited this place during our County Fair. He was a most practical and convincing talker."

**T**HE OLD ST. PAUL & PACIFIC, which later became the St. Paul, Minneapolis & Manitoba, and which is at the present time the Great Northern, completed the extension of its line from St. Cloud to Melrose on November 18, 1872. After that date, all stages started west out of Melrose. The last stage from St. Cloud to Sauk Center left on the above date. We saw no more ox carts

after that passing through St. Cloud. General George L. Becker was at that time president of this line which was then the St. Paul and St. Vincent Branch.

Much of the grain which was up to that time shipped at Benson, Minn., on the main line, came to Melrose. After the completion of the line to Melrose, a new time table went into effect, trains leaving St. Paul at 8:00 a. m. arrived here at St. Cloud at 12:35, reaching Melrose at 3:00 p. m.

In November, 1879, the St. Paul, Minneapolis & Manitoba Railroad Company dropped the old names of "Main" and "Branch" lines, the former being designated as the St. Paul and Breckenridge Division and the line through St. Cloud became the St. Cloud and Fergus Falls Division.

The so-called St. Cloud and Osseo branch was completed December 17, 1882. This line was built under the charter of the Minneapolis & Northwestern Railway Company. In the same year the branch to Milaca and Hinckley was completed.

The line southwesterly from St. Cloud for a distance of twenty miles to Richmond was built by the St. Cloud, Mankato & Austin Railway Company. This line, however, was purchased by the Great Northern Company in 1886, and in 1887 the line was extended as far as Willmar. The main event connected with the opening of the St. Cloud and Willmar line was the free excursion that took place at the opening of this line on August 11, 1886. This great celebration brought many people to our city from all along the newly opened line.

In 1896 the division headquarters were removed from St. Cloud to Melrose, but as the Great Northern Railway had selected St. Cloud as a division terminal, the headquarters were again established here September 1, 1923.

JACOB HOHMAN,  
St. Cloud, Minn.

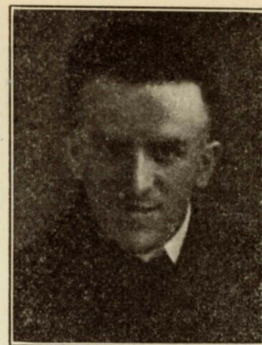
## Sherwood Railway Men Organize Association

At a meeting of Great Northern Railway men residing in Sherwood, recently, an organization was effected having for its purpose the promotion and protection of their interests primarily. Nineteen members were present at the meeting. Col. R. C. Wynn, veteran conductor, was elected president, and Station Agent E. T. Hartung, secretary.

This class of men in Sherwood represents a monthly payroll of \$3,200 and their annual expenditures there approximate \$20,000, which is a considerable item in local business channels.

The organization plans to co-operate with the business men with a view to building up the interests of the city and community and expects to confer with and represent them before the company concerning any grievances they may have regarding freight or other service.

In the language of Col. R. C. Wynn, president of the Association, "The business men of Sherwood are 100 per cent for the railroad." At the invitation of the association, which was recently organized, most of the business interests of the city were represented at a meeting held last Thursday, August 13, at which time the question of railroad versus truck service was discussed at length. It soon was made clear that of the two transportation systems there was but one choice—the railroad.



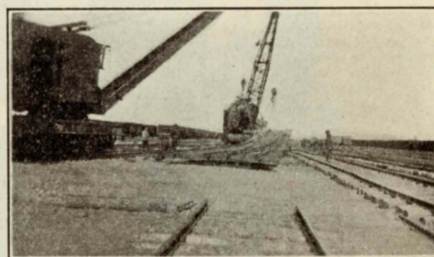
James McGeever

## McGeever Clamps the Lid On

**A**T THE MEETING of the Arcade Commercial Club, August 26, after the routine business was transacted, a five-dollar Gordon hat (note the price!) was given to the secretary by R. H. Polski, to be presented to "Smiling" Jimmy McGeever.

Mr. McGeever is contracting freight agent for the Great Northern at St. Paul, and specializes in fancy skating, rowing, golf, and other things as a side line. He won the hat at a fancy skating exhibition held last winter at the carnival sponsored by the club.

Mr. McGeever has not been able to call for the hat since the carnival was held last winter, presumably being too busy rounding up some long haul freight. However, he has got the hat now, and you can see him some Sunday afternoon parading up and down some of the prominent streets on the West Side proud of his new lid.



## Our Economical Cranes

**H**ERE IS A KODAK VIEW of our locomotive cranes 96211 and 97010 busily engaged in handling turnouts in Allouez Yard. We recently constructed an additional receiving yard to properly handle our incoming ore trains.

With these two cranes 44 turnouts were picked up and moved to a new location, and it is figured that on an average of \$125.00 per turnout was saved. This saving is possible as there is no expense of tearing the track apart and rebuilding it, which results in considerable additional labor as well as loss of material.

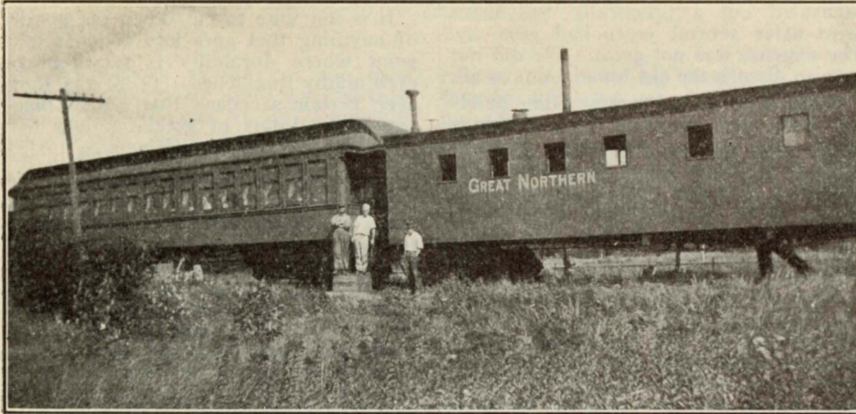
## Cut Lines for Kiddies' Picture on Previous Page

1—Madeline, daughter, A. Mitguard, roadmaster, Havre; 2—Peggy, daughter, Frank O'Neill, engineer, St. Paul; 3—Charlotte E., daughter, M. A. McChesney, chief draftsman, St. Paul; 4—Dickie, son, C. E. Dunn, agent, White Earth, N. D.; 5—Lincoln, son, Ross Swisher, carman, Hillyard; 6—Betty Jane and Frederick, children, F. H. Frahn, dispatcher, Havre; 7—William Quirk, Jr., nephew, R. A. McMahon, bookkeeper, comptroller's office, St. Paul; 8—Lyle and Ethel, children, S. C. Coleman, master carpenter, Havre; 9—Mary Alexis and Joan Lizotte, nieces, Charlotte A. McCarthy, office auditor freight receipts, St. Paul; 10—Robert Ardell, son, Roy Shane, conductor, Watford City, N. D.; 11—Cathleen and Patricia, daughters, T. E. Callahan, trainmaster, Havre; 12—Anna Marie and Ralph, children, Ralph J. Ekensteen, clerk, office general superintendent motive power, St. Paul; 13—Shirley and Holcomb, Jr., children, Holcomb Tuggle, cashier, freight office, Seattle; 14—Patricia Yvonne Haggert and Chloe Ellen Keeler (cousins), daughters, engineers, W. E. Haggert and N. L. Keeler, Spokane; 15—Lawrence Robert, son, L. G. Levitte, chief clerk, traffic department, Great Falls; 16—Tom and Jess, twins, age 7, Lee and Lou, twins, age 3, and Charles, age 11, sons, L. M. Anderson, yardmaster, Seattle; 17—Vernon Rudolph, son, Arthur Brouette, car repairman, Redland, Minn.



## A Model Camp

Hibbing, (Minn.) Tribune Has Nice Things to Say About Great Northern (Fogg Brothers) Camp No. 7



Camp 7 Dining and Cook Car

**T**RACK CAMP No. 7 which was located the past summer on siding near the passenger station at Hibbing, Minn., evoked eloquent newspaper praise. In part the reporter wrote:

"Not the display of carelessness usually associated by the casual thinker with regard to railroad section gangs, but an immaculate demonstration of good housekeeping by a bunch of bachelors, is what greeted the *Tribune* reporter who inspected Camp No. 7, extra track gang's quarters, on the siding between North and South Hibbing.

"Though it was shortly after the evening meal, no dirty dishes were left on the tables at even such an early hour. Only a few crumbs remained on the table. All the left-overs had been destroyed. The dishes were washed. The floors looked as if they had been scrubbed but a moment before.

"How many American homes can boast as good an appearance as this?

"In the kitchen, too, the immaculate

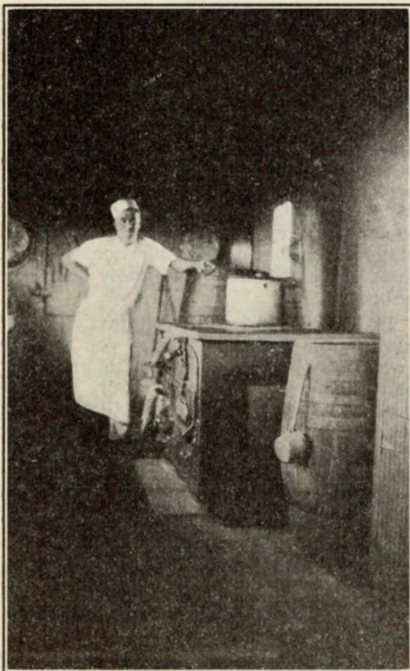
appearance of the dining hall was unchanged. The range, a large flat cooking stove, was spotless. A large vat of boiling water, part of which had been used to wash the dishes, was on the stove.

"The floor, white as snow, had not been scrubbed since morning, but had merely been mopped, yet it showed no evidence of dirty, red mud-bedabbed shoes tracking through.

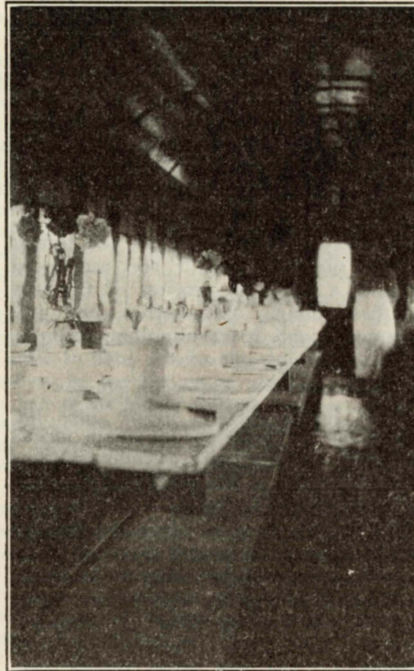
"Through the bunk cars, the same immaculate condition appeared. Spring beds, double-deckers, with pillows and blankets, cleaned and aired out at least weekly, were seen in each car. Twenty men are in the crew."

The visitor was received and taken on tour of the camp by J. H. Hunter and J. C. McInnes, chefs.

The camp was established to accommodate those engaged since last spring in raising from four to six inches the double track from Kelly Lake to Emmert.



The Cook's Corner



The Dinner Table

## Pullman Paragraphs

### Little Miss of Three Enjoys Trip Alone

Conductor C. E. Easterling (San Antonio) and E. Kearns (Houston) claim the honor of carrying the youngest lone passenger (or one of them) in Miss Norma Irene Hill, aged 3, who journeyed from Luling to Dallas. Mr. Easterling had charge of the young lady to Hearne, where she was turned over to Mr. Kearns. Both conductors state that the little passenger made herself perfectly at home, and not only appeared to enjoy the trip but acted as if she was an old time traveler.

### Call on the Porter

In the *Vicksburg (Miss.) Post* a story was told as follows:

"A porter in the magnificent new sleeping car naively said: 'Ladies and Gentlemen: This car is built first for safety, then for comfort and convenience. The men will find it more comfortable than living at home, for at home your wife will call on you to do a lot of things, and on the Pullman all you have to do is to call on the porter.'"

### The Fate

Copernicus and Galileo were persecuted for trying to introduce scientific views on astronomy in an age when ignorance passed for piety.

"There ain't no such animal," said the old time sailors as Robert Fulton steamed up the Hudson in the Clermont. "I don't believe it!" said the farmer as he gazed upon the Woolworth Tower in New York.

Louis Pasteur was threatened with expulsion from the medical profession, and advised to stick to well known principles of medicine and forget his wild idea that germs caused disease.

We don't know who first conceived the idea that most accidents could be prevented, but he probably got the same treatment from those who taught that an accident was a divine punishment for sins committed.

Ten years from now the world will honor those who are now helping to establish Safety as a national virtue.

—Pullman News.

### Static Finally Prevailed

Four men were conversing in a smoking room. One of them had a very penetrating voice. A passenger occupying lower 1 after an hour or more of torture suddenly appeared at the smoking room door and said, "There is a lady occupying lower 12 who requests that when the man with the penetrating voice gets through broadcasting he will kindly sign off." The noise immediately ceased.



## Homes to be Built with Lean Purses

(Continued from page 20)

of building homes at such high prices is so overwhelming that most of us decided to go on living in makeshift apartments or other cramped quarters.

Our purpose is not to tell you how you can beat this game, but how you can play a better one. If you will do as we tell you you may land in your own home without the high expense.

There is just one way to reduce home building costs and that is to reduce them, but perhaps there are two methods of doing this. They both entail some sacrifice. One of these is to take less of the things you want. That means reducing quantities. The other way is not to have things quite so fine as they may be. That means reducing qualities. We will try and show you reductions along these two lines which are not such desperate matters after all. Perhaps you will be interested when you see that you can save at least 25 per cent of the cost of building by making reductions that will not spoil your house or cut down its comfort in any essential or permanent way.

### Where to Start Saving

We are going to tell you how to do these things—not because we think it desirable for anybody to do without what we know is fine, but because we think you really want a home, and are ready to make sacrifices if somebody will tell you how to make them.

One of the things you can leave off is the porch. This is not as easy a thing to do in certain climates as in others. In certain localities porches are not used very much because evenings are cool and there is not much purpose in sitting on a porch at any other time than in the evening. For similar reasons they do not use porches to any great extent in California. Down south the omission of a porch is a kind of a major operation—far more important than having the appendix cut off—but still it can be done.

This is an example of what we mean by reducing quantities. We know there are many readers who are saying right now "I just would not have a house without a porch," and they are the kind of people who are doing without homes they might have. The porch might be added later on when there is money enough to pay for it.

Let us start by leaving off the porch. There are \$400, \$500 or \$600 you can put in your pocket. If the porch you had in mind was to have been glazed there are several hundred dollars more saved. If you had a sleeping porch in mind to top off the sun porch, cut that off and credit your bank account with \$200 or \$300. These porches can easily account for \$1,000.

### Other Things You Can Omit

Other things of a similar kind can be mentioned. For example, not so very many years ago the writer of this article lived in a house that had no basement. There was just space enough under the house, a small area, for the furnace. The man that built that house did not have deep foundation walls to build. He did not have to trouble with waterproofing. He avoided the expense of excavation, putting in footings and long piers to support the floor beams. He lived mighty comfortably in that house and the family was warm in cold

weather. If it is a matter of cutting down costs to the absolute limit, you would not have to have any basement at all. The heating plant, one kind or another, could be put on the first floor. There are modern heating plants designed for this particular purpose.

In the home we are talking about we excavated out a practically full basement after several years had gone by. The expense was not great. We did not have to disturb the old foundations at all.

When it comes to lowering home building costs and omitting certain things which you do not absolutely have to have, it is worth while to consider the fireplace. You can omit it, if you need to keep down the expense of your home. No doubt, this suggestion may start trouble, for anybody who has the real sentiment of home about him thinks of a wood fire and sitting around it with his family—a fine place to sit in the cool evenings of fall and spring, a fine affair to supplement the heating plant when winter temperatures are way down low. When you have friends in, it is the cheeriest place in the house, but the expense of sitting around that fireplace can easily be over \$300. The point we wish to make is that you do not positively have to have a fireplace at first. You can add it at any time. We have seen many homes in which families lived comfortably without a fireplace.

### Few Features But Comfortable

In the home we spoke of in a preceding article built a number of years ago without a basement, and in which a family lived so comfortably, there was no fireplace. The house had no built in features of any kind.

In the kitchen, for example, there was a kind of makeshift cupboard, but there were no drawers, bins or shelves. There was no kitchen cabinet of the modern sort, or a modern refrigerator with outside icing. Later on, however, when another house was built to replace the old one, all of these things were put in; and we learned, of course, what we had missed. But the point is, we got along without them for some years and were perfectly happy about it.

We have seen kitchens equipped with every known mechanical device and piece of furniture to lighten the burden and heart of the modern housewife—kitchens that cost a thousand dollars or more to equip. Any normal man wants that kind of a thing for his wife, but it is plain that you can get along with a stove, refrigerator, some shelves, a sink, and a table, and these cost a whole lot less than \$1,000. If you do not have money for kitchen cabinet work, china closets, book shelves, open stairways, you simply cannot spend it, and if you are doing without a home on account of the cost of these things and porches, and full basements, and extra plumbing fixtures, you are missing one of the joys of life.

### European vs. American Homes

It is not generally known that the American of average or small means demands a home with accommodations only paralleled by the homes of the rich in France and England.

We do not want to adopt the foreign standard here. It is said that the European does not know what it is to be thoroughly warm in the winter time. We are obliged to have an adequate device to keep warm. Certainly we want plumbing. But the other things they have left out we could well take advantage of, and in so doing have all the things which reasonable living comfort requires.

In previous articles we have told you how to reduce home building costs by reducing quantities. There is still another way open for you to lessen costs and that is the matter of qualities.

It is not wise to cut down the quality of anything that goes into a house to a point where durability is sacrificed or even mildly threatened. There are, however, certain sacrifices that can be made within the limits of good building that will still give you a good house.

### Where to Reduce Qualities

To illustrate in a rather ridiculous way, you could get silver plated bathroom fixtures, where nickel plate would do. You could have quarter sawed white oak flooring, where plain common oak or maple of the second grade or yellow pine would serve quite as well. You could have hand wrought lighting fixtures where the stock forms of spun brass would serve every purpose and have fine appearances. You could have a stone or tile roof, but you may only have a wooden pocketbook. You can spend \$60 or more per thousand for face brick, but your dealer will show you an excellent quality of face brick at about half this price. You can have doors and trim and the woodwork generally throughout the house of hardwood or of soft wood, and there is a different price for everything of this kind that you use. Plumbing equipment, paints, enamels, all come in various qualities and at various prices.

As a matter of fact, absolutely every one of the materials that go into your house may be had in a long array of qualities. The fact we want you to see is that you do not have to have the highest grade in every case in order to secure satisfactory durability, and, as a further matter of fact, the highest grade is not necessarily the most pleasing to see.

### Architect Will Save You Money

If you will sit down with one of your friends who happens to be a technically trained man, or a contractor of long experience in building fine houses, you can learn a whole lot about these different qualities of materials that will certainly be entertaining to you—things which if you will put into execution will save you many, many dollars.

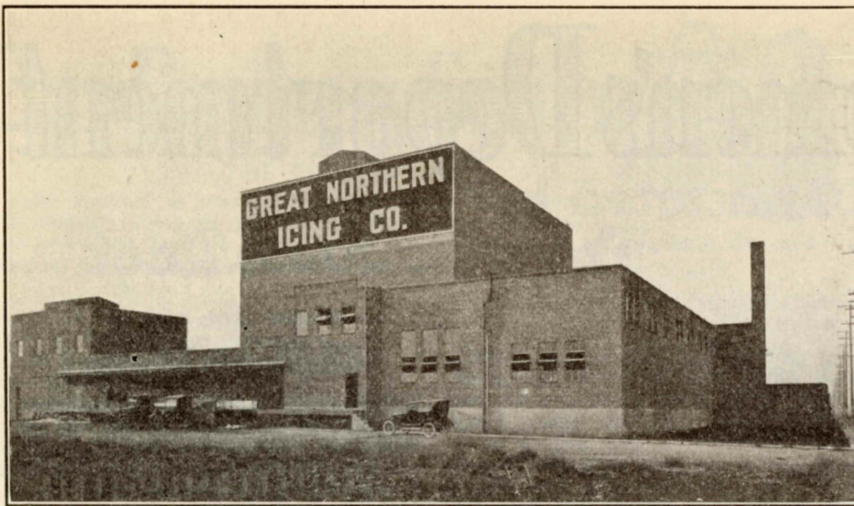
The best person you can possibly interview in this connection is an architect, because he is the man whose especial problem is to know all about materials. Most architects are as anxious as you are to get the lowest possible prices on materials and to build your home within the sum of money you know you can afford.

If, in this series of four articles, we have succeeded in getting you to see how it is possible for you to get your new home by reducing your requirements, we shall have done all we wish to do. It is an absolute fact there are thousands of people living in apartments and rented homes with inferior accommodations who might be living in their own homes with plenty of room to spread out, a yard, garden, a place to see their children play and grow, if they are only willing for the present to get along with a little less than they think they must have.

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Great Northern Semaphore





## Water for Hillyard Pool

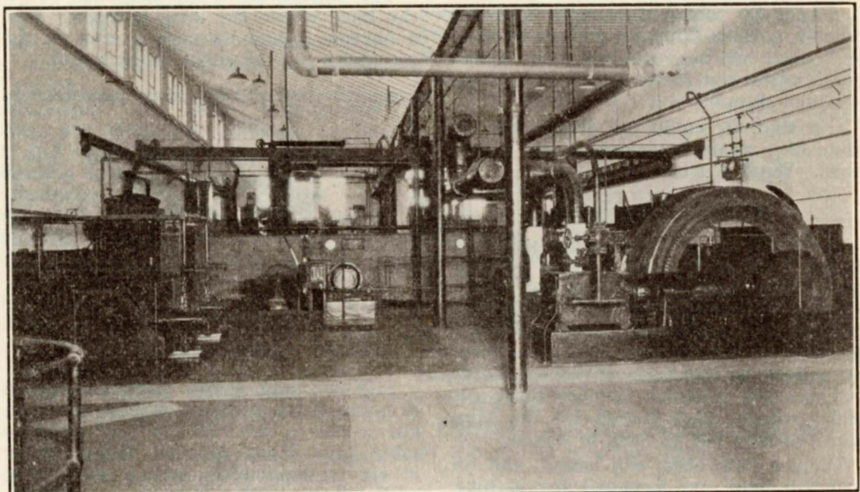
Provided by Great Northern Icing Company from its Adjacent Plant

**A**CCORDING TO THE *Inland Empire News* of Hillyard, Washington, if it had not been for the generosity of the Great Northern Icing Company and to that company's desire to be of service to the community in a way other than that represented by profits in dollars and cents, Hillyard would probably have no pool today, nor even the likelihood of a pool for some years to come.

The water for the municipal swimming pool at Hillyard station goes direct into the pool from the ammonia condensing pipes of the ice plant. It is pumped from the company's 210-foot well under a 250-foot head or lift by a centrifugal pump located in the well and driven by a 30-horsepower electric motor, goes on to the condensing pipes at a temperature of 50 degrees and off the pipes at a temperature of 70 degrees, and then directly into the pool.

Two hundred and fifty gallons of water are pumped from the well every minute, or 15,000 gallons per hour, or 360,000 gallons every 24 hours. Of this, 60,000 gallons each day is used to make ice and the remainder, or 300,000

gallons, flows through the pool, or considerably more than enough to fill the pool every 24 hours, since the pool's capacity is 28,500 gallons. Thus, unlike any other swimming pool in Spokane, there is absolutely fresh water in the pool every day. The constant flow



safeguards against any impurity in the water and protects against the danger of infectious diseases. No chemicals in the water, such as are used in all other bathing pools, are needed in the Hillyard pool.

The Great Northern Icing Company built its plant here in 1921 at a cost of approximately \$250,000. It covers a ground space of about half a city block. The daily ice capacity of the plant is 90 tons, and it has an ice storage capacity of 9,000 tons. The plant is operated 24 hours a day without a stop 11 months in the year.

Seven hundred cakes of ice are frozen at one time, each cake weighing 400 pounds. There are over 4,000 feet of ammonia condensing pipe. The plant is equipped with a duplex ammonia compressor 13 1/4 inches in diameter and 22-inch stroke, driven by a directly connected 190-horsepower synchronous electric motor, the machine being 200 tons refrigeration capacity. There is also an auxiliary equipment consisting of a 50-ton refrigeration ammonia compressor driven by a 40-horsepower electric motor.

The ice manufactured by the plant is automatically handled by endless-chain conveyors from the time the ice leaves the freezing can until it is loaded into ice wagons or put into the refrigerator cars.

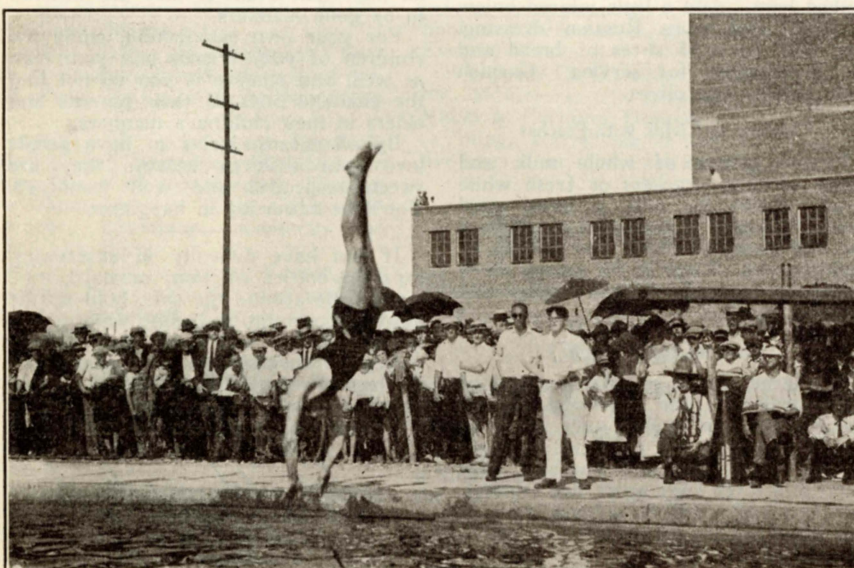
The company furnishes ice for the Great Northern refrigerator cars pass-

ing over the road through Hillyard. There is an 800-foot icing platform built at an elevation with the top of the cars. From this platform the cakes are put into ice compartments of the cars. The record has been established of icing 500 refrigerator cars in 24 hours during the busy season when large quantities of perishable freight were being shipped over the road.

Rest rooms and sleeping quarters were provided in the plant, where every convenience for the employees is provided—shower baths, wash rooms, toilets, reading room, cots, etc., where employees may pass the time especially while on duty at night waiting for trains of fruit coming in and going out to be iced.

## "On Location" Along the G. N.

**T**HE FAMOUS-LASKY players who have been screening Curwood's "The Ancient Highway" in the vicinity of Lake Chelan, entertained at a dinner dance August 15 in Leavenworth. Director Irvin Willat of the company gave an informal toast in which he thanked the people of that section for the many courtesies shown the players and expressed especial gratitude to the Great Northern Railway Company for the use of its property where most of the film was "shot."







# Women's Department

Conducted by  
Faye Babette Root

## "School Days, School Days!"

**H**! Ho! SCHOOL days are here! Which at once brings to mind a little expression we recently heard which would come under a sub-head of "Head lines we never see," and quoting the following: "2,000 Children Weep as They See School House Burn." However, like our time-worn mother-in-law jokes, we do not take many of such remarks in too strict order lest we lose our American sense of humor. So much is meant by school days—new and old friends, parties, athletics, clothes, clothes, and more clothes, campus life, school perplexities, romances, and there we are—school days.

Oh, that we could but live a few of them over again, and know what we do now. What a treat!

### School Fashions

Little school properties as seen for school children include slickers or rain coats which have big pockets and raglan sleeves. These sleeves are comfortable because they slide easily over any other coat or jacket without trouble. These are priced in the Twin Cities at \$12.00.

There are hookless fastener carry-alls and gladstone bags shown for the Miss who journeys out of town to school.

Woolen bathrobes, silk bound, and on mannish lines, are designed for bathing and study purposes. Shown in several colors up to 17 years at \$12.00 more or less.

The leading man from 6 to 16 may find swaggy wide trousers, single or double breasted coats at \$28.00 with two pair of trousers, or with an extra pair of golf knickers.

### Thrift

**A** THRIFTY MOTHER writes she instills thrift among her children by making a contest out of anything on which she wishes them to save. Pencils, for instance. She buys one dozen, in a variety of colors, one color to a child, and she gives a nickel to the one whose pencil lasts the longest.

Another mother of several children makes them draw straws to see whose "turn" it will be that day or week to do the dishes. They draw to see who washes, wipes, sets away, etc., and it is a lot of fun. She allows them a reasonable amount of money per week for their help.

Still another mother started a savings account for her children who work after school. They are permitted 10 per cent for spending, the balance is placed in a savings bank. Every \$100 is invested in a good 5½ per cent bond. It is suggested not to buy bonds offering over

6 per cent—or buy anything but "listed" bonds direct from the bond department of your bank. First mortgages are not recommendable. The only reason I say this is because you may dispose of a listed bond at any bank or borrow money on it. On a first mortgage you cannot raise money fast enough and only the bank you buy it from will loan money on it. Should the mortgage default, the bank cannot pay you your money back because it has merely acted as an agent for your mortgage, and that lets you out. A marketable listed bond is an ideal investment for the youngster.

Try cutting down the stockings below the knee where the knee is worn. Run a narrow elastic through a hem at the top and a pair of socks is the result.

**\$1.00 Cash Prize for  
"Tried and True"  
School Luncheons**

## Recipes

### Quick Pie Crust

Sift two cups pastry flour, a teaspoon salt, one-third teaspoon baking powder; cut or rub in one-half cup lard or vegetable fat. Keep mixture flaky. Pour in six tablespoonfuls boiling water, stir with a knife until cool, turn on a slightly floured board and roll as usual.

### Summer Club Sandwiches

Butter and slice white or rye bread, leaving on the crusts. Lay on thin slices of Swiss cheese, top with lettuce and Russian dressing, then put on slices of cooked ham. Add a little minced onion, if liked, and more Russian dressing. Top with buttered slices of bread and cut in triangles for serving. Garnish with parsley and olives.

### Crackers and Milk with Peaches

Provide plenty of whole milk and plenty of crisp crackers or fresh white bread. Serve the milk in good sized bowls. Crumble in the bread or crackers and add plenty of sliced, ripe peaches or huckleberries. Later in the season sliced apples may be used. This is a completely balanced meal.

### Orange-Ginger Punch

In a large pitcher combine one pint of juice strained from sweetened, stewed rhubarb, one pint orange juice, a can of grated pineapple and the juice of three lemons. Boil one and one-half cups sugar and three cups water five minutes, cool and add. Before serving, turn in two large bottles ginger ale and plenty of crushed ice.

## Children's Manners

**J**UST AN OLD discussion for repetition. Be that as it may, we cannot overlook the fact that good manners are the essential first and last touch towards the success of any individual. Good manners are instinctive, but through lack of cultivation and environment, they remain dormant perhaps a lifetime.

It behooves the parents to bring them to life in their offspring as early as the child comprehends. A baby's first creeps are followed by the impulse to walk, and it is an easy matter for the mother to say to her baby as first words, "Thank you, Mother or Daddy," as he walks from one to the other. "Do you wish a bit more milk, Precious," may be answered "Please, mother," or "Yes, please," as simply as "Yes," or a shake of the head.

Proper conduct at the table is as simple a condition as a disorderly one. It is a matter which rests with the parent entirely.

Foreign customs, and if we may refer to our early French training, left no alternative for the use of good manners. We knew nothing else but that "children should be seen and not heard" during the meal hour. This should not be taken too literally, but applied with judgment. A child may be too cute for words and yet monopolize the entire evening meal, because of everybody passing remarks to it, for the express purpose of hearing the little wonderthing say or do something cute. Later in life he may be severely reprimanded, and later still in life during manhood days he will be shunned because of ill table manners he learned at his home table.

Waiting turn to speak, to pass a person, receiving an article, all may be made an important event if they are ushered in by good manners.

For your own satisfaction, study the children of your friends and your own as well, and observe if you do not find the characteristics of their parents and elders in their children's manners.

By all means, strive to have people love your children because they are sweet, respectful and well mannered. You'll be rewarded in happiness.

If you have difficulty in unscrewing caps on bottles of jam, mustard, etc., tap a little around the side, hold upside down to cover cap in boiling water a few seconds, and it will come open readily.

A glass cork-stopper in a glass bottle may be removed by holding a lighted match around the neck of the bottle. The glass contracts from the heat.

*Faye Babette Root*

Great Northern Semaphore



# Fall Apparel

*~chosen by "Miss Great Northern" of Seattle*

Right: For sports and autumn tramping wear, Leone Lind of the freight claim department, has chosen a chic two-piece, of fine jersey, which subtly indicates the Indian note that appears in smarter knitted wear. A light stick and soft felt hat complete her outfit.



Below: Margaret Calder, of the terminal superintendent's office selected her fall wrap from the season's favorite material—Needlepoint. The coat is black, trimmed with squirrel, and the sweeping brimmed hat is black velvet stitched with gold.



Costumes by the  
Bon Marche,  
Seattle.

Photographs by  
Grady, Seattle.

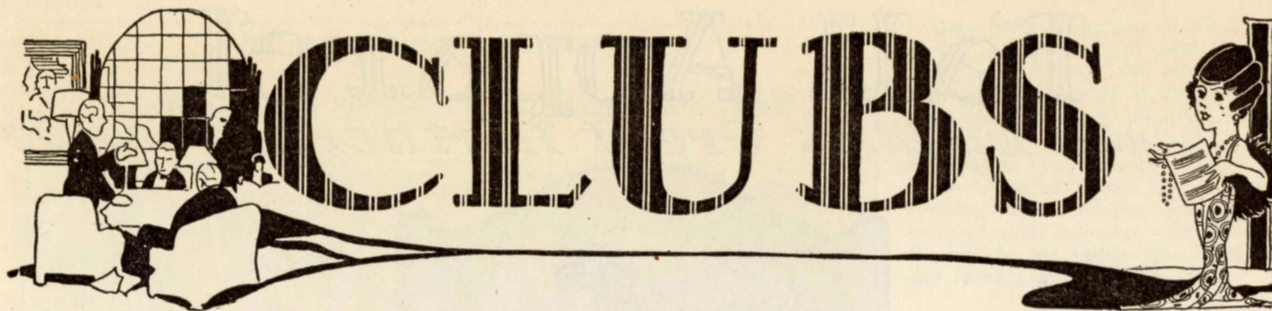


Above: For afternoon and informal dinner wear, Norval Flake, of the freight traffic department, chose a frock of black satin over a silver grey slip—the black accented smartly with collar, cuffs, and a pocket bird of silver kid.



Left: Ethel Ronald, of the general manager's office, finds her Titian charm complemented by a frock of cuckoo Crepe Elizabeth, finished with velvet in tanager shade. Blonde satin slippers complete smartly a theater or informal dance costume of real distinction.





## What the Several Chapters and Allied Organizations are Doing

### ST. PAUL Great Northern Women's Club

**W**ALTER ABEL, of the Provincetown Players of New York City, and Miss McCarthy, stenographer in W. J. Costigan's office, Seattle, were guests at our luncheon Thursday, August 27. This was one of our largest and most enthusiastic meetings this summer, there being over two hundred members present. Edna E. Gille, accompanied by Mrs. Mary McKilligan, sang a group of songs.

Clayton Hamilton, of New York City, lecturer and dramatic critic, also a writer of note, was the speaker. Mr. Hamilton is associated with the all star company which is touring the United States in "The Rivals," Sheridan's charming comedy, the cast including such famous stage people as Mrs. Fiske, Chauncey Olcott, Jas. T. Powers and others.

Mr. Hamilton was informative and witty and had the closest attention during his hour's talk. Every one wanted him to continue when he concluded. Gales of laughter were frequent answers to his relation of amusing incidents in the life of Richard Brinsley Sheridan, the youthful playwright and there was an overwhelming decision to see a play of so graphic a character.

The financial difficulties of young Sheridan, the trouble his managers had in inducing him to complete both of his famous plays, his diverting love affair and comedy elopement, were all dealt with in a humorous manner, and there was not one among those present who did not feel a real affection for the brilliant writer, statesman and savant after Mr. Hamilton had so clearly outlined his life and experiences.

This talk deserves to be placed very close to the top among the most entertaining provided by the Womens' Club in a year's program already replete with singularly fine speakers and music. Mr. Abel also spoke briefly. Vice President May Needham presided.

### Railway Business Women's Association

**O**N SEPTEMBER 15, the Railway Business Women's Association had a garden party on the roof of the Nicollet Hotel and each division furnished a number to be broadcast over WCCO.

The Great Northern was represented by Edna Gille, soprano, auditor freight receipts office, and Ethel Tamborino, violinist, right-of-way department, accom-

panied by Mary Alicia Brown, American Railway Express Company. They are known as the Railway Business Women's Association Trio.

Agnes Thompson, Dale Street shops, also represented the Great Northern with a reading.

This is the beginning of the fall activities for the Association, and in October the Great Northern Division will hold an Oriental Tea at the University Club with May Needham as chairman.

### G. N. Ball Teams Feasted

**T**HE GLACIER PARK baseball team of the City League and the Glacier Park Juniors' kittenball team were banqueted at the St. Paul Athletic Club on the evening of September 9. Hosts were those who compose the Athletic Committee of the Great Northern Men's Club headed by Geo. H. Hess, comptroller, and quite a number of other officials were invited guests in addition to the members of the ball teams.

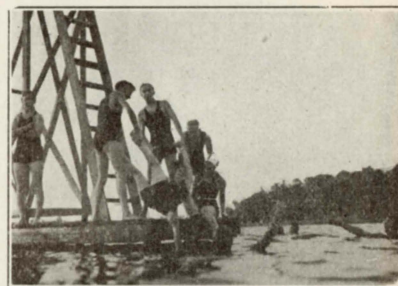
A delicious dinner was served in the club's usual admirable manner and after the cigars were passed, a number of laudatory things were said about the high standing of the teams in their respective organizations; the kitten-batters having reached the top in their contest. The speech of the evening was delivered by Edward F. Flynn, director of the Public Relations Bureau, and was highly inspiring.

Members of the teams present, each of whom was introduced, included: Kittenball: Leonard Schultz, catcher; Leo Hoelscher, pitcher; Joe Kustelski, pitcher; Nick Wagner (captain) first base; John Tauer, second base; Frank Konchal, third base; Frank Carlson, shortstop; Thomas Fontaine, shortstop; Harold Lind (manager), shortstop; Martin Johnson, fielder; Edward Graves, fielder; Leo Murray, fielder; Jack Baer, coach. Baseball: Bernard Nelson (captain), catcher; Casmir Stepnick, catcher; Oscar Wendt, pitcher; Emil Grandel, pitcher; Felix Isaacs, pitcher; Walter Gutz, pitcher; Joseph Pschandler, infielder; Jerome Brings, infielder; Clifford Jackson, infielder; Paul Peschke, infielder; Gilbert Conroy, infielder; Joseph Moore, infielder; Frank Goheen, outfielder; Michael O'Leary, outfielder; Walter Olson, outfielder; Frank Carlson, outfielder.

### Another Group Picnic

**T**HE MERRYMAKERS shown in the accompanying pictures are from the office of the auditor of disbursements at St. Paul. This crowd

hied itself out to Tanners Lake on the evening of August 18, and enjoyed the last hours of daylight in the water. Oliver Knutson, photographer of the *St. Paul Dispatch*, made the pictures and also had the pleasure (?) of falling overboard, camera and all.



The girls provided and the men paid for the "eats" in the usual A-1 Great Northern style and everybody voted the affair a 100 per cent success, even Ann Schwarz, who is getting tossed. It sure is wonderful to live in a "Land of Ten Thousand Lakes," or in fact any place where the evening plunge can follow the heat of the work day.

### SEATTLE

**T**HE FIRST ANNUAL picnic is a thing of the past and there surely was enough fun on hand for everybody to make the event the acme of perfection for future events of this nature. "L. E." Henderson and his cohorts surely did themselves proud and every one thanks them for one of the best parties ever. On August 22 about three hundred of the gang took the afternoon off and hiked out in their machines to Redondo Beach where the big events were pulled off.

First to take the interest of the crowd was the baseball game between the hostile gangs of Meenach and Dempsey which was won for the tribe of Meenach

*Great Northern Semaphore*



when "L. E." Henderson himself poled out a home run, the hit being made the first time he had ever swung at a baseball in his life. From all reports the attempt was not a finished one from the standpoint of grace and agility but it sure tied the Dempsey outfit up. Our "beau brummel" claim agent, Daniel L. Flynn officiated as umpire and although attired in his usual outfit of cane and spats, he acted to the satisfaction of the crowd in all except a few close calls. When he called our little slim purchasing agent, Otto H. Wood, out at second on account of the latter taking his time to catch his wind between first and second, Dan drew forth considerable wrath from the onlookers. It has been surmised that Daniel got his ideas as to how to play ball by reading "Three Weeks."

I. O. Pederson won the hundred yard dash and gave his superior officers in the purchasing department something to think of. It is claimed that it was the first time Pete had ever been known to move faster than a snail. Anyway, he gets there!

The bathing beauty contest was a knockout in every sense of the word—in fact one of the judges found it hard to get around to the office the next week. After the superabundance of talk about the event, we were somewhat surprised to see so few entered but must admit that quality is the thing that counts in the long run. Of particular interest was the fantastic and fetching outfit worn by Mabel Meese of the engineering department and although Mabel was not given first honors it was admitted that her costume was at least unusual and the judges gave her second place. Margaret Calder, our club secretary, was awarded the first prize and everyone seemed happy even the judges, Walter W. Fryburg, George L. Seibert, and John J. Hess, all of whom proved themselves perfect gentlemen and good judges of the fairer sex.



The Bathing Beauties at Seattle

The big thing, at every picnic, is the lunch or dinner and we'll all say that the committee took care of every detail. In fact, no one was heard to say that they had not had enough food but several complaints on account of overeating were heard from several quarters. It was rumored that Tom Balmer ate 36 sandwiches after he had left his own dinner table. However, Tom was able to trip the light steps of "The Charleston" during the evening and did not appear much the worse for wear after it was all over.

Several local firms co-operated with the committee in arranging for prizes and to them the winners are all grateful. The committee wishes to acknowledge its appreciation to the following

firms: Armour & Company, Swift & Company, Cudahy Packing Company, Leghorn & Company, Ryan Fruit Company, C. H. Lilly Company, Schwabacher Brothers Grocery Company, Bellingham Coal Company, M. Seller & Company, Pacific Coast Coal Company, Augustine & Kyer, Seattle Market, National Grocery Company, Bloedel-Donovan Lumber Company, Duwamish Lumber Company, Skagit Mill Company, Schwager-Karlin Company, Stimson Mill Company, Cross-Bodine Company, Bolcom Canel Lumber Company, Crane and Company, Schwabacher Hardware Company; all of whom presented either prizes for the various events or contributed toward the eats furnished by the committee.

## SPORTS

### BOWLING

### RAILWAY LEAGUE

7:00 P. M.

1925-1926

9:00 P. M.

Date	ALLEYS 5 & 6	ALLEYS 7 & 8	ALLEYS 5 & 6	ALLEYS 7 & 8
Sept. 16.....	N. C. Ltd.—Y'stns.....	Oriental—G. Parks	G. N. Ry.—B. B. Potato.....	Winnipeg—Yakimas
Sept. 23.....	Oriental—B. B. Potato.....	N. C. Ltd.—Yakimas	G. Parks—Winnipeg.....	Y'stns—G. N. Ry.
Sept. 30.....	G. N. Ry.—Yakimas.....	B. B. Potato—Winnipeg	Y'stns—Oriental.....	N. C. Ltd.—G. Parks
Oct. 7.....	Y'stns—Winnipeg.....	G. Parks—G. N. Ry.	N. C. Ltd.—B. B. Potato.....	Oriental—Yakimas
Oct. 14.....	N. C. Ltd.—G. N. Ry.....	Oriental—Winnipeg	G. Parks—Yakimas.....	Y'stns—B. B. Potato
Oct. 21.....	G. Parks—B. B. Potato.....	Y'stns—Yakimas	Oriental—G. N. Ry.....	N. C. Ltd.—Winnipeg
Oct. 28.....	G. N. Ry.—Winnipeg.....	N. C. Ltd.—Oriental	Y'stns—G. Parks.....	B. B. Potato—Yakimas
Nov. 4.....	Oriental—G. Parks.....	G. N. Ry.—B. B. Potato	Winnipeg—Yakimas.....	N. C. Ltd.—Y'stns
Nov. 11.....	N. C. Ltd.—Yakimas.....	G. Parks—Winnipeg	Y'stns—G. N. Ry.....	Oriental—B. B. Potato
Nov. 18.....	B. B. Potato—Winnipeg.....	Y'stns—Oriental	N. C. Ltd.—G. Parks.....	G. N. Ry.—Yakimas
Dec. 2.....	G. Parks—G. N. Ry.....	N. C. Ltd.—B. B. Potato	Oriental—Yakimas.....	Y'stns—Winnipeg
Dec. 9.....	Oriental—Winnipeg.....	G. Parks—Yakimas	Y'stns—B. B. Potato.....	N. C. Ltd.—G. N. Ry.
Dec. 16.....	Y'stns—Yakimas.....	Oriental—G. N. Ry.	N. C. Ltd.—Winnipeg.....	G. Parks—B. B. Potato
Jan. 6.....	N. C. Ltd.—Oriental.....	Y'stns—G. Parks	B. B. Potato—Yakimas.....	G. N. Ry.—Winnipeg
Jan. 13.....	G. N. Ry.—B. B. Potato.....	Winnipeg—Yakimas	N. C. Ltd.—Y'stns.....	Oriental—G. Parks
Jan. 20.....	G. Parks—Winnipeg.....	Y'stns—G. N. Ry.	Oriental—B. B. Potato.....	N. C. Ltd.—Yakimas
Jan. 27.....	Y'stns—Oriental.....	N. C. Ltd.—G. Parks	G. N. Ry.—Yakimas.....	B. B. Potato—Winnipeg
Feb. 3.....	N. C. Ltd.—B. B. Potato.....	Oriental—Yakimas	Y'stns—Winnipeg.....	G. Parks—G. N. Ry.
Feb. 10.....	G. Parks—Yakimas.....	Y'stns—B. B. Potato	N. C. Ltd.—G. N. Ry.....	Oriental—Winnipeg
Feb. 17.....	Oriental—G. N. Ry.....	N. C. Ltd.—Winnipeg	G. Parks—B. B. Potato.....	Y'stns—Yakimas
Feb. 24.....	Y'stns—G. Parks.....	B. B. Potato—Yakimas	G. N. Ry.—Winnipeg.....	N. C. Ltd.—Oriental
Mar. 3.....	Winnipeg—Yakimas.....	N. C. Ltd.—Y'stns	Oriental—G. Parks.....	G. N. Ry.—B. B. Potato
Mar. 10.....	Y'stns—G. N. Ry.....	Oriental—B. B. Potato	N. C. Ltd.—Yakimas.....	G. Parks—Winnipeg
Mar. 17.....	N. C. Ltd.—G. Parks.....	G. N. Ry.—Yakimas	B. B. Potato—Winnipeg.....	Y'stns—Oriental
Mar. 24.....	Oriental—Yakimas.....	Y'stns—Winnipeg	G. Parks—G. N. Ry.....	N. C. Ltd.—B. B. Potato
Mar. 31.....	Y'stns—B. B. Potato.....	N. C. Ltd.—G. N. Ry.	Oriental—Winnipeg.....	G. Parks—Yakimas
April 7.....	N. C. Ltd.—Winnipeg.....	G. Parks—B. B. Potato	Y'stns—Yakimas.....	Oriental—G. N. Ry.
April 14.....	B. B. Potato—Yakimas.....	G. N. Ry.—Winnipeg	N. C. Ltd.—Oriental.....	Y'stns—G. Parks



## BOWLING St. Paul

**T**HE RAILWAY BOWLING LEAGUE has been organized for the season of 1925-1926, with four teams from the Great Northern and four from the Northern Pacific.

The schedule covers 28 weeks and all games will be rolled on the Harkins Recreation Alleys. The season opened Wednesday, September 16, four teams taking the alleys at 7:00 p. m. and four at 9:00 p. m. Schedule on page 31.

The Great Northern teams are Glacier Parks, Oriental Limited, Winnipeg Limited and Great Northern Railway, while the Northern Pacific teams are North Coast Limited, Yellowstones, Yakimas, and Big Baked Potato. E. Picha of the Northern Pacific is president, E. Jorgenson, Great Northern, is vice president, and R. Ekensteen, Great Northern, is secretary-treasurer.

## Minneapolis Team in Winnipeg

**T**HE GREAT NORTHERN Baseball Team of Minneapolis, playing its first year in the Minneapolis City League, went to Winnipeg, Friday, September 4, to play the Arenas, champions of the Wesley League, and Norwood, two of the best teams in southern Canada.

Games were played with these two teams on Saturday and with the Elks and Columbus teams on Monday.

The following from the *Winnipeg Evening Tribune* and the *Manitoba Free Press*, gives an idea of our boys' performance and its reception:

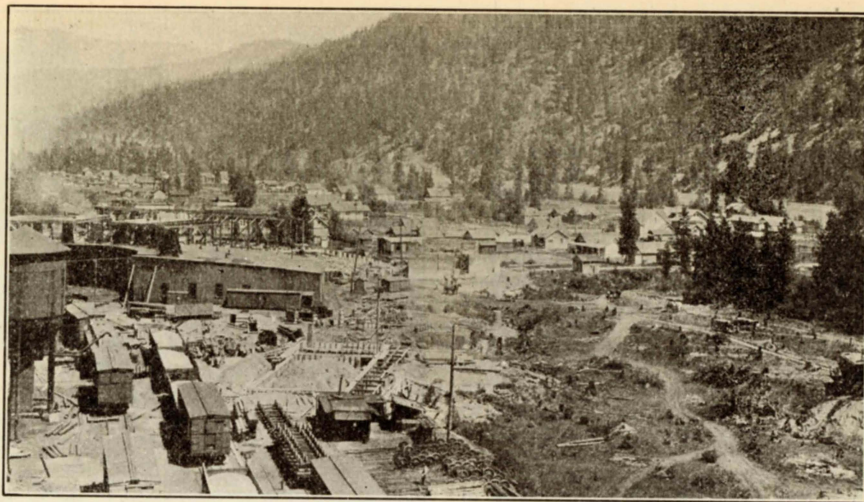
"The team was one of the strongest that has ever represented the Twin Cities, which was exemplified in the games on Saturday. The boys from across the line played smart baseball behind some splendid hurling and hit the ball hard and timely.

"The visitors played two games against the local teams and won them both. In the afternoon they trounced the champion Arenas 15-3 and in the evening the Norwood nine took the count in a much better exhibition, the Twin-Cityians winning 3-0 in a five inning contest.

"Wallis and Lind, for the visitors, failed by inches in making the prettiest double killing that was ever witnessed on the local diamond, Wallis turning a complete somersault to toss to Lind for a force out at second and barely missing the batter at first."

The two games played on Monday were against teams of selected players and our boys lost by scores of 8-7 and 7-6.

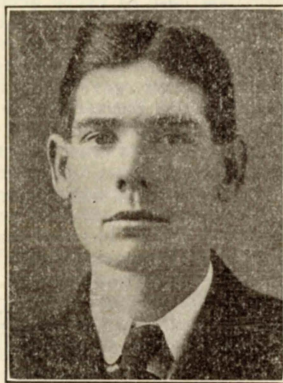
The team returned Tuesday morning well satisfied and pleased with their reception by our Canadian neighbors.



**TROY TERMINAL IMPROVEMENT**  
Another View Which Could Not be Used with the Others in a Former Issue

## As Seen From the Tower

**I** HAVE BEEN IN tower service on the Great Northern seven years, first at Seventh Street and then at Mississippi Street on second trick. We have four main lines, two passenger and



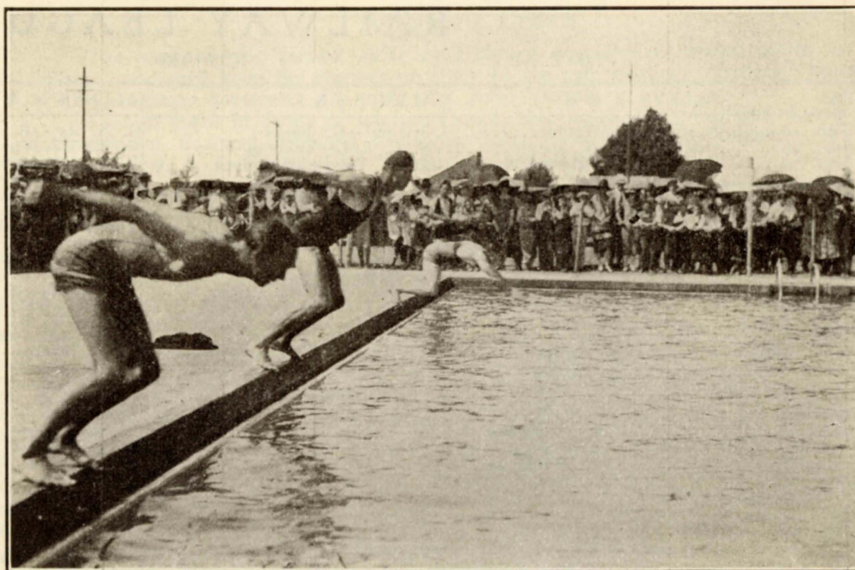
two freight, and on my trick from 3 to 11 p. m., we have 54 regular passenger trains, besides the extras and the freight

moves. With coaches, light engines, road engines, and helpers, we handle about two hundred moves in eight hours.

But the most interesting of all is the popular excursion train such as is now being frequently run to Chicago, as well as to Taylors Falls, the Great Northern picnic to Spring Park, and our excursions to Winnipeg and Duluth. To see the great crowds of people on these trains, the smiles and happiness on their faces for the good times they are looking forward to, one cannot but feel their spirit; and you laugh and wave as they go by.

It looks like the old days when railroads were the only means of fast transportation. Let the good work go on!

Note: We cannot refrain from commenting favorably upon the above sentiment received from Sam E. Snodgrass, Mississippi Street towerman, as an evidence of how easy it is for any of us in our appointed places to get sunshine and joy out of our work and its surroundings. The accompanying picture of the writer of the above tells the story of one who lives up to the old epigram: "Give to the world the best you have, and the best will come back to you."—Editor.

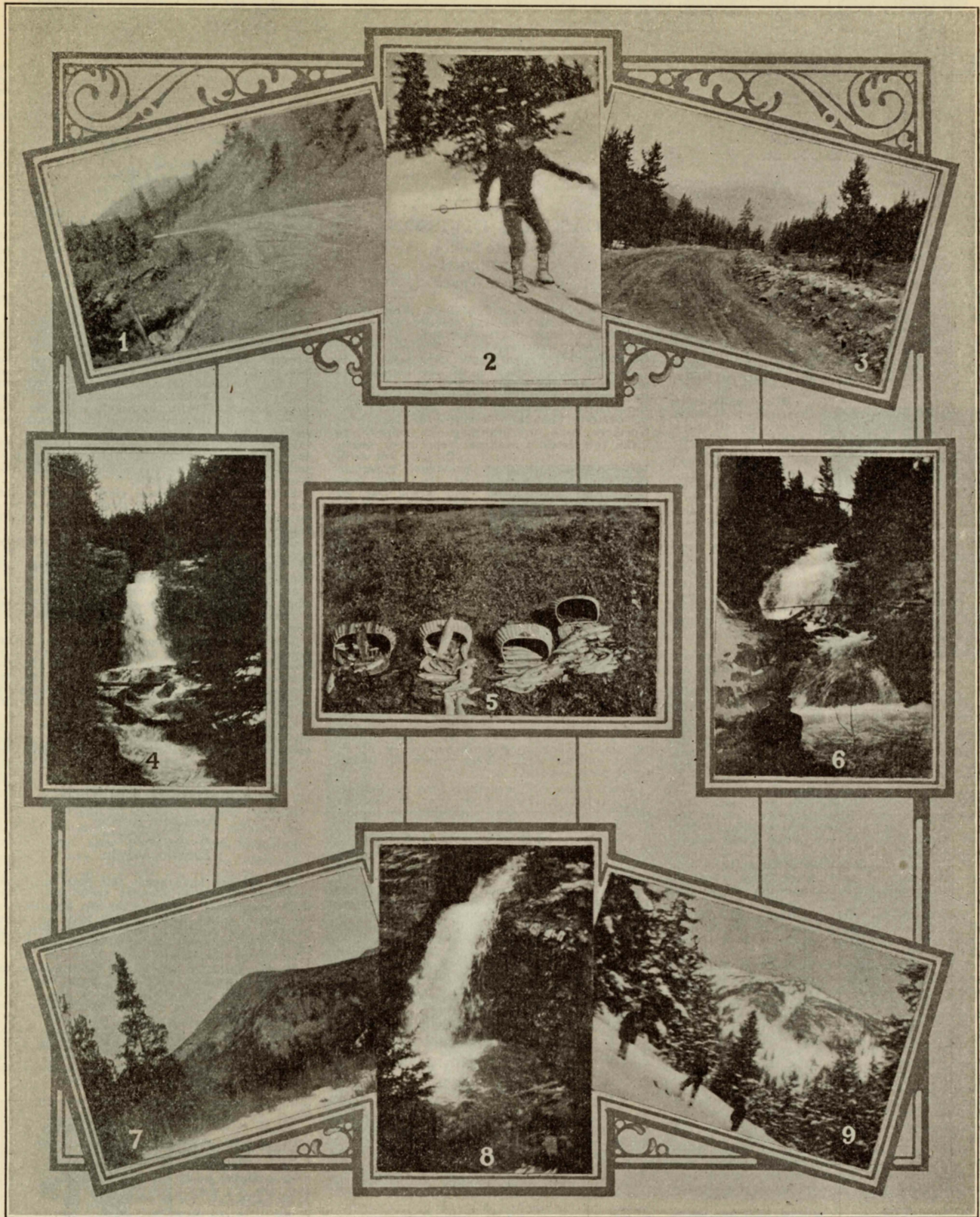


**HILLYARD SWIMMING POOL**  
A View of the Crowd Watching a Race

*Great Northern Semaphore*

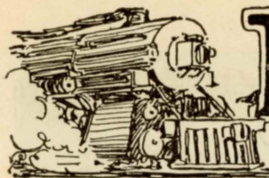


## Picturesque Scenes Around Neihart, Montana



1—Y. G. Bee Trail about one mile south of Neihart; 2—Winter sport at Neihart, 35 miles an hour; 3—Y. G. Bee Trail five miles south of Neihart; 4—Surprise Falls, thirty feet high; 5—One day's catch of trout on Tenderfoot Creek. Tenderfoot is accessible only on foot or saddle horse. The fish are so hungry that one must hide or they will eat him; 6—Upper Cascade of Surprise Falls; 7—Neihart Baldy as seen from O'Brien Gulch, the highest mountain of the Little Belt Range, elevation about 9,000 feet; 8—A side view of Surprise Falls; 9—Skiing in Humphrey Gulch near Neihart, Mont. Neihart Baldy in the background.





# Division News

## BUTTE DIVISION

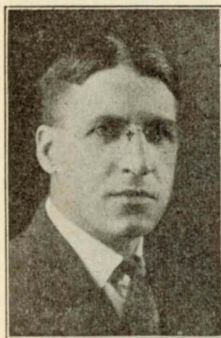
Associate Editor  
E. L. CARVER  
Great Falls, Mont.

T. T. Cronin, dispatcher at Great Falls, recently returned from his vacation spent at various points in California.

Mrs. M. M. Koenigs and Mrs. E. E. Doty, wife and daughter of the chief clerk to the superintendent at Great Falls, are spending three or four weeks visiting relatives at Bagley, Melrose, St. Cloud and St. Paul.

Zilpha Enyart, clerk in the local freight office at Great Falls, was recently called to Salt Lake City on account of the death of her brother, Al Hockett.

Ralph Dimke, clerk at Black Eagle, left recently for Los Angeles on a short leave of absence, and, although we cannot confirm the report, we understand that Ralph has a letter of introduction to one of prominence at Hollywood.



We understand that Fred Wooley, clerk at Black Eagle, made a flying trip to Canada recently and returned with a mate. You slipped one over on us, Fred, but we'll forgive you and wish you good luck.

Ethel Wear, stenographer in the superintendent's office at Great Falls, recently returned from a thirty-day leave of absence spent in the mountains near Wolf Creek.

We have a report that Carl Holzel, assistant baggage agent at Great Falls, professes to be the crack rifle or shotgun shot on the Great Northern. He shoots a .22 caliber high power rifle, and bags all game on the wing or on the run; cutting the heads off of birds while in the air and cutting the throats of animals on the run. If anyone thinks they can out-shoot Carl, he is willing to accept their challenge.

On August 5, Myrtle Koenigs, daughter of Chief Clerk M. M. Koenigs at Great Falls, was married to Harlan McDonah, electrician at the B. & M. Smelter at Great Falls. Mr. and Mrs. McDonah will make their future home at Great Falls.

F. R. Cochran, dispatcher at Great Falls, has just returned to work after being confined in one of the local hospitals for about two weeks.

Junior Caffyn, clerk in the local freight office at Great Falls, left recently for a two weeks' vacation to be spent at Peoria and Chicago, Ill.

Henry White, stevedore at Great Falls, is spending a thirty-day leave of absence at Chattanooga, Tenn., visiting friends and relatives.

We recently read in the local papers an item dated "thirty years ago" which stated that a doctor made the trip from Lewistown to Great Falls in nine hours in his high powered Buick. The writer was just informed that one of our local boys consumed four days in making the trip from Great Falls to Butte in one of Henry's recent models. Although it is well known that this make of automobile will run with very little trimmings, one of the garage men informed Bill that they wouldn't run on a mail order radiator.

Marjorie Shaw, daughter of Mr. and Mrs. A. J. Shaw of the local freight office, was recently released from scarlet fever quarantine and does not seem any worse for the experience.

Nordahl Ellingson, platform foreman, Great Falls freight station, is taking his regular vacation.

Roger Peterson, revising clerk in the local freight office at Great Falls, spent Labor Day at Glacier National Park. He intended making the trip by car, but after getting considerable information on road conditions, etc., he decided to give up risking his mud-mixer and was influenced to make a sure trip by using his brother's Dodge.

Ray Cragin, trainmen's timekeeper in the superintendent's office at Great Falls, left recently to visit relatives in Westwood, Calif.

Gust Mallas, receiving clerk, Great Falls freight, was off recently a few days with the grippe.

Walter Templeton, formerly private secretary to the superintendent on the Butte Division, who accepted a position with the C., M. & St. P. at Butte, was recently transferred to the position of private secretary to Mr. Greer, vice-president of the Milwaukee, with headquarters at Chicago. Good luck to you, Walter.

## CASCADE DIVISION

Associate Editor  
D. O'Hearn  
Everett, Wash.

The freight office staff at New Westminster is holding its first bowling practice next week and a good turnout is expected. The New Westminster team expects to try out in the Great Northern wire league this season.

New Westminster took on its holiday appearance for the week of September 7 to 12, the occasion being the Provincial Exhibition, the oldest agricultural and industrial fair in western Canada. Members of the Great Northern staff are working to capacity to make this week a success from every angle.



B. Lockwood, passenger brakeman on the coast line, and Annie Dahl of Seattle were married June 2, 1925. They spent their honeymoon in Vancouver and Victoria.

B. C. Their many friends wish them a long and happy married life.

Phyllis Truax, accompanied by her father, G. L. Truax, who is an engineer on the Kalispell Division, returned to Bellingham from a visit to Whitefish. While in Bellingham Mr. Truax and family motored to Sumas and took in the roundup. They were accompanied by C. F. Smith and son Jack. They report the roundup a great success.

Peter Trotto of the section force at Bellingham, who recently underwent a serious operation, has recovered sufficiently to resume his duties.

The planing mill of the Puget Sound Saw Mills & Shingle Company at South Bellingham, which was destroyed by fire during the early part of the year, has been rebuilt and will resume operations soon. It is necessary to put on a night switch engine at Bellingham to handle the extra work and unload the logs being shipped in from the Skagit Branch for this mill. The Shingle Company is about to have some additional trackage put in at Van Horn through which they will make delivery of logs which will be hauled to their plant at South Bellingham.

Floyd Bussing, baggageman at Bellingham, accompanied by his family, visited at the home of Mrs. Thomas Fowler at Peone Prairie near Spokane during the latter part of August. They also visited at the home of Mr. Bussing's father, J. W. Neff at Burlington, who is seriously ill.

Prior Brents and wife spent their vacation in California during the early part of August. They visited Santa Barbara shortly after the earthquake. Mr. Brents reports he was very much surprised at the amount of damage done, but states the work of clearing up the debris is progressing rapidly.

Leslie Oliver, customs clerk of the American Express Company at Vancouver, accompanied by his mother, departed on September 6 for a three weeks' visit to Portage La Prairie, Manitoba.

J. Duncanson and "Mitch" of the depot staff of the American Railway Express Company, Vancouver, took advantage of their vacations during the middle of August and visited at Bowen Island. "Mitch" claims to be quite a ladies' man and states he is having quite a time keeping all the engagements he made with the fair ladies while up there.

Fred Layfield, contracting freight agent of the Vancouver city office staff, is at present away on a vacation.

The low round trip rate from Seattle to Vancouver, B. C., on August 29 and 30 proved a great success. Nearly two thousand people were handled in special and regular trains. It was noticed generally that all were greatly satisfied with the trip.

Pearl Simmons, switchboard operator at Vancouver, B. C., passenger station, spent Labor Day in Seattle visiting friends. Pearl seems to have a great deal of interest in the New York Central, as we understand the New York Central folders have a very prominent position in the folder rack, due to the standing of a certain T. P. A. of the N. Y. C.

W. A. Mitchell, of the freight office staff at Vancouver, was married September 8 to May Smith, daughter of third trick operator George Smith. They left the same night for San Francisco on their honeymoon. Quite a large crowd was down to the depot to see them off.

Earl Keeley, depot ticket agent at Vancouver, was married August 24 to Lois Wood. The wedding was to have been held under the "Peace" arch in Blaine, but owing to the heavy rain, it was held indoors. The same evening, Mr. and Mrs. Keeley left for a ten day trip to Alaska. On their return, they were presented with a beautiful silver tea service set by the members of the Vancouver station force.

H. M. Shapleigh has been transferred from the position of assistant to roadmaster, Kalispell Division, to a similar position on the district, Skykomish to Seattle.

Eva Hudon, roundhouse clerk at Delta, has been promoted to general clerk in the superintendent's office at Everett vice Everett Hogle.

District Roadmaster R. Hughes and family are visiting relatives at Ottumwa, Iowa. H. M. Shapleigh is relieving Mr. Hughes as district roadmaster during his absence.

O. C. Jacobs, general clerk, superintendent's office at Everett, has been compelled to take a thirty days' leave of absence account sickness.

The B. & B. department has started a large tunnel gang enlarging tunnels 14 and 15 near Corea in preparation for carrying out electrification work on the district from Tye to Skykomish. C. H. Jones has been appointed assistant master carpenter in immediate charge of the enlargement of these tunnels.

Joseph Goulden, extra gang foreman this division, has been appointed district roadmaster first district, vice E. C. Carter resigned.

## SEATTLE ITEMS

Associate Editor  
A. L. SCOTT  
Seattle, Wash.

The tourists have come and most of them have gone home to prepare their affairs for their permanent residence in the Northwest; the annual picnic is over; and, most everyone has had his vacation. Now for the first big party of the season. We shall hear more from "L. E." on this later.

Bertha Knutson, oldest girl on the Cascade Division—"service with the road and not age"—is back in her old office at the freight house. Says she is glad to get back in the harness again.

Etta Thompson, of the freight station force, has returned from a six weeks' trip in Montana. Somehow Etta can't get away from the Great Northern and even spends her vacation visiting relatives along the line.

"Robbie" Robertson and Fred W. Rice, the traveling auditor, are performing as usual during the fishing season. They never miss a chance to go and are always dated up ahead. Of course, the catches are big, but we never see any.

Speaking of fishing, we would like to know all about the mysterious young lady who accompanied Fred Rice on that fishing trip with Ray and Mrs. Preston. Me thinks, the reporter better get some fish after the next trip.



Great Northern Semaphore



**Sale  
Price  
Now!**



**\$1.00  
down!**

# Lamb Collar Submarine Coat

## Combination Raincoat and Warm Overcoat

Men! Here is the most practical coat ever made, at a bargain price and only \$1.00 down! Broad shawl collar of best quality 4x beaverized lamb skin; and warm plaid blanket body and sleeve lining. Outer fabric is rippled submarine cloth with a coating of rubber between making coat absolutely stormproof. Smart stylish double breasted belted style with two large patch pockets with flaps and two muff pockets. Strapped sleeve. Length, 44 inches. Tan only. Sizes 34 to 46.

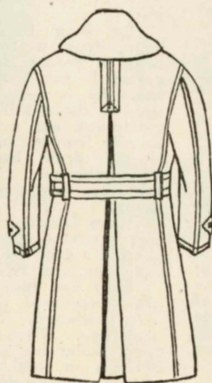
## 6 Months to Pay!

Have this serviceable combination coat and *never miss the money!* Six months to pay our bargain price! Send only \$1.00 now - when you get the coat you'll say it's the greatest garment you ever saw. Then if perfectly satisfied take six months to pay for it!

Order by No. W-18. Terms \$1.00 with the coupon, \$1.85 a month. Total price only \$11.95.

**Blanket  
Lined**

**No  
C.O.D.  
to  
Pay**



## Elmer Richards Co. Dept. 4047 W. 35th St., Chicago

**Size  
Wanted** .....

I enclose **\$1.00**. Send Submarine Coat No. W-18. If I am not delighted with the coat I may return it and get my **money back**. Otherwise I will pay the bargain price on your terms; \$1 with coupon and only **\$1.85** monthly. Total price **\$11.95**.

Name .....

Address .....

Post Office ..... State .....

I have lived in this town ..... yrs. And before that I lived in ..... For ..... yrs.

Age ..... Own ☐ Rent ☐ Nationality or Color ..... Married ☐ Single ☐

Present Occupation .....

Employers Name .....

Give names of merchants who know you personally.

Name ..... Town ..... State .....

Name ..... Town ..... State .....

If you have ever bought goods on credit by mail tell us from whom. If there is anything else you wish to tell us about yourself, write on a piece of paper and enclose it with this coupon. But the coupon alone, fully filled out will do. That's all we want to know and we're ready to ship the coat at once. No red tape. No C.O.D.

Our Reference: First National Bank of Chicago.



## DAKOTA DIVISION

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

Grain loading on the Dakota Division to date this year totaled 6,306 cars, against 3,815 last year or an increase of 2,491 cars. 178 cars of spuds have been loaded to date this year, against 20 last year. Field manager for the sugar beet company estimates 1,275 cars sugar beets to be shipped from the division, starting the latter part of September. Last year we shipped 1,067 cars.

Conductor H. E. Chaffee, who has been on the sick list for the past month, is now at Banff, Alberta.

Conductor Clyde Stephens, who was severely injured when he fell from the top of a box car at Shawnee on September 2, is reported to be getting along as well as could be expected.

Dispatchers J. Sherman Lowe and Martin Good have returned from the Mesabi Division and are now working on the Dakota Division.

Brakeman Walter Lingle is receiving treatment at the Mayo Hospital in Rochester, Minn.

Several of the clerks in the superintendent's office spent Labor Day attending the Minnesota State Fair in the Twin Cities.

Traveling Auditor J. J. Murray called at the superintendent's office between trains, August 31.

Alex Campbell, car distributor of Sioux City, was a recent visitor at division offices, renewing old acquaintances. We were sorry to see that Alex is fading away to a mere "shadow."

Several members of Grand Forks bowling teams Nos. 1 and 2 have been inquiring as to whether the SEMAPHORE league will operate during the coming bowling season or not. At the present time we do not know whether Grand Forks will be able to furnish two teams this season, but we should have at least one team to participate in case the league is started. If a team is organized the boys are going to serve notice on the rest of the gang that they are going into it for first honors.

The associate editor would like to receive photographs of children of employees and also of their homes. We have made this request several times before, but apparently none of the employees have any children, at least we receive very little response to our requests. A little co-operation on the part of employees on the division, in sending in photos and news items once in a while, would be appreciated.

The picnic was too much for Walter Fryburg and he had to take a little sick leave. Everybody told "L. E." he should pick men with remarkable physical strength for those judges.

C. W. Meldrum, genial Claude, as the boys up at the Arctic Club speak of him, is on an eastern trip. We understand he was quite busy around Wenatchee recently.

The judges of the bathing beauty contest were not the only ones who had nice jobs proffered them this last month. The reporter had considerable fun while assisting Mrs. Burdick of the Bon Marche and the style models in selecting their garments for the pictures. Any applications for the job of assistant?

Seriously, it is beyond the pale of possibility to expect one man to gather together all the news from a city as large as Seattle, where we have employees strung out along the line from Ballard to West Seattle. It is the wish of the editorial staff that our column be made as newsy as possible and it is our aim to co-operate with them. If every reader of the SEMAPHORE in Seattle would make it his business to see that any item of news value which concerns either our road or an employee, or which might be of interest to the employees, is sent to the associate editor, we shall see that it gets into St. Paul. Just slip the item into an envelope, put my name on it, and send it by railroad mail. Then you have done your part!

FAMOUS "COAST TO COAST" MIRACO GUARANTEED

**RADIO'S-Factory Prices**  
**SAVE 1/3 TO 1/2**

Powerful, New Multi-tube Miraco gets long distance on loud speaker. Set, ONLY \$27.35 Retail

SEND FOR SPECIAL OFFER!

Users everywhere report Miraco radios set programs coast to coast; outperform sets 3 times as costly. Many hear foreign countries. Radio's most amazing values in guaranteed, factory tested, long distance sets—let testimony of users convince you.

AGENTS' FREE! Literature on (DEALERS) latest 1 to 5 tube models and new low prices.

Write! MIDWEST RADIO CORPORATION  
Pioneer Builders of Sets  
516-A E. 8th St., Cincinnati, Ohio

**MIRACO RADIO GETS EM COAST TO COAST**

## HEADQUARTERS

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

Lena Larson, in the office of auditor of freight receipts for the past six years, recently left the service to be married.

Sig. Christenson, valuation engineer's office, has also decided to get married. Anna Sagsarsky, of the same office, is also wearing a large diamond ring, necessitating the lowering of the window shades frequently to avoid the glare.

C. W. Tilton, assistant general auditor, was married the latter part of September and is now in the West on a wedding trip.

Mark Staples, secretary to the general advertising agent, has left the Great Northern service to go into business at Harvey, N. D.

Millard Gieske, valuation engineer's office, has about recovered from the effects of a fall from a horse, which he was trying to ride at the training camp at Fort Snelling. What he thinks about war isn't printable.

B. B. Hersey, office of vice-president and director of traffic, has returned from Lancaster, Penn., where he was called account of the death of his father.

The sudden death of F. R. Neat, local district superintendent of the Pullman Company, came as a surprise to many friends and acquaintances in the general offices where he was a frequent visitor.

Lillian Olson, stenographer in the advertising department, left recently on her vacation, intending to make first hand notes of the western territory visited to see how it matches up with the advertising copy she has been grinding out.

Arnold Mehnikomer, office of auditor of station accounts, traveled over 2,100 miles by auto during his recent vacation, going via Winnipeg, through Manitoba and eastern Saskatchewan. He reports a very enjoyable trip but says "Old Glory" was the finest sight seen on the entire journey, and he only saw that as he crossed the border on the return trip.

In connection with the recent trip of Leo Sprunck and Leo Nagel, same office, to the Pacific Coast on their vacation, there was a great shortage of chicken pies reported after they had completed the trip. They haven't done anything since their return except advertise the Great Northern service, especially the chicken pies they devoured on the dining cars. That's the best possible kind of advertising: praise, first hand, from people who have made the trip. Incidentally, it might be mentioned that they attracted a good deal of attention on the journey, account of the new fad vests made from cretione. Now everybody is wondering what they will do next.

Otto C. Luck, also of the same office, accompanied by his wife and Mrs. K. W. Gustafson and son, recently made a trip by auto to International Falls via Duluth and Virginia to visit Mr. Gustafson, who was employed, several years ago, in the office of auditor of freight receipts, but who is now with the Interstate Commerce Commission. The going trip of 366 miles was made in one day by getting an early start. The roads were fine for the entire distance except a few miles which were being resurfaced near International Falls.

Winnifred Neal, office auditor car records, who has been seriously ill for the past month, is now rapidly recovering and is expected to be on duty shortly.

The fine turnout for the joint luncheon recently, at which Mr. Hamilton spoke, was especially pronounced by the large attendance from the office of the auditor of car records. The young women went largely to hear their fellow workers, Harold Sullivan, the drummer, and Stanley Lundquist, the saxophone player, who play in the Great Northern orchestra.

Right in this same auditor's office there is a very high grade of good fellowship extending from Mr. Knebel down to the office boy. Recently a number of the employees decided to have a pow wow and when Marion Whaley, of the same office, heard of it, she invited the crowd out to her home at Lake Owasso and everybody accepted the invitation with the result that the pow wow was a great success, with swimming, boating, dancing and singing taking up all of the available time. Mr. and Mrs. Whaley invited the crowd out again before they move in to town for the winter. An invitation to Hazel Haar's home at White Bear Beach for a swimming party and wiener roast was just another indication of the way things are worked in that altogether pleasant office.

R. F. Willcuts has been appointed ticket agent in the joint ticket office at Superior, Wis. F. G. Smith, former general agent at Philadelphia, has been appointed export and import agent at Chicago. He is succeeded at Philadelphia by W. F. Doane, formerly contracting freight agent at New York City.

Ludwig Biorn, office accountant train statistics, and Mrs. Biorn, spent the Labor Day holidays with Mr. Biorn's mother at Minot. The elder Mrs. Biorn has been quite ill and we are glad to learn from "Lud" that she is better.

C. E. Swope, of the telegraph office, with Mrs. Swope, also her father and brother, spent their vacation in Grafton, Wisconsin, making the trip by auto.

The territory of Live Stock Agent L. L. LaRue has been extended to cover the system, because of the death of W. S. Herman, livestock agent, Lines West.

Mark B. Summers has been promoted to chief clerk's stenographer in the office of the vice president of operation, and is succeeded in general manager's office by Leroy E. Gay.

## KALISPELL DIVISION

Associate Editor  
IRVINE T. DUGAN  
Whitefish, Mont.

Vacation is over and all our wives will have more time to attend the afternoon bridge parties, etc., now that the kiddies are off to school again.

Don't know whether you heard it or not. One of our popular small cars was being driven along when a mule obstructed the road. The mule stood waving its ears at the F—, I mean the popular small car, and the car stopped. "Who are you?" asked the mule. "I'm an automobile," said the p. s. c. "Who are you?" "I'm a horse."

J. C. Rankine, superintendent of telegraph, and a few other of his radio experts, were here experimenting with some new radio outfits. Joseph O. is to practice broadcasting when he has nothing else to do.

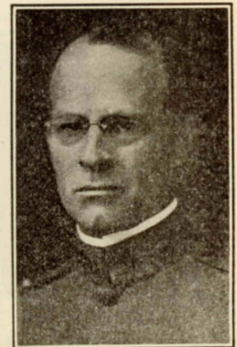
Business has been picking up for the past month or two and some of the younger engineers and conductors who have been firing and braking are now back at their real jobs.

The Big Boy, 2030, took a few days to become acclimated but now that she is getting used to the weather conditions, she says to pile 'em on and if the draw bars will hold she will take 'em over the hump.

Henry Larson, relay operator, took a few days off and says he did a good job of painting his house. Show us a picture, Henry.

Ecky has pulled a new one on us; says he has discovered that the new school teachers are lonesome. We could have told him that long ago. What about Dudley, Ek? Don't you ever holler for help?

Item in local paper: "Traveling Engineer Plank arrived from St. Paul, Saturday. He brought the new engine 2030 with him." Nice work, Fay, but kinda hard work unloading out of the baggage car, yes?





Operator Margaret Robertson has resumed work at Nyack after a three months' leave of absence account of sickness.

Dallas Stocking, who has been practicing foreign languages as extra gang timekeeper, is now assistant E. & F. timekeeper in the superintendent's office.

Fred Marks, machinist at Rexford, reports the sad death of his little bull. It was quite a pet around the roundhouse and Fred was training it to bring his lunch to him.

Chief Leaf, otherwise known as Jimmie Hicken, chief dispatcher, has arranged through the G. P. A. at Philadelphia to have the Philadelphia Bobbies—the crack girl baseball team, stop off at Whitefish to play a game with the Cubs, who were the pennant winners of the Whitefish City League. The Bobbies are enroute to Japan and when in Whitefish will be given an auto trip to the head of Lake MacDonald. It's not necessary to invite the boys to the game but the girls are also welcome.

Esther Nelson, Joe Morgan's check girl in the relay office, left for a camping trip for about a week with Mr. and Mrs. Chuck Weller. Otto Krieger is also with the party. Lillian Tenneson will handle the job during Esther's absence.

Wm. Mixon, assistant roundhouse foreman, returned from his trip to Lacomb, Miss., and resumed his place which Fred Collins had been filling during his absence.

If Ida Lynn took her banjo over to Blackfoot while relieving Operator Hannah Johnson, we might just as well say good bye to Ida for the Indians will never let her come back.

Jos. Q. Morgan and wife drove to Elk's Rest on the Flathead Lake recently. Joe says he had a good time but lots of shifting of gears on the hills. Why not Dodge 'em, Joe?

Jim Hicken has received an inquiry from Duluth asking if the fur bearing fish swims backward to keep the water out of its eyes. It is self evident that this would muss up its fur.

Luella Thompson, clerk in master mechanic's office, spent a very pleasant two weeks at Fielding and Bitter Root Lake, on her vacation.

Wm. Lowney has been appointed master mechanic in place of Jim Shoaf, resigned. We are, of course, sorry to lose Jim.

It is stated that Agent H. G. Decker of Whitefish has moved to 318 O'Brien and taken his family with him. Why shouldn't he?

Wilda Johnson has returned from a month's leave of absence and displaced Mrs. Patterson in the car foreman's office. J. A. took a short leave of absence about the same time.

Scap Scanlon spent a Sunday at Fielding trying to catch a fish. He hasn't told us about it so we have the idea that they didn't bite very well.

Relay Operator W. B. French has dolled up his cottage on Whitefish Lake and has moved into it.

The change in the dispatcher's office will place W. A. Depew at night chief and Mike Joyce on the swing job. Russ Watson gets first trick on the west end.

Pete Metler, operator at Troy, came in for a visual examination.

Fireman Swanson and wife returned from their vacation trip to Yellowstone Park. They visited Butte, Missoula and other places before making the park. The trainmaster's office is now again open for business since "Serene" returned.

Labor Day here was a big success. M. M. Hori copped the prize in the pee rade for the most original float. A bunch of Blackfeet Indians lent color to the celebration. Irvin Cobb and Charley Russell came over and we want to say right now that Mr. Cobb is just as good looking as he claims to be. The baseball game was the best we've had this year although we did not win. The Japs with their stick work and jiu-jitsu and the dances that evening kept the crowd going all the time. Old Man Dugan's boy Dick won the boat race and then was disqualified for running too fast so Bob Jennings took first and Mr. LaBertew second. Jim Hicken was adopted

into the Blackfeet tribe under the name of "Chief Leaf." Seems that Chief Leaf is a dead one and some one had to take his place. Alice Brawley, winner of the popularity contest, was adopted also under the Indian name of "Charge in the Front" and that probably means that Alice won't turn her back on any of them. Irvin Cobb is now a full fledged Indian and entitled to call himself "Chief Eagle Ribbs."

To those who read the August SEMAPHORE we wish particularly to mention Mr. Trembly's little criticism as to getting news to the editor. We don't get it. We have to dig for it and if the employees of the Kalispell Division will only send in items of interest and pictures of their babies and their houses we will see to it that they are printed if we have to knock the St. Paul editor over for more space.

## MESABI DIVISION

Associate Editor

A. N. HALVERSON

Superior, Wis.

Gertrude Skamser, stenographer, superintendent's office, is now back to work after having been confined at home for about ten days with an infection on her neck.

Johnny O'Brien, assistant timekeeper, superintendent's office, is laid up for a few days with an infection in his arm, but hopes to be back at work shortly.

Harry Lyons, local chairman of the clerks' organization, is again back at his desk in district storekeeper's office after a leave of absence of two months, during which time he was in St. Paul in connection with business with the clerks' organization.



Dan Cupid recently caused another change in the office line-up at Superior store. Assistant Timekeeper Ann Olson becoming Mrs. Ed. Larson and is now residing at Ironwood, Michigan.

A. W. Lavidge, auditor of expenditures, and R. D. Long, assistant general storekeeper of the C. B. & Q. at Chicago, were recent visitors at Superior store, their mission consisting of checking the methods of

accounting used by store department on our line.

Adolph Anderson and Dan Byrnes, yard clerks, Superior Yard, recently had an unpleasant experience. They decided to spend a portion of their vacation in touring the country with a new Ford sedan instead of patronizing the railroads, but it turned out to be a very expensive trip. On their arrival at Chicago the weather being very hot, they decided to go into an ice cream parlor and during their absence some one, who was evidently tired of walking, decided to try out the new sedan, and as a result, it was necessary to furnish them with transportation so they could get home on the train, and so far the car has not been located. We understand Adolph is now figuring on buying a real car, that won't be so handy to get away with.

Florence Larson, stenographer in the master mechanic's office, recently passed around the candy and cigars and when asked what it was all about, kindly requested that her name be changed to Mrs. Hugo Olund. The lucky young man is employed as a millwright at Great Northern elevator "S." We wish them both success.

Alice Klassen, stenographer in the general master mechanic's office, spent Sunday and Labor Day visiting with her parents at St.

Cloud, accompanied by her sister, Wilmine, who is a clerk in the superintendent's office. Conductor Peter McLaughlin has just returned to work after an extended leave of

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absence on account of sickness. Pete looks good and we hope his present good health continues.

At the recent Kelly Lake progressive club picnic held at Swan Lake, Engineer Frank Savage's twin sons, Bobby and Billy, age four years, weighing forty-five pounds, staged a four-round bout. Their brother, Hughie, age 12 years, acted as manager and referee. There seems to be considerable doubt among the members of Bobby's and Billy's gang as to which one of the boys will wear the crown when Jack Dempsey accepts Manager Hughie's challenge to meet the "Battling Savages" and settle the question of who is to be the future "King of Kings of the Ring." The picture shows them at it hot and heavy.



Francis Karl and Norman Sheely, of the car department, spent a few days fishing in Cass Lake. We cannot understand how two experienced fishermen could spend three days fishing and not even get as much as a bite. Will wager the mermaids of Cass Lake could give us an explanation.

Conductor James Ingles, Brakeman E. Barker and Engineer Thomas Glenn are on the sick list.

Mary Karl, telephone operator, spent a recent Sunday at Mille Lacs with friends.

Engineer J. K. Johnson and wife were called to Brahman on account of the death of Mrs. Johnson's father.

Jack Kipple, brakeman, recently returned from a trip to Minneapolis. He brought back a new five-tube radio set. One evening Jack called in a number of friends to hear the "Kentucky Ramblers" ramble and the "Kansas City Night Hawks" hoot but the only station on the air that night was static.

Brakeman Ralph Smith and family were called to Lavelle, Wisconsin, on account of the death of Mrs. Smith's father.

Raymond Cushway, who has been employed as roundhouse call boy, has been transferred to Superior. Ray Milon has taken the position vacated by Raymond Cushway.

George Lydick, a brother of Engineer Ed. Lydick, died at Cass Lake at the age of 63 years. Mr. Lydick was employed as a contractor on the Soo Line.

Fireman Ed. Hagadorn's smiling countenance is again seen on engine 1202 after an absence of six weeks on account of sickness. Everybody is glad to see you again, Eddie.

Sherman Lowe, train dispatcher, who has been employed here the past few months has returned to Grand Forks where he will resume his duties as train dispatcher.

Boilermaker Thos. Sanderson and family spent a two weeks' vacation at their former home at Crookston.

We noticed a Brookston automobile in town recently. Now we know where Fireman R. Swanson spends his time every Sunday.

Kelly Lake boasts of several new residences the past month. Among them are Engineer Frank Savage, Machinist H. J. Welsh and Peter Hagen, locomotive carpenter.

Chief Dispatcher G. R. Clarke and family recently motored to Hudson and other points in Wisconsin.

Engineer J. J. Milon and family took a trip by motor to St. Paul where they attended the Minnesota State Fair.

Engineer Harry Adams and family are spending their vacation in the Twin Cities.

J. Keyes, who has been employed here as switch foreman during the summer months, has returned to Grand Forks.

## MINOT DIVISION

Associate Editor  
CARL CARLSON  
Minot, N. D.

Superintendent R. A. McCandless returned recently from his annual vacation, which was spent principally in the Twin Cities and Fargo.

C. L. Zimkoski, agent, Bremen, N. D., was in attendance at the Minnesota State Fair. W. C. Melville was in charge of the station during his absence.

J. T. Sharpless, regular agent at Aurelia, N. D., returned a few days ago after spending thirty days with relatives and friends in Indiana.

Conductor Harry Smith's little boy was run down by a truck a few days ago. He is coming along nicely; no bones broken, but badly shaken up. Mrs. Smith is also in the hospital, but will be home soon.

P. J. Daveau, car stenographer, superintendent's office, Minot, returned from a two weeks' vacation about the middle of August, spent at various points in Minnesota.

Harry Means was seen purchasing a new pair of boots, which he claims are waterproof. He will probably play water dog for the boys on the first day out this year. He also bought a new duck call. Must want to call the ducks close to his gun. Munson says he shoots a couple of boxes of shells on one trip around the slough.

Irene Hawley, trainmaster's stenographer, returned from a two weeks' vacation the latter part of August, spent at Seaside, Oregon. Irene says the swimming was fine and that she enjoyed it immensely.

E. T. Hartung, agent, Sherwood, N. D., is on a couple of weeks' leave having motored to Minnesota to visit friends. He also took in the State Fair while there.

Agent Bones Larson was down from Mohall recently. Says he picked a tough station this time; keeps him busy. He can stand it; he is big enough.

W. S. McNally, relay office, Minot, and J. F. Haley, operator, New Rockford, are filling positions of branch line dispatchers at Minot during the heavy grain movement.

Mrs. A. Bell, wife of roadmaster's clerk, left recently for Atlanta, Ga., to visit her son Windel, who is permanently located there. Windel is well known to the boys, having formerly been employed here as car stenographer to the superintendent.

A. L. Borheism, agent at Minto, Man., bid in second trick operator's position at Rugby, published on last month's bulletin, and will move there with his family soon.

B. M. Jensen, general clerk, superintendent's office, leaves shortly for a three months' sojourn on the Pacific Coast.

At least half of the Thompson-Wheeler Jewelry Store will be closed for the first day of hunting. Ernie is going to shoot the profit for that day in shells. We have seen him shoot.

This is the season when nearly all the men and boys in this part of the state are making preparations for going after the ducks and chickens. The season opens the 16th and they have been cleaning up their guns for the past month.

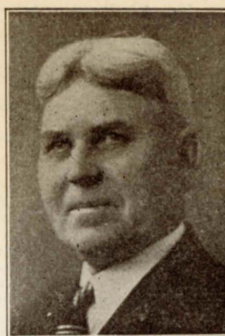
William J. Warren, traveling auditor for the accounting department, is with us this month, making a check of the division office and stores. Hope his check will prove satisfactory.

H. J. Kregel, inventory clerk, is on the division this month, taking the annual inventory of material. Guess he will find plenty of it with the balance sheet as large as it is.

Two of our clerks got so tired of hearing so much about the green grass far away, to which many of our citizens wandered when they wanted to fish, that they started out and explored our quiet Mouse River and found what they, as experienced fishermen, wanted; the hiding place of real fish. They brought one to the office for inspection, and it was a fish; in fact, acknowledged to be a fish by men who claim to be authority. The fish was of such size that many more have been exploring, but as yet have not found the hiding place. However, here's hoping. You should hear them as they get back to the brogue of their forebears and say, "To be perfectly Frank it gave us a *Gran* and glorious feeling when we found a real fish in the Mouse River."

Before this issue of the SEMAPHORE is on the press, our sportsmen will have distinguished themselves. One man talks of taking a kodak with him, because somehow nobody seems to believe him when he tells of the shots that bring down so many. Says he will shoot and take pictures of the falling game all in two movements, so that we can see for ourselves.

Ike Seldon, our agent at St. John, has in one of the best gardens to be seen anywhere. There is nothing much that he doesn't raise and he seems to know all the little tricks in connection with successful gardening. One of his prize stunts is the elimination of potato bugs. Most of us spray potatoes with paris green, but not Ike. Here is the secret: At



planting time, drop a bean in every hill and forget about the bugs. Ike says "A 'pertater' bug will not live with a bean," and we can not doubt his veracity after viewing the "pertaters." Try it on your garden.

Spring wheat in the vicinity of Rolla is reported to be yielding as high as 38 bushels per acre. This probably has something to do with our business nearly doubling in this territory.

Thomas Burton Hogan, our genial representative of the claim department, has been parading the streets of Minot for the past week in his hunting uniform. Whether he is afraid he will not be there on time or whether it is a case of self-conceit, we give up. If he doesn't shoot any straighter than "Bear-Paw" Cloone, we suggest he turn his outfit over to First Lieutenant Arthur R. Kelly, the boy who always hits his mark.

The associate editor regrets being unable to gather up very much news for this issue, and if some assistance is not given by readers of the SEMAPHORE, the Minot Division news items are going to be less interesting and more limited. Let every one help the good work along.

## MONTANA DIVISION

Associate Editor  
H. G. AMESS  
Havre, Mont.

Ralph Newlin of the district engineer's office at Great Falls has accepted the position formerly held by Winnifred Murphy as clerk to the master mechanic.

Winnifred Murphy has taken an extended leave of absence and will visit points in Florida.

E. O. Smith and Wm. Kaste, of the superintendent's office, spent a week in the Bearpaws picking choke cherries, which have been made into jelly and other delicacies for the winter months.

E. J. Miller, dispatcher on the Central District, has resigned to look after oil interests around Shelby.

Brakeman J. W. Holman and wife, left for Boise, Idaho, on account of the death of Mr. Holman's sister.

Conductor B. H. Hillsabeck and wife are visiting friends and relatives in Winnipeg, Manitoba.

C. E. Dickenson, trainmaster, is on his vacation and is spending the time hunting chickens and ducks near Havre.

J. M. Keene, operator, is back from Battle Creek, Michigan, where he has been receiving medical attention. Jay is looking fine and his many friends are glad to know of his improvement.

Dispatcher Fred Wilbur and wife were in Jackson, Michigan, when Fred was taken ill and it was necessary to take him to Battle Creek for treatment.

Don MacGougan, superintendent of the shops, has quit wearing rubber heels on his shoes because he has found that they give a little.

Joseph Anderson, car man, and H. E. Halvorson, car foreman's clerk at Cut Bank, have taken a leave of absence. They will go to El Paso, Texas, and from there to Mexico City, Mexico.

Denny says: "There are two places you can find 'Service.' One of them is in the dictionary and the other on the Great Northern."

The Great Northern is planking the Yellowstone River bridge near Fairview and installing a Delco Lighting System which will make the Yellowstone River passable at all times of the year. This was done a short time ago on the Missouri River bridge near Snowden and is proving a big help to the farmers who live across the river, as it is now possible to get across the rivers without the use of ferries, which, at times, are impossible to use on account of high water. These improvements are being made at a cost to the company of approximately \$65,000.

W. F. Reiland, agent at Glasgow, has returned from Soap Lake, Wash., where he has been receiving medical attention.

E. S. Weaver, agent at Galata, has returned from an extended vacation.

R. N. Ranck, agent at Arnegard, has resigned.

T. J. Brennan, agent at Shelby, has returned from Boulder Hot Springs where he has been receiving medical attention and dur-

Great Northern Semaphore



ing his absence Tommy, Jr., held down the agent's job.

W. N. Gigerich, relief agent, has gone to Portland where he will get his mother and return to work on the Montana Division.

Oscar Jones, agent at Dodson, was very busy during the County Fair and was assisted during the rush by Relief Agent E. B. Smith.

M. A. Keely and W. W. Jones, agents on the Montana Division, who have been employed at Glacier Park during the park season, have returned.

The Chinook sugar beet factory will be in operation about October 10 and Agent W. F. Bruzewitz expects to handle about two thousand cars of beets and about two hundred cars of sugar from there this fall. The Great Northern has been busy all summer laying tracks for the factory. The sugar beet factory at Sidney will also start operations about the same time.

Steam heat for the offices at Havre, which has been long talked of and much dreamed about, seems to be a reality at last, as authority has been given for the work.

Contractor Ed. Sundberg is busy with a crew of men on the new stock yards at Havre and expects to have them completed about October 1st.

## ST. CLOUD DIVISION

Associate Editor  
G. G. TIRRELL  
Minneapolis, Minn.

Fred Scheiber, chief clerk at St. Paul local freight, went to Rochester August 24 and underwent an operation September 5 for appendicitis. At last report he was progressing nicely.

"Bill" Kay, who has for some time been what might be called a "wandering" chief clerk, and last assistant chief clerk at Minneapolis, has entered the service of the Northland Transportation Company, with headquarters at Minneapolis. He took up his new work September 7.

E. M. Mortimer, master mechanic at Minneapolis, is on the sick list, being confined to his home by one of his old troubles, from which it is expected, and we hope, that he will speedily recover and be with us soon again.

J. P. Gaetz has been appointed yardmaster at St. Cloud.

We are sorry to record the death of H. B. Borneman, agent at Rothsay, who underwent an operation at Rochester recently. Mr. Borneman had the esteem of all those associated with him in the service.

The transportation Bowling League of Minneapolis, consisting of teams from the various railroads entering the city, has organized for the coming season and will roll first matches September 21. Our "Oriental Limited" team, which captured first money last season, is again a contender.

Peter J. Rodts, employed in the baggage department at Minneapolis passenger station, has just returned from Tulsa, Okla., having been a delegate to the national convention of the Veterans of Foreign Wars. He was a member of the Minneapolis fife, drum and bugle corps which took first honors for such organizations competing.

P. L. Clarity, superintendent Minneapolis Passenger station, recently returned from a trip to the West Coast. What "P. L." thinks about Great Northern service will be found on the editorial page.

## SPOKANE AND MARCUS DIVISIONS

Associate Editor  
CHARLES S. ALBERT  
Spokane, Wash.

Conductor George Bunch, and wife, returned from an auto trip to Portland. They were accompanied home by Mr. Bunch's mother.

E. A. Anderson has returned to his work after a month's vacation at St. Paul.

Alexander Patterson has resumed work after a month's vacation in Vancouver, Wash., where he visited his mother.

Thomas O. Laughlin, general foreman, boiler shops at Hillyard, and wife, returned from a vacation in St. Paul, where they visited their son and daughter. They were accompanied by

Dorothy Smith, organist at the Class A Theater in Spokane.

Edward Weber, machinist at Interbay, who stopped here on a few days' visit with his brothers, George and Fred, enroute home from Kalispell, left for his home. He was joined at Leavenworth by his family.

M. McNulty, engineer, recently visited relatives in Seattle.

Fred Weber, machinist, resumed work recently after a vacation at Everett and Seattle.

Agent A. B. Ashby and Mrs. Ashby, of Bonners Ferry, Idaho, returned from a month's vacation to the coast. They attended the Elks' convention at Portland and then made a trip to Skagway. They report a very delightful time on the Pacific Steamship Company's *Steamship Queen*.

We note with regret the death of Thos. J. Polley, car department, age 49, who was recently killed by being run over by a mail truck. He was secretary of the Great Northern Carmen's Union. He is survived by a wife and daughter.

Lyle Von Erichsen, son of H. Von Erichsen, traveling engineer, recently spoke to the Spokane Chamber of Commerce on "Local Civic Pride." The younger Mr. Erichsen, in spite of being blind, has successfully passed his bar examination and will soon locate in Spokane.

We are sorry to learn that the home of N. J. Bostwick, engineer, Spokane, was recently damaged by fire to the extent of \$600.

According to a report, says the *Deer Park Union*, the Great Northern Railway will furnish water for the lawn of the new American Legion club house grounds at Deer Park.

## WILLMAR DIVISION

Associate Editor  
EDWIN STENSON  
Willmar, Minn.

Action was recently brought against two joy riders who ran into the side of a car ahead of the caboose while train 419 was passing over a public crossing one mile east of Manley doing some slight damage to the equipment; the cost of the repairs being collected from them. Action of this kind advertises itself and may have a good effect on careless automobile drivers who do not take proper precaution in approaching railroad tracks.

A special train of 120 Chinese students passed through Willmar, September 8. Four of these will enter the University of Minnesota and others at various colleges in the Cen-

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tral West and East. The party made a very unusual group and those who visited the station while the train was at Willmar were impressed with the intelligence of the young people and their apparent understanding of American ways.

On August 21 William Govig of the superintendent's office was married to Edna Sieckert at the bride's home at Danube, Minn. Miss Sieckert was a nurse at Willmar for several years and is very well known. We extend congratulations.

Hans Friis, engineman's timekeeper, went to Sloan, Iowa, September 5 to attend the funeral of his wife's father who died September 2. Their many friends extend their heartfelt sympathy to Mr. and Mrs. Friis.

Earl Holmberg, former clerk at the freight office at Willmar, is now employed as a car checker in the Willmar yard.

Conductor Steve Smith has invested in a Ford. We are awaiting further developments.

Maurice Blinco, former helper at Kerkhoven, is now employed as janitor at Willmar passenger station.

Conductor Pat Kielty made a very good showing recently when assisting the Willmar fire department in putting out a fire. Pat wasn't throwing bricks either.

Unofficial dope has it that Conductor Ole (Red) Ekberg, will visit his old home in Ireland some time this fall.

John Stensland, clerk at Yankton, visited at the Minnesota State Fair on Labor Day.

Agent Toney Hollmots of Yankton has returned from his vacation. Toney, how do you manage to save enough money so you can lay off, take the family and go on trips like that?

Conductor Fred Hedding and wife will leave Yankton about September 10 for a trip to the Black Hills. Fred is going out there to climb the mountains in order to reduce.

Agent A. L. Poffenberger and wife of Delano, Minn., will leave in a few weeks for a trip to Florida.

Fred Anderson, agent at Johnson, Minn., is enjoying a vacation at Pine City, Minn.

Agent Otto Weygand attended the Knight Templar conclave at Seattle last month and on the way back looked over his "oil" prospects in Montana.

Section Foreman Ward Mann of Ihlen was married on the 14th. Best wishes.

Agent H. M. Swam of Maynard is another who is making the leap in a few days.

Sixty carloads of exhibits from the Minnesota State Fair were moved via the Great Northern Railway to the South Dakota State Fair at Huron. The latter fair is rapidly developing into one of the big fairs of the Central West.

County fairs are thick and fast in these prosperous communities. Some of them have developed to a surprising size.

## SOMERS LUMBER COMPANY

Associate Editor  
R. E. GAUTIER  
Somers, Mont.

Some time ago it was reported that Snix Lee had been married. Snix repudiates this statement and says the gay bachelor life is good enough for him. Some one sent in a bum steer; anyhow Snix says he is an uncle now. He has a niece—a baby girl arrived at the home of Mrs. Vurley White, his sister. Snix claims it is up to White to pass around the cigars. I guess Snix is right.

Upon visiting the Somers barber shop after 5 p. m. you will find our old friend, Dick Ricketts, wielding a razor as he did many years ago. Mr. Ricketts was at one time owner and proprietor of the Somers barber shop and many of the old timers here are glad to see Dick back at his old vocation.

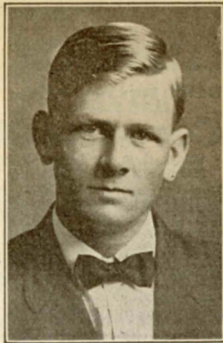
L. H. Schimpf left August 29 for an extended trip to the Coast. Schimpf intends to take in all the principal cities and give his new car a real test.

John Hellen has been confined to his home for several days on account of lumbago.

The sawmill closed down Labor Day, September 8, and although no celebration was held at Somers, a great many of the employees spent the day at Whitefish, Montana, others camping over Sunday and Monday.

Mr. and Mrs. Charles DeVoe and Margaret Ahlgren drove to Libby over Labor Day.

This is pre-eminently the age of physical science. Fishing by moonlight is no longer an experiment. On a recent Sunday Somers' popular deliveryman, Gus Hoppe, was invited by an intimate friend to spend the day in the



South Fork. The ground was unfamiliar to Gus, but having implicit confidence in his guide, he followed merrily on until their objective was reached, considerably later in the day than they had anticipated, and the sun was slowly sinking behind the newly snow-capped mountains. At first their new lure seemed unpalatable to the inhabitants of the newly discovered stream, but as darkness approached and the anxious fishermen were less visible, luck became more pronounced and they filled their baskets in a comparatively short time. Manifestly, Gus arrived home at 2:30 o'clock the next morning and he says that he is more convinced than ever that there is a great deal of truth in the old scripture, "Weeping may endure for the night, but joy cometh in the morning."

Vacation time is gradually coming to a close. Sidney Small and family returned the early part of the week from a trip to Long View, Washington, where Mr. Small's parents are located. They made the trip by auto and report a very fine outing, as well as a fine visit. Sid says he is able to "do" twice as many vouchers in a day since his return.

The community was greatly shocked recently at the accidental death of William F. Schuett. "Billy" as he was commonly known, came to Somers at the time when the first mill was being constructed and had a wide acquaintance in and around Somers. Funeral was held in the chapel of Wagner & Campbell at Kalispell, Rev. John Dix officiating. The many beautiful floral tributes were a testimony of the high esteem in which he was held, and he leaves a large circle of friends to mourn his untimely passing.

Anita Oldenburg and her sister Mrs. Fred Ellefson have just returned from a trip to Spokane, Wash., and other points of interest in the northwest. The trip was made by auto. Miss Oldenburg reports a very delightful time, but states that she was glad to be back in the Flathead as she missed her work very much.

### Blanchard Camp News

Chris Lee, general foreman, has severed his connection with the Somers Lumber Company. Mr. Lee left for the East recently, having accepted a logging contract. William Hedstrom has taken Mr. Lee's place and James Delano has been put in charge of loading logs.

James McNeil, barn boss, has moved his family to Kalispell on account of school starting September 1.

All the followers of Izaak Walton at the camp took advantage of Labor Day and went to their favorite streams for a mess of trout. From reports turned in all made a good catch and fish were very much in evidence on the boarding house table Tuesday.

A great many of the loading crew attended the Labor Day celebration at Whitefish with the idea in mind of bringing back to Blanchard Camp the championships of the log rolling contest. From the performances of local boys the contest should have been an exhibition of fancy diving. Ben LaBlanc, the cook, regrets very much that Blanchard Camp failed to carry off the honors and says if they could find a log large enough to hold him up, he would certainly bring home the bacon. Ben is well versed in the culinary art, but we doubt his ability in a log rolling contest.



## About the SHOPS

### DELTA

John Lindgren, laborer, is recovering at the General Hospital from injuries received on September 2, when he was struck by an automobile while alighting from a street car, sustaining a broken leg, dislocated shoulder, and cuts and bruises about the head and face. It would seem that the doctrine of "Safety First" could well be preached to automobile drivers as well as men employed by the railroad.

Thomas Precious, blacksmith foreman, and wife, have returned from two weeks' vacation spent at Lewistown, Idaho, where they visited relatives and friends.

H. McCaustland, car foreman, has as house guests his brother Jesse McCaustland and wife from Atlantic City, Iowa. They plan to remain in Everett until about October 15.

Newton Rayburn, machinist helper apprentice, surprised his many friends about the shops when he made the announcement of his marriage to Nadine Carpenter, August 22.

They are now living at 1901 Chestnut Street, Everett.

Wm. Davey, machinist, and wife left September 1 for Soap Lake, Wash., where they spent two weeks.

The first of a fleet of powerful engines that are now being built at Delta was launched upon its life of usefulness when the class 0-6 engine, number 3352, steamed smartly away from the shops on September 3.

Part of the sunshine of Delta has been dimmed—our ever smiling Sheet Metal Worker Foreman, Johnnie Schaum, who hops from locomotive to locomotive, and from steam shovel to ditcher, says that it is impossible to limp on one leg and smile on both sides of his face. While Commodore Schaum was returning from lunch he hand sprung over the fence that surrounds the shop lighting on a small pebble and painfully turned his ankle. His speed has been reduced to approximately 13 knots an hour. A speedy recovery is hoped for him.

Jack Williams, car repairer, and wife, left September 5 for Palm Beach, via St. Louis and Memphis, Tenn., and will return via New York. They will be gone a month.

James Boyd, boilermaker helper apprentice, and wife left on August 30 for an extended visit at Cookeville, Tennessee. It will be remembered that Mr. Boyd is well known as a rifle shot. He was chosen as a member of the Washington National Guard team that competed for honors at the National Rifle Match at Camp Perry, Ohio, this year.

John Schaum, sheet metal foreman, will soon go to St. Paul to visit his mother and other relatives. On his return he will stop at Havre to spend a few days with Art Daum, sheet metal foreman, Havre Shops.

Our amiable chief clerk, Ruth Illman, in company with her mother and sister, took a week's auto tour to Portland, Oregon. She returned by way of the Columbia Highway.

Patrick O'Brien, boilermaker, spent Labor Day visiting his sister Mrs. Susie Cunningham at Bellingham.

## GREAT FALLS

Ruth Waterbury, system supervising nurse for the Metropolitan Life Insurance Company, accompanied by C. L. LaFontaine, general safety supervisor, and Myrtle Springer, division nurse, addressed the employees of Great Falls shops, roundhouse and car department at a mass meeting held at the machine shops, September 10. Miss Waterbury outlined the policy of the Metropolitan Company with respect to their free nursing service for policy holders. Miss Springer also addressed the employees briefly, and the meeting was concluded by Mr. LaFontaine, who expressed the employees' pleasure and appreciation of the speakers and their objectives.

Around the shops, it's all "hunting" now, and from all appearances a large percentage of the boys have their guns primed and placed where convenient for a hurried get-away. All of which reminds us that Shop Superintendent A. H. Malerke spent one week's vacation at Diversion Dam, returning with rheumatism in his arms from pulling out the big ones. The Chrysler held up well both ways, he avers. Several of the boys cancelled their fishing trips to the dam until the lake is restocked.

Coach Foreman A. Marshall tells us a lot about a new Velie (not a Rolls-Royce) but a little better than a Scripps-Booth. Says he at least hasn't had to get out and get under yet.

Reinard Snyder, axle lathe man, was promoted recently to leading wheel house man. Gus Fritz was promoted recently to wood mill machinist.

Alex Ferguson returned to work after a ten day vacation on the coast visiting friends.

## SUPERIOR

Sorry to learn of Oren L. Spooner's death. Mr. Spooner was the first man at Superior Shops to be pensioned. He was one of our most faithful carmen and was pensioned, after giving 20 years of service, at the age of 70.

Mr. Mitchell, with the Minor Draft Gear Company, recently gave a very interesting talk, illustrated by moving pictures, of the various draft gears showing the action of the gear while under various tests in the Minor Draft Gear laboratory. His efforts were very much appreciated by the large gathering and each one derived great benefits from his personal knowledge of draft gears.

John Smith, one of our old time carmen, was killed in an automobile accident recently, due no doubt to the fact that the party who caused the accident was a "hit and run" driver and, therefore, failed to lend the necessary assistance. We unite in extending our sympathies to the bereaved.

James Gordon, gang foreman, and his family are enjoying an extended vacation to the coast.

Olaf Gradin, steel ore car foreman, is also enjoying a vacation.

Great Northern Semaphore





## Does Happiness Cost Too Much?

**T**HERE is no catalog number for "happiness," but we sell it just the same. You'll not find it illustrated, but it appears on every page. The frock for the young lady's first party; the boy's bicycle; dad's radio; mother's new coat. Don't they all mean happiness? And could all of them be had if Sears, Roebuck and Co. wasn't able to sell good merchandise at such low prices?

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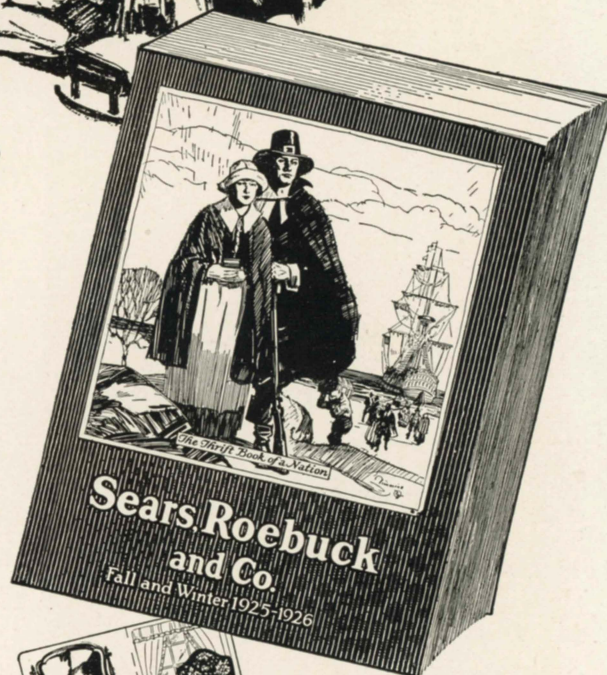
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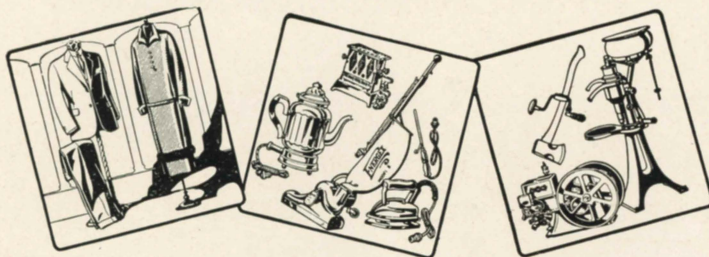
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