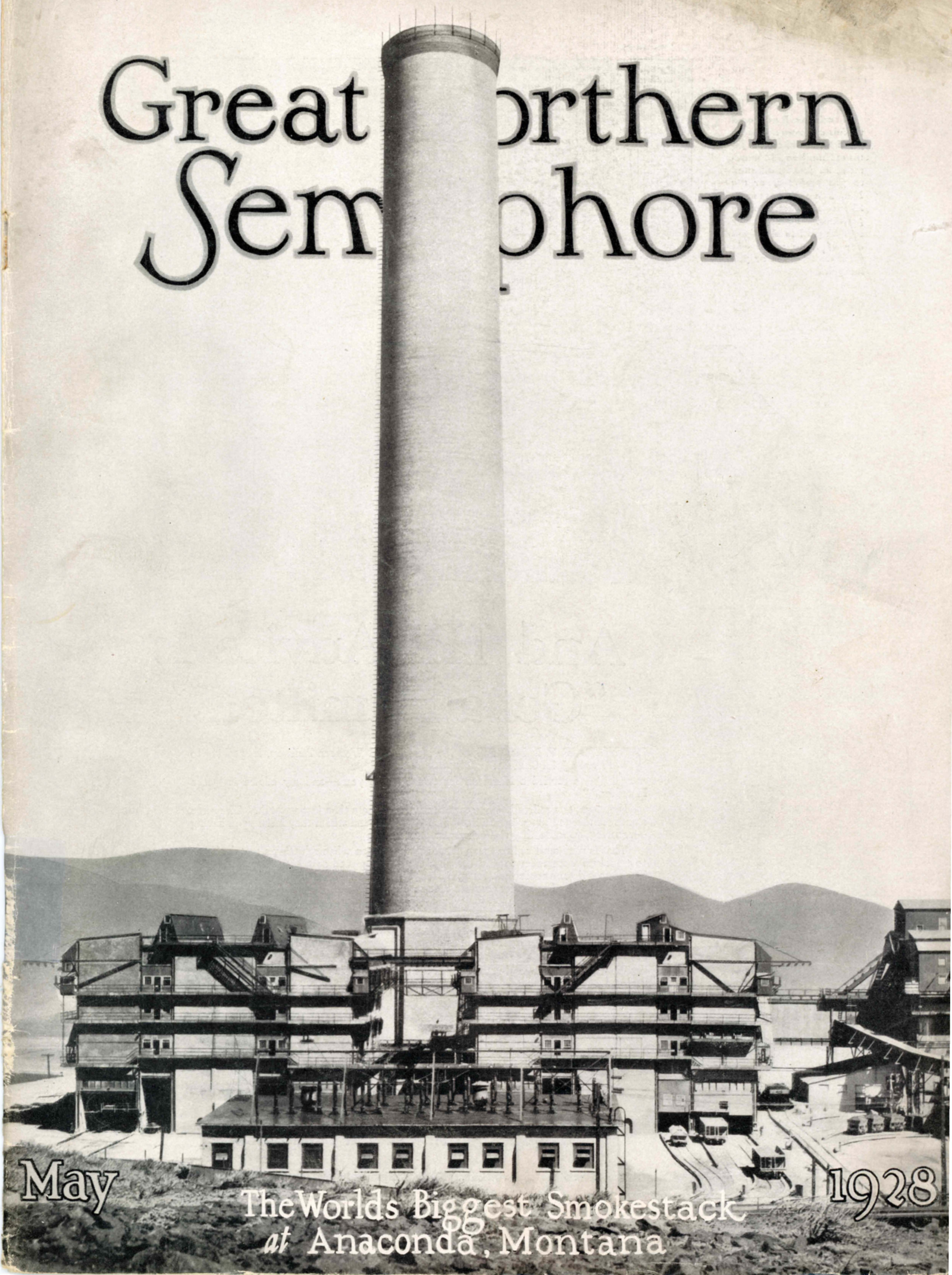


Great Northern Semi-phore



May

The World's Biggest Smokestack
at Anaconda, Montana

1928

Hamilton Railroad models are now available fitted with either the famous Hamilton 992 movement, 21 jewels, adjusted to five positions, or the Hamilton 950 movement, 23 jewels, adjusted to five positions. Your jeweler will be glad to show you any of these models—in filled white, green or yellow gold.



And His Advice Is "Get a Hamilton."

ENGINEER F. L. HARRIS, of the Norfolk and Western Railway, is speaking to Fireman John Gauldin:
"I've carried a Hamilton for twenty-eight years—and my advice is 'get a Hamilton.'"

Hamilton, to a railroad man, means considerably more than just a watch. The name stands for those things which railroad men appreciate and which they insist upon having—accuracy, dependability and character.

That is why most railroad men choose the Hamilton when selecting a watch that is to travel up with them toward the spot they have picked as their permanent berth. They know that no matter how far up the ladder they go in railroad service, their Hamilton is always prepared to render accurate time service.

This year you will perhaps be thinking of purchasing a new watch. When you do, ask your jeweler to show you the Hamilton 992 (21 jewels) or the Hamilton 950 (23 jewels). Either of these famous railroad movements is now available in Hamilton model railroad cases—envelopes of sturdy, rugged beauty to fittingly protect the "Railroad Timekeeper of America."

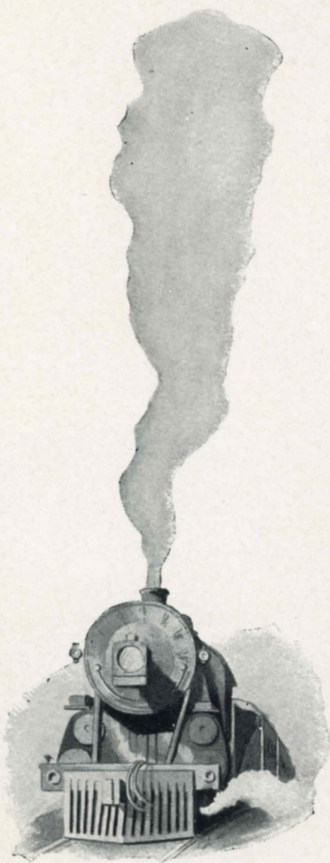
We shall be glad to send you a copy of the timebook and a new folder about Hamilton Railroad models.

HAMILTON WATCH COMPANY
DEPARTMENT 43 LANCASTER, PENNA., U. S. A.

Hamilton Watch

"The Railroad Timekeeper of America"

Our Advertisers are Patronizing Your Magazine



Here and There Along the Line

On the Job Thirty Years Ago

THE AGENT OF THE Great Northern at Sultan, Wash., L. R. Hitchcock, recently sent us a most interesting clipping from the *Sultan Journal* of June 11, 1898, which reads as follows: "A bonded car, in transit from British Columbia, was discovered to be on fire, by Night Operator Stephens, as the freight arrived at the station last Saturday morning. It was taken to the water tank and broken open and the fire quickly put out. The damage was found to be slight. It is not known how the fire originated but it is thought to have caught from a spark which may have found entrance through a crack. Inspector S. A. Wiltsie came up Sunday and adjusted the matter and the car was again sent on its way."

This refers to H. E. Stephens, who is now ticket agent for the company at Everett, Washington.

We Appreciate This

TRY AS WE WILL to do our best, we never feel as if we have succeeded to any great extent, except when some one involuntarily sends in something like the following, written to Car Foreman W. Paquette of Vancouver, B. C. by his brother J. A. Paquette of San Francisco, and forwarded to us by Paul Meyers, of the ticket office at Vancouver:

"I received the February copy of the Great Northern Railway SEMAPHORE, and as an outsider, I think they have a wonderful magazine. Newsy and the articles varied, one can find almost any kind of reading to suit them in it. Too many of the magazines of that kind, fraternal, etc., are inclined to talk one thing all the way through—mostly what a fine organization they are. We all read the SEMAPHORE at home. The G. N. bunch are sure a bunch of live boosters."

A Dependable Railway

That the "tours" over the Great Northern include the most exceptional service as well as the charm and interest of the places visited, is attested by the following letter to Superintendent J. A. Blair, written by Charles H. Tucker of Northampton, Mass.

"My sister and I have just returned from a trip to Alaska via a 'Burlington Tour,' and I am writing to tell you how much we enjoyed it, what good treatment we had at the hands of the Great Northern, and to especially commend our Tour Escort, Mr. T. H. Doercher, who certainly was all that a tour escort should be.

The wild flower cover on your menu card, with its suggestion of wild flower protection, appealed to us also as we are flower lovers and like to have people educated along lines of conservation of the beauties of nature."

May, 1928



GREAT NORTHERN SEMAPHORE

VOLUME V

MAY, 1928

NUMBER 5

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

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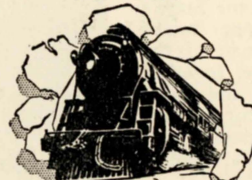
The Great Northern SEMAPHORE is published monthly at Saint Paul, Minnesota, by the Great Northern Railway Company, and is devoted to the interests of its active and retired employees and those of constituent or allied companies.

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

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

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MILEAGE OF THE GREAT NORTHERN RAILWAY SYSTEM

Great Northern Railway (including 400 miles of trackage rights).....	7,530 miles	Nelson & Fort Sheppard Railway..	55 miles
Duluth Terminal Railway.....	2 miles	Vancouver, Victoria & Eastern Railway & Navigation Co.....	230 miles
Midland Railway of Manitoba.....	6 miles	Montana Eastern Railway.....	108 miles
Watertown & Sioux Falls Railway..	102 miles	Great Falls & Teton Co. Railway...	9 miles
Minneapolis Western Railway.....	2 miles	Spokane, Coeur d'Alene & Palouse Railway	175 miles
Brandon, Saskatchewan & Hudson's Bay Railway.....	85 miles	Total	8,338 miles
Crow's Nest Southern Railway....	34 miles		

WHERE COPPER IS KING

A Vivid Story of the Mines at Butte, the Concentrating and Smelting Plant at Anaconda and the Refinery at Great Falls, Montana

IN 1745 ENGLAND SENT a commission to investigate industrial conditions in the American colonies. After six months' survey, one of the commissioners, Thomas Cooper, reported to his government that "Silver-smiths, watchmakers, and a brass founder might find work here." Another commissioner, Lord Sheffield, pointed out that "Tin plates and copper in sheets to be wrought into utensils can be had only by importation to any advantage."

extreme limit only barren quartz veins.

But the ore-bearing veins are not continuous either in their downward or their lateral directions. In past ages, violent earth movements caused radical displacements. One of the most baffling among the many perplexing problems confronting the Butte operator is the relocating of these lost veins. The displacements may be anything from a few inches to hundreds of feet. The Butte geologist, hunting lost veins, has a real job.

surface down and run at an inclined angle to enormous depth. Inclined shafts, some of them nearly a mile deep, give access to the ore, which is removed without much difficulty.

Neither are there metallurgical problems. Aeons ago Mother Nature put to work her own reduction plant, and by heat and pressure, by roasting and flooding, there emerged from her underground smelter, in a refined state, the so-called "native" copper; or, in other words, the red metal of commerce, free from alloys or impurities.

This native copper is found in chunks varying in weight from a few ounces to seven tons or more. These are brought to the surface, crushed and smelted, by which simple process the copper is freed from the surrounding material, or "gangue."

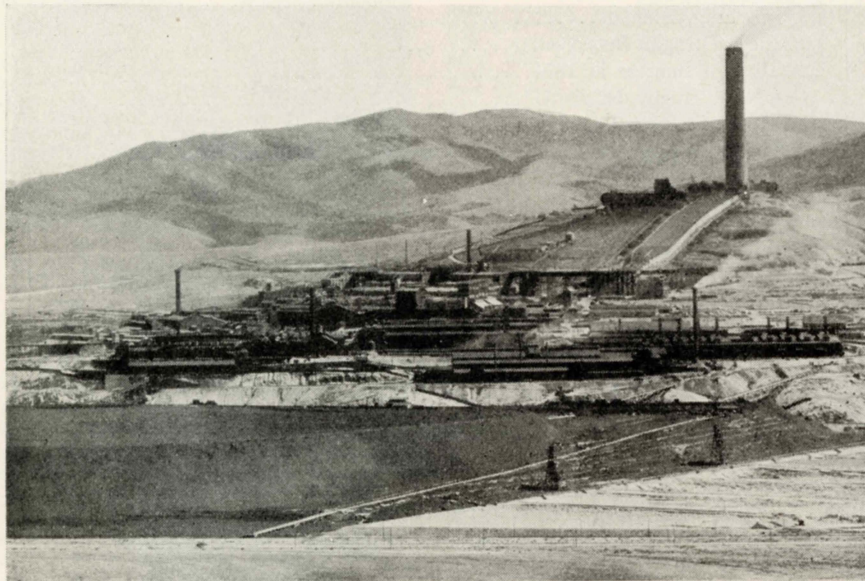
"Disseminated Porphyry"

In Arizona and Utah the ores are found in a form which the mineralogist calls "Disseminated Porphyry." In Utah in particular there is a whole mountain of it. This mass of ore is a mile long and a half mile wide and 1,600 feet high. Underneath a 100-foot cap of worthless material is a deposit of some 300,000,000 tons, averaging 1.35 per cent copper.

In mining these porphyries, the ore is removed either by steam shovels in open pits or, where the structure warrants it, by the so-called underground caving method. Here are no problems of stopping or cross-cutting. Little or no timber is required. There is no "groping" for interrupted veins. Shaft and hoisting expenses, pumping and ventilating problems are negligible or unknown.

Vein Mining at Butte

Things are different in Montana. When a Butte miner goes to work he is lowered to his labors in a steel cage suspended from a heavy wire cable passing over sheave-wheels on a head-frame and operated by a powerful compressed-



General View of Smelter at Anaconda, Montana.

Today, one unit alone of the American metal industry, the Anaconda Copper Mining Company, has an annual producing capacity of 9,000,000,000 pounds of copper and its alloys, which find their way into the factories of the world, including those of Great Britain, whose prophetic ambassador in 1745 hazarded the guess that here "a brass founder might find work."

Montana is the corporate home of the Anaconda Company and the cities of Butte, Anaconda and Great Falls are its principal industrial habitat.

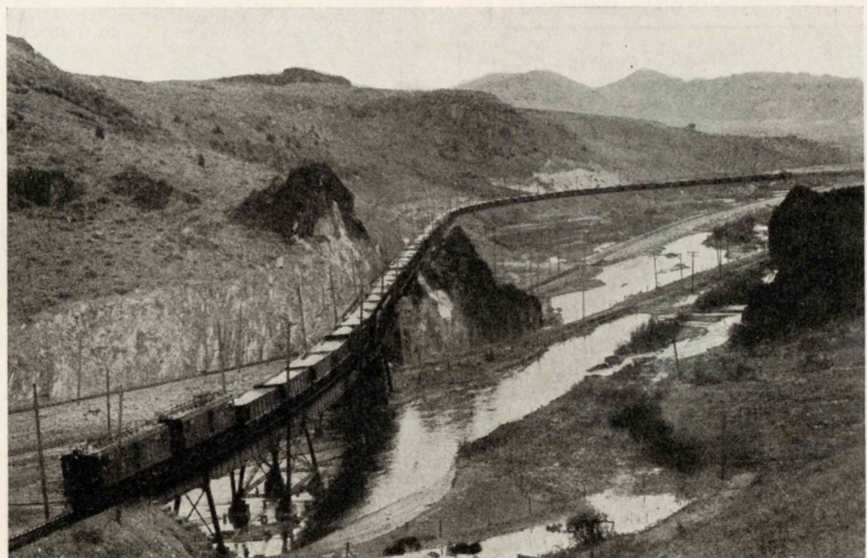
Copper production represents about 60 per cent of the entire value of the State's metal production, and the copper mines of Butte yield about 60 per cent of the silver production of the State, together with practically all of its zinc and much of the lead, which is equivalent to saying that Silver Bow County yields more than 90 per cent of the State's mineral production.

The Butte Operation

The ores of Butte lie in fissure veins extending to unknown depths. There are two vein systems, one running, roughly, east and west, the other southeast and northwest. In the central part there are the copper deposits. Beyond this copper becomes less abundant and zinc and silver are found. Farther out, copper disappears, some lead is present, and silver and zinc predominate. Beyond are the manganese minerals, and at the

"Michigan Conglomerate"

Getting ore out of fissure veins is quite different from mining along Lake Superior or in Arizona and Utah. In the northern Michigan peninsula "native" copper lies in well defined "lodes," or sheet-like bodies of "Conglomerate." These lodes are continuous from the



Butte, Anaconda & Pacific Railway Electric Train of Ore in Silver Bow Canyon, Between Butte and Anaconda.

Great Northern Semaphore



Men Checking Out at Four P. M., Time Office, Anaconda.

air, electric or steam engine. This carries him down a timbered and fire-proofed shaft to a depth, let us say, of 3,000 feet. He gets off at the station, a hollowed-out cavern thoroughly timbered and fire-proofed. Incidentally he has passed a dozen other levels, located at 200-foot intervals, each with its own station similar to his own.

He walks along the "cross-cut" to the drift on the vein, proceeds along this and arrives eventually at a "stope," one or more floors above the drift, the scene of his day's work. In getting here, he has passed long trains of steel ore cars, each hauled by an electric engine connected with an overhead trolley, or propelled by storage battery. He has skirted wide open stretches, in which the rushing, jade-green waters, containing copper sulphate, explain the throbbing effort of a huge pumping plant, located on another level.

Underfoot and overhead are heavy, three-inch planks, held in place by huge round "stulls" or enormous sawed timbers. A distant shaft having swallowed a sufficient dose of power-driven fans is inhaling for his benefit great draughts of fresh air. The acetylene lamp on his cap flickers in the baby gale.

In the mere act of going to work, a Butte miner sees on every hand tangible proofs of enormous capital requirements. Even to get on the job he is halted at the surface until the arrival of the "chippy"—the cage in which miners ride—destined for his own level. Since only eight can ride in a "deck," it often takes half an hour to convey a single "shift" to work.

Above ground, man builds his home from the cellar up. Underground he reverses the process.

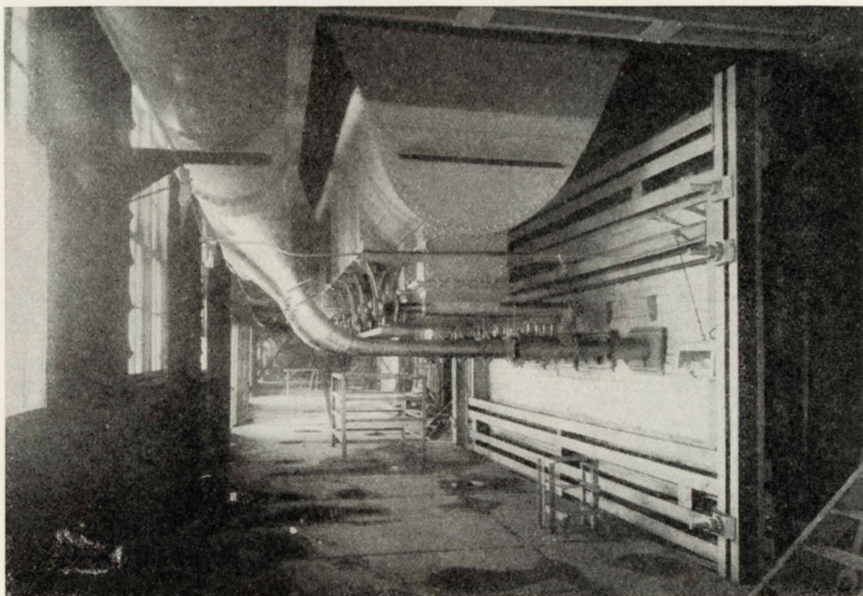
A stope is a miner's underground chamber which he fashions by blasting

shoveled into chutes, the stope is timbered and finally, in place of the original ore, it is filled with waste rock taken from "development" work elsewhere.

Mine cars on the main level take the ore from the chutes and haul it to the station, where it is dumped into receiving pockets alongside the shaft. From here the "skips," or ore cages, hoist it to the surface and dump it into huge bins, whence electrically operated trains haul it to the reduction works at Anaconda.

Fissure-vein mining is always costly, especially when narrow veins are encountered. If 30 to 50 feet wide, a few holes bored in the vein by air drill and filled with dynamite will bring the whole mass tumbling down of its own weight. But a narrow vein, three or four feet wide, must be drilled with scores of powder holes to induce dynamite alone to free the ore.

On the surface, Butte is a city of 60,000 people, with 253 miles of streets. Underground it's a beehive, with 15,000 toilers working in a honeycomb containing 2,700 miles of passageways. The Anaconda Company drives 35 miles of



Reverberatory Furnaces, Firing End Coal Dust Burners.

the ore-bearing rock above his head. At Butte there are five operations. First, the ground is drilled with a machine drill, operated by compressed air; then the holes are loaded with explosives and fired by primer and fuse. The ore is

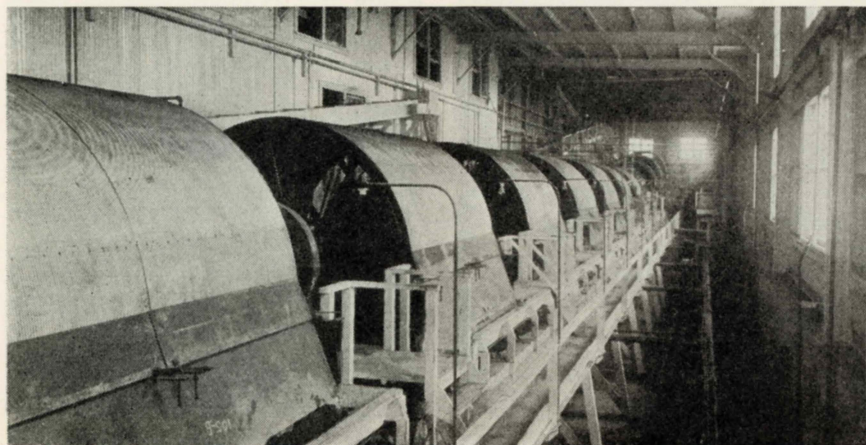
new passages every year.

In the spring of 1926, the Anaconda Company completed the enlargement of its electrolytic zinc plant at Great Falls with a corresponding increase over its original capacity of 33½ per cent. The result is a monthly capacity of 20,000,000 pounds of zinc slabs, this being the largest output of any electrolytic zinc refinery in the world.

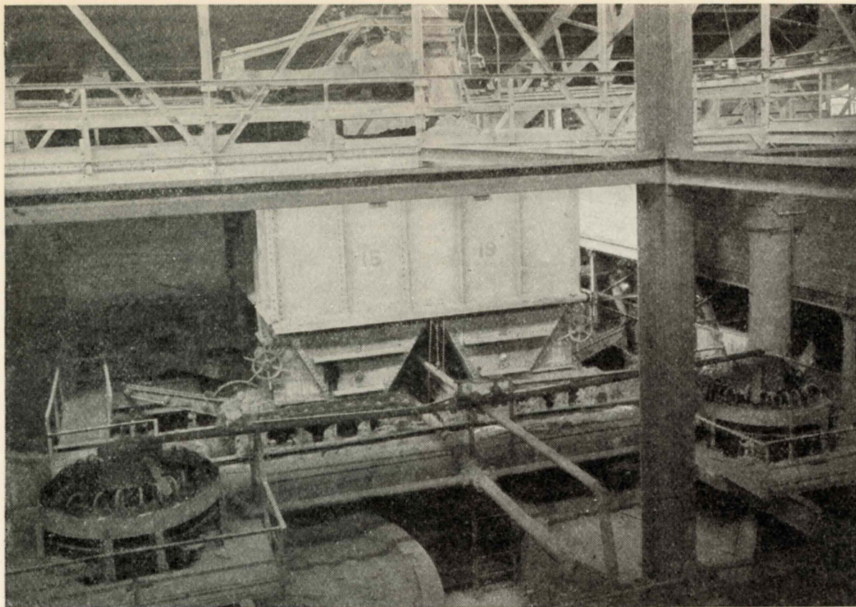
The enlargement of this plant is of vital significance not only to Montana but to Idaho, Utah and British Columbia, from which districts large consignments of zinc concentrates are being shipped regularly for refinement and conversion into commercial metal. In fact, most of Anaconda's zinc comes from ore mined and concentrated at mines owned by other companies, making Anaconda mainly a custom leacher and refiner of zinc concentrates.

Cadmium

There are several cadmium minerals, but none of them occurs in quantities large enough to be called ores. Commercial cadmium is derived from zinc minerals and ores, in which it nearly always occurs in minute quantities, the



Copper Concentrator, General View of Oliver Filters.



Top View of Roaster Furnace Showing Feed Hoppers.

ratio in Butte ores being about one of cadmium to 500 of zinc.

Of the six or eight concerns in the United States making cadmium, the Anaconda Copper Mining Company, at its Great Falls plant, is the only Montana concern producing this metal. This company began making metallic cadmium early in 1923 and its production in 1925 amounted to 105,190 pounds. The recovery of cadmium is incidental to purifying the zinc solution at the electrolytic zinc plant.

Metallic cadmium is used as an alloy in materials requiring a low melting point, such as sprinkler system heads, releases on fire doors, in stereotype plates, silver plating and dental amalgam. Cadmium is reported to be a better rust resister than nickel.

"From Mine to Consumer"

In Anaconda is located the largest non-ferrous smelter in the world. Its huge smoke stack, 585 feet high, is the largest in the world. The Washington monument, if dropped inside, would disappear. Its yearly capacity in metallic copper, zinc, lead, silver and gold would fill 4,569 33-foot railroad cars, making a train 28½ miles long. Yet 33 times that amount of ore has to be mined

and treated to produce this amount of metal.

Over the Butte, Anaconda & Pacific Railroad—the first electrified steam road in the country—there pass from Butte to Anaconda 350 cars of ore a day. These huge bottom-dump steel cars are brimming with a gray-white substance that the geologists will probably tell you is chalcocite, since that is Butte's commonest mineral. To a tenderfoot it looks like nothing more valuable than railroad ballast. Yet from this apparently worthless rock human skill and ingenuity have devised a way to produce commercial copper, silver and gold.

As a matter of fact, we have the word of the mineralogist that this unpromising mass contains 52 per cent silica, 10 per cent alumina, 12 per cent sulphur, 10 per cent iron, with smaller proportions of lime, zinc, lead, arsenic, potash, tellurium and selenium. Most of these are of little or no commercial value and they all help to "gum up the works" when it comes to the job of reduction. Of the entire mass, only 3 per cent is copper with traces of silver and gold.

Built at an expense of millions of dollars, the Anaconda smelter is kept everlastingly at the job of rapping Mother Nature on the knuckles and loosening

her clutch on the family treasure. To do this, the highly-paid men of science use fire and water, oil and acid.

After crushing, the ore is cleverly flooded and agitated until the light and valueless portions float away to the dump as "tailings." The residue, or concentrate, containing 8 per cent copper, is roasted, removing 80 per cent of the sulphur, which later appears as an important by-product in the form of sulphuric acid.

After roasting we have "calcine," which goes to reverberatory furnaces for melting. The product is a matte, containing 40 per cent copper, and slag, a waste product which is sluiced to the dump. The converters, another form of furnace, change matte into blister copper, which, in turn, after treatment in the refining furnace, is shaped into anodes containing 99.3 per cent copper, with about 70 ounces of silver and four-tenths of an ounce of gold to the ton.

The processes just described take care of the bulk of the metal content. In the tailings that go to the dump, there still remain appreciable quantities of copper, silver and gold, and after some years have elapsed, permitting the oxidation of these tailings, they are subjected to a leaching process. Weak sulphuric acid removes the copper metal from the tailings, carries it in solution and gradually precipitates it in a mud form, or "copper cement" upon a picturesque assortment of old iron junk, reposing in open air tanks.

In connection with the oil flotation process, a miner's wife is said to have discovered while washing her husband's overalls that small grains of metal invariably rose to the top of the soap bubbles in the family washtub. Whether or not this is so, a process utilizing the same principle is now in operation at all sulphide copper plants for extracting metal from the finer portions of crushed ore.

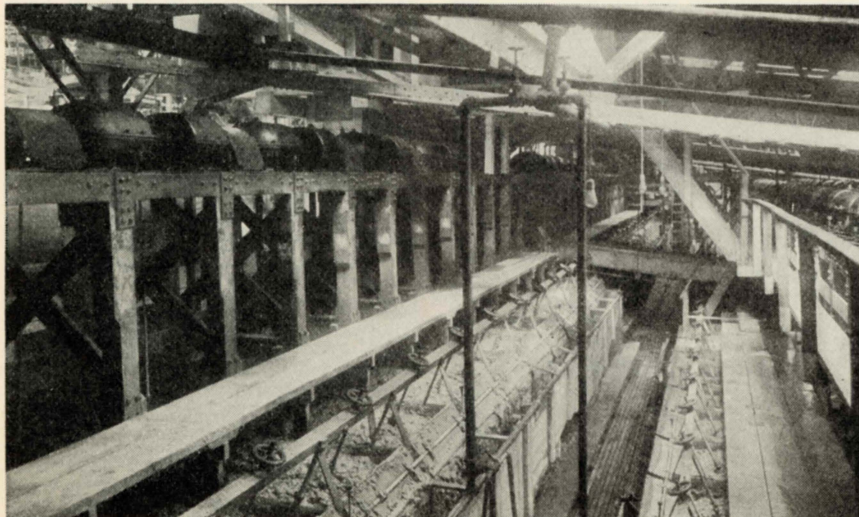
By the leaching and the oil flotation processes approximately 18 per cent of the metal values, formerly sluiced to the dump as waste, are now recovered.

From "Anode" to "Ingot"

One hundred and ninety-six miles northeast of Anaconda is located the Great Falls Reduction Department of the Anaconda Copper Mining Company, where are located an electrolytic copper refinery, an electrolytic zinc plant, and a rod and wire mill.

The last process performed at the Anaconda plant is the casting of the so-called "blister" copper in the shape of "anodes." These great slabs, about a yard long, two-thirds as wide, nearly two inches thick, and weighing nearly 600 pounds are cast so that two of the corners are provided with ears, or lugs, the purpose of which is plain when one enters the vast, barracks-like tank room at Great Falls.

Suspended by these ears in huge wooden tanks, of which there are more than a thousand, all containing weak sulphuric acid, are more than 25,000 of these anodes. Personally escorting each, as "companion of the bath," are a like number of "cathodes," thin sheets of pure copper. Through the acid a current of electricity is constantly passing, of which an anode is the positive, and a cathode the negative terminal. To the astonishment of the bystander he learns that the combination of "juices," electrical and chemical, actually dissolve the anode and deposit upon the cathode a coating of pure copper.



Copper Concentrator, M. S. Flotation Machine.

The job is unhurried. It takes 24 days for an anode to do what a lump of sugar does instantly in your morning cup of coffee. Every six days, however, the cathodes, having imbibed about as much copper as they can stand—about 130 pounds—are withdrawn and fresh recruits drafted for service. During this process the impurities, including the gold and silver residues, sink to the bottom and are afterward drawn off, dried, and shipped to eastern refineries for final recovery.

The finished anode is practically pure copper. But as it resembles nothing so much as a huge sheet of peanut brittle, it is in no shape to be shipped to a rolling mill. So it goes to the furnace refinery to be remelted, endowed with oxide and cast into forms suitable for the use of the fabricators. These shapes consist of wire bars, slabs, cakes, billets, and ingots, each adapted to the particular use for which it is intended—rods, sheets, tubes or castings.

A copper refinery has two jobs. One is to produce the high grade copper upon which the electrical and other industries are so dependent. The other is to recover from the blister copper its precious metal content. About 80 per cent of all the silver, and 15 per cent of all

and lead sulphides into sulphates, expels excess sulphur and oxidizes iron and other metal content.

They next go through the leaching solution—return acid from the electrolytic tanks—which purifies the zinc content and rids it of undesirable alloys at the same time changing it from a solid to a liquid and carrying it in solution to the tank room, which, to the casual observer, looks like a twin sister of the copper tank room. But there is a marked difference in the goings-on in these two electro-chemical bath tubs. In the copper refinery, the job of the electrical and chemical juices is merely to transfer the copper of the anode to the surface of the cathode. In the zinc plant—where, by the way, ten times as much electrical energy is required—the task is to change the zinc solution to a solid and precipitate it upon aluminum sheets, suspended in the bath much as were the cathodes in the copper refinery.

At regular intervals men strip these aluminum sheets of their zinc accretion, take it to the casting plant and melt and pour it into slabs weighing around 50 pounds each.

By this process, after years of effort and the expenditure of \$7,000,000 in experimental and construction work before

which holds 100 bars, lying side by side. Fuel oil furnishes the heat and it takes one hour for a bar to be properly heated.

At the rate of 100 an hour, strong-armed workmen remove these white-hot bars with a pair of tongs suspended from a trolley which runs in line with the first groove in the "roughing" mill. This mill consists of a series of motor-driven rolls, one above the other. As the bar emerges from the first groove it drops and enters the second, passing back through this to the side of the machine from which it started. This process is repeated in succeeding rolls until it has been drawn and squeezed seven times.

By this time it has become a long, fiery, red serpent, hissing and sizzling all over the place. Accomplished snake charmers now catch it and pass it back and forth through other pairs of rolls until the obstreperous ophidian is thoroughly "taken down" and reduced to its proper finish and size.

During these operations our copper rod has undergone every stage of heat from white to red, but by now it is almost cold and black with oxide, stolen from the air. Its next pilgrimage is through an iron pipe into a machine which winds it into a coil. After successive baths in sulphuric acid and water the black disappears and it presents the complexion of a sunburned swimmer. From these rods, ranging in size from one-fourth to five-eighths of an inch in diameter, wire is made.

For the larger size wires, a rod is drawn through one cast-iron die at a time until finished. For the smaller sizes it is placed on a continuous wire-drawing machine and drawn through a series of dies, all at one operation. It is then drawn into a coil on a revolving block or else wound on a reel. Usually a die will draw about five miles of wire before the hole gets too large and has to be reamed out and returned to service in making larger size wire.

Wire-drawing hardens copper. If this is the product desired, it is now ready for shipment. But if soft-drawn wire is wanted, it is passed through an annealing furnace, which means that it is merely reheated enough to make the wire soft and pliable.

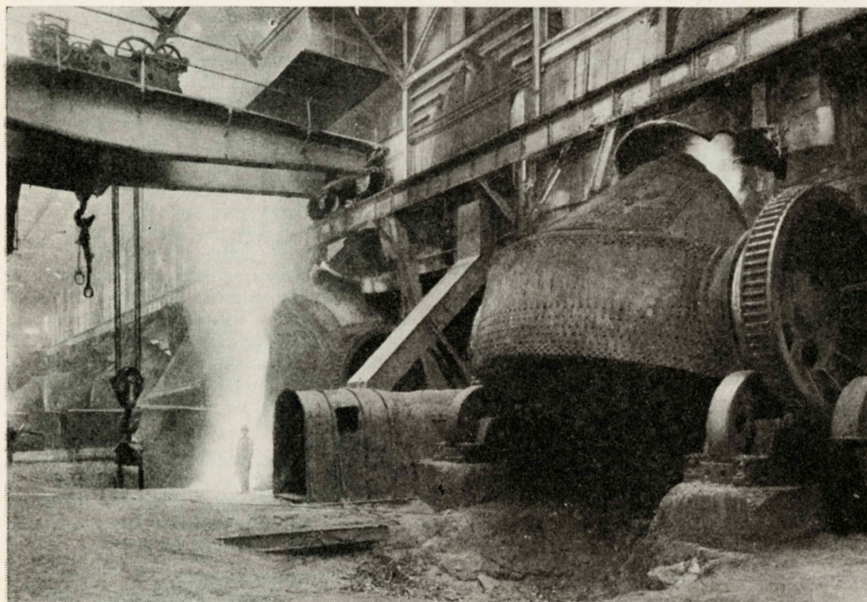
The plant also has a complete stranding equipment with which it manufactures copper cables, varying in size from a simple two-strand combination up to the huge cables used in high-power transmission and containing hundreds of separate wires.

Superphosphate Fertilizer

Within the past five years the Anaconda Copper Mining Company has developed at its plant at Anaconda the production of "Anaconda treble superphosphate," the capacity of the plant having been enlarged until it can now handle 220 tons of raw material and make 128 tons of finished product per day. "Mineral Resources of the United States," a publication of the United States Geological Survey, in its issue for 1920 contains the following description of the process of manufacture:

"At the plant of the Anaconda Copper Mining Company large quantities of sulphuric acid are derived from smelter fumes. The unavailability of markets has made it practically impossible for the company to market this sulphuric acid, and the metallurgical department therefore conducted experiments for a considerable time at the old Brandley

(Continued on Page 9)



Interior View of Converter Floor.

the gold of the world come to us as by-products of the copper, lead, nickel, and cobalt refineries.

The impurities which sink to the bottom of the electrolytic tanks are known as "slimes" or "anode mud." In addition to some copper which has failed to attach itself to the cathodes, these slimes contain considerable silver and small percentages of tellurium, lead, arsenic, antimony, selenium, nickel, bismuth, gold, and iron, their proportions to the entire mass being in the order named.

Electrolytic Zinc

In 1916, after years of experimentation, metallurgists of the Anaconda Company perfected an electrolytic process for zinc ores to the Anaconda concentrator, whence they are shipped to the zinc plant at Great Falls as "concentrates"—ores from which much of the waste material has been removed by crushing, agitating and flooding.

Here the concentrates are fed to a roasting furnace which converts zinc

a penny of profit was realized, was evolved electrolytic zinc, 99.9 per cent pure.

Great Falls Rod and Wire Mill

Up to 1918 an evergrowing amount of metallic copper had gone to the Atlantic Seaboard to be made into sheets, rods and tubes and particularly copper wire, only to begin a return journey across the continent for use in the land of its nativity and along the Pacific Coast. But eight years ago the rod and wire mill at Great Falls changed all this by affording the far West a convenient supply base for copper rods and wire and giving the Anaconda Copper Mining Company clear title to the slogan: "From Mine to Consumer."

In the making of copper rods and wire, the Great Falls plant takes from the nearby refinery the 200-pound wire bars and places them on a table at one end of a bar-heating furnace. Here a pusher, operated by compressed air, moves them along into the furnace,

UNCLE SAM, SHIPPER

Vast Business for Post Office an Important Item on the Great Northern

By A. L. Aldrich, General Agent Mail Traffic

THE MAIL TRAFFIC Department has but one shipper from whom it receives its business—the United States Government. The Post Office Department routes the mail over the lines of railway that will get it to its destination in the shortest time. The Railway Mail Service, the branch of the Post Office Department designated by the Postmaster General to handle this part of the Post Office business, employs a corps of experts familiar with train connections to do this work. Each rail-

and in the case of electric lights, the kind and size of bulbs to be used, are specified by the Post Office Department. In addition they require the ceiling and side walls to be painted certain shades. All of this to give the maximum amount of light. To anyone not familiar with the work done in a mail car it might seem so much planning of the lighting was not necessary. But when you consider that the postal clerks working in these cars, especially on all-night runs, must work ten or twelve hours without

position on each piece of mail, you will agree with the Post Office Department that the clerks should be furnished with the best light available to eliminate as far as possible, the strain on the eyes. This work must be done rapidly in order to have the mail distributed when its destination is reached and not be carried by and delayed.

If a majority of the cars in a train are of steel construction, the mail car must be of like construction, and if any of the cars in the train are lighted by electricity, the mail car must be similarly lighted. If the majority of the cars in a train are of wood construction, a wooden mail car will answer, but it must not be operated between adjoining steel cars or between steel car adjoining and the engine. During the past few years, the company has been changing its passenger train equipment from cars of wood construction to those constructed of steel and changing the system of electrically lighting the trains from dynamo to axle generators placed on the individual cars, and while this transition has been going on, it has been a big task to meet the requirements of the Post Office Department. When these requirements are not met, the matter is called to the attention of this department by the Railway Mail Service and we ask the Operating Department to correct. We have always found the Operating Department willing to furnish cars that meet the Post Office Department's requirements when within their power to do so, but on a few occasions it was impossible to do so and we were forced to ask the Railway Mail Service to waive temporarily their rules requiring cars of certain construction, heating, or lighting, until cars could be altered to meet the requirements.

Mention was made above of three classes of mail service. We have described in a brief way what the railway post office service consists of from the railroad's standpoint.



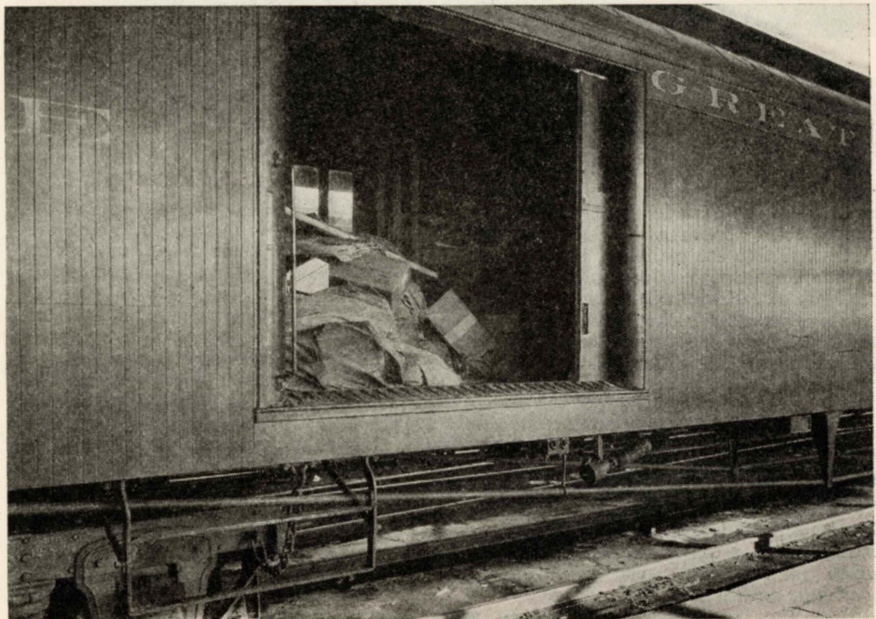
Piled Up With Messages for Commerce and Friendship.

road gets the share of the business to which it is entitled by the service it furnishes, and once the mail is routed the Railway Mail Service is not inclined to reroute or divert it to other roads as long as the carrying road furnishes the service required.

With this work being done by the Railway Mail Service, it is unnecessary for the Mail Traffic Department to employ solicitors for the purpose of obtaining business. In this respect we are unlike other traffic departments of the railroad.

There are three classes of mail service, viz: railway post office service, storage mail service and closed pouch service. The first named is the service performed by railway postal clerks in cars fitted up for the distribution of mail en route. There are three sizes of these cars, the 60-foot car which is used for distribution of mail only, and the 30-foot and 15-foot mail apartments in combination cars. The plans and specifications for the construction of these cars, the interior arrangement of the letter cases and paper racks, the location and size of doors, and windows, heating, lighting, ventilation, etc., are made by the Post Office Department and must be strictly adhered to by the railroad at the time the cars are built and when they are shopped for repairs. In the lighting of a mail car the number of lights, the location, height from floor, style of shade,

stopping and read the addresses on several thousand letters, papers and parcels, and these addresses are written in various styles of handwriting and type-writing with many different shades of ink, and not placed in the same relative



A Glance Into One of the Cars After the Bags Are In But Before Assorting.

The storage mail service is the carrying in the other head end cars of the overflow mail that cannot be taken into the mail car. This service is authorized by the Post Office Department in units of 3, 7, 15 and 30 lineal feet and 60-foot cars used for mail only and not fitted up for distribution purposes. The loading and unloading of this mail at stations is done by railroad employees and the Railway Mail Service holds the company accountable for any mishandling. All mishandlings are called to our attention by the Railway Mail Service and an investigation made to determine the cause and to take action to prevent recurrence. When mishandlings occur with sufficient frequency at any point or on any train to indicate carelessness on the part of those engaged in handling the mail, the Post Office Department assesses fines



Conductor James Hales and Engineer Ira W. Denny, Ready to Go Out on No. 27.

against the company and it is our aim to hold these fines to the minimum by constantly keeping after the employees to exercise care in the handling of the mail.

The closed pouch service is similar to the storage mail service, except that it is performed on trains on which there is no mail car or clerk. The handling is all done by railroad employees, and as its name implies, the mail is transported in closed sacks and pouches which are not opened and distributed en route.

At certain stations where the distance between the station and the post office is not more than eighty rods and where the Post Office Department does not deem it necessary to have a carrier in its employ, the railroad company is charged with the duty of carrying the mail to and from the post office and placing it on and receiving it from the trains. At points where a train does not stop the pouch is hung on mail crane erected by the company and is caught by the postal clerk by means of catcher arm hung in the doorway of the mail car. It sometimes happens that the company's employee who handles the mail at a station will for some reason or other fail to put the mail on the train or fail to hang it on the crane, and it is delayed until the following train, which, at the stations on a branch line where there is but one train a day, means a delay of twenty-four hours. One might think that a delay to a mail pouch from a small town does not mean much as there would be but a small number of letters in it. However, one of those letters might contain a remittance from a local merchant in payment for a bill of goods on the last discount day and the delay

to the letter would cause him to lose the discount, or perhaps someone's daughter is to be married and an order for cut flowers is sent to a neighboring city. Failure of the pouch to be placed on the train causes the flowers to be received too late for the wedding. These things cause complaints to be made against the mail service and reflect on the railroad furnishing the service.

From the time mail was first transported by railroads until Nov. 1, 1916, the compensation to the railroads was based on the weight of the mail carried. The mail was weighed for a period of fifteen weeks once in four years, the result of the weighing being used as the basis of compensation for the next four years. But when parcel post matter entered the mails that system of compensating the railroad companies was found to be unsatisfactory, as that class of mail is bulky and not heavy and the railroads found it necessary to furnish considerable additional space in their trains without a corresponding increase in pay. The Act of Congress of July 28, 1916, established the space system of compensation from Nov. 1, 1916, under which system payment is made to railroads on the basis of lineal feet of space used in cars for transporting the mail regardless of weight. The Act authorized the Interstate Commerce Commission to fix the rates from time to time that would be fair and reasonable to both the carriers and the Post Office Department and make such rules as may be necessary in the administration of the space system by the Post Office Department. We sometimes differ with the officials of the Railway Mail Service in their interpretation of those rules but not always are we able to get them to see it our way.

The Railway Mail Service authorizes a certain amount of space on each train on which mail is carried which is in effect a standing order for the company to furnish so much space regularly. At the end of each three months we prepare a statement showing the authorized space which the company has furnished during the quarter and claiming pay for the service at the rates prescribed by the Interstate Commerce Commission.

If the amount of space regularly authorized is not sufficient on any trip to carry all mail offered, the railway postal clerk will make requisition on the company for the additional space needed. These requisitions are assembled in our office where they are checked against reports of the amount of mail carried which we receive from train baggage-men and others and if we find a sufficient amount of space has not been requisitioned to care for all the excess mail the matter is taken up with the local official of the Railway Mail Service who is always ready to give us corrected requisition if he finds our claim is just. From these emergency requisitions, as they are called, we prepare a bill at the end of each month against the Post Office Department for compensation for the emergency service rendered in addition to the authorized service. In the fall of the year until Christmas when the mail is rapidly increasing in volume these emergency requisitions are numerous and the checking and preparation of the bills against the Post Office Department entail a large amount of work in the office.

One of the rules laid down by the Commission is that if emergency space is necessary on 50 per cent or more

of the trips in a calendar month, the authorized space must be increased. We watch this carefully to see that the Railway Mail Service makes the necessary change in the space authorization.

While it is true we have but one shipper from whom we receive business, that shipper employs several buyers of mail space in our territory. The Railway Mail Service throughout the country is divided into fifteen divisions. Our lines lie in the Tenth and Thirteenth Divisions. The states of Minnesota, North and South Dakota are in the Tenth Division, the headquarters of which, with a superintendent in charge, are located in St. Paul. His division is divided into eleven districts with a chief clerk in charge of each district, who has immediate supervision of the mail service in his district. Our lines operate through six of these eleven districts. The states of Montana, Idaho, Washington and Oregon are in the Thirteenth Division with the superintendent's headquarters at Seattle. In that division our lines pass through three chief clerks' districts. In each of the nine districts there is probably an average of 125 railway postal clerks, about one-third of whom at some time or other are concerned in the buying of mail space. We do not deal directly with these clerks but take up with their chief clerks any discrepancies we may find in their requisitions for space.

We also look after the company's mail business on its lines in Canada, where a space system of compensation very much similar to that in the United States is in effect. The mail service on our lines is administered by district superintendents of postal service located at Winnipeg, Calgary and Vancouver.

An article on Mail Traffic would not be complete without some mention being made of Fast Mail Train No. 27. This train is scheduled to leave St. Paul at 8:45 a. m., after receiving mail from



Car Inspectors Who Keep the Mail Trains in Good Order: Joe Serlin, Steve Kirlevsky and John Lee.

C. M. & St. P. fast mail train from Chicago which in turn connects with the New York Central fast mail from New York and Boston. It reaches Seattle the second morning at 6:15, making the run of 1,794 miles in forty-seven hours and thirty minutes, the running time being ten hours faster than the fastest passenger train. This train is very seldom late in arriving at Seattle, and the business people of that city are very much pleased with the service, as it gives

(Continued on Page 8)

Uncle Sam, Shipper

(Continued from Page 7)

them their mail from the East at the beginning of the business day. The superintendent of the Railway Mail Service at Seattle once remarked, "You can set your watch by the arrival of No. 27." When you consider this train crosses two mountain ranges and carries generally eight and frequently ten or eleven cars filled with mail and express, and in the winter months operates at times under the worst kind of weather conditions, its record for "on time" performance on a fast schedule is most remarkable. Credit for this good showing is due the Operating Department.

Many times we are asked what our contract with the Post Office Department calls for. There is no contract entered into by the Post Office Department and the railroads for the carrying of the mail. The Act of Congress of July 28, 1916, requires all railway common carriers to transport such mail matter as may be offered for transportation by the United States in the manner, under the conditions, and with the service prescribed by the Postmaster General and they shall be entitled to receive fair and reasonable compensation for such transportation and for the service connected therewith. Should the rates of compensation prescribed by the Interstate Commission be deemed by the railroads not adequate for the service rendered, the carriers may petition the Commission for an increase. Such a petition is now pending before the Commission.

To say that we are charged with seeing that the company furnishes the service required by the Post Office Department and that the Post Office Department compensates the company for the service rendered at the rates prescribed by the Interstate Commerce Commission, would be a brief summary of the work of the Mail Traffic Department.

A Dependable Railway

Ralph Bloomfield of the Electro Sun Company, Inc., of New York, pays the road a compliment in a letter to Mr. Blair received some time ago. It is surely good reading! He writes:

Allow me to express appreciation for the excellent service and courtesy in your dining cars. I had the pleasure of traveling on your Oriental Limited.

I fully realize that dining car service cannot be supplied at a profit and you are doing a very excellent piece of work turning this service into an advertising proposition and making it "the talk of the town" so to speak.

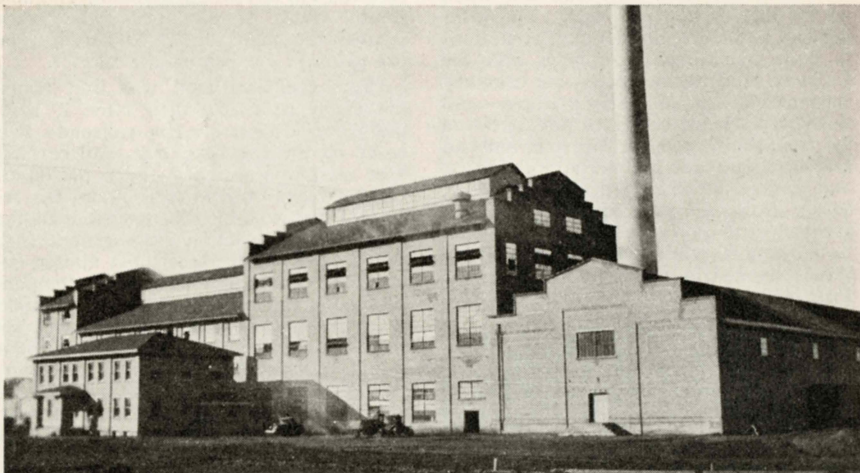
It has been my experience in traveling that dining cars are places where one *must* eat, but on the Great Northern, they are places where one *wants* to eat.

I wish also to put in an additional word for the courtesy extended to me by one of your stewards, Mr. Wm. J. Borbeck, and I also wish to suggest that you can teach most of the roads east of Chicago what courtesy and service mean.

You may rest assured that I am going to boost for the Great Northern.

Sidney—A Sugar Beet Center

The Holly Sugar Corporation Has Splendid Plant Located in This Montana City



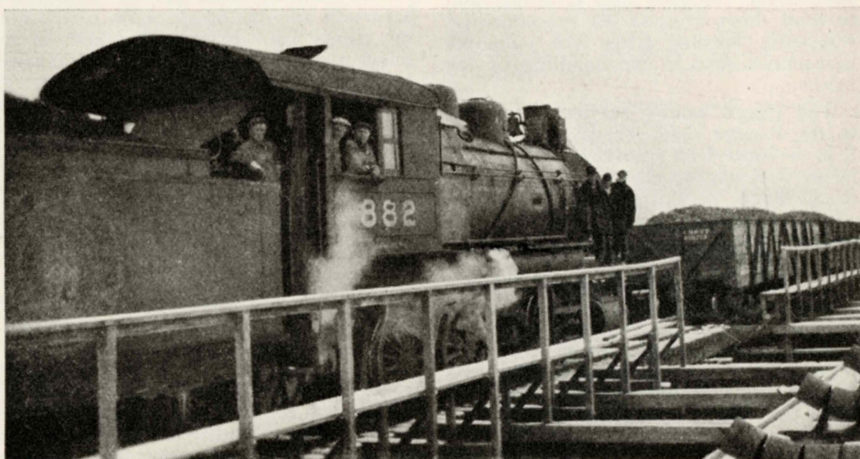
Holly Sugar Factory, Sidney, Montana.

SIDNEY, MONTANA, is the county seat of Richland County, and is located in the heart of the Lower Yellowstone Valley. Always a thriving little city, the completion a little over two years ago of the fine plant of the Holly Sugar Corporation has done much to forward the development of the community and the entire region.

This million and a half plant was constructed to turn out daily twelve hundred tons of sugar beets, for which this section is famous, and has an original

speaking the various stages include cleaning, washing, inspecting, slicing, extracting the juice, discharging the pulp, heating the juice, filtering, carbonation, evaporating, and crystallization.

Every modern facility will be found in the Holly plant, and also in its branch stations. The housing of those who harvest the beets is the last word in wholesomeness and far superior to what the same people have in their own homes. Every effort is made to see that they are comfortable. The people of



Cars Loaded with Beets Coming into the Factory.

capacity of 200,000 one hundred pound bags of sugar annually. The farmers of Richland County have raised beets successfully for a number of years and, according to the Richland County Chief, made money at it, even when shipping charges were included. Of course, the establishment of the plant in 1925, made the growing of sugar beets much more profitable, with the market close at hand. The soil is said to be highly suitable for beet culture, and there is also a market for the beet tops.

The process of sugar making is decidedly interesting, from the time the beets arrive and are placed in the storage bins, until the white sugar reaches the weighing scales for bagging. Roughly

Sidney are very proud of this great industry and feel that it is a very decisive step in the development of what they call "The Land Where Opportunity Smiles."

They'll Get Theirs

Whatever else may happen,
Now that the country's dry,
The sailor will have his port,
The farmer have his rye,
The cotton*still* has got its gin,
The seacoast has its bar,
And each of us will have a bier,
No matter who we are.

—Typographic.

Where Copper is King

(Continued from Page 5)

plant at Anaconda in the utilization of this acid in the manufacture of fertilizers. The Anaconda Company owns phosphate deposits at Melrose and Garrison, Montana, and did some development work at both places. The manufacture of "Anaconda treble superphosphate" was begun in the summer of 1920 in a plant having a capacity of 50 tons of raw material a day. The process of making superphosphate is, briefly, as follows: Raw phosphate rock is crushed and ground in Hardinge mills to about 80-mesh; it is then treated in agitators (tanks) with 60 per cent sulphuric acid, ton for ton. The solution goes to Dorr thickeners, thence to an evaporator; and the concentrated solution is mixed with finely pulverized raw phosphate rock in the proportion of 2 to 3. The finished product is said to contain about 48 per cent available plant food."

The plant now uses a special grade of phosphate rock, mined at the company's property in Conda, Idaho.

Late improvements of the Anaconda Copper Mining Company include the recently completed electrolytic zinc plant at Anaconda, which began to operate on January 23, with a large crew, numbering approximately 300 men.

Construction of the plant started last summer with a force of 800 men.

It is estimated that the annual output of "Anaconda Electric" zinc in Montana will be increased by at least 50 per cent by the operation of this plant, which has a capacity of 165 tons of cathode zinc a day, or 120,000,000 pounds a year. The enlarged plant at Great Falls has a capacity of 335 tons daily, or 240,000,000 pounds a year. This makes the combined total of the company's capacity 360,000,000 pounds a year.

The new plant at Anaconda will receive the bulk of the zinc ores produced in the Butte district, and like the one at Great Falls, will treat ores shipped from the Coeur d'Alene and Salt Lake districts.

The new plant is divided into four main divisions, roasting, leaching, electrolyzing and casting. For the three latter divisions, modern, fireproof buildings of brick and steel have been erected. Similar new structures house the zinc residue dryer and the electrical substation.

This new electro-chemical industry at Anaconda represents a substantial addition to the commercial load of the Montana Power Company, its requirements being in excess of 33,000 horse-power.

He Knew

Teacher—"Robert, here is an example in subtraction. Seven boys went down to the creek to bathe, but two of them had been told not to go in the water. Now can you inform me how many went in?"

Robert—"Yes, ma'am; seven."—*The Farmer.*

May, 1928



A Buxton Booster in 1884

BACK IN THE DAYS when Dakota Territory was in the making, in fact in the eighties, there lived and carried on business in the little city of Buxton, one of the livewires of that day. He is still living there, and is still keenly interested in Buxton, the town he founded, and the entire northwestern country.

The gentleman's name is Budd Reeve, senior, and according to the front page of his letterhead he was general manager of the Buxton Townsite Company, proprietor of the Buxton Elevator and dealer in choice Red River Valley lands and town lots and dealer in grain. With a vision of what advertising was going to mean in the Republic, Mr. Reeve used a two sheet letterhead, and on the third and fourth pages, told his correspondents the story of the West.

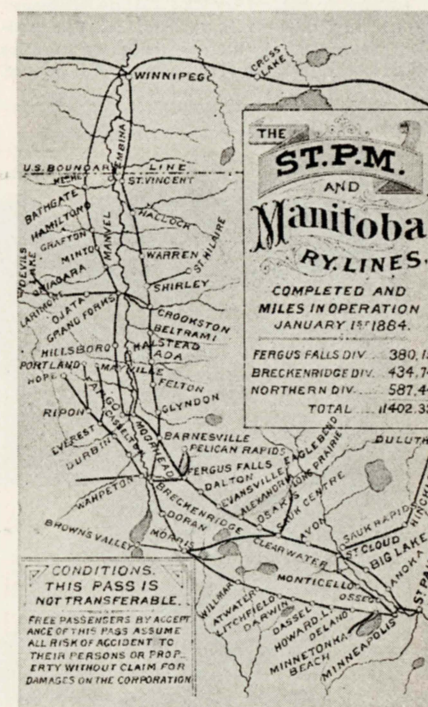
He reviewed the advice of Horace Greeley to young men to "Go West," and analyzed what he believed to have been in Mr. Greeley's mind. He pointed out the difficulties Mr. Greeley had encountered in farming in the East, and what a marvelous response was given to the man who seriously set out to conquer the soil in the generous reaches of the great West.

One salient paragraph in Mr. Reeve's story has grown to be peculiarly true of the western country. He wrote, "We not only want you to come and help improve the country and get rich, but we want you for a neighbor and on account of your society. If you are old enough to have one, it would be a pious idea to bring a wife along. It will be pleasanter calling on you than if you were keeping bachelor's hall." No one will gainsay that the people of the West are the most neighborly and friendly on earth, and that is without any criticism of other parts of the world. It just seems to make for closer relations and better understanding, this wonderful western land of ours.

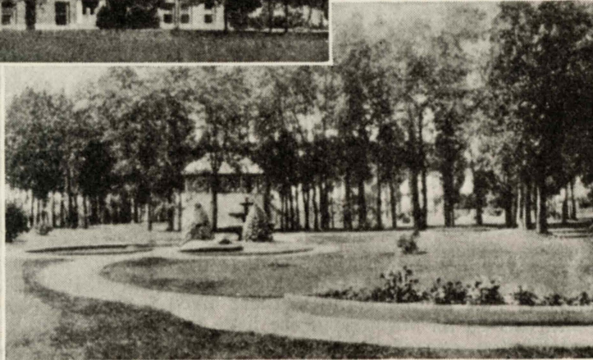
Among other things which he wrote back in those days, was that the Minneapolis mills alone ground sixteen million bushels of wheat in 1881. This figure is not at all startling today, but it was amazing when it was put down by him.

Mr. Reeve had deep faith in the men who were seeking to develop the West, and was a close friend of Mr. James J. Hill. In another part of his circular, he writes, "Look at the class of men who have farms and are engaged in subduing the earth in the Red River Valley.

They are our merchants, lawyers, doctors, bankers, preachers, judges, mayors, U. S. Senators and representatives. And such men as Vice President Hill, General Manager Manvel and Chief Engineer Smith of the St. P., M. & M. railway are building railroads over the wild prairie to meet their efforts and carry their products to market. Is it surprising that the West grows and prospers?"



We show on this page a pass on the St. P., M. & M. issued to Mr. Reeve in 1884. The reverse side of the pass is also shown, on which is a map of the railroad and the mileage of its various divisions. It is the enthusiasm of such men as Budd Reeve, senior, which has made the West the great empire it is today, and the Nation owes them a debt of gratitude which it will be difficult to pay. We are indebted to Mr. Reeve's son, Budd Reeve, junior, for the use of the pass and letterhead, upon the solicitation of our agent at Buxton, O. Strandvold.



"U Need Rugby Needs U"

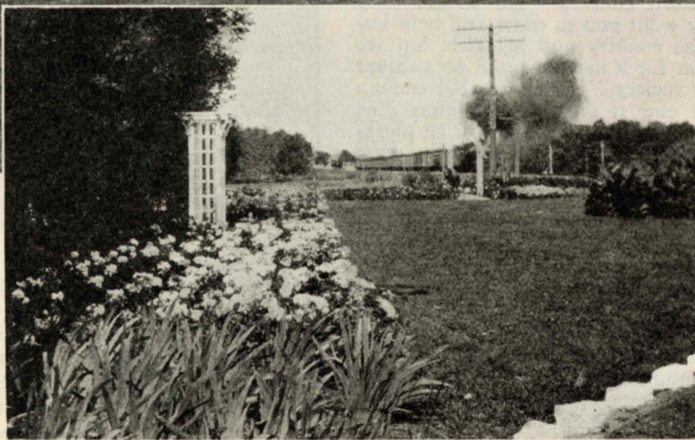
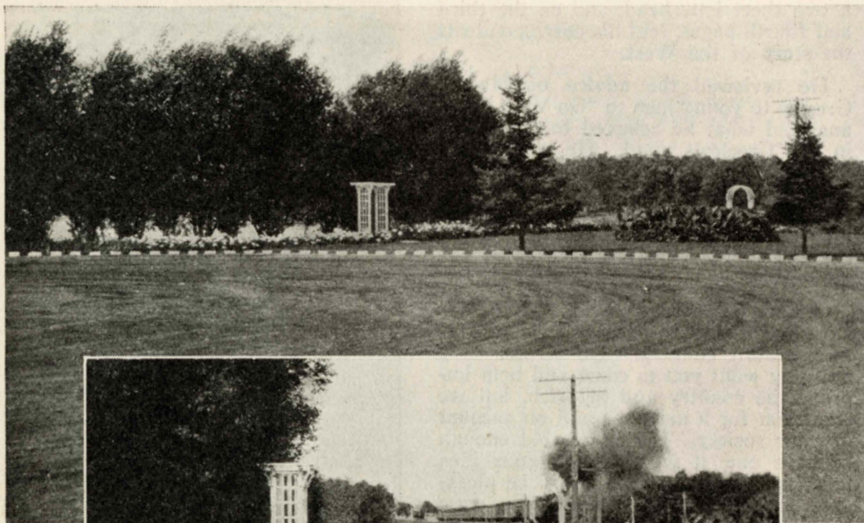
THE TITLE OF THIS article is the slogan which appears in white on a red background on the back of the stationery of the public schools of Rugby, North Dakota. Many a larger city might well take heed of the progressive spirit of this little community of not more than two thousand people.

This emblem is by no means all that is on the back of these letterheads. There is a map of Pierce County, with railroads and highways and the points to which they lead. There is a description of these routes of travel, and in closing these words are used: "The center of the territory is devoted to diversified

farming, which is the reason for the splendid financial condition of our farmers. Pierce County never suffered from a land boom and real estate may be bought at most attractive prices."

The remaining space is taken up with eight illustrations of the city, two of which, The Pierce County Court House and Ellery Park, the city playground, are shown at the head of this article. There is also a picture of the hospital, a typical farm scene, the creamery, the famous greenhouses, where the expression "Say it with flowers" originated, the Great Northern station and a general view of the city.

The information and pictures come to us from Agent Geo. W. Wilson, together with a letter from Mrs. Eva B. Ely, principal of the elementary school, in which she tells Mr. Wilson how interested the children in the schools are in the Red River Trail booklets issued by the company and which the young people have been studying. We simply have to take our hats off to Rugby, for the spirit shown in telling the story of their town and their pride in it on the back of every letter they send out.



Surroundings Beyond Compare

WITH THE SEASON OF flowers almost "on top of us," it is a positive joy to receive pictures of station and shop grounds which have been turned into beauty spots. Not the least among these, on our lines, is the station at Alexandria, Minnesota, and the pictures give you something of an idea of how beautiful they were last year. These came to us through the courtesy of F. D. Kelsey, superintendent of the St. Cloud Division.



A Clever Artist

THE ABOVE PENCIL copy of a picture of Two Guns White Calf, the famous Blackfoot Indian, was drawn by Mrs. Katherine A. Brown of St. Paul. Mrs. Brown is the mother of Mary Alicia Brown, secretary to the general manager of the American Railway Express Company, and of J. F. Brown, traveling joint facility clerk, Great Northern Railway Co.

About five years ago Mrs. Brown suffered a stroke of paralysis, and lost the use of a portion of her right side. She was unable to walk and seemed doomed to the usual misery of invalidism. But with unconquerable courage, she learned to write and then to draw with her left hand, and has produced some unusual and rather remarkable work, as the sample shows. She had always been right handed and had never discovered any particular talent for sketching up to the time of her misfortune.

Great Northern Semaphore

A. N. Halverson Dies

Sudden Death of Popular Chief Clerk at Superior Shocks Many Friends

SHORTLY AFTER MIDNIGHT on March 20, while taking a friend home from a social affair, Arthur N. Halverson, chief clerk to the superintendent of the Mesabi Division, was instantly killed when the machine he was driving crashed into a tree. The icy pavement is believed to have been responsible for the car getting out of hand.

Mr. Halverson came to the Great Northern in 1907 as a car checker in Superior, his native city. Later he was timekeeper and filled a number of clerical positions up to 1916, when he was made chief clerk. His home was in Duluth. He is survived by his wife, his parents, three sisters and five brothers. He was a member of the Masonic Order and the Lions Club of Superior.



"Art" Halverson as hundreds of warm friends called him, was especially and deservedly popular among his Great Northern associates, both in the Twin Ports and in the Twin Cities. He was a firm believer in the advantages of "getting together" and when the Club idea was instituted on the Great Northern by employes at various points, he warmly supported it in Superior. He was among those who paid many fraternal visits to Minneapolis and St. Paul Great Northern Clubs, and he was ever ready to aid in any possible way to promote the success of undertakings of the organizations of which he was a member, both in the railroad and outside of it.

A considerable delegation of members of the St. Paul and Minneapolis clubs attended the funeral in Duluth, and also sent floral tributes.

Mr. Halverson was the first associate editor of the SEMAPHORE for the Mesabi Division, and served about two years, when he resigned owing to press of other duties. He did much to develop the fine cooperation which the employes' magazine receives from that section of the System, and was always most enthusiastic in supporting the publication and securing proper representation for his division in its columns.

Another sign of age is when people tell you how young you look.

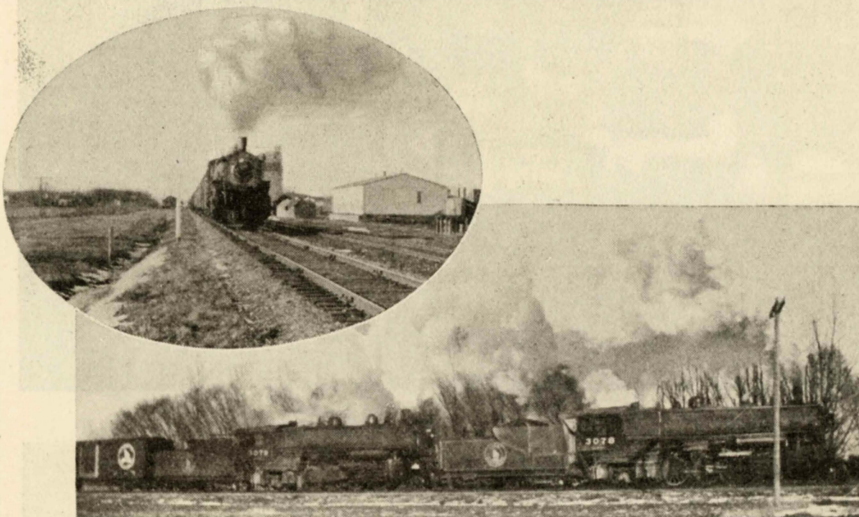
May, 1928

Montana Stockgrowers at Havre

THE FORTY-THIRD annual meeting of the Montana Stock Growers' Association was held at Havre, Montana, on April 12 and 13. Among the speakers were Ralph Budd, president, Great Northern Railway Co.; James E. Poole, livestock statistician and market expert, Chicago; R. C. Pollock, general manager of the national livestock and meat board, Chicago; T. W. Tomlinson, secretary of the American National Livestock Association, Denver; L. Oscar Challman, vice-president, Chi-

cago Livestock and Loan Co., Chicago; Dr. W. J. Butler, state veterinarian; John T. Caine, former chief of the packers and stockyards administration, Washington.

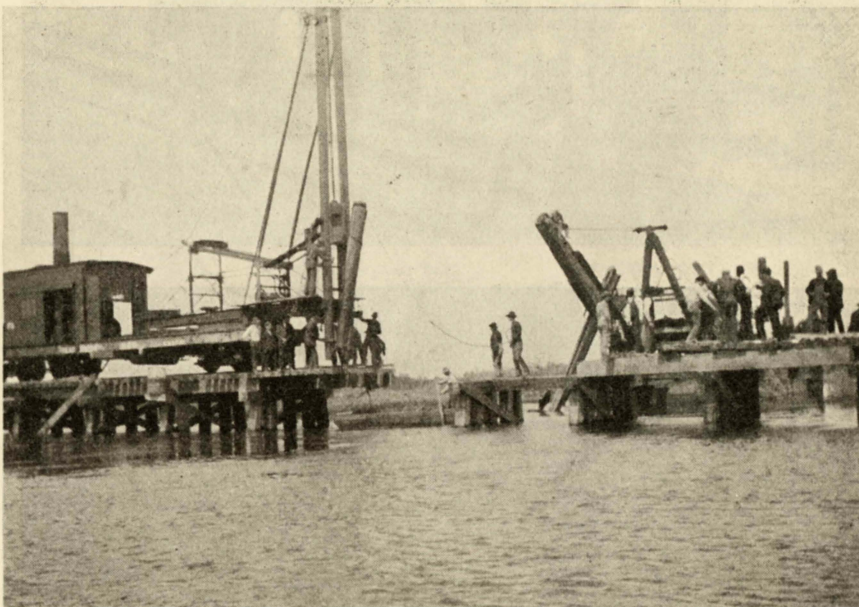
The meeting was preceded by livestock demonstrations on April 11, at the experiment station at Fort Assiniboine, near Havre, to which many farmers from the surrounding country were attracted. The meeting was said to have been one of the best ever held by the association.



G. N. Engines at Kindred, N. D.

THROUGH THE KINDNESS of Oscar Lykken, one of the younger friends of the Great Northern in Kindred, N. D., we have received some snapshots which he took in his neighborhood and two of them are reproduced above. He writes that some of his boy friends are working for the Great North-

ern, and that he thinks they would like to see some evidence of his interest in the railroad. We think they would too, but have no doubt that they are fully aware of his friendliness to us. We surely thank him for his sentiments and his snaps.



An Interesting Event

WHILE MOST OF RAILROAD life is a thing of schedules, in no line of work are there likely to be more emergencies, due to the wide extent and varying character of the physical properties. A case which illustrates this is shown by the picture above, sent to us by Veteran Retired Section Foreman Claus Anderson of Wadena, Minnesota. The picture shows the Leaf River bridge about four miles from Wadena, which had to be cut to allow the dredge, which was engaged in dredging the river to pass through.

SOME MORE OLD PICTURES AND A NEW ONE



Machine Shop, St. Cloud,
Minnesota, 1899

THROUGH THE COURTESY OF J. B. Bowers, roundhouse foreman, Wenatchee, Wash., and sent to us by Engineer W. E. Haggert of Spokane, we are able to print another old picture of the Machine Shop employees at St. Cloud, Minn., in 1899. Those in the picture, from left to right, top row are: Unknown, A. Swartz, unknown, C. Bell, P. Plattis, unknown, unknown; second row, sitting R. Nyland, E. J. Franklin, F. Lindt, J. McCarty; third row (bottom), J. B. Bowers, H. Ringle, W. Davis, unknown.

Superintendent's and Station
Force, Leavenworth,
Washington, 1895

LEFT IS A PICTURE of the superintendent's staff and station force at Leavenworth, Wash., taken in 1895. This came to us through the courtesy of Veteran Hagan Anderson. Those in the picture from left to right, back row, are: B. F. Carr, dispatcher; V. A. Riten, division superintendent; J. E. Hood, B. & B. clerk, afterwards division roadmaster, Montana Division, and first superintendent, Spokane Division; Hagan Anderson, station helper; J. F. Martin, stenographer; A. L. Davis, operator; A. A. Allen, clerk; H. L. Bell, chief dispatcher; Nick Murphy, clerk; James Beatty, clerk; unknown; front row: J. C. Ulrich, chief clerk; J. C. Dev- erty, agent, now chief dispatcher, Cascade Division; A. W. Crandall, road clerk.



Has Watched the Great North-
ern for Many Years

IT IS A PRIVILEGE to introduce our readers to a very charming hollyhock garden and the lady who charmed it into existence and nurtured it into such surpassing beauty. She is shown among these delightful blossoms at Cartwright, North Dakota, and her name is Mrs. Emma Murray Cook, wife of Agent M. A. Cook of that place.

Mrs. Cook writes most interestingly of having gone to Lanark, Montana, from her former home in Missouri, in 1890, when she went to live with her aunt and uncle, Mr. and Mrs. S. Urban, the former of whom was then running the Great Northern boarding house at Lanark. She went with the Urbans westward, first to Poplar, then to Java, but when they later went to Snohomish, Wash., Mrs. Cook remained in Java. The Urbans later went to the Klondike, and both of them died in Seattle a few years ago.

Among other interesting things she writes is that they saw and heard much of the Dakota Indian trouble caused by the Prophet Wovoka, and once they felt

(Continued on Page 25)



❖ SAFETY FIRST ❖

War Against Automobile Accidents

THERE ARE MANY POINTS of similarity between the battles of two opposing military forces and the efforts now being made to prevent automobile accidents. Both are accompanied by many deaths and a far greater number of injuries. The frightful wounds inflicted by bullets, bombs and bayonets in actual conflict are no more painful (nor are their consequences more serious) than the injuries suffered by the occupants of automobiles when struck by trains at highway grade crossings, or when two cars collide violently or when a motor vehicle runs against a stationary object or a swiftly moving machine strikes a pedestrian.

The perils of non-combatants in war are paralleled by the dangers of automobile passengers who are at the mercy of reckless drivers, and by the possible harm to pedestrians and children through the carelessness or unwarranted haste of reckless motor-vehicle operators.

It is not necessary to continue the analogy further. The point we are trying to emphasize is that largely because of the carelessness, recklessness, and selfishness of automobile operators, a machine devised for comfort, pleasure and convenience has become an engine of destruction of life and property comparable with the most modern implements of war. In proof of this statement, statistics show that every year the highway accidents in this country are more than twice as great as the total number of soldiers killed and injured in our nation's forces during the World War. Our total casualties (killed and wounded) in the World War amounted to 360,300; in the year 1926 there were approximately 23,000 persons killed and 600,000 persons injured upon our highways in accidents resulting from the operation of motor vehicles.

The war against automobile accidents has been waged continuously for many years and it often seems that the enemy is constantly gaining, because there is an increase in casualties every year. The number of deaths and injuries is disgraceful and must be reduced.

Cross Crossings Cautiously

One of the foremost problems that face the railroads today is the increase in the number of grade crossing accidents. The constantly increasing use of automobiles makes a solution of this problem all the more important. The railroads of this country have given and are giving serious consideration to this subject and are constantly doing everything within their power to bring about increased safety at highway crossings.

Under the auspices of the American Railway Association, a nation wide campaign is constantly underway which is known as a Careful Crossing Campaign. The object is to save human life and is consequently a human appeal to the undertaking that should find immediate response in the hearts and minds of every inhabitant the country over.

With 24,000,000 registered automobiles upon our nation's 3,000,000 miles of highways, it follows that there will be tragedies at some of our 233,000 railroad highway crossings.

In 1926 the Interstate Commerce Commission reported 5,921 accidents at such crossings, with 2,491 persons killed, and 6,991 injured. Automobiles were involved in 89 per cent of these accidents. Of the 5,921 accidents, there were 1,110 instances of colliding with side of trains. The Headless Horseman in Washington Irving's "Legend of Sleepy Hollow" was a harmless spook. The "headless horseman" on the highway today is a serious menace. To all appearances the headless driver is a normal human being. He has a knob that looks like a head, but it functions like a radio when the batteries need recharging. The headless driver, so called, takes pleasure out of the driving for careful motorists, spoils the traffic cop's temper and makes the railroad engineer grayheaded before his time. He can spot a shapely ankle two blocks away when driving in traffic, but fails to notice a boulevard "stop" sign. He can hear the invitation to have a drink of pre-war stuff if it's only a whisper, but he doesn't notice the locomotive whistle at a grade crossing.

Human beings, whether drivers or pedestrians, are divided into two classes—those who can be educated and those who can't. Fortunately there are very few in the latter class. Some learn through signs and bulletins—the cheapest way. Some get their education in the hospital or in court. Others have their faults buried with them.

Every railroad employe can assist in some way to reduce the number of highway crossing accidents, which is taking such a toll of human life. The following suggestions are submitted:

- Early re-inspection of all grade crossings.
- Removal of unnecessary obstructions to highway traveler's view of trains.
- Adequate, suitable protection at crossings.
- Proper maintenance of signals, gates, lights, and other warning equipment.
- Proper maintenance of surface, approach and drainage conditions.
- Check up on efficiency of crossing flagman.
- Adequate sounding of locomotive crossing whistle signals.
- Adequate ringing of locomotive bell.
- Proper protection in backing movements and when trains are cut, particularly on multiple tracks.
- More than ample space between crossing and cars when latter are stored on sidings.
- Special attention should be given where crossing casualties have recently occurred.

Will you help this humane movement by your earnest co-operation, and stop and slow down at railroad crossings, look both ways and listen for trains, and help save human life?

Suppose, Mr. Speeder!

Supposing your child should leave its own yard
For a romp or in search of a ball.
If its mother were busy and had not the time
To step out and give it a call.
Supposing some speeder should race down your street
As if he were taking a dare,
And crush out the life of your little child;

Mr. Speeder, do you think you would care?

Supposing your mother were crossing the street—

Your mother, now feeble and old;
And some reckless driver should knock her aside,

Leaving her lifeless and cold.

Could you find an excuse for this careless act?

Would you really think it were fair?

Now, putting yourself in this fellow's place,

Mr. Speeder, do you think you would care?

Supposing a loved one you hold very dear

Were a victim of some speeder's game;
And lay in bed just day after day,
All crippled and hapless and lame.

Supposing he never could walk any more,
No longer your pleasures could share;
Just lay there and suffer day in and day out—

Mr. Speeder, do you think you would care?

How little you care for the other man's pain

In your reckless pleasure and greed;

How little you care when it costs someone else,

As you travel at dare-devil speed;

But just let it strike in your family some day,

For you and your loved ones to share—
Then you'll slacken your speed and you'll take time to think,

And then, Mr. Speeder, you'll care.

A Dependable Railway

Australia joins in the chorus about the courtesy and service of the Great Northern, as is witnessed by a letter to Superintendent Blair from Miss Eva Coffee of Warinilla, Kiriabilli Point, North Sydney, which reads as follows:

It is with the greatest appreciation that I acknowledge receipt of your "Great Northern Secrets," which I asked your dining car steward for, when traveling on your road to San Francisco in October. The "Secrets" are most useful and reliable, but much as I appreciate them, it is also a particular pleasure to show my Australian friends the ability and courtesy of our American railroad system.

Saco-Turner Line Authorized

SINCE THE LAST ISSUE of the SEMAPHORE appeared the Interstate Commerce Commission has granted authority to the Great Northern Railway Company, to building a new line from Saco, Montana, to Turner in the same state. Contract has been awarded to A. Guthrie Co., Incorporated, and work will commence as soon as weather permits. This is the branch to which reference was made in the leading article in the April issue.

Great Northern Semaphore

St. Paul, Minnesota

MAY, 1928

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

Copper

DO YOU EVER THINK when you spend a penny or two, what an important metal copper is and what a necessary factor it is in the world's business? One can hardly imagine our great industries operating without copper.

In 1745 when our country was a British Colony, an English commission, sent here to make a survey of industrial conditions, suggested that "tin plates and copper in sheets to be wrought into utensils can be had only by importation to any advantage." Yet, from the "richest hill in the world" at Butte, Montana, the Anaconda Copper Mining Company has an annual producing capacity of nine billion pounds of copper and its alloys, which find their way into factories and industries all over the world, including those of Great Britain.

The article in this issue of the SEMAPHORE "Where Copper is King" is one of the most interesting that has yet appeared in our magazine. The ore is mined at Butte, sent by electric train to Anaconda, where nature provided an ideal spot for an immense smelting plant. Here, through processes that are almost miraculous, the greater part of the foreign substances and impurities in the ore are removed, and the ore is made into forms called "anodes," great slabs of almost pure copper two by three feet in size, two inches thick, weighing six hundred pounds. These anodes, in turn, are shipped to Great Falls where again nature has provided the proper spot for a refinery, the falls of the Missouri River there furnishing water power in abundance; and here at these great refineries the remaining impurities, through another almost miraculous process, are removed from the anodes, which are then converted into ingots.

At Great Falls, copper wire and copper rods of various sizes are manufactured. Ingots are shipped all over the world, much of the copper in this form going to Great Britain.

The copper mines, smelters, and refinery described, at Butte, Anaconda, and Great Falls, constitute one of the greatest industries in the world, and are owned by the Anaconda Copper Mining Company.

Every possible precaution is taken in the mines at Butte for the protection of the men working underground. Fifteen thousand men work in a honeycomb containing two thousand seven hundred miles of passageways in these great mines, and thirty-five miles of new passageways are driven every year.

Not only does the refinery at Great Falls handle the products of the Butte mines after they have been smeltered at Anaconda, but also ore from Idaho, Utah, and British Columbia.

The smoke-stack at Anaconda is a striking one. It can be seen, of course, for miles and miles. It is hard for one to realize that if the Washington monument were dropped inside this large

smoke-stack at Anaconda, it would entirely disappear. There is room at the base of the smoke-stack to build a residence large enough to house a good sized family.

The Great Northern Railway is proud of the fact that in the operation of its system, it has an opportunity to render the service of transportation to this great copper mining organization, which, in turn, is rendering to the world such an all important service.

Progress

NEW OCCASIONS TEACH new duties, time makes ancient good uncouth," said James Russell Lowell, and because this is true, each one of us should increase in value each year—in value to himself at least, for no thinking man is satisfied with himself unless he knows that he is accumulating knowledge, experience, and greater efficiency as the months and years go by. Only in this way can any man increase in value to himself or to his organization. If he becomes of greater value to his organization, he increases in value to himself.

Any great organization that employs a man makes an investment in that man. In a way it is speculating in his ability to make good. The more important the position, the greater the investment and the speculation. Every employee in any organization, great or small, owes a duty to his organization or his firm; or to himself, if he be in business alone, to prove to his organization, firm or himself, that the investment has not been misplaced; in other words, that the transaction shall prove to be an investment, good and sound, and not a speculation that has failed.

Advancing in this way, gaining a little in knowledge, experience and efficiency each day, spells progress.

Today the man who is out of step with progress is a failure.

Let us think of ourselves, no matter in what form of service we may be engaged, as an investment, and never as a speculation.

If those who have gone before us had not progressed, we should still be living in caves. We owe it to future generations, to keep step with the army of progress.

Woodpeckers

ISN'T IT QUEER how we often refer to people as "birds"? It is a daily question—"who is that bird?" And then we specify, and distinguish different kinds of people by referring to them as birds of different kinds. One man may be a "vulture" or a "hawk," while another is the fellow whom we call the "lame duck," or the "poor goose," the "old rooster," or the "jay"; and sometimes we hear the "female of the species" referred to as a "hen," meaning, it is presumed, that she has a propensity for cackling. And there is also the person who is sometimes called a "peacock."

But were you ever awakened at dawn, on a bright spring or summer morning, by a woodpecker pounding away on a nearby tree, and not content with his pounding, stopping to further and more successfully disturb your joyful slumbers with his shrill, piercing and unpleasant voice? Frequently one of this species keeps me awake in the morning outside my bedroom window.

Of what possible use is the feathered woodpecker—destroying trees, disturbing the peace, and generally making a nuisance of himself?

And what about the human woodpecker? The fellow who butts his head against a tree, so to speak, and pounds, knocks and hammers everyone and everything, his shrill voice aiding by disturbing those who really and sincerely wish to work? Birds, indeed! We are well described as "birds," but among them all, is not the knocking, hammering destroyer of peace and property the most despicable?

"World's Most Amazing Railway Trip"

UNDER THIS INTERESTING title, the Mexican Railway has recently issued a handsome folder, giving an account of the picturesque journey from Vera Cruz to Mexico City. The booklet is full of attractive views of extraordinary scenery, and also contains a map of the country and much valuable information for tourists and others.

Important Notice About Your Pay Check

This notice is inserted in the SEMAPHORE owing to the number of employees who endorse their pay checks in blank and then lose them, under which circumstances the Company is unable to recover the loss for the employee, in case it is found and cashed by a dishonest person.

DO NOT ENDORSE YOUR PAY CHECK IN BLANK; that is, do not merely sign your name on the back. Endorse your pay check specifically to the bank or person cashing it for you. If a pay check is lost so endorsed the finder will have to forge the name of the one to whom you endorse the check, and the Company can then recover for you by reason of the forgery and you will suffer no loss.

If you deposit your check in the bank or cash it at the bank, endorse it as follows:

Pay to the order of
First National Bank, St. Paul, Minn.
(signature) JOHN JONES.

If your check is cashed by an individual, such as your grocer or butcher, endorse it as follows:

Pay to the order of Tom Brown,
(signature) JOHN JONES.

DO NOT ENDORSE YOUR PAY CHECK UNTIL YOU ARE READY TO DEPOSIT OR CASH IT, because if a check is lost without your endorsement and the finder forges your signature on it, we can recover for you. The above is important for your protection.

VETERANS' CORNER

CHARLES A. AFFLECK
Department Editor
1534 Thomas St.
ST. PAUL, MINN.

ELECTED TO MEMBERSHIP IN THE GREAT NORTHERN VET- ERANS ASSOCIATION

APRIL 20, 1928

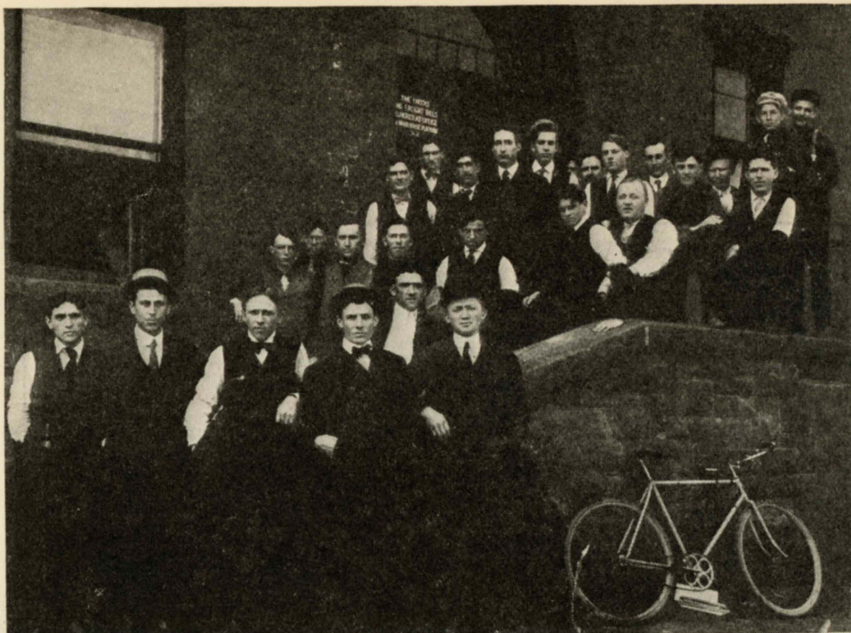
Anderson, Otto, carpenter foreman, Superior, Wis.
Bley, Paul, machinist, Dale Street Shops, St. Paul, Minn.
Blocher, George A., agent, Bellingham, Wash.
Conroy, James D., conductor, Superior, Wis.
Campfield, Harry E., conductor, Minneapolis, Minn.
Check, John, district roadmaster, Williston, N. D.
Doyle, Edmund A., conductor, Watertown, S. D.
Fahrenholz, Paul E., switch foreman, St. Cloud, Minn.
Farden, Jul O., signal maintainer, Crookston, Minn.
Hanson, Sophus V., conductor, Spokane, Wash.
Harvie, Robert, engineer, Bellingham, Wash.
Hopkins, George A., conductor, Spokane, Wash.
Hunt, Timothy, engineer, Superior, Wis.
Kaluza, Frank J., engineer, Williston, N. D.
Loudy, Edward A., engineer, Superior, Wis.
Lovsted, A. N., engineer, Breckenridge, Minn.
Lowry, John, conductor, Williston, N. D.
Manthe, Charles A., trainmaster, Seattle, Wash.
McDonald, Charles J., conductor, Superior, Wis.
McDonald, Thomas C., yardmaster, Minneapolis, Minn.
McFarland, Henry B., operator, Dale Street Stores, St. Paul, Minn.
McKenney, Harry B., conductor, Minneapolis, Minn.
McNairnay, John C., engineer, Crookston, Minn.
Nelson, Christ H., engineer, Crookston, Minn.
Nylander, Peter, section foreman, Dassel, Minn.
O'Connell, Timothy, district claim agent, Grand Forks, N. D.
Olson, Caleb S., engineer, Minot, N. D.
Peterson, Albert, engineer, Lewiston, Mont.
Poffenberger, A. L., agent, Delano, Minn.
Ross, Emory R., engineer, Everett, Wash.
Sandberg, John A., deputy comptroller, St. Paul, Minn.
Schrofer, Frank, chief clerk, office, superintendent of motive power, St. Paul, Minn.
Snyder, Eugene L., engineer, Breckenridge, Minn.
Sofos, Christ, engineer, Grand Forks, N. D.
Sowle, John F., conductor, Grand Forks, N. D.
Stone, August H., engineer, Jackson Street Shops, St. Paul, Minn.
Tallmadge, George E., assistant general storekeeper, St. Paul, Minn.
Weldy, Lester A., engineer, Williston, N. D.
White, Robert H., engineer, Superior, Wis.
Whitlock, Orin L., relay manager, St. Paul, Minn.
Wilson, George W., agent, Rugby, N. D.

How About Badges?

VETERANS wishing to have an Official Veteran Association ribbon badge to be worn on special occasions, may obtain same by sending \$1.00 to the Secretary, R. L. Bonham, Room S16, General Office Building, St. Paul, Minn.

Yesterday's Recollections

WAY BACK IN 1888, Veteran Conductor P. H. Garin was going strong for the Great Northern. He writes that he had the honor of running the first train through the present Cascade Tunnel. He says, "I was spreading the ballast in the tunnel



Superintendent's Office and Freight Office 1907

HERE IS A PICTURE taken over twenty years ago of the forces of the superintendent's office and the freight office at Superior, Wisconsin. Those in the front row from left to right are: Lyman A. Pickett, Wm. Wesinger, Roy Watterson, Wm. F. Smith, John C. Leacy; second row; Daniel J. Flynn; third row: Jas. R. Egan, Jas. McCormick, Frank McAdams, Wm. Berg, John E. Smith, Edw. Fisher, Walter Hanscom; fourth row: Bert Redmond, Wm. F. Mooney, John McKay, Jas. E. Bell, Edw. J. Moylan, Calvert Merriman, Jas. Cummings, Daniel F. Collins, LeRoy N. Meyers, Herman Christianson, Peter A. McConville, Frank McGirl, Chas. W. Welty, Gunnar Nelson. In the window; Thomas J. Cass.

and approaches. The first train we took Mr. Hill and party on two flat cars with engine No. 531, Engineer Billie Burke. The track wasn't connected at the west approach, so they had to walk to Wellington, but were there fifty minutes before the train got over the mountains. Our present General Superintendent at Great Falls, W. R. Smith, took their train over the switch-back."

He also relates a most amusing incident as follows:

"We were going on a special from Great Falls to the State Fair at Helena, and there were a lot of hobos trying to ride the front end and the rods. The crew stopped several times to put them off and the conductor, a fiery Dutchman named Billy Hoke, was getting very much peeved. When we got out on the Butte leg of the Y, he lamped a big, long-haired bo on the engine tank. He talked some rough to the fellow, who seemed sore to be put off. When he slid down off the tank, he took a good sized piece of San Coulee limp with him and when he hit the ground, he let go at Hoke and hit him on the head hard enough to break the coal in several pieces. As soon as Hoke got his bearings, he hollered that he would fill him full of lead and started on the run for the baggage car. The bo headed for Sun River on the run. By the time Hoke got his artillery, the fellow had a good start, but when 'Old Betsy' got kicking up the dust close to him, I never saw such a burst of speed. He evidently had previous experience in dodging, for he ran with his head down and zig-zagged. Fortunately Hoke didn't hit him but he must have scared him considerable."

When cupid hits the mark, he Mrs. it.

Bugle Blasts

(Continued from Page 23)

Maurice J. Mickelson (N. P.) was operated upon April 13 at the Northern Pacific Hospital and is reported as resting easy, but visitors will not be permitted for ten days.

Emil O. Winter (N. P.) who has been confined to his home due to an illness of three weeks, has returned to work. We will all see and hear more of Emil when he completes his night law studies.

Axel H. Jacobson (G. N.) was handed the best wishes of the Post by the adjutant, when departing for Beach, North Dakota, where he begins active pleading before the bar and bench.

Walter C. Nolting (G. N.) has been on the road so much of late that Post meetings have been very quiet. Walter is a keen defender of General Pershing and can be depended upon to rise to great oratorical heights when occasion offers.

Henry A. Doth (G. N.) will on May 22 next declare dividends of golf clubs, fishing tackle, etc., so you are urged to register your stock with Henry in advance of that date. Send in your certificates now.

The Recruiting Detail has had an active season, successfully enlisting the physical and moral support of the following:

Thomas E. Coffey, Great Northern Railway.
William F. Gannaway, Great Northern Railway.

John Garing, Great Northern Railway.
Vladimir J. Briosche, Northern Pacific Railway.

Charles R. Kennedy, Northern Pacific Railway.

Ralph J. Smyth, Northern Pacific Railway.
Herlof H. Dahl, Western Fruit Express.

Charles M. Esch, Builders Exchange.

This squad will be well polished and functioning in time for the Memorial Day exercises.

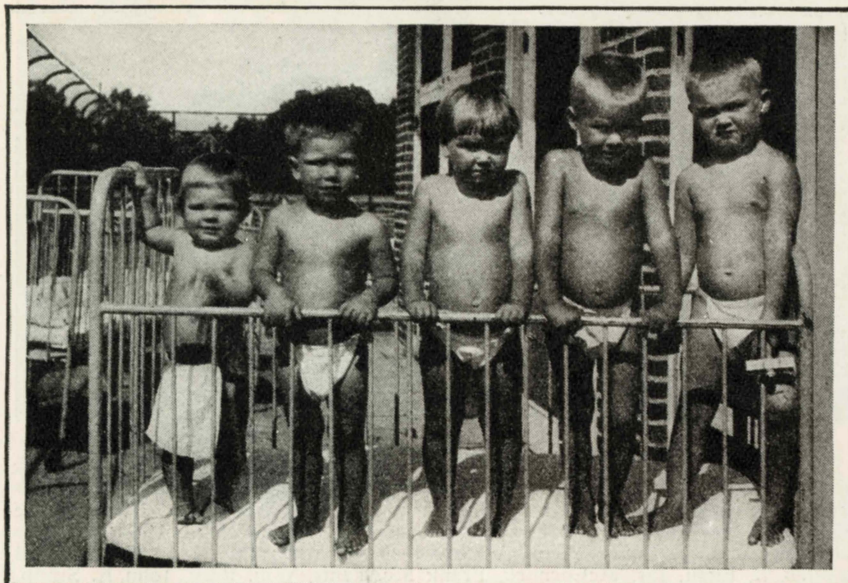
May meetings will be held on the 8th and 22nd. The welcome sign is out always for Legionnaires and all other service men, so carry on, for God and country!

Harold J. Beech (N. P.),
Correspondent.

For the Health of Your Children

Blessings of Sunshine

WALTER R. RAMSEY, M. D.
Associate Professor, Diseases of Children, University of Minnesota, St. Paul



Courtesy The Farmer's Wife

EVERY SCHOOL GIRL knows the importance of sunlight in the development of plants and flowers. If two beds of soil are identically prepared and sown with the same seeds, the one being in the open where the direct rays of the sun strike it, the other in the shade of the house or of a tree, the plants in the direct sun will be well developed, while those in the shade will be spindly and immature.

The absolute dependence of the vegetable kingdom upon sunlight for proper development has long been recognized, but any clear idea of its importance in the development of human beings and animals has until very recently been little in evidence.

If one visits the old cities of Europe, it is apparent at once how small a role the sun played in the lives of the people. The streets are often so narrow, and the houses so crowded together that in many of the rooms no sun ever penetrates, but they are still used for the daily life of individuals from the beginning to the end.

Until a very few years ago the so-called civilized world carefully avoided the direct rays of the sun whenever and however possible. The houses, especially in the north, were constructed for warmth and with the fewest windows, and these were opened only long enough once daily to admit some fresh air and then closed again for another twenty-four hours. Was it any wonder that tuberculosis exacted such a large annual toll? Clothing which shut out the sun's rays to the greatest extent possible was worn and to avoid spoiling their complexions the women and girls wore wonderfully constructed starched sunbonnets. It is written that the ancient Egyptians exposed certain wounds to the healing effect of the sun's rays, but until very recently there has been little or no appreciation of the effects of sunlight in the prevention and cure of disease nor its

Above, a group of babies getting sunlight treatment at Glen Lake Sanatorium, Hopkins, Minn. At right sunlight treatment at the famous Rollier Hospital in Switzerland.

effect upon physical development of the individual.

During the past twenty-five years a number of physicians in Europe have written concerning the value of the sun's rays in the treatment of certain affections but it remained for Rollier, a young Swiss physician, to carry his experiments into effect and over a period of years to develop a technique in utilizing the sun's rays to the best advantage in the treatment of disease.

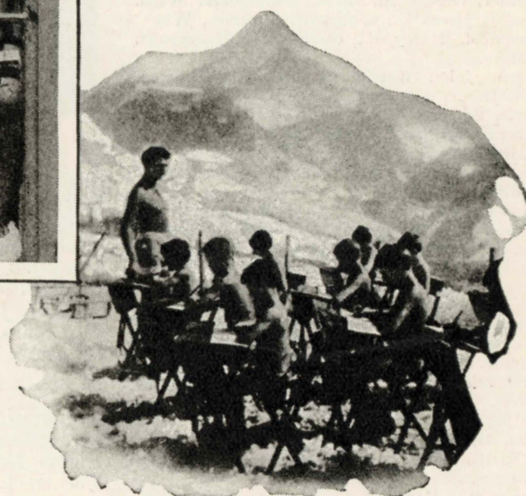
Doctor Rollier observed, among the farmers and other workmen who during the heat of the day go bared to the waist, that the parts of the body so exposed were much better developed than those covered with clothes. He observed that wounds and sores when exposed to the sun and air healed much faster than when covered, and that the muscles of the affected limb, when exposed systematically many hours each day to the sun's rays, often took on a better muscular development than the well one which had not been so exposed. The first small hospital in which Rollier began his work twenty-five years ago has now grown to more than thirty institutions, some of them with a capacity of several hundred beds. One finds among the patients people from all over the civilized world, and in addition, many physicians.

Doctor Rollier, who has the confidence of the medical profession everywhere, does not claim more for himself or his institutions than as he says can be secured anywhere where the sun shines and where the scientific rules which he has

laid down can be carried out in proper detail.

Stimulated by the work of Rollier much scientific investigation concerning the effects of the sun on human beings and animals and plants is being carried out in this country and many of the most important discoveries are being made in the agricultural colleges.

It is now known that the sun's rays are of several different kinds just as a ray of sunshine in passing through a glass prism is seen to be made up of a number of different colors. The rays which produce the tanning or pigmentation of the skin, as it is called, and which seem to have most to do with promoting health, are known as the ultra-violet rays. These rays form a small part of the total rays of the sun, and in fact only a small percentage of the ultra-violet rays themselves is thought to possess special health-giving properties.



It is known that ordinary glass cuts out most of these health-giving rays in passing through it, so that in order to take the sun treatment it is either necessary to have the body exposed to the sun in the open or to take advantage of some substance which will permit the vital rays to pass through.

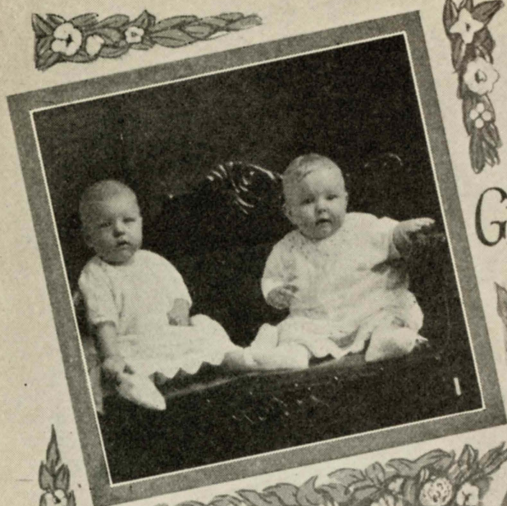
You ask is there any such substance? Yes, there are several, the most perfect of which is quartz, a transparent mineral much resembling clear flint glass. The only objection to quartz is that it is very expensive and its extreme hardness makes it very difficult to melt and shape it into sheets like panes of glass. Quartz, however, is much used as burners in special lamps for the manufacture of ultra-violet rays and is much employed in supplying artificial sun's rays. These are now in quite general use in children's hospitals as well as in other institutions, both for children and adults.

There are now a number of fabrics used under various trade names which are found to transmit the ultra-violet rays, although they are not transparent. Some of these are now in quite general use among poultry raisers and undoubtedly many of you could tell me much more than I can tell you about the relative merits of these in improving the health and general quality of your broods. Where these fabrics have been demonstrated to be effective in transmitting the health-giving rays of the sun, there is no reason why they should not be used for your children in the manner

(Continued on Page 25)

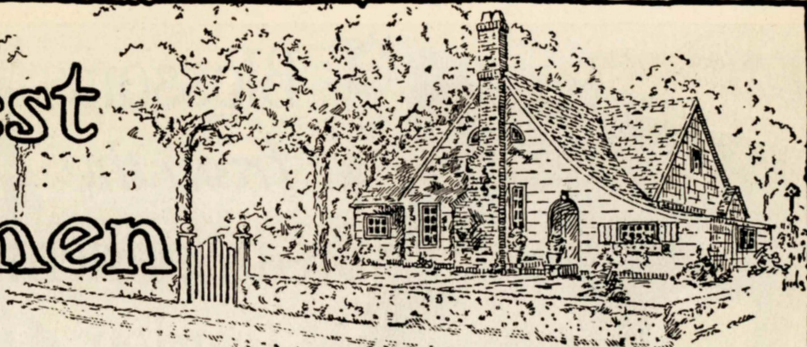
Great Northern Semaphore

Blossoms from the Great Northern Garden



1—Dorothy and Dolores, daughters of Frank Matchinsky, conductor, Melrose, Minn.; 2—Leon and LeRoy, twin sons of W. J. LaBuda, carman, Sauk Rapids, Minn.; 3—Floyd LeRoy, son of Melvin Farstad, car inspector, Devils Lake, N. D.; 4—Donnalie Montrose, daughter of W. H. Lissaman, agent, Coulee, N. D.; 5—Robert Ernest, son of E. P. Bergstrom, lineman, Delano, Minn.; 6—Zelma, daughter of R. G. Bullard, lineman, Bainville, Mont.; 7—Mrs. Joe Schuck and children, Lena, Peter and Adam, wife and children of Joe Schuck, machinist, Devils Lake, N. D.; 8—Cornelia Doris, daughter of R. F. Spears, conductor, Glasgow, Mont.; 9—Donna Mae, daughter of A. C. Hicks, fireman, Minot, N. D.; 10—Eugene, son of August Mitguard, division roadmaster, Havre, Mont.

Of Interest to Women



Conducted by MRS. J. MABEL DILHAN

Variety

NO MATTER HOW determinedly loyal one wishes to be to the institutions of one's own country, it is impossible to deny the terrible, staggering, flattening monotony that is found in American cookery, in all parts of the country. Generally if you visit any small town and if you are entertained at a dozen homes in that town, you will often be given the same menu, with very little variation. As a rule it is only in the larger cities, in the higher grade eating establishments, and on the dining cars of transcontinental railways that one may be assured of inviting variety. And why the dearth of ideas in food preparation, since food products are sufficiently varied in themselves? In sheer self preservation it might seem that women would seek variety, in order to relieve the monotony of cooking about which there is so much complaint, and if the sameness in the act of cooking becomes so monotonous, how much more so is the eating of the monotonous product? There is no other occupation or pursuit in which a very little initiative is so richly repaid. By the mastery and introduction of a half dozen specialties in cooking any woman may gain the reputation of a *cordon bleu*. Since it is the lot of every woman to cook at some time in her life, why not emerge from the drabness of monotony, and become a real giver of joy by serving food that is different?

Why not begin with *hors d'oeuvres*? It would be intriguing to find something occasionally, other than olives, radishes and celery. *Légumes à la Grecque*, or vegetables cooked Greek style and served cold are appetizing. Artichoke bottoms, cauliflower, leeks, hearts of celery, cucumbers, or eggplant may be prepared *à la Grecque*, in a kind of pickle, and served, singly or combined, as *hors d'oeuvres*, or in salads. The vegetable to be used is first parboiled. It is then drained and cooked in the following pickling liquor until tender:

Water, 2 cups,
Olive oil, ½ cup,
Juice of three lemons,
Peppercorns, 4,
Bay-leaf, 1,
Thyme, 1 sprig,
Celery, 1 stalk,
Salt, 1 teaspoon.

Artichokes are parboiled in salted, acidulated water for about ten minutes, the leaves and hay removed, and the bottoms cooked for twenty minutes in the pickling mixture.

Celery hearts are cut into three-inch sticks, parboiled for about ten minutes and cooked in the pickle for about the same length of time as the artichokes.

The other vegetables are similarly prepared, the time for cooking varying according to the vegetable.

La Soupe: In the French provinces the evening meal is still called *La Soupe* because it consists of little else. For them the soup is an event; for us it is but an incident. Americans have never appreciated the possibilities of the soup pot. It is one of the bulwarks of French thrift, having no rival as an efficient receptacle for left-overs. We all know that the water in which vegetables are cooked contains valuable mineral matter, but not wanting to serve it with vegetables, we throw it out. The soup pot in France waits for just such things, and the soup is rich and tasty in proportion as it receives them, its success depending upon blended flavors rather than upon accurate measurements and specific ingredients, the French also combining imagination and a flair for seasoning, so that their soups are achievements worthy of imitation.

In French homes there are two general classes of soups—the *Potages Gras*, from meat stock, and the *Potages Maigres*, from vegetables. The majority of the meat soups, or *potages gras*, are based upon the bouillon, or stock, from *Pot-au-feu* (Pot on the fire,) the national French family dish, which provides both a soup and a meat and vegetable course. So important is the *Pot-au-feu* in France that it has a special covered dish of earthenware, bearing its name, in which the cooking is done, and from which the soup is served piping hot. For this earthenware dish we can substitute a saucepan with a close fitting cover. The ingredients needed for this dish are:

Beef, 3 pounds,
A large marrow bone,
Carrots, 6,
Turnips, 4,
Parsley, a bunch,
A leek or two,
A bay-leaf,
An onion stuck with 2 or 3 cloves,
A lump of sugar or about a teaspoonful,
Salt and pepper.

An inexpensive cut of beef as the brisket, chuck, or neck should be chosen. The shin will make good bouillon, but there will be less meat for the main course.

Put the beef into the saucepan and cover with as many pints of cold water as there are pounds of meat; heat to boiling. Skim carefully, add another cup of cold water, and again bring to the boiling point, slowly. Skim once more, add the vegetables and a little salt, and simmer gently for several

hours—seven or longer. Because the soup cooks such a long time the vegetables are usually cut only in halves or quarters so they will not cook to pieces.

When cooked, the meat and vegetables are taken out, the soup is skimmed, seasoned to taste, and served with slices of bread as a garnish. The meat that has been cooked in the *Pot-au-feu* is called *le bouilli*. It is sometimes served as it comes from the pot, although a good, thick tomato sauce is recommended, because the meat has lost some of its flavor through the long simmering and needs an added touch to stimulate interest. Sometimes it is used as a basis for the made meat dishes for which the French are so famous, such as *Boeuf Miroton*, *Au Gratin*, etc.

The vegetables may be served with the meat, or the soup, or in a dish apart.

Desserts

Desserts, as Americans know them, are quite uncommon in France where their place is frequently taken by fruit, either fresh or in compote. Soufflés and custards are served, and at formal dinners, very elaborate ices and mousses. Our covered pies are unknown. Eclairs, Madeleines, and little cakes coated with a rich buttery icing, (*crème au beurre*) are eaten the country over, but they are eaten in the mid-afternoon, rather than to end a meal.

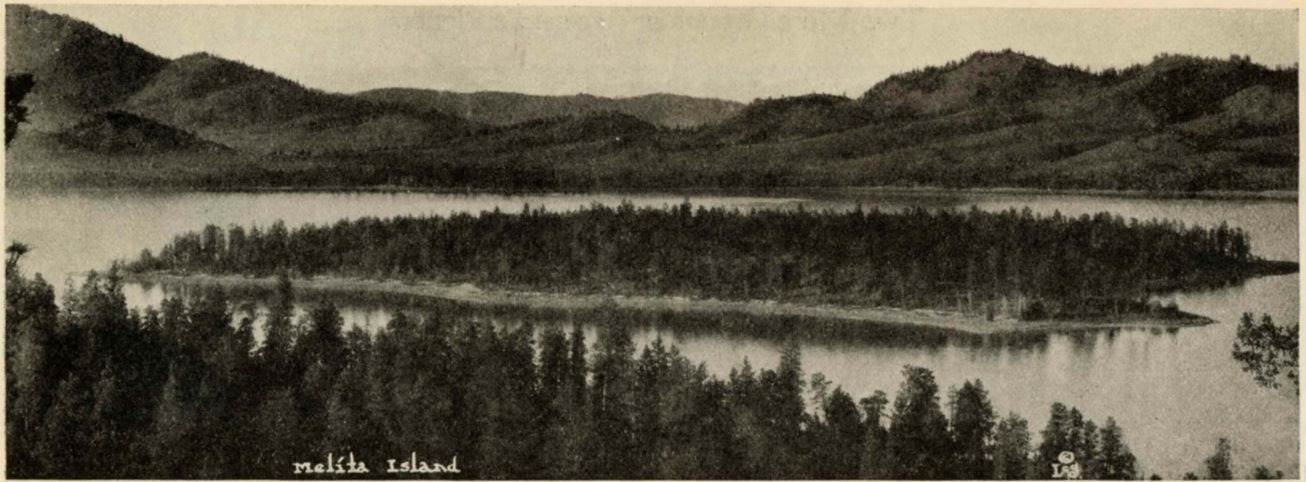
Compote of Fruits (Compote de Fruits)

A compote differs from our ordinary stewed fruit both in the making and the final results. For the compote a syrup is made, the amount of sugar depending upon the sourness of the fruit to be cooked. For tart gooseberries, 1 cup of sugar and 1 cup of water are cooked together for about seven minutes. The fruit is then placed in the syrup and cooked slowly until tender, care being taken that it is not broken or mashed. When done, it is carefully transferred to the dish in which it is to be served, and the syrup is poured over it.

Various fruits, such as apples, pears, peaches, apricots, plums, greengages, and rhubarb, are served *en compote*, with mace, cloves, lemon peel, or vanilla for flavoring. Apple compote is especially good when served with a little currant jelly on top. A particularly delicious compote can be made of apples and pears in equal quantities, cut up into sections and cooked gently in syrup with the peel and juice of 1 lemon and 1 small orange.

And here is an enchanting suggestion for the cherry season:

(Continued on Page 25)



Montana Templars Acquire Island

THIS PICTURE, SENT to us by C. S. Bennett, Somers, Montana, shows the charming spot called Melita Island in Flathead Lake, Montana, which was purchased by the Knight Templars of Montana in 1912. It contains sixty-four acres. Last year many improve-

ments were started on the island by its owners. These included a pavilion with kitchen attached, a large dining tent and fifty tent houses, a complete water system and an electric system as well as bath houses.

Several Masonic conventions were held

there last year and others are planned for 1928 and succeeding years. The island is very beautiful, much of the virgin timber being still standing and there being native wild flowers in profusion.

Whitefish Vegetable Products Becoming Famous

WHITEFISH BIDS WELL to become as famous for its superior vegetable products, as Boston is for its baked beans according to the *Whitefish Pilot*. The soil of this section combined with the skill of the producers gives to some Whitefish products an outstanding place. With a variety of soil and a climate that adds a deciding factor, this section can well become the banner vegetable producer of the Northwest.

Whitefish Celery

In a year or so, Whitefish grown celery will have won a place in the produce world equal to that now held by French Endive, concerning which there was an article in the *SEMAPHORE* recently. Herman Van Aken and M. M. Hori are both commercial growers of celery and this year they were unable to supply the demand for the Whitefish product.

At the Montana State Fair, Whitefish celery won first place in both divisions, Mr. Hori in the irrigated variety, and Mr. Van Aken in the non-irrigated.



A Hori Potato Sack

Hori "Spud King"

M. M. Hori will probably be this year, the largest shipper of Montana grown potatoes. Without a warehouse he expects to handle 200 carloads of Flathead

potatoes. These will be shipped to Chicago, Minneapolis, Kansas City, and as far south as Fort Worth, Texas. Even on a weak market Hori will handle to exceed \$100,000 worth of potatoes. All that he ships will be put out under his special brand in sacks like the one shown in connection with this article. This Whitefish sack will be a familiar sight in the big produce markets.

Has G. N. Contract

In addition to the regular commercial shipments, Hori has a contract with the Great Northern Railway to furnish 100,000 pounds of baking potatoes for the dining car service. These must meet rigid specifications, and no potato can weigh less than one-half pound.

Mr. Hori has a model dairy and truck

farm about two miles east of Whitefish, which is practically all under irrigation. He is making plans for the erection of a large potato warehouse this summer.

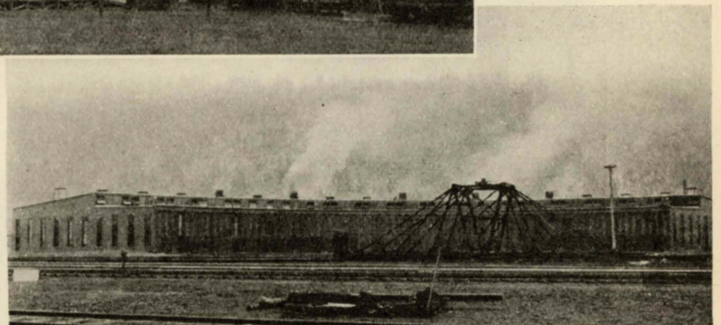
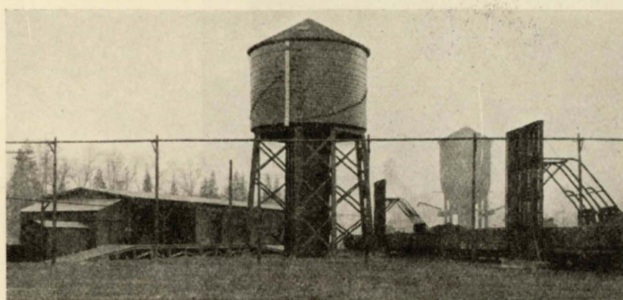
A Clear Case

A swagger, well-dressed man marched up to a ticket office in a station and, to the surprise of the clerk, asked for a "seaman's return."

"We only issue them to seamen," the clerk pointed out, politely.

The applicant looked at him in anger. "Why, you leather-necked, swivel-eyed son of a sea cook, if you feel my starboard boom running foul of your headlights, you'll haul in your jaw tackle a bit, and then—"

"Give him a ticket, quick," shrieked an inspector standing near. "He's one, right enough."—*Exchange*.



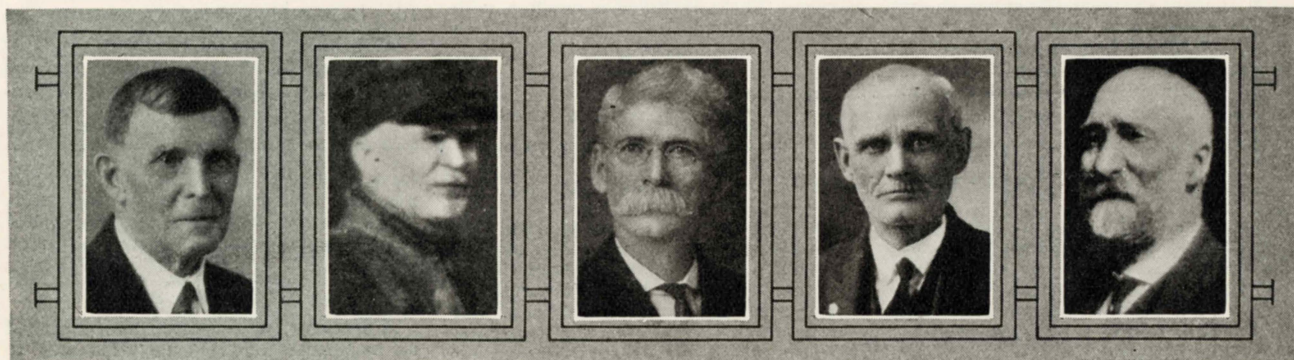
Views at Ihlen

The layout shows the treating plant, roundhouse, and coal dock at Ihlen, Minn., sent to us by B. A. Walbridge, clerk at that point.

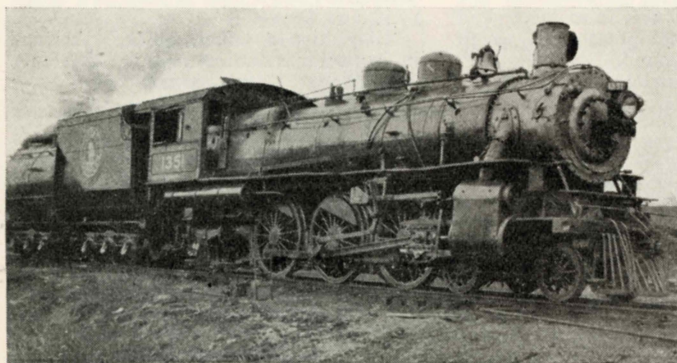
Two More Groups of Recent Pensioners



From left to right: August H. Seigorth, machinist, Dale St. Shops, St. Paul; Andrew J. AnDyke, brakeman, Dakota Division, Fargo, N. D.; James Mann, track watchman, Butte Division, Fort Benton, Mont.; Julius J. Lake, general car shop foreman, Jackson St. Shops, St. Paul; Charles McKenna, switchman, St. Paul.



From left to right: John Kloskin, boilermaker, St. Cloud, Minn.; Erick Tweeten, engineer, Minot Division, St. John, N. D.; James M. Rooney, assistant trainmaster, Mesabi Division, Superior, Wis.; Wm. Halliday, section foreman, Mesabi Division, Cass Lake, Minn.; Jasper Vale, conductor, Dakota Division, Berkeley, Calif.



Great Northern Engines

A GOOD FRIEND OF OURS, W. Hendry, of Vancouver, B. C., took some pictures last January while in Seattle. Some of them were of Great Northern equipment, and he sent some of them to us, for which we thank him. The two shown in the layout are especially good of two types of our engines.

In sending them in, Mr. Hendry wrote, "I have only seen one copy of the Great Northern SEMAPHORE, but I could see from the bright and newsy way it was made up that you might like any contributions along this line. Wishing your magazine every success, and hoping that this will be a banner year for the Great Northern, I am, Yours, sincerely."

It Was His Misfortune

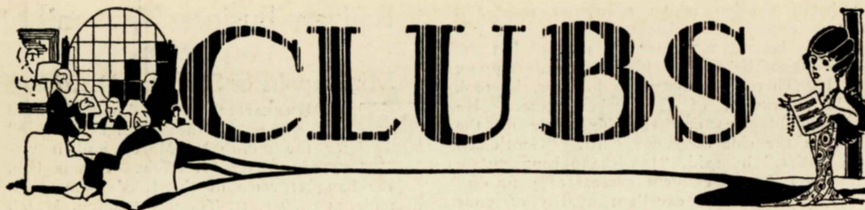
A young woman left her husband's side to look in a store window. Returning she took, as she thought, her husband's arm.

"You see," she said, "you don't even look at anything I want you to see. You never care how I am dressed. You no longer love me. Why, you haven't kissed me for a week, and—"

"Madam, I am sorry; but that is my misfortune, not my fault," said the man, turning 'round.

He was a complete stranger.—*Railway Employees Journal*.

Great Northern Semaphore



What the Several Chapters and Allied Organizations are Doing

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

ON MARCH 21 faces and fingerprints of notorious criminals were shown to the club by Irving P. Jones, assistant superintendent of the Minnesota Bureau of Criminal Apprehension, who spoke on criminal apprehension illustrating his talk with lantern slides in part as follows:

"The bureau today is rapidly being made a clearing house of criminal information for the police officers of Minnesota. We are trying to build it up so that we shall have all facilities to co-operate with police and establish identity of any criminal immediately following his arrest anywhere in the state. Through such efforts we want to make the state absolutely unsafe for criminals." He spoke of the means used to collect data on criminals, showing by slides, fingerprints, photographs, and methods of classifying, with body measurements to complete the identification data.

Joseph Mazzitello, violinist, who has played at club meetings before, again delighted the members with a few selections.

Joint Meeting of the Three St. Paul Clubs

As one is affected to the extent of standing speechless before a wonderful work of art, or is thrilled by the graphic descriptions in a great book, so the members of the three St. Paul clubs were enthralled by the matchless oratory of Dr. John C. Acheson, president of Macalester College, who addressed them at a joint meeting on April 11, in the General Office Building cafeteria. By special request of President Budd, Dr. Acheson delivered the same address he had given at a meeting of the Transportation Club recently, on the topic, "America in the New Day." The speaker traced the development of the civilization of the human race through the age of fable, the age of intellectual supremacy, and the age of chivalry, and described how each age was marked by some outstanding movements which governed the thoughts and purposes of men of each era.

He said, "Every age demands leaders"; and "We stand on the threshold of a new day, marked by political upheaval and commercial unrest." Quoting Emerson he said, "America is another name for opportunity."

Pointing to America as "Arbiter of the world's destiny," he referred to three American institutions which today demand consideration, in this great experiment in democracy. They are "Reverence for law," "Political integrity," and "Education." He repeated that no democracy can be successful without intelligent and honest citizens. Character and culture should be the aim of young people, but the first is the more essential.

During the luncheon, music was furnished by the Great Northern orchestra. A surprise number was given by the Women's Club and it was introduced by Esther Hupfer, the president. It was a huge cake out of which came little Alice Evelyn Olson, niece of James Gaylord, of the treasurer's office. The little miss danced and sang in costume. She was accompanied by Clarence F. Ziegahn at the piano. Harold O'Loughlin, barytone, sang several selections accompanied by Mary Alicia Brown of the American Railway Express Co. J. C. Rankine, president of the Men's Club, presided.

Great Northern Railway Women's Club

THE SERIOUSNESS of congested traffic was brought to the attention of the Women's Club at its luncheon on March 29, in a very amusing way by Frank Madden, known as "Officer Mulcahy."

A brief business meeting was conducted by the president, at which time reports of the secretary, treasurer and chairmen of various committees were read.

For entertainment, a banjo quartette composed of Walter Schilla, Ralph Miller, Jimmie Welsh and Clarence Kempgen played a few popular numbers. Margaret Rosenwald, soprano, who recently won first place in the contest held at Macalester College, sang a group of songs, with Ethel Mae Bishop at the piano.

Florence Peterson was the fortunate one to win the attendance prize.

The Rest Room

A SOOTHING AND RESTFUL spot for throbbing headaches is the Women's Rest Room on the 13th floor of the General Office Building.

This room with its lacy curtains, Great Northern pictures, attractive green reed furniture and thick rug, will, with the attention of the matron, make anyone who enters it forget that they are ill.

It is through the efforts of Ellen Donohue, former president of the Women's Club, Esther Hupfer, newly elected president and last but by no means least—the Great Northern Railway Company, that this comfort has been made possible.

The opening of this room on March 24 was celebrated with a 12:30 to 1:30 tea.

MINNEAPOLIS

THE MEMBERS OF THE Minneapolis club enjoyed themselves at a card party on the evening of St. Patrick's day. The Minneapolis Traffic Club generously donated the use of its commodious quarters at the Nicollet Hotel for the occasion. Bridge, Five Hundred and Bunco were played at thirty-three tables.

A picture "The Clipper Ship" was offered as door prize and was won by Mrs. Alfred Bourbeau. Her husband, known around the Junction as "Fred," is car distributor. Mrs. Ruud, mother of Car Inspector William Ruud, cut for head prize in Five Hundred and won a lovely painted cake tin. Mr. Peterson won the card table offered as men's head prize. Dispatcher S. Allsbrow was in on the cut for this prize as he was playing his usual good game. Miss Eleanor Newman, guest of one of the Junction employees, won the traveling writing set offered as ladies' prize at bridge. Ted Koelln, machinist, won the men's prize which was a leather case containing two decks of cards and we hear that Ted is putting them to good use. Mrs. William Mee, also a guest at the party, won the ladies' prize at Bunco, which was an unusual sugar and cream set. The Bunco prize for men was captured by a young man by the name of Olson. He was a pleasant young man and appeared highly gratified and we are sorry that in this case also we did not learn the full name and department connected with. Sandwiches, cake and coffee in generous quantities were served to all before the close of the evening's festivities.

The committee in charge of the arrangements consisted of Minnie Vivian, Rosamond Burke, Beatrice Mooney and Maud Richason. H. J.

Barry and J. A. Johnson also assisted in putting the party over. Mr. Barry recently accepted employment with another railroad but is still actively interested in our club.

A committee is now busy on arrangements for the next party to be held in the Columbia Park chalet on Tuesday, April 24. This is to be a dance, largely favoring the ladies' leap year privileges, with several tables for those who prefer card playing to dancing.

EVERETT

EVERETT CLUB entertained on March 31, with a card party and dance in the K. of C. Hall. Twenty tables of cards were in play from eight until ten o'clock, prizes being won by Mrs. Chas. J. Moore, ladies' first; Mrs. Cyrus Miller, ladies' second; E. P. Halgand, men's first and Mr. Rissiter, men's second. Table prizes were won by Mrs. Harry McCaustland, Mrs. Peter Aschenbrenner and Mrs. O. Holland. Door prizes were drawn by Master Woodrow Knapp and Mrs. Carter. Allen Baker's orchestra furnished the music for dancing which lasted until midnight.

THE REGULAR MEETING of the Everett Club was held April 11 in the Great Northern Freight Depot. A very interesting review of the year's activities was given by President E. P. Hagland. The treasurer's report showed that eight entertainments were given at a total cost of \$496.39. Treasurer C. J. Moore reported a small balance in the treasury. The annual election of officers was then held. The following were unanimously elected to serve for the coming year: Ruth Illman, president; Edward Hughes, first vice-president; Nora Gaul, secretary; Chas. J. Moore, treasurer. A membership drive was discussed as this is the first important work to be done. The following membership committee has been appointed: Harry Wieber, chairman, Arthur Weber, James Thain, Chas. Stead, O. Lundby, Chas. Meyer, J. Schaum, A. Scrivener and J. Moore. E. P. Hagland was appointed as chairman of the entertainment committee. The committee has already received some good suggestions for this year's entertainments which should increase their popularity. Everett Club had a very successful year under the presidency of E. P. Hagland and the newly elected officers are determined to maintain the high standard set by the retiring officers.

GREAT FALLS

THE CLUB DINNER given at the Park Hotel on April 5, in honor of B. C. Everingham, of St. Paul, assistant editor of the SEMAPHORE, was without doubt one of the most enthusiastic, entertaining and highly successful social affairs which has ever been held by the Great Falls Great Northern Club. The Club members present took mental measure of the four men at the head of the long table, and settled down in their chairs for two hours of entertainment of an unusually intellectual nature; and as the speakers of the evening led their eager listeners to the refreshing fountains of their cultured minds, they more than confirmed all expectations.

In the center, acting as presiding officer and toastmaster, sat President W. D. Loftus, of the Club. A grizzled veteran of the Great Northern station service, schooled by thirty years of diplomacy at the delicate point of contact between the railroad company and the public, a recognized authority on station organization and intricate traffic problems, he handles the Club meetings with a dignified and masterly decorum which at once inspires confidence and presages the success of the undertaking.

At his left sat Dr. A. F. Longeway, one of the most distinguished and widely known members of the medical fraternity in the entire Northwest. For 37 years he has been associated with the Great Northern as physician and surgeon, and is an honored member of the Great Northern Veterans' Association. Equipped as he is with a wealth of information resulting from his long and fruitful years of service, he becomes at once an important

factor in the success of any gathering assembled for the entertainment of railroad men and women.

To the right of the presiding officer sat B. C. Everingham, specialist in good fellowship promotion, philosopher, lecturer, advertising expert, journalist, poet; one whose associations with the Great Northern family, through the medium of the SEMAPHORE make him seem at once an old friend as well as an acquaintance to every official and employe whom he meets.

To the extreme right was Judge William L. Clift, chief attorney for the Great Northern Railway Company in Montana. Gifted by nature with outstanding ability and forcefulness of character which knows no defeat, he has fought his way to a position of eminence in the legal profession over the stony pathway of hard work, and the successful handling of difficult and important cases. Ideas seem to scintillate endlessly from his radiant and versatile mind, and to find the ready and brilliant expression of which only the natural and polished orator is capable.

Along the sides of the table was gathered one of the most thoroughly representative groups of Great Northern men and women ever assembled in Great Falls. There were A. H. Malenke, superintendent of shops, a master of shop craftsmanship and organization, and one who never fails to throw the weight of his moral assistance in the balance for the success of everything Great Northern; R. H. Glover, assistant attorney for Montana; A. J. Hayek, superintendent of the D. and S. department; J. H. Mayer, veteran dispatcher; George MacFarland, camp inspector of the boarding car department; C. T. Christensen, roadmaster; Operator J. C. Hickman, telegraph department; C. M. Leach, assistant chief clerk, superintendent's office; L. E. Wagner, treasurer of the Club and freight cashier; M. H. Warren, yardmaster, Black Eagle; H. M. Eyestone and Jesse Caffyn, manager and captain, respectively, of the Oriental baseball team; Carl Hoelzel, freight office; Robert Gray, freight warehouse; Frank Blasing, chief car inspector and vice-president of the Club; Car Repairers Frank Hardy and Clarence Collins; Sam Yeggle and Sam Whitman, machinists; and Billy Symms, painter.

Among the ladies who graced the meeting with their presence, and added charm and refinement to the affair, were Mrs. A. F. Longeway, Mrs. W. D. Loftus, Mrs. W. L. Clift, Mrs. R. H. Glover, Mrs. J. C. Hickman, Mrs. A. H. Malenke, and Mrs. M. H. Warren.

After an appetizing dinner which was made the more enjoyable by the unexcelled cuisine and perfect service of the Park Hotel, Mr. Everingham was presented by President Loftus. For forty-five minutes the speaker held the rapt attention of his audience, mingling humor and pathos in an easy manner which made his address most delightful and interesting to all. Tolerance, fairness of judgment and opinion, friendly co-operation, and optimism, were the fundamental thoughts of the speaker, who brought his talk to a happy and colorful close by reading an original poem of tender sentiment and unusual beauty, entitled "The Same Old Things."

He was followed by Dr. Longeway and Judge Clift, each in a fifteen minute talk, in which these popular speakers both reflected in their characteristic and pleasing manner the spirit of good fellowship and optimism which dominated the meeting, and pledged their support to every effort made for the betterment of the Club, and the expansion of its activities.

In the midst of the festivities and talks, the meeting was suddenly and ruthlessly interrupted by Sheriff Bob Gordon, County Attorney H. R. Eickemeyer, Deputy Sheriff Herb Locke, and Federal Prohibition Officer Ed Donovan, who burst suddenly in upon the surprised banqueters, posted guards at the exits and commanded everyone to remain peacefully seated, while they attempted to locate certain beverage of a pre-Volstead nature, which they had been informed was being openly consumed at the dinner. In spite of the protests of President Loftus against the outrage, Deputy Sheriff Herb Locke calmly proceeded to sample the ice water, while Sheriff Gordon, following what appeared to be an inside tip, located a large Three Star Hennessey bottle filled with a suspicious looking rich golden liquid, in a cupboard behind the speakers' table.

Sheriff Gordon is an officer of long and mature experience. Apparently the raid was about to become a wholesale "pinch," but the sheriff must be sure of his evidence. Tipping the big Three Star bottle to his lips, he took a long draught of the amber liquor. He smacked his lips and set the bottle on the table at the side of Judge Clift. "Gentlemen and ladies," he said, "I wish to congratulate you upon the pre-eminent success of your dinner party, and the excellent quality of your ice tea. I wish you all a pleasant conclusion of your meeting, and a kind good night."

By this time it had dawned upon everyone that the "pinch" was a frame-up, and the sheriff and his bunch of raiders retired amidst the mirth and applause of the crowd. Loftus and Clift attempted to shift the responsibility for the raid upon each other, and Doctor Longeway had a twinkle of guilty innocence about his eyes that led to the conclusion that the three arch-conspirators were seated at the head of the table, and that the silvery hair of the three distinguished gentlemen was after all simply the worldly camouflage of the grown-up boys, who could still get just as keen enjoyment from a boyish prank as in the days of "the old swimmin' hole."

Side Lights

Mr. Everingham made mention of his pleasure at having such a nice representation of ladies present, and took occasion to advise the Club officers of their importance at all Club functions, and on committees.

C. M. Leach, whose cartoons in the SEMAPHORE have attracted wide-spread attention, was present, and was not overlooked by the speakers, who took occasion to express their appreciation of his excellent work.

We are wondering how much Mrs. Clift, Mrs. Longeway and Mrs. Loftus knew about that big bottle of cold tea. We entertain strong suspicions that at least one of these ladies was in on the secret conspiracy of the raid, but her identity will no doubt go down in history as one of the unsolved mysteries.

Vice-President Frank Blasing is to be commended on the splendid bunch of men he brought to the meeting from the various departments of the West Side. We hope there will be a hundred of them at the next social affair. Sheriff Bob Gordon and his bunch of raiders surely brought down the house, and made a great hit and a big bunch of friends among the railroaders. They are now talking Gordon for Governor and Eickemeyer for Attorney General. And by the way, wouldn't Clift look good in the United States Senate? What?

Some Things We Would Like to See

A thousand enthusiastic boosters at the next Great Northern Club meeting in Great Falls. The Club is a social organization for the pleasure and benefit of Great Northern men and women. Trainmen, enginemen, shopmen, trackmen, switchmen, dispatchers, operators, warehousemen, clerks; all crafts, everybody, should get in and stay in. Everybody is wanted and welcomed. Let's be there.

The Great Northern Club in Great Falls with its own glee club, male quartette, mixed quartette, soloists, orchestra, and entertainers. Why not? We have talent galore to draw upon.

A Club pin on every Great Northern man we meet. It stands for good fellowship; good sportsmanship; tolerance in opinions; fair play; mutual understanding, and friendly co-operation. Get one.

A thousand members in 1928, and a thousand dollars in the Club treasury. Wow! Imagine what that would mean. A real live Club. Big meets! Big feeds! Picnics! Programs! Music! Talks! Dancing! Entertainment! Enthusiasm! Everybody going!

A thousand yelling, raving live-wire Great Northern rooters at every City League baseball game this summer, to help our Orientals fight their way into first place and stay there. You'll be surprised at the class of baseball you'll see, and abuse yourself for letting this fast and classy bunch of boys play all last season without your support. Let's attend the games, whoop 'em up for the Orientals, and watch 'em go! "Play ball!"

ELZA TWAY,
Associate Editor,
Butte Division.

Railway Business Women's Association

Minneapolis & St. Louis Division

THE MINNEAPOLIS & St. Louis Division had charge of the "Social Evening" for the month of March and it was a very successful affair. It was held in the banquet room of the Elks' Club, Minneapolis, at 6:30 P. M. Tuesday evening, March 27. About 125 were present.

During the delightful dinner a musical program was rendered by Frank Hubbard, saxophonist, with Florence Young at the piano.

The Minneapolis & St. Louis Revue, composed of Florence Danaher, Lucille Forth, Florence Farrell, Genevieve Lappin, Catharine Powers and Eleanor Swick, with Doris Stoppel at the piano, was an attractive number, billed as the "Varsity Drag." They were attired in the attractive romper costumes, designed by the committee.

Several readings were given by Irene Rieke, whistling solos by Claire Dietsch, musical readings by Lucille Forth and vocal solos by Nellie McCormack.

The big hit of the evening was "The Minneapolis & St. Louis Convention" or more appropriately "The Spinsters' Convention." With such "attractive" members as the seven who were present, it is utterly impossible to understand how they have escaped the opposite sex. Lillian Lind, who is president of the society, presided in a capable manner, calling upon Irene Rieke, treasurer, to read her report, and Gertrude Schultz, to read the minutes of the last meeting. The most interesting report read at the convention was the report of the "Look-Out" Committee, whose duty it is to "Go and See" and report on prospects in the matrimony line for the members of the society. The "Look-Out" Committee consisted of Enola Gujer, Lillian Hynne, May Mulcahy and Pearl Tiller. During the course of the meeting, they introduced Professor Florenz Hasselton, who explained a new system of beautifying women and read several testimonials of successful cases. "He" explained that by taking a dose of his "Elixir," it was possible to become beautiful and if the member desired to sing or dance, she could do so, after coming out of the converting cabinet (there was a grand rush for the elixir and the cabinet). Enola Gujer, with her attractive dog, and May Mulcahy, together with Secretary Gertrude Schultz, fought a hard battle in the popularity contest, but May Mulcahy was the winner and was awarded a beautiful Easter lily.

After the convention, Doris Stoppel, who arranged the musical program, was presented with a corsage bouquet and Catherine Jaax, chairman of the entertainment committee, and Myrtle Coyne, chairman of the arrangements committee, were each presented with a bunch of roses and those taking part in the program were also presented with roses. Alice Kellar, Emma Gebhardt and Georgia Perry also lined up in the distribution of the roses, but all the entertainers being employes of the Minneapolis & St. Louis Railroad, there was no room for them and they had to be satisfied with a dose of the "Elixir."

Catherine Jaax acted as toastmistress for the evening. During the evening the Minneapolis Chamber of Commerce Glee Club rendered several selections.

Myrtle Coyne, as chairman of the arrangements committee, was very capably assisted by Gladys Avar, Kathryn Swick, Grace Shields, Leona Rieke, Ruth Stoppel and Hazel M. Williams.

WORD HAS BEEN RECEIVED that the second annual election of the Cleveland R. B. W. A. which was held on April 9, resulted in the following: Marie McAleenan, president, Boston & Maine Railroad; Mrs. Mary Dibble, vice-president, Chicago, Great Western Railroad; Marion Grace, recording secretary, New York Central Railroad; Ethel Lovell, corresponding secretary, New York, Ontario & Western Railroad; Doris Rose, treasurer, Southern Pacific Railroad; Ida C. Gerdy, chairman entertainment committee, Northern Pacific Railway; May E. Hayes, chairman educational committee, American Railway Association; Anna M. Miller, chairman membership committee, Baltimore & Ohio Railroad; Frances White, chairman publicity committee, New York Central Railroad.



In Junior League Show

NOT THE LEAST INTERESTING portion of the program to the general public as well as Great Northerners, was the appearance of Agnes Thompson, of the office of the superintendent of the Dale Street shops, St. Paul, and Louis W. Hill, Jr., in the Junior League Night Club and Golden Rule Style Show at the Capitol Theater, St. Paul, last March. Miss Thompson's talent as an elocutionist and vocalist have long been well and favorably known, but many of her friends were pleasantly surprised at her ability as a fancy dancer, so delightfully exemplified in her dancing of the old fashioned Argentine tango with Mr. Hill. It was exquisitely done and their act was one of the outstanding hits of the annual Junior League affair, always an artistic triumph. Miss Thompson was favored with a large number of floral tributes at the various performances during the week the show ran. It is a real pleasure to be able to reproduce a picture of the couple, in costume.

SPOKANE

THE EASTER DANCE given at the Masonic Temple, April 11, by the Great Northern Railway Club, was attended by approximately three hundred and fifty. The Hendricks-Roble orchestra furnished good music and the dance was a success in every particular.

Considerable rivalry is being manifested by different departments who put on the programs for the monthly meetings of the Great Northern Club. The program "Engineers' Night" in February was exceptionally fine and the one given under the auspices of the conductors in March as good as any show at the "Pan."

Mrs. Sam Mitchell, daughter of Mr. and Mrs. O. P. Darnell, is an artist on the violin, and was generous with encores. Merle Moyer, daughter of Mr. and Mrs. Robert Leslie, endeared herself to the audience with her golden voice and charming personality. Miss Moyer is soloist for the Davenport Hotel.

The program held unusual interest because of the first public appearance of Mrs. Kaler as author and composer. In fact every number on the program was fine. The program follows:

G. N. Railway Club Program, W. O. W. Hall, March 27, 1928

Under direction of Trainmen and Yardmen.
Violin SoloMrs. S. A. Mitchell
(Lorraine Darnell)

Leslie Taylor, accompanist
Bowery DanceDorothy Drought
Mary Saccomona

Katherine Hunner, accompanist.
Piano SoloJack Arthur, Jr.
Acrobatic DanceJoyce Wertenburger
Song: "Always You"Merle Moyer
Words and music by Iola E. Kaler.

Mrs. Kaler, accompanist.
InstrumentalLeah Lufkin String Quartet
Leah Lufkin, Ruth Berg, Eleanor Clark and
Iris Winslow

Solo and Chorus"Happy Go Lucky Days"
Olin Hendricks and Chorus

Mrs. Pearle Hendricks, accompanist
Song: "You Can't Make A Jazz Hound of Me"
.....Merle Moyer
Dance interpretation by Joyce Wertenburger
Words and music by Iola E. Kaler
Mrs. Kaler, accompanist.
Toe DanceStephena Sundbye

A new feature of the Spokane Club, No. 2, is the creation of a "World Travel Club" for membership in which all Great Northern employees are eligible, including the Spokane employees of the S. P. & S. Three prizes of \$25.00, \$15.00 and \$10.00 will be offered for those turning in the largest volume of business in tips on travel prospects. Tips are to be sent to N. D. Keller, Great Northern city passenger agent in Spokane, whose office is located in the Davenport Hotel.

Great Northern Railway Women's Club of Spokane

BECAUSE OF THE DANCE at the Masonic Temple on April 11, the Great Northern Railway Women's Club held its regular meeting on April 10, in one of the private dining rooms at the Y. W. C. A. where a three-course dinner was served. The high point of interest was the election of officers for the ensuing year. Marion Backus was elected president, Bee Spores, first vice-president, Sybil Sayles, second vice-president, Alice Edge, secretary, and Mary Taylor, treasurer.

Regret was expressed by every member of the club because the retiring president, Mrs. Betty Pugsley, was not eligible for re-election. She has resigned from the service, and while now an honorary member, this fact prohibits her from holding office. The whole-hearted efforts of Mrs. Pugsley and the hearty cooperation of the members with whom she is very popular, have made for the club a very successful first year.

A dinner in the Elizabethan Room, Davenport Hotel, on April 18, will compliment new and retiring officers. The new officers will be installed and several new members initiated.

Tentative plans are in progress for the annual spring frolic of the club to be given in the Marie Antoinette Room of the Davenport Hotel early in May. Last year's affair was delightful and a success, both financially and from the standpoint of a good time.

Club members were guests of the "Garden," one of Spokane's most exclusive dancing parlors, on April 3.



Railroad Post No. 416 The American Legion

ALTHOUGH A VIGOROUS membership campaign was carried on through the winter months, the Post still has vacancies in the ranks, removals from the city, and transfers to other Posts being responsible for some of its skeleton squads.

Before settling down to preparations during April, for a heavy Memorial Day program, the March meetings were given over to social activities. Speakers were C. D. Hibbard, regional manager, U. S. Veterans Bureau; F. E. Williamson, vice-president, Northern Pacific Railway, and C. L. LaFountaine, general safety supervisor, Great Northern Railway. Their respective subjects were, "Hospitalization of Veterans," "Troop Embarkations During War Time," and "Safety." Mr. LaFountaine's talk was cleverly illustrated by the Great Northern's own two-reeler, "Gambling with Death." The attendance being the best of the season, clearly indicates the interest the boys have in timely topics. Vocal entertainment of high order was furnished by the Montgomery Ward sextette, and the ladies were very much amused over a buffet luncheon served Army style, also with the dish washing system employed by Hugh Dumas and Edward Rischatsch. Henry Doth might have explained to the girls, why Hugh

and Ed decided to wash dishes on that particular evening.

The 1928 Spring Conference of the American Legion for Minnesota commanders, adjutants, and auxiliary ladies, was held in St. Paul, April 13-14, at the Lowry Hotel. National Commander Spafford was in attendance, speaking principally for the Capper-Johnson "Universal Draft Bill" now before Congress. John E. Snyder (G. N.) is scheduled to discuss this bill at the next Post meeting.

Commander Dumas with Adjutant Beech, was delegated to represent the Post at the Spring Conference Banquet, which was held April 14 at the St. Paul Athletic Club. After dinner, the Commander was introduced to a dozen ladies, and was well on the way to social success, when he retreated to the Club's gymnasium running track. The adjutant is still too stout to be popular with the ladies. Henry A. Doth (G. N.) was detailed to duty at the dining room door. Now you know that everybody paid.

(Continued on Page 15)

Seattle Great Northern Women's Club

LAST MONTH WE reported the organization of the Great Northern Women's Club in Seattle and predicted that the organization would be a success. Now we are all sure of it, that is, all of us who enjoyed their first dance at the Great Northern Docks on April 14. The dance, the fore-runner of many gay events promised for the future, was one gala event and the employees who missed it have no idea what a peppy group of young ladies we have in our midst. Of course, they are generous in their words of appreciation and want it particularly known that they are grateful for the aid given them by some of the men employees of the company. Nels Howe and Jimmie McPherson assisted the club committee in making the arrangements and the staff at the Great Northern Dock prepared the room for the dance.

The girls had the party well planned, even to arrangements for cards made for those who might not care to dance. But, after the first circle dance, called by the inimitable Walter F. Stokes, we failed to see many patrons at the card tables. In fact, most of the one hundred couples seemed to dance every minute the musicians played and it was mighty fine music, too, furnished by members of Earl Gray's famous dance orchestra. Incidentally, Chuck Whims, the Great Northern tenor, sang several of the waltz numbers and thereby added greatly to his popularity.

During the intermission the dancers were entertained by Louis Miller, one of the guests, who had a barrel of entertaining sleight-of-hand tricks, and also by some most novel dancing numbers given by Jewel Adams, daughter of James Adams, yard clerk at Interbay. That the entertainment given by both of them was appreciated goes without saying, after one heard the applause and remarks at the dance.

During the dance, Ethel Ronald, club president, explained the purposes and aims of the Women's Club. If their parties in the future are as happy events as their initial effort we bet they will have full houses every time. In fact, we have heard several self-appointed men talking their parties up around the offices and if you don't believe we all had a good time just ask "Ben" Merritt or Lee Henderson.

AT THE MEETING of the Seattle Great Northern Women's Club held on Tuesday evening, March 27, it was decided that the first regular meeting of the month, thereafter, should be a social meeting and that the second regular meeting should be devoted to business. It was also announced that, beginning with the meeting of April 10, a record of the attendance would be kept and at the end of the year the officers would award a prize to the member with the best attendance record. Of course, in order to qualify for the prize, the young ladies will have to attend business meetings as well as social events.

The first social meeting of the club was held in the home of Georgiana Conley, vice-president, at the Englewood Apartments, on Tuesday evening, April 10. Seven tables of bridge were in progress, Mrs. Anne Poze, a guest, winning first prize, a handsome cheese and cracker dish. The consolation prize went

to Betty Alymer. "Little Eva" was the life of the party, it being her first attempt at bridge and she therefore received the expert advice of all the more proficient members, with the result that her score was much higher than those turned in by most of the experts. Refreshments were served by Nellie Fowles and her entertainment committee and after many, many cups of coffee, the girls wended their ways homeward.

The guests of honor were Mesdames Wood, Oscewez, Griffin and Dowling. Mrs. Dowling was formerly Gladys Everett of the superintendent's office, until her health compelled her to engage a doctor for life.

B. of R. T. Ball Great Success

THE FORTY-THIRD annual ball of the Brotherhood of Railroad Trainmen, Lodge 122 of St. Paul, held at the Hotel Lowry, St. Paul, was one of the most enjoyable occasions of the 1928 season. The attendance running close to fifteen hundred, was well up to anticipations, and the affair itself surpassed anything expected by those present. The ballroom of the Hotel Lowry was perfect for dancing, and the music provided by Fred G. Albrecht's orchestra was equal to his best which is hard if not impossible to equal.

The grand march was led by Mr. F. R. Pechin, vice-president of the Chicago, Minneapolis, St. Paul and Omaha Railroad and Mrs. Pechin. Following them in the march were Major and Mrs. C. T. Spears of the Omaha, General Chairman and Mrs. P. C. Bradley, of the B. of R. T., Great Northern Railway, and Mr. B. C. Everingham, assistant editor, Great Northern SEMAPHORE, with Mrs. E. H. Varchminn, wife of E. H. Varchminn, chairman of the arrangements committee, of the Chicago Great Western Railway. Dancing continued with everyone participating and enjoying it up to the midnight hour. Among Great Northerners noticed in the crowd were Superintendent of Signals and Mrs. C. A. Dunham, Pay-

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SPORTS

ST. PAUL Bowling Great Northern League

Final Standing

	Won	Lost	Pin Ave.
Evening Stars.....	48	27	921
Dreamers.....	43	32	929
Harvest Moons.....	41	34	906
Northern Lights.....	36	39	916
Night Larks.....	34	41	895
Sunsets.....	23	52	876

SEASON'S RECORDS

High single game, actual, Kittley-Gutz...	267
High single game, handicap, Whitlock-Post	270
High three games, actual, Kittley.....	661
High three games, handicap, Whitlock ...	722
High team game, Northern Lights.....	1,078
High team total, Dreamers.....	3,016

INDIVIDUAL AVERAGES

Kittley	197	Bleckinger	172
Gutz	191	Thompson	172
Kirchoff	186	Lundquist	171
Ohlander	182	Beckwith	170
Whitlock	182	Kraiss	169
Powers	182	Pitzl	169
Peterson	181	Kahl	169
Lind	180	Connolly	167
Spriesterbach	180	Post	165
Pagel	179	Kustelski	164
Skiff	179	Hickstein	162
Ekensteen	178	Kachinsky	162
Wurst	178	Caplan	161
Wedell	178	Cummings	154
Hanson	177	Nelson	152
McMahon	176	Burger	150
Kemp	175	Hoschette	149
Theisen	173		

R. G. EKENSTEEN, Secretary.

Willmar

THE FINALS of the Great Northern Bowling League of Willmar were played on April 2, resulting in the following standings for the season:

	Won	Lost	Pct.
Grain Samplers.....	15	6	.720
Engineers and Station.....	13	8	.621
Superintendent's Office No. 2.....	11	10	.528
Storehouse	11	10	.528
Roundhouse No. 1.....	11	10	.528
Yardmasters	10	11	.480
Superintendent's Office No. 1.....	8	13	.384
Roundhouse No. 2.....	5	16	.240
First high individual score, three games, P. Krogfus.....			612
Second high individual score, three games, Joe Holmberg.....			606
First high individual single game, Joe Holmberg			234
Second high individual single game, E. Hogen			229
Third high individual single game, Vern Powell			225

A banquet was held at the Lakeland Hotel on the evening of April 9 and a good time enjoyed by all, which is usually the case where there is plenty of good things to appease one's appetite. After the big feed, the election of officers for the coming year was held with the following result: H. E. Crist, president; A. W. Callan, vice-president; E. E. Collier, secretary and treasurer.

Following the business meeting, a short program was rendered by the following: Vocal solo, H. V. Powell; short speech, "How to Make a Strike," H. E. Crist; saxophone duet, Myrtle Nelson and Reah Miller; short speech, "How to Grow Thin," A. W. Callan.

The league will open the next season in October, and there is no denying that keen interest will prevail throughout the fall and winter.

A. F. R. Noon Day League

THE NOON DAY BOWLING League of the office of the auditor of freight receipts, held its third annual singles tournament at Rogers Recreation Alleys on Saturday, March 31, 1928. All the members participated in the tournament.

Those fortunate enough to place in the money, were as follows: first, J. Pitzl, 590; second, A. V. Bell, 573; third, O. P. Kraiss, 565; fourth, A. Jabs, 561; fifth, J. Kalhinsky, 554; sixth, A. Johnson, 553; seventh, F. M. Rauch, 545; L. H. Engle, 544.

Competition was keen throughout the three shifts and no one was sure of his position until the last ball was rolled. Rauch had a wonderful chance to land in first place at the finish of his second game, but couldn't make the grade, and had to take seventh place.

Vandersteen Wins at Handball

GEORGE VANDERSTEEN, of the overcharge claims department, scored a tremendous upset in the St. Paul city class B handball tournament on March 31, by defeating Tommy Gibbons in two straight games, 21-13, 21-15, in the championship match at the Y. M. C. A. He won the title by going through a fast field during the week.

Gibbons, who entered the tournament as the St. Paul Athletic Club champion, was a 3 to 1 favorite over the Y. M. C. A. titleholder.

Vandersteen triumphed over Gibbons by playing a slow, high ball game. He kept the ball high and played it carefully throughout and had Gibbons, who played his usual slashing style, puzzled. Gibbons took a 6-0 lead in the first game but Vandersteen caught him at 10—all and drew ahead to victory. In the second game Vandersteen had the lead from the start.



Northwest Basketball Champions

IN THE PICTURE ABOVE the Grand Forks (North Dakota) Basketball Team is shown with its coach, on the way home, from the trip to the national meet, on the Oriental Limited. From left to right, those in the picture are: Lee, Nelson, Fitzgerald, Coach Bob Cortright, Captain Clinton, DuChene, Secord and McKinnon.

The Grand Forks team made 783 points during the season and were scored upon 332 times. This team made a wonderful showing in the national tournament in Chicago, going to the semi-finals. The record for the team in the tournaments leading up to the national, and in that, is as follows:

Sub District Tournament—	
Grand Forks 16, Hillsboro 14	
Grand Forks 54, University High 8	
District Tournament—	
Grand Forks 40, Grafton 16	
Grand Forks 22, Park R. Ag. 19	
State Tournament—	
Grand Forks 19, Mandan 14	
Grand Forks 29, Williston 19	
Grand Forks 29, Valley City 18	
National Tournament—	
Grand Forks 33, Wilmington 17	
Grand Forks 38, Mize, Miss., 20	
Grand Forks 23, Alexandria, La., 22	
Grand Forks 27, Vienna, Ga., 25	
Grand Forks 17, Canton, Ill., 22	

Great Northern Semaphore

Course in Etiquette

By Mrs. C. P. Stembel
at Midway Club

Thursday, May 3rd—7:30 P. M.

"Manners," their origin and meaning. Charming manners and how to acquire them. Formal and informal entertaining. Table etiquette. "What fork?" etc.

Tuesday, May 8th—7:00 P. M.—Double with R. B. W. A. Lecture.

Introductions. Who speaks first? Entering and leaving the room in social affairs. Duties of the hostess. Duties of the guest.

Thursday, May 10th—7:30 P. M.

Type of dress for various occasions. When to wear a hat. When gloves should be removed. What to do with your wraps. Perfumes. Does the woman precede or follow her escort in entering a room, going up and down stairs, etc.

Monday, May 14th—7:30 P. M.

Social correspondence; letters of invitation; regrets; acceptance; condolence; congratulation, etc. Correct stationery, signature, etc.

Friday, May 18th—7:30 P. M.

Restaurant etiquette, theatre etiquette; entrance, seating, etc.

Thursday, May 24th—7:30 P. M.

Forms of speech; things one does or does not say. Foreign phrases often used and how to pronounce them.

Monday, May 28th—7:30 P. M.

Duties of a social secretary. Good form: what is it? Can it be acquired?

Price of course, \$5.00 in advance.

Members of this class are requested to bring note-books. Also to ask questions as to various points which may not have been touched upon. We will each time have practical demonstrations with the co-operation of the class. Length of class—about 1 hour, 15 minutes.

Registration 7:00 P. M., Thursday, May 3rd, Midway Club. Open to everybody.

Has Watched the G. N.

(Continued from Page 12)

constrained to leave their home and seek refuge at Fort Popular on account of rumors of the depredations of the Indians.

Mr. Cook secured his first position in railroad work with the Great Northern, the position of operator at Spring Brook, N. D. Other railroaders, relatives of Mrs. Cook, included Charles Moriarity, former division roadmaster, and a former depot agent at Fort Buford.

Variety

(Continued from Page 18)

Clafoutis Limousin

Make a custard pie in the usual way—only thicken the custard very slightly with flour, 1 tablespoon to 1½ cups of milk. The mixture must not be too thick. Scatter about three-quarters of a pound of fresh stoned cherries over the top of the pie just before putting it in to bake. Serve warm—not quite hot.

Lost Bread (Pain Perdu)

Tells how to save it. Cut small slices of bread ½-inch thick and remove all the crust. Soak the slices for 3 minutes in warm milk flavored with vanilla or orange flavor. Then take out the slices, drain them, and dip into the well-beaten yolk of an egg, to which 1 tablespoon of milk has been added. Fry in butter till well browned on both sides. Spread some jam on the slices and serve very hot.

Poisson

Nowhere is the variety and deftness of touch which contributes so greatly to

the flavor and character of French cookery more delightfully demonstrated than in the preparation of fish. As an illustration we may cite the custom of serving a creamed fish in a low baking dish, sprinkled with crumbs and browned in the oven, rather than colorless and alone in its white sauce. Such a simple thing as sprinkling broiled fish with lemon juice and chopped parsley might be done more frequently than it is.

Court-Bouillon

The French housewife boils many of her fish in *court-bouillon* instead of water, and thus adds to their flavor with very little additional expense or trouble. Where fish is used often, the *bouillon* is kept on hand and boiled every three or four days to prevent it from spoiling. Whenever it is recooked a cup of water is added so that it will not become too concentrated.

Water, 1½ quarts,
Vinegar, ¾ cup, or less,
Carrots, 3,
Onions, 3,
Parsley, small bunch.
Thyme, sprig,
Bay-leaf, 1,
Peppercorns, 10,
Salt, ¾ teaspoon,

Put all the ingredients into a pot together, and allow to cook slowly for about an hour. Strain. When cooking fish, use just enough of the *court-bouillon* to cover it. One of the advantages of the *court-bouillon* is that the acid keeps the flesh of the fish white. If the vinegar is very strong use less than is called for in the recipe.

In boiling fish, whether in the *court-bouillon* or in water, use only enough liquid to cover the fish. Too much will weaken the flavor of the fish; the small amount can easily be concentrated and used in making fish sauces.

Lay the fish on a rack in the kettle. Usually it is better to wrap slices of fish in cheese-cloth so that the scum from the water will not lodge on them and discolor them. If water is used instead of *court-bouillon*, add salt—one-half tablespoon to a quart—and a little vinegar, one tablespoon or less to a quart, depending upon the strength of the vinegar. Have the water boiling when the fish is put in, so that the loss of juices may be as slight as possible.

Blessings of Sunshine

(Continued from Page 16)

which I shall presently indicate. In addition to these fabrics which transmit the vital rays there are now several kinds of glass being manufactured under various trade names which have been demonstrated to transmit the health-giving rays of the sun and have the advantage of being as transparent as ordinary glass.

In the northern states where there are at least five months of fairly cold weather, it is impossible to expose children without clothes for any length of time out of doors.

A report of an experiment on the effects of the sun in the treatment of rickets was recently published by the Children's Hospital of Toronto, Canada. It was found that while rats which had been given severe rickets by an improper diet soon get well when exposed to the direct rays of the sun outside, it took them three times as long to get well

if exposed only to the indirect rays of the sun in the shade.

Rats also recovered from rickets rather quickly if exposed to the sun's rays which had passed through special forms of glass which had been proved to transmit the vital rays, but got no result whatever when the sun's rays were allowed to pass through ordinary glass.

Of course, it is true, and this has been pointed out by Rollier, that during the short days in winter the sun must be taken advantage of at its height and even then the rays are not nearly as effective as in summer.

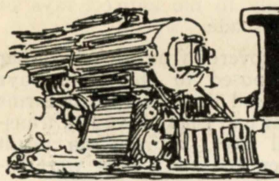
If the sun's rays are important to the growth and health of your chickens and domestic animals, they are equally important for the proper growth and health of your children. How then can we go about giving children the sun's rays to the best advantage? It is now conceded that even young infants should have their bodies exposed daily to the sun's rays. How can this be done?

At first, children should be exposed only for a very brief period, say for five minutes each day. Each succeeding day the time may be lengthened by five minutes until there is a daily exposure of approximately two hours. When the wind is cold, great judgment should be exercised and the time must be correspondingly short. It will be found, however, that where children are gradually accustomed to going without clothing they are not nearly as liable to "take cold" as when they are over-clothed and kept in an over-heated house.

Children who take on a good "tan" will soon stand an enormous amount of sun without any discomfort and also sudden changes without any harmful results. Those who have white or red hair will often burn easily if exposed too long, so that these children must be exposed when the sun is not too hot and preferably during the morning hours.

During the warm weather in summer, and especially during the heat of the day, the children may, after a comparatively short exposure to the direct rays of the sun, be placed for several hours in the shady side of the house or under the protecting branches of a tree. The temperature should be carefully watched and if the wind suddenly changes to the north, sufficient cover should be provided to keep the baby comfortably warm.

In the case of runabout children, every one of them, including the girls up to the age of adolescence, may spend several hours every day with nothing on but trunks so that in the fall their skins are as brown as Indians. In this way they store up energy which in a measure will compensate for the long winter months when the rays of the sun are feeble and it is necessary to wear clothing for protection against the cold. As far as we now know none of the fabrics from which clothing is made will permit the ultra-violet rays to pass through to the skin, but there is a good prospect that some such clothing will be devised in the near future, and even now during the winter months some of these special kinds of glass which will transmit the vital rays may be used in the windows toward the southwest so that in a warmed room, with their clothing removed, children may have their bodies exposed to the health-giving rays of the sun daily throughout the year.



Division News

BUTTE DIVISION

Associate Editor
ELZA TWAY
Great Falls, Montana

The trend of events in the present generation demands more and more that men of high intelligence and adequate mental equipment

assume the ascendancy in the field of transportation. The railroad companies, the public, and the employees alike, are recognizing the necessity of careful preparation and special training for this work. Everywhere, from the rank and file, up, is the awakening apparent. Railroad men are beginning to realize that one who takes up this line of endeavor for a life work, must be always and forever a student, for the field is practically without limit. Spare time study, night schools, constructive reading, bureau lectures, and employees' club activities are daily assuming greater importance in the lives of railroad men, and the careful courtesy and superior intelligence with which the patron is met by the average railroad employee, is daily the source of favorable comment, and is attracting widespread attention. The reason may be found in a single word—education. Let the good work go on.

Brakeman Ernest L. Sjaholm, of Great Falls, and Mildred Adams, of Helena, were quietly married by Justice of Peace Shields, on Sunday, March 18. The marriage came as a surprise to even the close friends of the happy couple. Mr. and Mrs. Sjaholm will make their home in Great Falls when business increases to such an extent that Mr. Sjaholm can hold a regular job out of here.

News has been received of the death of Dan Vastbinder at Chester, Neb., on April 1. Mr. Vastbinder was a former Great Northern employee, having worked as clerk at the Great Falls freight office for several years. In March, 1925, Mr. Vastbinder and wife moved to Florida where they took up their residence. They were enroute back to South Dakota and Montana by auto when he was seized with an attack of asthma, which proved fatal.

Roger L. Peterson, rate clerk at the Great Falls freight office, returned March 15 from Los Angeles, where he went January 1 for the benefit of his health. It is sincerely hoped that he has received permanent benefit from the trip. He was relieved on the rate desk by Willard L. Kennedy.

Esther and Clark, children of Conductor M. L. Cummings, left April third for Seattle, where they spent their Easter vacation with friends and relatives.

V. J. Josephson, after an absence of six months on account of sickness, has returned to his regular duties as agent at Brady.

Brakeman R. H. Stead left during the latter part of March for Minot, North Dakota, for a week or ten days' visit with his parents.

Extra Agent R. E. Baker is relieving Agent W. F. Goodin at Power for a period of thirty days. Mr. Goodin has taken a leave of absence in order to put in this season's crop on his ranch near Brady.

J. W. Lowrie, congenial traveling agent for the Southern Pacific, was a caller at Great Falls on March 27.

Loye Ashton, assistant chief clerk in the general superintendent's offices at Great Falls, broke into politics and was elected city alderman from the First Ward, at the city election on April 2.

Switchman Basil Shields has just returned from Rochester, where he has been undergoing medical attention for the past several months. Basil says that he feels better than he has for five years, and that the only thing wrong with him now is his pocketbook, and good hard work and staying in nights ought to remedy that.

Pendroy Branch phone, 1:30 P. M. daily except Sunday. Agent Goodin at Power calls the boys for their daily grain report: two



rings, three rings, four rings. No response. Goodin opens his power dam with full force: "Now, where in the world is that gang of snails? Gone fishing, I suppose, right in the closed season. Anybody there?" From the line: "Choteau, Bynum, Pendroy." Goodin: "Holy Moses, but you are a fine bunch of loafers, I've been calling you for an hour until my arm is paralyzed, and ACH has been raising the very devil, something very important, but not a louse stirred. Copy all—Ck'er 3—Gt. Falls 1:01 P. M., 25th period. No change today—sine'er Grain Bull." And Goodin feels greatly relieved.

Several of the men in train service are laid up with severe injuries. Brakeman Roy Hold has been confined to his home for several weeks suffering a sprained hand and ankle caused by falling from a box car at Armington.

Brakeman L. C. Lindh has been a patient in the Columbus Hospital for the past month recovering from a sprained back, received in a similar accident at Armington.

Brakeman W. F. Dixon is in the hospital at Lewistown, with a sprained ankle, incurred at Moccasin when he was thrown from the top of a car.

Conductor S. M. Konsmo has been unable to work for the past two months on account of an injured back received from a fall, while he was in charge of the east local between Great Falls and Havre.

All four of the "boys" are recovering slowly but surely and are pining to get back on the job again.

H. F. Cochrane, agent at Craig, is contemplating a leave of absence for about thirty days, effective April 15. While away he will visit friends at Philadelphia and other eastern points.

Clarence Jewell, general clerk in superintendent's office, recently purchased a six-room house on the West Side. We are all wondering what Clarence is going to do with all this space.

Brakeman Jack Fleming got tired of having his nose on the grindstone. He took off his badge, hung up his lantern, and went to Milwaukee, Wisconsin, spending the first half of March in that city, visiting friends and looking the town over. Jack says a good vacation is the best thing in the world for any man, and makes him appreciate his job more when he gets back to it.

Johanna Dahl, comptometer operator, superintendent's office, has taken a sixty-day leave of absence, effective March 24, on account of sickness. During her absence, Miss Dahl is being relieved by Marian Pearson of Spokane.

Brakeman Hans Halseth has taken thirty days' leave of absence and has gone back to the farm to help dad do the plowing. Hans is a confirmed optimist, and is visioning the "wealth of gold" he is going to reap next fall. Go ahead, Hans, and make your dream come true, for more wheat means more braking.

The newly formed quartette consisting of Carl Hoelzel, Bruce Teague, Les Nelson and Bill Williams, met at the Teague residence a few minutes before midnight on April 5, and proceeded to disturb the neighbors until the wee small hours of the morning. Carl complained of being pretty badly stiffened up the next morning, from sleeping on the back porch, as he had forgotten his key, and his wife refused to let him in.

Brakeman L. A. Ryan returned on March 18 from Minneapolis where he was called by the serious illness and death of his mother. The SEMAPHORE extends its sincerest sympathy.

Conductor Ed. Provost and family returned on March 21 from Los Angeles, where they spent the winter. Ed landed in town on the first day of spring and in the midst of a snow storm. He says it was so hot in California that he figured a little of the heat might be headed for Montana, but that apparently he is very lacking in migratory instinct.

Conductor and Mrs. C. A. Rooks are the proud parents of a baby daughter. We thought we'd get Claude to jar loose with some cigars but it seems the joke's on us. He informs us that it is up to the young fellows to buy the cigars; that we will have to take such things for granted from an old head like he is, and that no "stogies" will be forthcoming.

Mrs. F. E. Hall, wife of Conductor Hall, left April 2 for Granger, Iowa, where she intends to spend several weeks visiting her parents and friends.

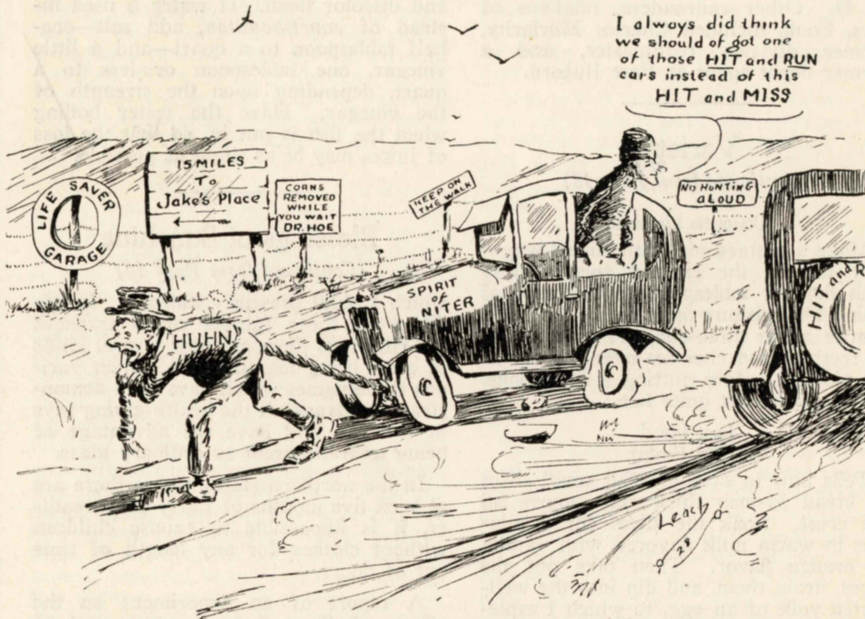
Brakeman Elmer Tait left April first for California to spend about thirty days with his family, who are now located in Los Angeles.

Extra Agent J. A. Raitor is spending a few days this month visiting with friends and relatives at Kalispell.

Mrs. Joe Rector and son, Bruce, family of Brakeman Rector, departed for Minneapolis, March 29, to spend several weeks in visiting Mrs. Rector's mother and sisters.

Assistant Superintendent J. S. Watson of Billings, was in Great Falls on official business April 11.

Roy E. Jewell, road clerk in the superintendent's office, returned to work April 2, after spending two weeks' vacation with relatives at Cascade.



It Might Have Been Thus!

When the news leaked out that Chief Dispatcher Gus Huhn was in the market for a new car of the latest type, there was a mad rush and general excitement among local automobile salesmen.

Here was a customer who had spent years in close touch with the matchless equipment of the Great Northern passenger service. Ac-

customed as he was to the luxurious appointments and perfect performance of such transportation facilities as these, his would be the refined and critical taste of the connoisseur. It was fully realized that to effect a sale here would require careful approach, delicate poise, skilful presentation and masterly demonstration, and above all, some car.

The first ambitious but unfortunate youth who test the truth of these assertions gaily piloted to the Great Northern offices a shiny new Ford, one of Henry's very finest creations. "Take her away," said the chief, as he looked her over with critical eye. "Henry ain't done right by our Liz all these years, and it's too late for him to start in now, after old General Motors got after him. Take her away."

Week upon week a steady stream of the automobile world's grandest prize winning productions filed down to the Great Northern offices in stately procession, and one by one the unhappy salesmen were politely invited by the heartless prospect to drive 'em back home and keep 'em there.

The doughty chief was down-cast and disheartened. Could it be that none of the great automobile manufacturers had ever enjoyed the dreamy luxury of a ride on the Oriental Limited, or watched the superb performance of a 2500, to foist upon an unsuspecting public such inferior and obsolete contraptions as these? Yes, the chief was disappointed and discouraged.

And then, like a flash of golden sunshine after a week of rainy days, came the Hup. Oh baby! Driven by an ultra-salesman of the super-persuasive type, all dolled up in clean collar, kid gloves, shiny oxfords and new spring suit, the beautiful Hup glided gracefully up to the office door and paused, eerie like, before the wondering eyes of the enchanted chief. She seemed to float, silently, like a sail upon a distant sea, a fleecy cloud in the far blue sky, or the soft thistle down drifting noiselessly upon a summer breeze.

The chief was spell-bound. He gazed long and lovingly at the beautiful thing, as one in a trance. Plainly, it was a rare case of love at first sight. The ultra-salesman put on his most finished and alluring smile and prepared to follow up his advantage, but the chief waved him to silence. "Get out and go home," he said. "Give me the key, and telephone me tomorrow who you are and how much you want for her. She's mine."

An hour later Chief Clerk Clarence Hogan missed his superior officer and growing alarmed at the unexplained absence, instituted a search, but the chief was nowhere to be found. Even at that very moment the two lovers were slipping swiftly and silently along the gravelled highway, miles and miles distant, basking in a halo of bliss.

We are unable to verify the report that the fair Hup proved faithless at the last, and that the weary chief dispatcher arrived at Murphy's Garage long after midnight, with a tow-rope over his shoulder dragging the beautiful but fickle one behind. Let us indulge the hope that the story is entirely without foundation, and that the lovely Hup will be true and faithful to her enamored master unto the end.

Great Falls Store

Mrs. John Blonigan and daughters, Luverne and Dorothy, returned from St. Cloud, March 11, where she and the children had been called on account of the serious illness of Mrs. Blonigan's mother, who is reported to be improving and on the way to good health again.

Al Weiss, the store disciple of Izaak Walton, took all records of early spring catches when he returned from Hardy recently with 22 choice trout. Throughout the day several mountain squalls blew up and chilled Al to the bone and when he wrapped his fingers around one of the speckled beauties they stayed there as if clamped until he could reach a fire to start the blood circulating again. Consequently Al is nursing a cold.

Rudolph Christianson spent Saturday night, and Sunday, March 18, visiting friends at Augusta.

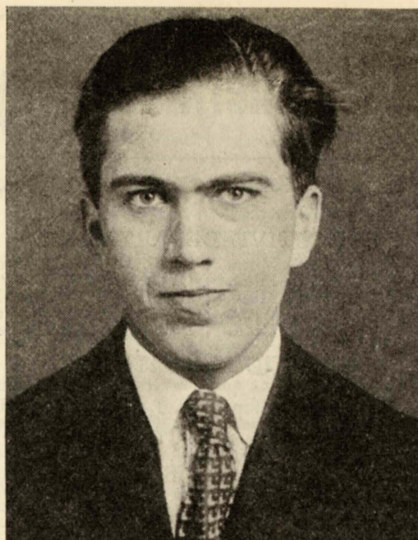
G. E. Tallmadge, assistant general storekeeper, lines east, is paying our store a visit while here checking up abandoned and obsolete machinery, and material abandoned by the Cottonwood Coal Company when they closed up their mines in the Stockett District.

Butte

Brother Hughes' ten-minute talk on co-operation was roundly applauded. Switchmen Price and McIntee closed the program with a medley of numbers from the current production, "Hit the Deck." Gene's clever imitation of a spendthrift Scotchman was the signal for unrestrained merriment. The entire program was broadcast from KDX, Portland, through direct connection with GBX, Butte. Yes, sir! We've got some live bunch up here.

Evelyn Cunningham has returned to the rate desk in Butte freight office after spending six weeks in St. James Hospital, following an operation for appendicitis.

Mark McManus, switchman, is on the sick list suffering with rheumatism.



Lester Rudd

Following the regular monthly meeting of the Associated Organization of Shopcraft Employees, the boys staged an entertainment. Several vocal selections were given by Acting President Lester Rudd, who delighted the assemblage with his masterful rendition of "My Wild Irish Rose" and "Yesterday." And how that boy can Charleston! Secretary John Likarish followed his every movement with a fire extinguisher, ready for instant action. Brother Nick Likarish gave several selections on the harmonica, thereby conclusively proving his claim to the title, "Harmonica Nick."

CASCADE DIVISION

Associate Editor
D. O'HEARN
Seattle, Wash.

Seattle, Washington

Hazel Pederson, comptometer operator in the division superintendent's office, has been granted a two-months' leave of absence. Hazel contemplates taking a trip to Alaska, and we all wish her a pleasant and enjoyable vacation. Herbert Hicks is relieving her during her absence.

Hollis C. Nelson, of the division superintendent's office, has been appointed delegate to the grand lodge convention of the Brotherhood of Railway Clerks, which is to be held at Columbus, Ohio, May 14. We are especially proud of Hollis, in as much as he led the field in number of votes for delegate at large. He will also attend the system board meeting which is to be held at St. Paul on May 10.

We noticed Lawrence Gendron, stenographer to the division superintendent, busily perusing time tables and on inquiring the reason, learned that he is planning a trip to California this month. Lawrence says this will be his first trip to sunny California. We hope he doesn't become enamored with any of the bathing beauties.

H. P. Hicks, general clerk, superintendent's office, was a "first night" at the regular weekly meeting of the "pool and poker club" and paid his initiation fee with a smile. Little Shanty Erickson had one of his infrequent off nights and also went to the cleaners.

James C. Devery, Jr., seems to be following in the footsteps of his eminent father, Chief Dispatcher Devery. He is now working as dispatcher in the division office.

F. V. Percival, general yardmaster at Interbay, is back on the job after an enjoyable vacation. Bill Gray relieved him during his absence.

Alice Langan, chief dispatcher's stenographer, has returned to work after a six weeks' sojourn in California. She says that although she had a good time in California, there is no place quite like Seattle.

It has been reported that Dispatcher Carl McKillips has purchased a brand new Nash. Gene Wadhams, night chief dispatcher, is on his annual vacation, being relieved by G. E. Wellein.



Another Pipe Smoker Voices Tobacco Joy in Flowery Verse

When a man writes poetry it's a sure sign he's in love with someone—or something. Some men are inspired by beautiful womanhood, some by a gorgeous sunset. Here's a man inspired by his favorite smoking tobacco:

THE BLUE TIN CAN

I've tried the brands from every clime;
Choice mixtures with Perique;
But long—oh, long ago! I learned
The only brand to seek.

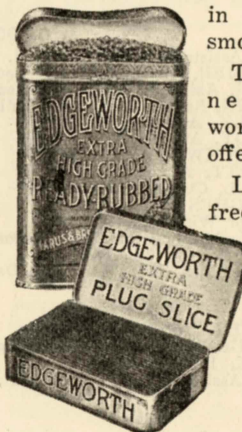
Each day our useless worries mount,
Our evenings to provoke;
But through the alchemy of fire
They vanish into smoke.

They vanish when our spirit holds
No enmity toward man,
And smoke the sunshine bottled up
In Edgeworth's Blue Tin Can.

So smoke away! This loyal friend
Is void of bite or sting
For He is monarch of a world
Where Happiness is King.

Irving H. Walker,
Newark, N. J.
April 7, 1927

The best way to learn what *you* like about this smoking tobacco is to put it in your pipe and smoke it.



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

Let us send you free samples of Edgeworth so that you may put it to the pipe test. If you like the samples, you'll like Edgeworth wherever and whenever

you buy it, for it never changes in quality.

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

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

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



Great Northern Railway



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

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A. H. LILLEGREN, Asst. Purchasing Agent,	St. Paul, Minn.	G. E. TALLMADGE, Assistant General Storekeeper,	St. Paul, Minn.
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C. O. JENKS, Vice-President,	St. Paul, Minn.	HOWARD A. NOBLE, General Manager,	St. Paul, Minn.

Helen Gaul, stenographer in the master mechanic's office, failed to report for work Monday morning, and on making inquiry, Mr. English informed us she was quite ill. We further learned that on the day previous, which was Easter Sunday, she had partaken of a huge dinner, which was cooked by Eva Hudon, assistant material clerk. Well, guess that is enough said. Incidentally, we have been fishing around for an invitation to one of those good home-cooked dinners of Eva's, which we have heard boasted about so frequently, but don't know as we will take a chance now. Helen is back on the job again, looking a little pale, but otherwise as fit as ever.

Report has reached us that Mr. Coleman is looking for a home in Seattle. Looks like he is going to change his place of residence from Everett. We will be glad to welcome him to Seattle.

Vancouver, B. C.

Evelyn W. Martin, clerk, St. Paul, was a visitor the early part of April.

We were very sorry to hear of the death of Earl MacAviney, Pullman conductor, Seattle, the latter part of March. Earl had a run into Vancouver for many years and his friends here extend sincerest sympathy to his family. Burial took place in Pasadena, California.

C. H. Chandler, tie and lumber inspector, was a visitor during March.

Alex Chamberlin, car repairer's helper, Seattle, was a visitor during March.

Mrs. J. A. Orth, wife of chief clerk, underwent a serious operation during March and spent several weeks in the hospital. She is home now and feeling fit again, for which her many friends are very thankful.

Earl J. Keeley, ticket seller, depot ticket office, spent the month of April visiting in California. Frank Wright of Bellingham took the night ticket position, while Paul Meyers, night ticket seller, moved up to the day position for this month. We all know Earl will have a good time in the South and sincerely trust that DeMille or any of the other movie magnates will not sign him up.

Jack Meagher, depot master, is at present at home on account of sickness and expects to be away until the early part of May. Jack's many friends wish to extend best wishes for a speedy recovery. Gib. Hardwick relieved him.

Everyone here wishes to extend the sincerest sympathy to Miss Stang, sister of Victor Stang, customs officer, on account of his death in March.

F. C. Meyers, L. F. & P. A., took a short trip to Seattle and Portland during March.

W. S. Chemidlin, claim agent, Seattle, was a visitor for a day during April.

Steve Antic, fireman, and Miles McGowan, engineer, recently had their first airplane ride in Wenatchee. Now they are each trying to lay the blame on the other for thinking of such a bright idea. At first Steve thought it would be a grand thing and a wonderful sensation, but on taking the ride both of the fellows demand sound foundation for their feet in the future. We hear that before the ride Miles fixed it with the aviator to do plenty of dips, turns, etc., for the purpose of getting Steve's goat, but it seems as if Miles miscalculated things and didn't figure out just what his own sensations would be, with the result that not only Steve, but he himself lost several good dinners.

Jack and Betty Bell, children of W. R. Bell, roundhouse foreman, spent several days in Seattle during the Easter holidays.

Earl Hilbert has recently been taken on at the roundhouse as laborer, on account of Bog Higginbottom resigning.

Tony Naser, engineer on the Ladner, B. C., to Sumas, Wash. run, reports that everyone on the branch line is well and happy. This run consists of Mervin conductor; Pete Sharp, brakeman; Mike O'Donnell, brakeman; R. B. White, fireman; Andy McIntosh, locomotive watchman, and Tony. The boys make several trips into Vancouver on their lay-overs and week-ends and according to Tony, the goose hangs high and everything is in good shape.

Mary MacKenzie, stenographer, was away for several days during March on account of having an attack of the flu. Miss Mac was back soon though, which goes to show that it's hard to keep her sick, for which her many friends are very thankful.

Everett, Washington

Mrs. Boozer, wife of Conductor Boozer and children, are on a trip to Wisconsin for a month's visit.

Mrs. Rowe, wife of Conductor Rowe, and son Leroy, are visiting in California.

Trainmaster Clary is on his vacation. Aside from a trip to Vancouver, he did not disclose his plans.

Checker J. H. Harrison made a trip to Olympia in April.

Switchman W. D. VanWinkle took a ten-day lay-off to indulge in his favorite pastime of fishing, during April.

Clerk Jack Geary has bid in on a yard checking job at Delta, relieving Hermie McBride, who has taken the billing desk in the freight office.

George Hoffman is arranging to go to Klamath Falls to install a new track scale on the new line.

A number of trainmen and yardmen are bidding on bulletined jobs on the Klamath Division.

Thomas Branley has returned to work as yardmaster at Delta after three weeks of sickness.

Chief Clerk W. H. Connolly was called to Hood River on account of the death of his brother-in-law.

W. R. Greavis, the Delta representative of the Western Fruit Express, has bought a new home on Colby Avenue and has taken possession.

Switchman Harry Pettitt has moved to Lake Stevens to be closer to the fishing of which he is a great follower.

SEATTLE ITEMS

Associate Editor

A. L. SCOTT

Seattle, Washington

The city ticket office has been moved from 1403 Fourth Avenue to 1205 Fourth Avenue, just across the street from the Olympic Hotel.

Many were the watchers on hand March 31 to see the ticket office boys in their shirt sleeves wrestling with desks and ticket cases.

With the change in office location came a change in the personnel of the office. Henry L. Dodd has been promoted to the position of city passenger agent in Everett.

Edward F. Gerlach returned after two years in the assistant general passenger agent's office to succeed Henry at the counter and Kenneth Bates, formerly employed in the Victoria office, has taken Ed's place "upstairs."

Our veteran chief dispatcher, James C. Devery, broke into publicity on April 9, when Chief Seattle, writing in the *Seattle Star*, gave Mr. Devery the following paragraph:

"To Jim Devery, G. N. Chief Dispatcher: "Your duties do not generally put you in direct contact with the public, but the old chief has noted that when they do you go out of your way to be accommodating. Thanks.

(Signed) Chief Seattle."

That's good advertising for both the "C. D." and for the G. N.

George R. Lally, traveling freight agent, made a hurried trip to St. Paul the first of April due to the death of his father. George has the heartfelt sympathy of us all in the loss of his parent.

Fred T. Holmes, assistant general passenger agent from St. Paul, was a Seattle guest for two days the first of April.

R. C. Murphy, city passenger and ticket agent in Spokane, called at the several offices during a short stay in Seattle due to the illness of his mother. "Murphy" reported that she was coming along fine before he left for home and we all trust that she is on the up grade to good health once again.

Nettie B. Cregg, from the accounting department in St. Paul, visited in the local offices during her vacation stay in the "Charmed Land."

Spring has come! Bill Bourke, contracting freight agent, and Harry Beyers, city passenger agent, are both sporting flashy new topcoats with futuristic designs.

Andy Anderson and Ed Tietjen, of the freight department, celebrated April Fool's Day out in the wide open places catching fish. They reported a lot of good luck. We did not see the evidence of their superior ability and we all know that "fishes of inches turn to feet."

Vice-President W. P. Kenney was a Seattle visitor for several days during the early part of April and was met here by President Ralph Budd, with whom he went east.

D. J. Kerr, assistant to the vice-president, was in Seattle April 16, and was accompanied by his secretary, Bob Due. Perhaps the presence of the latter explained the happy expressions on the faces of the girls in the general manager's office that particular day. And then again, it might have been due to the presence of our old Seattle co-worker, J. B. "Cy" Smith, now assistant superintendent of transportation in St. Paul, who was also in town that day.



SEND FOR THIS

Official RAILROAD TIME BOOK

Mailed Free

PUBLISHED & COPYRIGHTED BY
THE MANUFACTURERS OF

CROWN

SHRUNK

OVERALLS

UNION MADE

A New Pair Free!
- if they shrink

The CROWN OVERALL Mfg. Co.
LARGEST IN THE WORLD CINCINNATI, OHIO

"Cy" said that he just had to get back to the coast once in a great while to see how his old friends look. Don't forget we are happy to see you, too!

Joseph P. Sullivan, traveling car service agent, has been confined to his home for the last two months but current reports have it that he is getting well again and will be back on the road soon. We wish him luck!

Walter Fryburg is looking for the "lost cars" in this district now so gets a chance to see the home folk in Seattle occasionally.

Ray Preston and Fred Rice have not reported any spring luck yet. Surely they and Chuck Whims have been out already and their lack of reports would sort of indicate that they have lost their art with the hook and line.

The spring days are not only issuing the call to the disciples of Izaak Walton but also to the boys who play around the water holes on the golf courses. Now that George Seibold has left Seattle the rest of us will have some chance and Harry Costigan started early by getting a little practice at Earlington on Sunday, April 15. Harry reports a very satisfactory round and it goes without question that there will be several more "golf-widows" in the Great Northern family before another month rolls by.

B. of R. T. Ball Great Success

(Continued from Page 24)

master and Mrs. W. G. Smith, and Emma Cuturia, former vice-president of the Women's Club.

The committee which so splendidly handled the affair was composed of E. H. Varchminn, chairman; H. R. Atwood, secretary; John Kennedy, president of the Lodge; J. R. Robertson, treasurer of the Lodge; P. E. Peterson, W. J. O'Toole, J. P. Pepin, A. T. Bland and B. W. Fern.

During the evening the Great Northern quartet broadcast from radio station WCCO, as did Joseph Bourbeau, the singing fireman of the Great Northern Railway. Every newspaper in the Twin Cities was represented by reporters from their society departments.

Kith and Kin

Father—What were you and Mr. Spooner talking about, Ethel?

Ethel—About our kith and kin, father.

Willie—That's right, pop; Mither Thpooner sez, "May I kith you?" Ethel sez, "You kin."

DAKOTA DIVISION

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

Tony Rottweiler, trainmasters' clerk, and family, have gone to Cincinnati, Ohio, where they will spend two weeks, visiting relatives and friends.

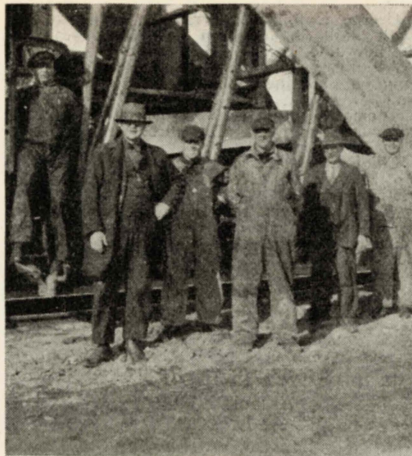
H. C. Wright, I. C. C. inspector, paid us a visit on April 5.

M. A. Kraker, road clerk, and F. Blase Peschel, B. & B. clerk, of the superintendent's office, spent Easter with friends and relatives at Wahpeton.

Work on the new terminal facilities at Grand Forks is progressing very rapidly. The new turn table has been placed and is now in operation, and a good many of the yard tracks are nearly complete.

Effective May 1, several changes in roadmaster's territory will take place. J. Goodrie, roadmaster at Page, will have charge of the line between Wahpeton and Devils Lake. L. Anderson, at Crookston, will have charge of the line between Barnesville and Noyes, and Moorhead and Redland. J. Peterson will have charge of the line between Redland and Cass Lake and the Warroad line. S. Lund will have charge of the line between Grand Forks and Neche and Grafton and Morden in addition to his present territory. J. A. Sullivan at Fargo will have charge of Fargo and Moorhead yards and Fargo to New Rockford. P. Skurdall, at Larimore, will take over the line from Casselton to Larimore, and Larimore

to Hannah. The territory of Roadmaster McCarty at Devils Lake remains the same.



New Yard Track Crew

The above photograph shows the dozer and crew engaged in dozing the new yard tracks at Grand Forks. Reading left to right those in the picture are: C. Setterland, engineer; J. B. Carlton, switch foreman; P. Lee, switchman; P. O. Jensen, dozer operator; S. Lund, roadmaster, and L. Hunt, fireman. J. A. Peppard, switchman, the other member of the crew, acted as photographer.

Devils Lake

Mr. and Mrs. William Lewis are the proud parents of a baby boy born at their home on April 3. Mr. Lewis is a machinist at this point. Congratulations, "Bill."



The Harrington Home

The above photos show the home of C. L. Harrington, agent at Ayr, N. D. Mr. Harrington is very proud of his yard, which includes ten lots, and is the result of all of his own work. It is one of the beauty spots of the town.

On March 30, at 10:30 A. M., the Detention Hospital at Grand Forks, which is located across the street from the roundhouse, caught

on fire and the fire department at the roundhouse reported very promptly and had a stream of water on the fire seven minutes after they rolled the hose cart out of the shed. They had the fire under control before the city fire department reached the scene. In his excitement Locomotive Inspector Mike Gorman broke his suspenders.

Mr. and Mrs. Peter Knutson, coal passer and wife, have gone to Rochester, Minn., where Mrs. Knutson will enter the Mayo Clinic.

Frank Moylon, carman who has been off duty for the past six months, on account of ill health, is now much improved and will soon be back on the job.

Mrs. W. S. Newgard, wife of general foreman, and daughter Marion, who have been touring the West and South for the past four months, have returned to Devils Lake. They will be in Devils Lake about ten days before leaving for their new home at Klamath Falls, Oregon, where Mr. Newgard will take charge of the roundhouse.

Mrs. George Lahey, wife of carman, has returned from Grand Forks, where she spent a few days visiting friends.

A great number have been absent from work the past few weeks with the flu. Among those absent were Philip Busch, blacksmith; Anton Fixel, boiler washer; Albert Oleson, machinist; Philip Ell, machinist helper; Wm. Weaver, box packer; Joe Agrest, machinist, and "Bud" Worrall, laborer.

E. E. Walgren, assistant foreman, has returned from St. Paul where he spent several days visiting his family.

Mr. and Mrs. George Brown, hostler and wife, have had as their guests for the past few weeks Mr. and Mrs. Jones of Los Angeles, California, who made the entire trip from Los Angeles to Devils Lake by car.

Mrs. Charles Worrall, wife of engine inspector, who has returned from St. Paul where she spent several weeks visiting relatives, has been confined to her home with a severe attack of the flu. We are glad to report that she is greatly improved.

Mr. and Mrs. Harry L. Simpson, pipeman, and sons Edward and Harry, Jr., have returned from Brainerd, Minn., where they spent their Easter vacation visiting relatives. On the way home they spent several days with friends and relatives in St. Paul.

Helen Hoult of the St. Paul general stores, spent her Easter vacation with her parents, Mr. and Mrs. G. B. Hoult, district storekeeper and wife. Mrs. Hoult, who had been confined to her home for ten days with a very severe attack of the flu, accompanied her daughter back to St. Paul where she will remain for several days.

Thomas Voltz, formerly at this point, now at the Grand Forks roundhouse, recently spent a day renewing old acquaintances at Devils Lake.

In connection with the record of J. Crowe, engineer on the Montana Division, having his name on every payroll for the past 36 years, mentioned in the last SEMAPHORE, this is a remarkable record, but we have found one that is still better. Joe Collinson, formerly locomotive foreman at this point, now on pension, had his name on every payroll for the past 38 years and went 11 consecutive years without a single day lost for any cause whatsoever.

HEADQUARTERS

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

Fred Lehner, formerly of Dale Street stores, now at St. Cloud, is making steady week-end trips to Osceola Avenue, St. Paul. What's the attraction, Fred?

H. C. Dumas, chief price clerk of the store department, is the proud possessor of a new discount book, the old one lasted 28 years. How long will the new one last, Harry?

Art Endersbe is spending his spare time at the Recreation Parlors. From reports Art rolled several 200 games.

Joe Scheinbloom has purchased a new set of golf clubs. Overheard Joe tell Frank Fischbeck that after a little practice in his back yard, he would challenge him and all other golf players in the storehouse.

Louis Eyneck on April 12 took unto himself a wife. We don't know the name of the lucky lady, but Louie has a reputation for picking. He holds down the job as scrap sorter at Dale Street scrap yard.



We enjoyed reading a letter some time ago, inclosing a poem, which on account of the rule against verse in the magazine, could not be used, from Mrs. Virginia Grimm Whitacre, who before her marriage seven years ago, was in the office of auditor of car records. She is now living at 509 Walden Avenue, Seattle, Wash.

Everson Miller, we understand, has been married for over a year without any of his co-workers having knowledge of it.

Due to the recent reduction in force, Helen Hout is now down at Jackson Street store.

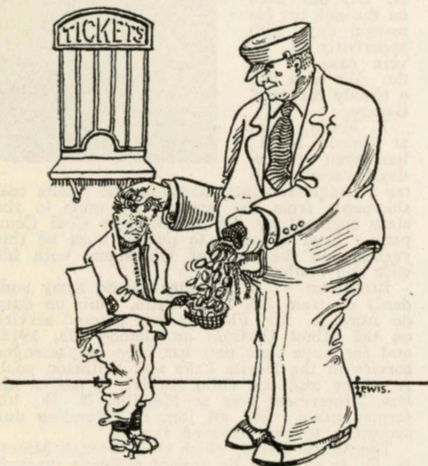
Joe Gruber and Phil Strysky have gone to St. Cloud to take positions in the store department.

Those of the car record office who have been out on account of illness and have returned are Orpha Celt, Marian Whaley, Madge Brown, and Evelyn Capistrant. Among our convalescents who are on an extended leave of absence are Lillian Kemnick and Cecelia Schnobrich.

Lillian Frogner of the car record office spent her vacation in Bethesda Hospital recovering from an operation for appendicitis.

The car record office extends its sincere sympathy to Ella Acker because of the death of her father.

The car record family has been united. The sorters who previously were on the fifth floor have now been moved to the ninth floor to the regular car record office.



Big hearted Bill Mackenroth falling for the newsboy game. He nicked several friends for most of the collection, but they're not pushing him to get square.... Bill is now positive that the storekeeper was right when he told the customer to whom he sold the four dollar fish line that there was a sucker born every minute....

The above contribution was sent in from the Telegraph Department, which also shows that we have another artist in our ranks. He is R. H. Lewis.

Elva Kipp, stenographer, auditor station accounts' office, is back on the job again after a three months' illness. Glad to see you back, Elva.

Arthur Dalquist is also back on the job after a month's absence nursing a broken arm.

The "Cheese and Card Club" of the auditor station accounts' office, held its semi-annual meeting Saturday night, April 14, 1928. The meeting was called to order promptly at 8:30 by "Banker" Ingval Hanson and adjourned early after enjoying a delicious lunch. A good time was had by all.

Lillian Potts, sister to Henriette, of the Interline force, A. F. R. office, passed away Friday, March 23. Word was also received of the death of Mrs. Hulda Caroline Wold, sister of Carl Johnson of the same force. Our sympathy was extended to both bereaved families.

Hazel Lind, one of the oldest in service of the comptometer operators of the auditor of freight receipts office, is leaving the service on April 21 to be married. The girls of the office had a luncheon shower for Hazel in the club rooms on April 12. May the best of fortune attend Hazel throughout her married life.

Regina Strunk, auditor freight receipts office, who fell and broke her leg on November 20, 1927, is now recuperating at her home in Shakopee. She is not able to walk as yet, but her strength is returning.

Arthur L. Taylor, dining car steward, who entered the service of the company July 22, 1922, and was assigned to the Glacier Park Limited, on which he served almost continuously while with the railway, passed away on

April 12, at his home in St. Paul, after a lingering illness of several months. The funeral was on the 16th, and six employees of the Dining Car Department acted as pallbearers. Many beautiful floral tributes testified to the high esteem in which he was held by his associates and friends. The SEMAPHORE joins with officers and employees of the Dining Car Department in extending sympathy to Mrs. Taylor and others in his family.

News has reached us of the death of Late LeMay in Florida early in April. Mr. LeMay was formerly employed in the freight claim department, and some time before that as agent for the company at Boulder and other points on the Butte Division. Sympathy is extended to his relatives.

KALISPELL DIVISION

Associate Editor

J. A. MINCKLER

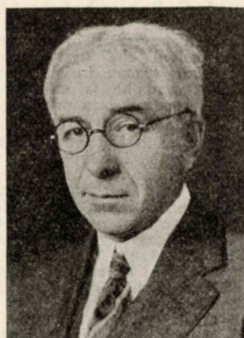
Whitefish, Mont.

April 1, 1928, was moving time at Whitefish. The old division headquarters, which served so many years, were deserted and all

the offices were installed in the new building which serves both as a depot and office building. New equipment has been provided so that the plant is up to date in all respects. The building itself was planned with great care, is commodious in all its appointments, beautifully designed and pride in its possession is shared by the management, the community and the officers and employees who work in it.

When we congratulated Yardmaster Shannahan on his having what is probably the finest yard office in the United States, he admitted it but did not wish the idea to escape us that he also has the best yard office force in the United States to work with.

Machinist and Mrs. Hermann have returned from a vacation spent with relatives and friends in Michigan and Minnesota.



In the early days of Whitefish as a railway division point, the new city gained a reputation for being the home of beautiful girls. That reputation has continued to this day, and deservedly so. Only recently, however, has it become known that in those far off days this little city also boasted of a galaxy of sheiks and, as Lawyer Mulally would say, potential sheiks. The members of the above group were not all sheiks but they were all possibilities in that direction as the picture witnesses. The picture was taken in 1907. Standing at the left is none other than Roundhouse Clerk, now Assistant Chief Clerk A. A. Strom. At right is "Dutch" Dewar, machinist helper, now brakeman. Front, left to right: Call Boy, now Conductor E. G. Powers; (Polly) Bert Young, machinist helper, now an electrician in Chicago; Harley Swisher, machinist helper, now conductor; John Cremens, now

of Seattle. We venture to say that a copy of this photograph graced the dresser in many a boudoir in Whitefish during those last days of the Victorian Age.

Work on the new terminal at Blackfoot is about completed. The finishing touches are being put on the beautiful new hotel being built by the company for the accommodation of its trainmen who will lay over at that point when the division change is made.

The new conference room was initiated into service with a meeting arranged for Milton L. Oglesby, special representative, bureau of explosives of the American Railway Association. A good sized crowd turned out and found Mr. Oglesby a very entertaining speaker. The points were well brought out by means of a series of moving pictures and slides.

Everyone is glad to welcome "Scotty" Henderson home from his trip to Bonnie Scotland. It will not be long now till of an evening we hear the familiar notes of "Scotty's" pipes over the valley.



Chas. S. Poorbaugh

It looks as though the city of Whitefish from a political standpoint has entered an era of good will. After all the contests and turmoil of the past, it is certainly refreshing to witness a city election like the one held this spring. There were a mayor and three councilmen to be elected and the four men who had held the offices during the past term were all re-elected without opposition. This pleasing condition of affairs is the result of the very satisfactory administration which the city has enjoyed since Chas. S. Poorbaugh's election as mayor three years ago. Mayor Poorbaugh's determination to give the city a clean, business-like administration was ably furthered by a fine co-operation on the part of the council and succeeded so well and satisfaction was so general that no one even suggested opposition to either the mayor or the three councilmen whose terms expired. The vote given these men was a vote of confidence and a fine compliment. Mayor Poorbaugh has been employed in the superintendent's office during the past fifteen years except for the time he served in the army during the war. He was one of those who went to France early in the trouble and one of the last to get back. The three men who shared the honors of the election with Mr. Poorbaugh are all Great Northern employees—John Horn, of the car department; Newton Shaffer, of the station force, and H. H. Williamson of the mechanical department.

By the time this is being read, the Kalispell Division will have been extended to the east limits of Hillyard and Blackfoot will be the east terminal.

Earl Hunt, who suffered a severe accident last fall which resulted in the loss of a foot, has been welcomed back to work in the car department. Earl's pluck at the time of the accident and his optimism in the presence of adversity have tightened the bonds of friendship for him in all directions. Hats off to Earl Hunt, optimist!

Elain, daughter of Conductor and Mrs. Clinton Amsbaugh, recently underwent a major operation in a hospital at Spokane. The many friends of the family are glad to learn that she is recovering nicely.

Matt Griffith of Rexford, who suffered a broken leg in an accident, is now well on the road to recovery. His many friends in service are glad to hear it.

Master Mechanic and Mrs. A. J. Holiday and daughter Jean of Great Falls renewed many pleasant acquaintances at Whitefish on Easter. They were guests of Mr. and Mrs. W. A. Morrison.

We are glad to note that J. W. Shoaf, who was laid up with a serious complication of troubles, is now well on the road to recovery. We sure miss Jim on this pike when he don't show up.

Boilermaker Edward Fense recently returned from an extended visit to Germany, France and England.

MESABI DIVISION

Associate Editor
I. G. JORSTAD
Superior, Wis.

C. A. Little, chief clerk to general superintendent, has just returned from Seattle and other Pacific Coast points, where he spent his vacation. He was accompanied by his son William on the trip.

Agent E. S. McFarland and Mrs. McFarland of Wilton, Minnesota, are receiving the congratulations of their many friends on the arrival of a daughter at their home on April 7.

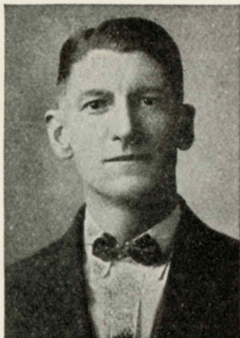
David Ludens, assistant engineer, has been temporarily transferred to the Willmar Division and left for Willmar on April 8. We understand he is assigned to grade revision work, etc., between Morris and Hancock. Dave did not take his automobile with him but stated that after becoming better acquainted in the vicinity of Morris he could possibly make a trip to Superior to get his car and drive it back to Morris.

Peter L. McGowan spent a week in Chicago during the latter part of April.

J. P. Larson, conductor and local chairman of the O. of R. C., has left for Jacksonville, Florida, where he will attend the convention of the O. of R. C. Mr. Larson also intends to make a trip to Havana, Cuba, before returning to Superior.

Engineer Tim Hunt has returned to Cass Lake after a two months' vacation spent at the Head of the Lakes.

Signe Oyaas, stenographer, superintendent's office, Superior, recently returned from Edmonton, Alberta, Canada, where she spent her vacation. She also visited friends at Winnipeg, Manitoba, en route.



The death of A. N. Halverson, chief clerk, Superior, came as a distinct shock to his many friends on the Great Northern as well as his other numerous friends in Superior and Duluth. Art was a faithful worker and will surely be missed by his co-workers on the Great Northern.

Engineer Charles Totten has returned to Kelly Lake after spending the winter at Superior.

Eva Bailey, daughter of Trainmaster E. F. Bailey, Kelly Lake, recently returned from California where she spent the winter months. She reports having a delightful visit but was glad to get back home.

Engineer J. F. Johnson has left for a two weeks' trip to Portland, Ore., where he will visit with his daughter.

F. W. Keeler, night chief dispatcher at Superior, is spending his vacation visiting relatives and friends at San Francisco and Los Angeles.

Engineer Thomas Murphy has returned to Superior after spending several weeks in Chicago, Detroit and Hudson, Wisconsin.

Mrs. F. J. O'Conner and Mrs. C. W. Johnson are now at Cleveland where they went as delegates to the convention of the Ladies' Auxiliary of the B. of R. T.

J. C. Bertrand of the Allouez Ore Dock office force, has just returned from his vacation which he spent in Chicago and Detroit. He witnessed the first game of the American League season in the South Side Park, Chicago, and he is still firm in his conviction that baseball is a pretty good old sport.

Engineer and Mrs. Patrick McNamara have returned to Kelly Lake after spending the winter months in Superior.

Engineer and Mrs. Fred Donlevy and children have left for an extended trip to Milwaukee, Chicago and Marionette, Wis.

On account of revision of sections a number of changes have been made among which are the following:

Section Foreman Edward Lindberg transferred from Holyoke to Cloquet.

Section Foreman John Pappelis transferred from Kerrick to Cloquet.

Section Foreman August Johnson transferred from Braham to Floodwood.

Section Foreman Arthur Pervorse transferred from Henriette to Calumet.

Section Foreman Peter Pappas transferred from Scanlon to Kelly Lake.

Section Foreman Gust Baskas transferred from Brevator to Nashauk.

Section Foreman Frank Bellino transferred from Saunders to Boylston.

Section Foreman Herman Frahs transferred from Askov to Riley.

Section Foreman William Hodgis transferred from Island to Bengal.

George Kosanke, engineer, is back on the job after a honeymoon trip which was spent visiting Los Angeles, San Francisco and Catalina Island.

Michael Flaherty and wife have left for a visit with relatives at Detroit, Mich. and will see the sights of Chicago on the way home.

Wm. Wiss, store department, Kelly Lake, called at the SEMAPHORE office recently on his return from Miami, where he spent the past four months. He boosted for the Great Northern all the way down and back. Mr. Wiss is returning to Kelly Lake for the ore season.

MINOT DIVISION

Associate Editor
CARL CARLSON
Minot, N. D.

M. T. Klier, agent at Noonan, N. D., has just returned from a two-months' leave of absence spent in California and southern points with friends and relatives.

Matt reports a very enjoyable time and took in some of the sights at Tia Juana. Mr. Klier was accompanied by Mrs. Klier.

Geo. W. Wilson, agent at Rugby, N. D., has been on the sick list for several days with apparently a severe case of the flu. We wish you a speedy recovery, George.

F. Malin, agent at Kincaid, N. D., has taken a sixty-days' vacation after a strenuous winter handling the lignite coal shipments from the largest coal mine in the state operated by the Truax-Traer Coal Company. Fred is going to put in most of this vacation in the state of Oklahoma, with his wife and mother.

Brakeman V. A. Fletcher passed away suddenly on train No. 29 at Penn, while on duty on April 9. Mr. Fletcher first entered service on the Minot Division on October 23, 1915, and for some time past has been in passenger service in the Devils Lake and Williston pool. A widow and one child survive to mourn his loss. Interment was at Melville, N. D., his former home. We all join in extending our sympathy to the bereaved family.

The Mouse River, which runs through Minot, N. D., is again on its annual rampage through the valley, although no damage is anticipated this year, thanks to the permanent dykes built last year and the attention given them this year. All danger to residents in lower levels will be entirely eliminated in the future if these dykes are permitted to stay where put in. The high water makes a pretty sight in the valley.

Minot Roundhouse

Mr. and Mrs. M. J. Hartman, engineer and wife, have changed their residence from the Virginia apartments to the Chain Block, Second Street, northwest.

Dorothy Brown, daughter of Eli Brown, tankman, is spending a part of her Easter holidays with her aunts at Townner, N. D.

William Schlechte, assistant car foreman at Devils Lake, was a recent visitor in Minot.

Tonight, April 13, at the Parker Auditorium, Minot, "Ironman" Ratzlaff ("our" Herman) will battle 10 rounds with Howard Gow, Minneapolis, small middleweight. Although Gow has about eight pounds weight advantage, we have all confidence in Ratzlaff's deceptive attack and ruggedness. We're with you, Herman, and hope that "Friday," the "thirteenth," will have nothing to do with the luck! Johnny Compton, machinist helper, will meet Taylor, Montana Indian lad, whom Herman stopped in five rounds recently. Jimmy Murrey, boilermaker apprentice, and Neil Arthur, also of Minot, will contribute a four-round session. This should be a great bill for the Minot fight fans and although there is some diversity of opinion, we are for the Great Northern participants.

Charlie Fero was recently put back on the board from traveling engineer. We'll see more of him now.

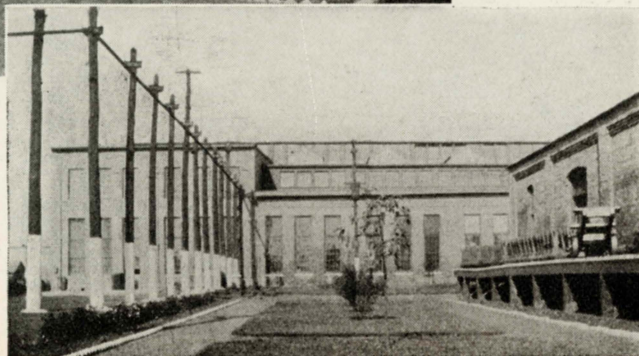
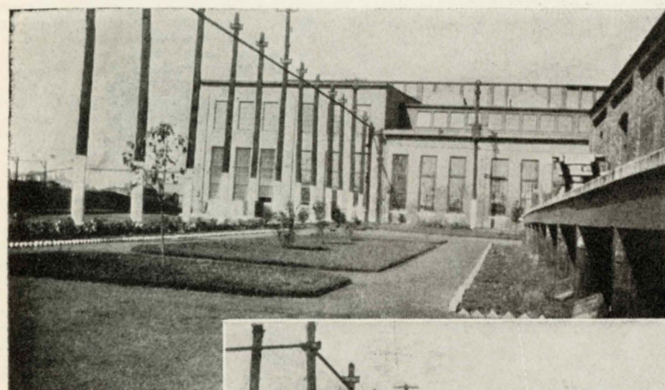
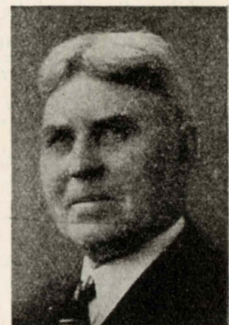
Engineers Wm. Hines, C. Olson and John Carlson were off a few days this month on account of sickness.

Engineer C. O. Richmond and Inspector Clyde Athey were among those who were forced to seek other quarters when the Troy Laundry Block in which they were living, was destroyed almost completely, by fire.

Mrs. Calvin Hoover, wife of boilermaker helper, is visiting with relatives and friends in Minneapolis and Detroit Lakes, Minn.

Eddie Thompson, machinist, and sons Ervin and Arnold, spent a recent week-end in Devils Lake, where Mr. Thompson transacted some business and the boys visited with friends.

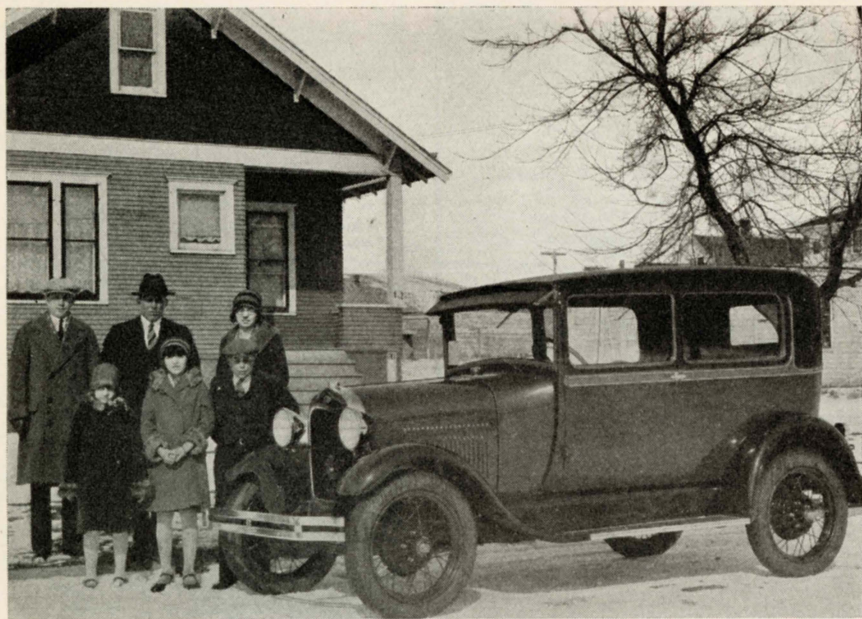
Mark Nelson, machinist helper, will go to Fargo and Grand Forks in the near future, on business.



At Superior Store

The accompanying photographs show the flower garden set out in the vicinity of Superior store by store employees last year. They have every reason to be proud of their garden

and it is the intention to make this even greater and more beautiful, if possible, the coming summer.



The Katherman Family

The above picture shows the first new style "flivver" received for distribution at Minot by the Westlie Motor Co., and sold by an ex-Great Northern Railway employee, Torgie Olson,

"extreme" left, to a Great Northern engineer, J. W. Katherman, who is shown with Mrs. Katherman, their son and two daughters.

Engineer Chris Gilbertson "missed his calling." From reports received this morning, Chris was seen outside the roundhouse office mending a pair of overalls. Would suggest that Chris buy himself a Singer and go into the business for himself.

Mr. and Mrs. Oliver Walstad, boilermaker and wife, and small daughter Lavore, are planning a vacation trip which will take them to Los Angeles and Portland, Ore., to visit relatives.

Mrs. James Jenkins, wife of engineer, returned recently from Devils Lake, N. D., where she visited with her sister for several days.

Mrs. Knute Iverson, wife of boilermaker, will leave shortly for Orfordville, Wis., where she will spend several weeks visiting friends and relatives.

Mrs. C. O. Richmond, wife of engineer, is expected home from Los Angeles in about a month, to spend the summer with Mr. Richmond.

Mrs. Lee Heath, wife of boilermaker helper, is visiting in Chester, Mont.

William Mackenroth, Jr., plans to go to Minneapolis in the near future, where he will receive medical attention.

Florence Worrall, roundhouse clerk, spent a recent week-end visiting at her parental home in Devils Lake.

Rip Track Items

Carman K. T. Lien, who was operated on last year for gall stones and who did not recover satisfactorily, again went on the table for another operation which has proved satisfactory. This enables him to again assume some of the battles of life to which he was accustomed before being taken ill.

On March 12, Assistant Foreman K. E. Hustad was injured by having a bar which he was using to lift a wing of a snow dozer, drop on his foot with the added weight of the wing. He treated it at home for a few days.

On March 31 the car department suffered two ways. Four men were laid off, and all of the men on the rip were reduced to 5½ days per week.

Laborer Harold Dokken, accompanied by his mother, went for a visit to the west coast on March 3. They visited Seattle and other coast cities and Harold tells many interesting stories about the wonderful sights he saw while there.

Clarence Taylor, carman helper, Minot, suffered a severe shock during the first week of April, when his aged mother suddenly died while taking treatment at a local hospital. The remains were sent to Berwick where she had lived for many years. She is survived by her aged husband and several children. The husband is also suffering from an ailment from which the doctors claim he cannot recover. He is being taken care of at a private home in this city.

Harry Ma'son and Geo. Kuhnenn are beginning the excavation of basements preparatory to erecting modern homes this spring. Each has a desirable location and valuable both as to situation, being out of the flood area, and being well located as to school facilities. They are to be congratulated.

New Rockford Items

Switch Foreman Geo. Cahill and Mrs. Cahill were Twin City visitors recently.

Geo. Gifford of the car force and Chas. Sayles of the roundhouse have been laying off for some time nursing minor injuries, but expect to soon be back "hitting the ball."

Roadmaster M. H. Haley is also confined to his home as this is written, having not yet fully recovered from the effects of a collision between a motor car on which he was riding and an automobile at Verendrye.

Section Foreman Wilson has moved his family to Brantford and will have charge of that section. Foreman Flaget has had a few men added to his force and hereafter will have some line work besides taking care of the yard.

Aug. F. Hollmichel, local storekeeper, is taking his annual vacation in April this year, presumably before the rush starts. His old home in Mankato, Minn., seems to hold the greatest lure for August when vacation time comes around.

Someone reports that Yardmaster J. J. Sullivan is taking a correspondence course in trap-shooting and is getting quite adept in shattering the clay pigeons. When we investigate this a little more we may be able to furnish further details.

President Noble of the shop craft was a visitor April 10, taking the kinks out of some differences between a couple of the men at the roundhouse.

Mrs. D. V. Cahill and two daughters spent a week in Minot visiting relatives and friends.

A flourishing Bachelors' Club has been organized at the shops with Ellis Larson, Bill Gottschalk and Geo. Atkinson as steering committee, and Aug. Hollmichel and Chas. Barrett as prominent charter members. None but full-fledged, dyed-in-the-wool, 100 per cent bachelors are eligible and a number of terrible ordeals have been devised by which to test the stamina of the applicants. Any member caught joy-riding, dancing, or kidding the waitresses is immediately black-balled and forced to walk the gang-plank of the organization. Recently Henry Wilhusen was found guilty on all three counts and the symbol of the order, a purple bachelor button, was taken away from him. This week the organization's detective is shadowing Bill Gottschalk because it has been reported that Bill is spending altogether too much time around the Rockford Cafe. At present the club is investigating the application of Gene Tunney and Jake Hoople, brother of the famous inventor, Major Hoople.

N. B.—Aug. Hollmichel has been issued a withdrawal card, good during his annual vacation.

Williston Items

We were grieved to hear of the sudden death in Minneapolis last month of Katherine, eldest daughter of Wm. R. Landis, former shop time-keeper at Williston.

Walter Harwood, roundhouse foreman's clerk, and wife have returned from a three weeks' vacation spent in San Francisco visiting relatives of Mrs. Harwood.

Williston members of the Brotherhood of Railway Clerks are all pleased over the wage increase awarded them by the Mediation Board. Wesley Smith was called to Tacoma the first part of April by news of the sudden death of a brother at that place.

H. M. Clock and Geo. Nordstrom, A. R. A. accountants, were Williston callers the first part of April.

The seventeenth of March at Williston this year was an unusually quiet day not even Tom Shea or Ben Morgan carrying the traditional "load" that all good Irishmen are allowed to carry on this date.

Inspector Bender and Sam George, self-acclaimed champion whist players of the roundhouse forces, were taken for a cleaning the other night when Hugo Clark invited them to his home for a real game of whist. Neither one of them has had much to say about whist since.

Jim Mesler, coal chute foreman, has worked up quite a reputation as an officer or "detective" by rescuing stolen lunch pails in the yards for section employees and it is being considered calling him to the roundhouse to catch the parties that got away with the Jap boiler washers' lunch on the night shift. Tom Coleman has also been missing articles out of his cupboard on Sundays that it is thought Jim ought to be able to trace.

Ice broke up in the Missouri River at Williston this year on March 22. However, an ice jam fifteen miles long, for a time threatened the Lewis and Clark bridge west of Williston that was completed last July. The Federal and state departments in charge of bridges and highways sent men and an airplane here with the intention of bombing the jam to get it started but it finally made a break of its own accord. The jam caused the water to start back into its old main channel about two miles south of its present channel and it was thought for a time that the bridge would be left high and dry but after the jam got started the water resumed its old course. About two miles of the new highway was washed away, however, and it will be some time before travel will be resumed across the bridge.

Irish McMahon has returned to work after about a six weeks' vacation spent in California and other western states.

Dick Summers has been laid up for the past six or eight weeks with a severe attack of the flu. He is at present having his teeth removed after which he expects to be able to resume his duties at the roundhouse.

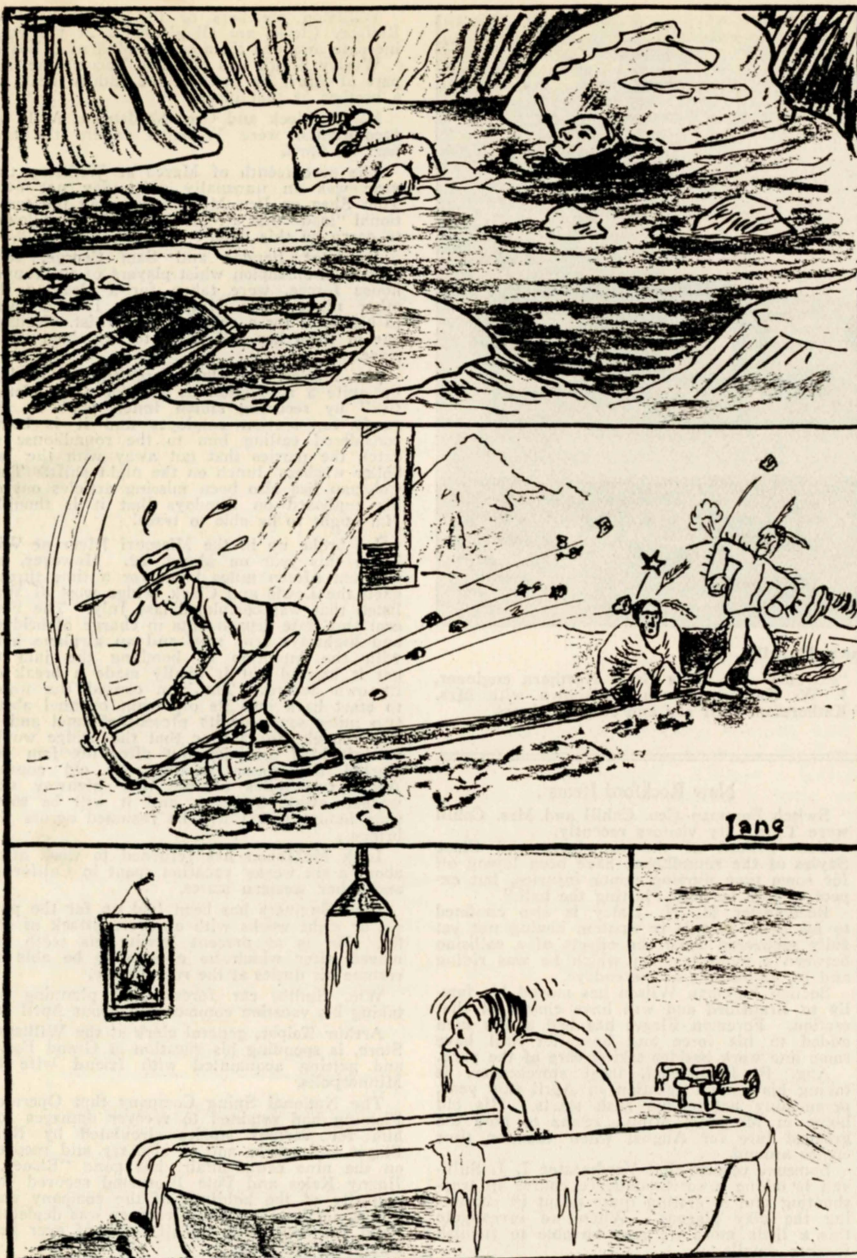
Wm. Smith, car foreman, is planning on taking his vacation commencing about April 16.

Arthur Keiper, general clerk at the Williston Store, is spending his vacation at Grand Forks and getting acquainted with friend wife in Minneapolis.

The National Suing Company that Operator Fleming had retained to recover damages for him for various stories circulated by Nels Flaget and others and to also try and recover on the nine cents affair, has gone "Bloey." Jimmy Kries and Pete Bjornstad secured the majority of the holdings of the company and it was not long until the treasury was depleted. Flem has now given up all hopes of ever getting even with Nels.

The training camps of John Merklein and Fleming are the scenes of unusual activities these days. Merklein is pushing trucks instead of the pencil to gain greater muscular strength and Fleming is putting in most of his time developing a "left-handed upper-under-cut." To see Fleming deliver this punch has a tendency to make one dizzy and he expects to knock Merklein cross-eyed trying to follow it. Betting is at a standstill since it has become known that he was just trying to boost the game but the damage has been done and John Merklein is flashing 1,000 German marks around and is unable to find a taker.

Staik Poulos, carman helper, was taken ill with rheumatism about March 31, and hied himself out to Camas Hot Springs, Mont., where he took "thirteen (13) baths for the benefit of his health," so says the affidavit from the keeper, and the accompanying cartoon will indicate the temperature under which Staik took the baths. The top picture shows him complacently taking a "mud bath" and judging from the cigarette and the comfortable position, he is taking it with a considerable amount of comfort. The middle view shows him digging a trench when the steam pipes became frozen up and he is here shown "doing his stuff" for fifty feet. The bottom one will convey the comforts of a bath under weather and other conditions bordering on the 30 degrees below weather with icicles hanging on the tub as well as his nose. The affidavit on his claim blank for benefits of insurance reads: "This is to certify that Staik Poulos came here on March 28, 1928; that he has taken 13 baths at these springs for benefit of his health." Signed, A. E. Hurst, lessee of Camas Hot Springs, Mont. However, Staik is back and working and seems to be in good physical condition. Vive la Camas! See next page.



Poulos at Camas Springs

MONTANA DIVISION

Associate Editor
FRANK COVELL
Havre, Mont.

Conductor R. O. McMillan, Scobey-Opheim mixed run, was compelled recently to give up his run and go to the hospital at Williston on account of an injury to one of his knees. His host of friends will be pleased to learn that Bob is getting along nicely and will soon be able to resume work.

Operator Siemssen is working second Trenton during the absence of Operator Avritch, who we learn is in the hospital at Grand Forks but will soon be able to return and resume his regular trick. Operator Kubitz is working third, having displaced Operator Lundin.

W. F. Hall, formerly one of the train dispatchers at Wolf Point, recently returned to the Montana Division to work as relief dispatcher during the summer vacation work. Frank has been working on the Southern down in Birmingham, Ala.

Engineer H. N. Prentiss, who has been on the Oriental on the high line during the time Jack Davidson was down on the level on Pierce Anderson's run on Nos. 3 and 4, has taken the galloping goose again between Havre and Bainville.

Conductor Wm. Goggins, veteran pilot of the Oriental between Havre and Williston, was off for several weeks while he made a trip to Rochester to go through the clinic at that point, and we are pleased to report that he

is back on the job again. Conductor J. J. McDonough was on his run during his absence.

R. L. Horton, formerly clerk in the superintendent's office, Havre, for a number of years, but who has been running a chicken ranch over in the Bitter Root Valley, recently returned to Havre and has taken a position as time keeper in one of the extra gangs for the summer. We are pleased to see Roy back again for he was one of the old landmarks around the office for years.

Owing to ice jams and high water we experienced considerable trouble around Snowden. The river cut in on the bank to such an extent that part of the industry track fell into the river and it was necessary to change the main line to the new track built last summer north of the old main line, and several of the tracks were put out of service entirely at that point. In order to try and throw the current away from the bank ten old box car bodies were dumped into the river spaced out regularly and tied down to prevent them from washing away and then in between and back of these box car bodies about twenty car loads of old automobile bodies were placed, the idea being that the current would be thrown away from the present bank and gradually the interstices would be filled in with dirt and form a solid wall and this would prevent any further washing. So far the idea is proving successful for the stream seems to be moving its course away from the north bank and it is hoped it will gradually work itself so far away from the track that there will be no further trouble.

Owing to increase of business three additional locals were put on between Havre and Willis-

Another Able Associate Editor Takes His Departure

Life, they say, is just one thing after another. We have been "hit" rather hard in the matter of staff changes lately, but fortunately the Great Northern is rich in talent and when our editors leave us, they seem to have a knack for suggesting able men and women to carry on the work.

The latest to resign is Associate Editor John C. Koerner of Havre, Montana, who has been with the SEMAPHORE for more than a year. Mr. Koerner, as will have been noted in the Division news, has been honored by being made president of the Dispatchers Association for Great Northern lines, and could not possibly handle the work of both positions.

Mr. Koerner has always given earnest and enthusiastic support to the SEMAPHORE, and has had a very gratifying measure of co-operation from those in his territory. His news has been more than ordinarily readable, because he always saw the human interest in even the smallest story. A sense of humor and a real affection for human beings means a lot in writing, and John Koerner surely has these attributes.

We shall miss him greatly, and as one way of showing your appreciation for the fine way he has served you and us, you can give his successor, Frank Covell, of the superintendent's office, the same splendid co-operation you have given J. C.

ton, Conductor White and Engineer Ratliff taking the one between Williston and Wolf Point, Conductor Morrison and Engineer Kilham between Wolf Point and Bowdoin, and Conductor Atkinson and Engineer Dunham between Bowdoin and Havre.

Owing to slack business the Scobey-Opheim mixed run has been put on a tri-weekly basis for the summer months.

Conductor Rathbone, Nos. 1 and 4, Havre and Whitefish, recently went to Rochester, Minn., and went through the Mayo Clinic and was operated on and we are pleased to report that Bob is back on his run again and feeling fine.

Leon Davis, trainmaster's clerk, recently returned from the hospital in Minneapolis and his many friends are pleased to see that he is feeling fine and back on the job again.

Mrs. S. D. Irwin, wife of Train Dispatcher Irwin recently was called to her home in Shelby, Mo., by the death of her mother who had been an invalid for a considerable time. Their many friends sympathize with both Mr. and Mrs. Irwin over their loss.

"The Four Horsemen" have returned from their winter trek to southern California, and things are again back to normalcy. Chester Smith, Pierce Anderson, M. McMahon and A. Smith, after having spent several months sojourning in southern California and watching the ponies at Tia Juana, have resumed their regular runs again. Judging from appearances they must have had a fine time for they look like a bunch of kids.

Mrs. L. S. Mayer, wife of Conductor L. S. Mayer, who has been seriously sick in Havre during the past winter and who went to Battle Creek, Mich., to enter the sanatorium at that point, is reported as doing very nicely and it is hoped that she will soon be able to return home again.

Mrs. N. J. Tauges, wife of Brakeman Tauges, who accompanied Mrs. Mayer to Battle Creek, is also taking treatments at the sanatorium.

Mrs. Fred Teela, wife of Brakeman Teela, who recently underwent an operation in Rochester, Minn., has returned home and we are pleased to report her rapid recovery to their host of friends.

Veteran Conductor Mike Tierney, after an absence of nearly three months, has recently resumed his run on the mail between Havre and Williston and he says he hasn't felt better for years than he does now. We know he has not looked so well for a considerable number of years. Glad to see you back again, Mike, in such fine fettle.

Brakeman R. A. Shane, Watford City mixed run, is wearing the smile that will not come off owing to the arrival of that eleven-pound girl at his home on March 26. Ralph recently departed for southern California with his fam-

ily to show those Californians what can be raised in Montana.



Pete Anderson

One of our veteran engineers, who is very reticent about being placed in the lime light, and one whose picture we have for a long time wanted to have in the magazine, at last inadvertently was snapped and we take pleasure in showing his picture. His many friends will without a doubt recognize Pete and for the benefit of those who do not know him, we wish to say it is Pete Anderson, veteran engineer, Nos. 3 and 4, Havre-Williston.

Owing to a bad washout on the Sidney-Glendive branch of the Northern Pacific Railway the Montana Division sent two crews with pile driver and two B. & B. crews to put in a temporary bridge so that the line could be opened again. The Northern Pacific engine had gone down and turned partly over completely blocking the line and it was necessary to work from the other end in order to get the line open.

On February 22, at Havre, in the I. O. O. F. Hall, about 130 of their friends assembled to pay their respects at a banquet and party given to the two "old timers" who have been placed on the pension list from the Montana Division, Veteran Conductor Bud Owen and Engineer Jas. Lenahan. A delicious banquet was served, during which music was furnished by an orchestra. Following the banquet the Odd Fellows quartette rendered several very pleasing numbers. Conductor L. W. Mack, presiding, then made some appropriate remarks suited to the occasion and then on behalf of the railway employees assembled there, presented Conductor Owen with a beautiful silver tea service and introduced Veteran Engineer J. S. Fraser, who also with appropriate remarks, presented Jas. Lenahan with a beautiful silver set of table ware. After the presentations were made the assemblage rose and walked around the lengthy table greeting the two honored guests, after which, led by Veteran Engineer Alex McDonald, they all joined in singing "Auld Lang Syne." Dancing was enjoyed until the early hours of the morning. We give below the text of Mr. Mack's address:

"On an occasion of this kind we all feel mixed emotions of sadness and joy. A tinge of sadness that we will miss seeing Jim and Bud's cheerful countenances out on the road and joy to know they have passed safely through the dangers and hardships that be-set the lives of our men of the railroad and now can live in comfort and security all the rest of their lives.

"It has been well said that men who survive the contest with blizzards and hazards of railroading need no further proof that they are real men as all along the road behind have fallen numberless weaklings who could not survive.

"Picture with me for a moment if you please two boys Jim and Bud forty-five or fifty years ago leaving their farm homes for the outside world of which their knowledge was very limited but eager and willing to find a place in the great fields of industry. Imagine their big open eyes as they saw their first iron horse hauling a train at what to Jim and Bud seemed break-neck speed; picture their elation when they were permitted to take hold of the beginners tasks in the Round House and helping out on the way freights, and mak-

ing good at these tasks were given a little more responsibility as fireman and brakeman. Jim kept busy scooping the coal and shaking the grates to keep her hot. Bud was hunting links and pins and twisting hard on the brakes. What proud letters they wrote home about their new life and how happy they were to be a part of the great Transportation Industry, and later when promotion to Engineer and Conductor came to Jim and Bud they would not have exchanged jobs with the President of the United States.

"Jim proudly drove his engine over doubtful wooden bridges and stub switches and mud ballasted track by the uncertain light of an oil headlight. No block signals, no electric headlights, no air brakes. Bud was steadying them and stopping them with the hand brakes and proudly caring for the waybills and trying to anticipate and overcome the obstacles which opposed their progress over the road: blizzards, snow slides, washouts, sometimes poor coal and crippled engines.

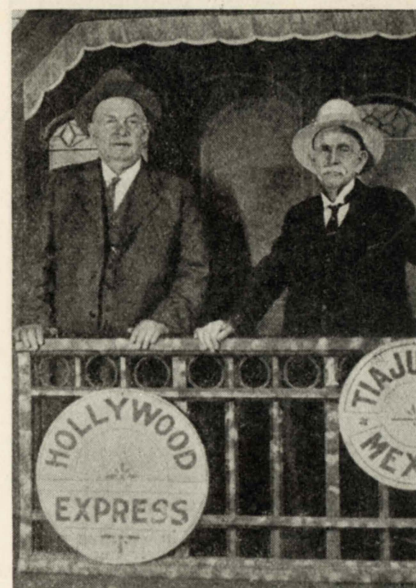
"Is it any wonder that this constant struggle brought forth a type of men that is without an equal in this or any other country and who placed the transportation industry in the first rank of efficiency, and accomplishment?

"Their good fathers and mothers had taught them to be workers and not shirkers to go out in the world prepared to do good work, to be respectful to those in authority and to have scrupulous regard for the rights of their associates and to co-operate with them in all good works. How well they have followed those precepts is borne out by the record of the years. No insubordination, no carelessness, no dishonesty, no disgraceful conduct; their honor is unsullied, their escutcheon is unstained. How proud their parents could be to honor their boys Jim and Bud on this occasion. We of the younger group salute these Veterans. We know how much easier our experience has been with more modern equipment. How much safer railroading has become due in no small degree to our organized efforts in this direction.

"And we believe the poet was truthful when he wrote a Simple Rose to the living is more than sumptuous Wreathes to the dead. We are delighted on this occasion to present these gifts as a slight token of our esteem for our retiring brothers."

April 12 and 13, the Annual Stockmen's Convention of Montana was held in Havre with a large attendance. Delegations were present from Chicago, South St. Paul, Sioux City, Spokane, and Portland, Ore., representing stock yards interests and commission merchants. An unusually large attendance of stockmen from Montana was present and the meetings were well attended and interesting. A considerable number of railway representatives and officials were present at the meeting from the Northern Pacific, Milwaukee, O. S. L., Burlington and Great Northern: General Superintendent T. F. Lowry, Northern Pacific, Livingston; Superintendent Brastrup, Northern Pacific; A. Tingling, Assistant to the Vice-Pres. Northern Pacific; Superintendent Cone, Burlington; Traffic Manager Johnson, Burlington; Superintendent Brooks, Oregon Short Line; Ralph Budd, president, Great Northern; W. R. Smith, general superintendent, Great Northern; F. Wear, superintendent, Great Northern; J. B. Smith, assistant superintendent

transportation, Great Northern; H. H. LaRue, live stock agent, Great Northern; C. F. O'Hara, general agent, Great Falls, Great Northern; and many other traffic representatives. Mr. Budd made one of the principal addresses of the meeting in his usual interesting manner. Several representatives of the Stock Yards interests in Soo City came to the meeting by aeroplane.



Jas. Durkee and His Uncle

Operator Jas. Durkee, Glasgow, has returned from a visit to Los Angeles and other Southern California points and reports having had a splendid time. Judging from the picture taken with his aged uncle, we are somewhat inclined to think Jim was in quest of some of those high ones we used to hear about some years ago.

We recently received a visit from our Assistant Editor B. C. Everingham of St. Paul and were pleased to meet him again. He spent the day in the city visiting the various departments and attended a noon-day lunch with members of the Great Northern Club, which is starting out this year with very auspicious future possibilities.

As we have given up the Associate Editor's position for the Montana Division, owing to other duties which prevent our giving the proper attention to this work, we wish to thank all of those who have so generously assisted in preparing the news for the division. Frank Covell, assistant chief clerk has been appointed associate editor, and we trust you will all be as willing to assist in the work, as you have been in the past.



B. & B. Truck

The B. & B. Department, Havre, recently received a truck to be used in its work in and around Havre. Above we show a picture of it and some of the employees. In car, looking out of window is Dispatcher F. H. Frahm; seated in the driver's seat is B. & B. Foreman

A. Lundblad; seated on roof of car is Dispatcher J. G. Kringbring; standing from left to right, Assistant Chief Dispatcher F. L. Adams, Veteran Engineer Pete Anderson and Dispatcher J. C. Kroener.



Mrs. Irving Russell

We have been fortunate in securing a picture (shown above) of Mrs. Irving Russell, wife of our yard clerk at Glasgow, and daughter of Section Foreman Casper Erickson of that city. Mention of their wedding was made in the March issue.

ST. CLOUD DIVISION

Associate Editor
JULIUS A. JOHNSON
Minneapolis, Minn.

Foreman Frank Harris, St. Paul freight house, has been ill at his home for the past two weeks. He is now reported to be improving and we hope to see him back on the job before very long.

On April 1 the track section limits on this division were re-arranged so that now the main line sections average about twelve miles each and branch line sections run about fourteen miles each. This resulted in decreasing the number of sections by seventeen and all foremen whose sections were abolished were called to headquarters and the matter of where each one desired to or could exercise his seniority was threshed out in conference, and they are rapidly placing themselves in the new locations.

Cashier P. J. Radelle, at the Minneapolis local, makes claim to seeing the first robin on March 18. He has been unable to produce any witnesses, however, and the boss threatens to mark his record.

Robert A. Kolb, roundhouse clerk at St. Cloud, is passing out cigars on the arrival of a baby daughter.

Engineer Charles Moore and Conductor Angell have again resumed charge of the motor car on the "Hutch" local after their return from Hot Springs.

H. A. (Hank) Peterson, ticket seller at the Minneapolis passenger station, has made the plunge into the sea of matrimony. On March 31 he married Hazel Mildred McEachren, of Minneapolis, and they are now spending their honeymoon in a tour of the west coast of this country. All the boys wish them the best of luck.

Former Division Roadmaster John Branley and wife are sojourning in Hot Springs, Arkansas. He writes that although the weather is cold and they wear overcoats and furs, the water is warm and they expect warmer weather any day.

Car Clerk Carl Verkinnes and wife of St. Cloud, spent Easter Sunday with Mr. Verkinnes' mother at Melrose.



Machinist Helper John Schable was seen emerging from the office of the Clerk of the District Court where marriage and fishing licenses are sold and we know that John does not fish.

Clerk Ray Mattison is back at his desk at St. Cloud freight station after a three months' leave of absence which was spent in a pleasant visit to points in Florida and Cuba.

Harry Schonebaum, of the Minneapolis freight office, will again entertain his friends at his Minnewawa cottage this summer. Visitors, however, are advised to bring their own "eats" and anything else required for their own comfort. Air will be furnished free.

Operator Olga Poepeke is doing relief work at St. Cloud shops.

A card was received a few days ago from Engineer Clyde Jordan, who is spending a few weeks in Florida, and, of course, the main subject on the card was the nice weather and the big fish.

Mrs. George Hayes was called to Chicago on account of the serious illness of her sister. Agent J. G. Ryan of St. Cloud, spent Easter Sunday with his family at Bemidji.

Engine Caller Arthur Lepowsky, Minneapolis Junction, has become the proud owner of a nice new, green Chevrolet coupe. We have been told that several of the young ladies in Wayzata cast longing glances in his direction as he drives down Main Street.

Inventory Clerks Peterson and Lange are making the annual check of the superintendent's material stock on this division. They were fortunate in having nice spring weather during the time the field check was being made. "Pete" will remain with us until the inventory is completed.

Section Foreman Theodore Keppers is again out on the line in charge of the first extra gang started in the spring. Now he has a gang at work tearing up and loading the tracks which are being abandoned at Barnesville and which material will be used in enlarging yards on the Dakota Division.

Assistant Superintendent H. R. Neide and wife have returned from Hot Springs, Arkansas, and report a very enjoyable and beneficial trip.

George Martin has let it be known that he will start operating his new topless and doorless car as soon as the weather is considerably warmer.

Lola Sokolouk spent the Easter week-end in St. James, Minnesota, with her parents.

Bill and Voucher Clerk Harold J. Barry of the superintendent's office recently resigned to enter the service of the Milwaukee Railway in its legal department, in connection with claim matters. This will give him an opportunity to use the legal knowledge he has acquired through a course of study at a night school and his friends wish him much success in the new field. His place at the bill and voucher desk is taken by Robert S. Pratt, who was formerly with the M. & St. L. road.

Roy M. Searle, who has been operator at Barnesville station for a number of years, bid in the new first trick job advertised at St. Cloud and has entered on the duties of the new position.

Boilermaker Sid. W. Barr suffered a very serious accident on April 3. His home is in Anoka and while driving there, his car overturned in trying to avert a collision with a truck. He sustained injuries which will keep him from work for several months.

Zola Gralton, of the St. Paul freight office, visited friends at St. Cloud over Easter.

Traveling Auditor A. C. Slater has completed his check of matters in the superintendent's office and nearby stores. After the smoke of the battle cleared away there were no dead found on the field and a close check revealed only a few minor casualties. We hope his visits from now on will not come as far apart as heretofore.

Fireman Roy Delaria and wife are receiving congratulations on the arrival of a daughter at their home. Mrs. Delaria was formerly Helen Janski and worked as stenographer at the St. Cloud freight office several years ago.

Mississippi Street Coach Yards

Coach Cleaner Baltin Keller is now driving around in a new Chevrolet coach which he recently purchased.

Edward Wedin, cleaner, made a hurried trip to Superior, Wisconsin, to visit his brother who is seriously ill.

With the advent of spring, Edward Howell has been assigned to keep our park in good condition. He already has all the old leaves and grass and other debris raked up and cleaned away and the lawn is coming up in fine shape.

Spring is finally here. Our smiling night clerk, Bert Swanson, has taken his Willys-Knight car out of winter storage.

Look out, girls! Iber Engman, cleaner, is again back on the job after having been confined to his home with a severe cold.

Carman Helper Harry Edstrom surprised us by coming around in an Essex coach. Harry is still single.

SPOKANE AND MARCUS DIVISIONS

Associate Editor
GRACE W. HITCHCOCK
Spokane, Wash.

Fred W. Smith, Wenatchee's cartoonist, who has delighted SEMAPHORE readers with many clever frolics of his pen, is recuperating at home after a rather serious time in the hospital. His many friends will be glad to see him back at the key and hope that his pen will take lots of exercise after so long a vacation.



Berne. Mrs. Denny and Mrs. Burbridge are sisters.

One can not print only the good news—The family of Conductor Chet Jones, Hillyard, is all down with the small pox. Even so dark a picture has its high lights for the little folks are recovering.

Mrs. Chris Anderson left for the Coast recently, where she will visit the families of Don Miller and Chas. L. Blackmer, and other friends. Chris remained in Spokane to keep the home fires burning.

Verne Lovejoy's fondness for the "light fantastic" won for him a fine piano April 11. No, Verne didn't win a prize waltz—not that time—he simply purchased the lucky ticket.

Night Yardmaster J. W. Hunt, Wenatchee, is laying off on account of sickness. He is being relieved by Tom Dowling.

E. Luse, recently employed as signal maintainer at Cascade Tunnel, is back on the Spokane Division as general construction foreman and is testing relays between Wenatchee and Troy with vim and vigor.

O. P. Darnell, being slightly indisposed, came down from Bonners Ferry to spend a few days at home recently.

Mrs. Clara Foster, Great Northern entrant in the "Chinatown" contest being conducted for the benefit of disabled veterans of the World War, won second place and was presented with a diamond ring at the Imperial Coronation Ball at the Davenport Hotel on April 18.

The SEMAPHORE and a host of friends extend sympathy to Mr. and Mrs. Lacey Thompson over the loss of their two-year-old son on March 15. Mr. Thompson is signal maintainer at Leona, Idaho.

M. J. Costello, western traffic manager, Seattle, was in Spokane on Friday, April 13.

R. C. Murphy, C. P. T. A., Spokane, has been called to Seattle on account of the serious illness of his mother. A later report advises that she is improving.

During the Shriners' Ceremonial at Wenatchee March 31, the "apple capital" was a busy place. Five special trains brought many guests to the ceremonial.

Merle Moyer, daughter of Mr. and Mrs. Robert Leslie, left for Seattle April 15 where she will spend a month. Several social affairs were given as a farewell in her honor. Miss Moyer is active in musical circles of Spokane, being soloist for the Davenport Hotel and the Church of the Truth. She will be missed by a host of friends both personally and professionally.

The happy faces of Fred Norcross and little son were seen on the streets of Spokane recently. No reflection on Wilson Creek, but Spokane looks pretty good, doesn't it, Fred?

Mrs. Edward Reynolds and children, Marjorie and Edward Jr. spent pre-Easter week with Mrs. Reynold's parents on Eagle Creek near Leavenworth. Mrs. Amos Sparks and children from Everett were also guests at the parental home.

Brakeman C. D. Murphy, W-O line passenger run, is off on leave of absence and Brakeman J. W. Foley is in his place.

Mrs. Crissey, of Lyons, is driving a brand new Chevrolet. Lest you forget, Crissey, Spokane is quite Utopian and a copy of the traffic laws explaining those intricate "U" turns might not come amiss.

Mr. and Mrs. O. H. Quimby, of the Spokane Depot news-stand are in Seattle on a vacation for thirty days. L. L. Nicols, of St. Paul, is in charge during their absence.

Great Northern Semaphore

Mike Sullivan, conductor on Nos. 39 and 40, has been unable to work for some weeks past. On April 7 he left for Rochester, Minnesota, where he will go through the Mayo clinic.

Wm. Kelly, general superintendent motive power, St. Paul, spent a day in Spokane not long ago while enroute to Klamath Falls.

Operator Harrington is relieving Fred Justice, agent at Milan, Washington.

The Students' Special between Spokane and Seattle was somewhat of an innovation during the spring vacation. Some one hundred and forty or more students took advantage of the service.

Employees of all departments are on tiptoe to learn what is going to happen on May 6 when the Kalispell Division takes over the one hundred and thirty-five miles of track between Troy and Hillyard,—all except the clerks, perhaps, who are happy over the prospects of their four-cent raise and back pay. They do not worry about the future—at least not now.

Mrs. C. R. Fay is spending about ten days with relatives and friends in Tacoma, Washington.

Mrs. J. W. Foley spent Easter in Oroville, Washington.



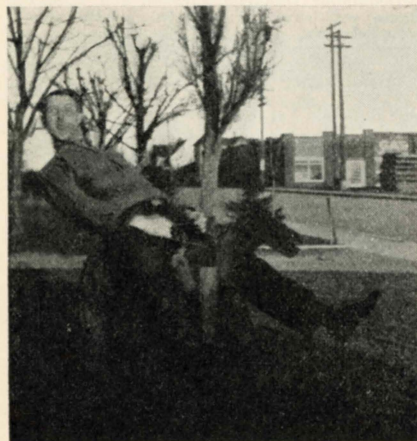
Henry Strand and family

Henry Strand and family, of Hillyard, are shown during a visit at Westlake Park, Los Angeles.

Conductor N. R. Stephens, who was called to Florida because of the illness of his father, has returned and reports his father quite improved in health. Before returning, Steve took a run over to Havana, Cuba, and spent a week seeing the "bright lights," so he says. Bright lits of the Tropics! Headlight of that biggest cigar, gleam of phosphorescent waters, glint of the flying fish, or the Southern Cross! Well, at any rate, it must have been an interesting trip.

Ernest Green, new telephone inspector, Spokane Division, left for Klamath Falls recently where he will install a telephone on the new line.

H. M. Cooke handled the levers at Fort Wright interlocker during the absence of one of the operators at that point.



Is this blacksmith's helper at Hillyard emulating President Coolidge or simply taking his "morning's morning?"

May, 1928

C. W. Rice, an employee at the Great Northern warehouse, Spokane, passed away at the family residence April 1. The SEMAPHORE extends sympathy to the bereaved family. Irma Rice, a daughter, recently returned from Shanghai, China, where she was employed by the Y. M. C. A.

Mrs. L. L. Livingston spent the Easter season at Great Falls, Montana with her sister, Mrs. Ed. Dempsey.

Tommy Dean has returned from Montana and again occupies his old position with the mechanical department, Spokane.



Mrs. Clara Foster

Clara Foster, Great Northern candidate for "Imperial Empress," "Chinatown" for the Disabled American Veterans, being held at the Armory April 11 to 14, is making a good run for first honors. On April 11, Mrs. Foster stood first, and at this writing was second. The first prize is an Essex coach and the second prize a diamond ring. The contest will close April 14. Here's hoping a Great Northern girl is the winner! Mrs. Foster is employed in the superintendent's office, Spokane.



Austin C. Taylor

Here is a picture of Austin C. Taylor, son of Great Northern Lineman and Operator M. H. Taylor, of O. W. R. & N. Junction, Spokane, Wash. Young Mr. Taylor is a second year medical student at Washington University, St. Louis, Mo., and the buildings of his school can be seen in the background of the picture. He took his pre-medic course at Washington State College at Pullman, Wash.

A spectacular blaze, resulting in damage estimated roughly at \$100,000, broke out about ten p. m. April 2 at the railway shops, Hillyard, and was not extinguished until midnight. A paint and repair shop, three coaches, a baggage car and an electric motor were reported destroyed. The loss of tools was keenly felt by the workmen.

Clarence De Long, carman, has returned to work at Hillyard after being absent about a month account of sickness.

Mrs. James L. Rogers, wife of the car foreman's clerk, Hillyard, was called east recently because of the serious illness of her mother.

Since the force reduction on the repair track at Hillyard, Assistant Foreman J. C. Gerstenberger has donned the overalls. When four o'clock comes, it is hard to tell the assistant foreman from the carmen.

Fred Lipps, blacksmith helper, Hillyard, has had some hard luck and is laid up with three broken fingers. Here's wishing you a speedy recovery.

The old fashioned flu has claimed George Dech, blacksmith helper, Hillyard, a victim during the past month. We hope Mr. Dech will be back on duty before this item is printed.

Henry Strand, wife and daughter, who went to California some time ago because of the little daughter's health, will return home in the near future. Change of climate has benefited the little girl.

Clarence Dobson, formerly clerk in the superintendent's office, returned to Marcus from a trip to Republic, according to the *Columbia Courier*. Mr. Dobson was drafted immediately to the service of the Guaranty State Bank during the absence of Cashier Moore.

S. C. & P.

Mrs. H. Jensen has been elected a delegate to the National Convention of the Ladies B. of R. T. to be held at Cleveland, Ohio, May 1 to 18, inclusive.

Conductor Ray Nelson is laying off on account of sickness.

Mr. and Mrs. J. D. Van Horn, father and mother of Harry Van Horn, machinist, are spending two months visiting the old home at Topeka, Kansas.

A. J. Mayham has returned from an inspection trip having visited New York, Pittsburgh, and other eastern cities.

WILLMAR DIVISION

Associate Editor
L. A. JORSTAD
Willmar, Minn.

Mrs. Ole Jermstad, widow of deceased pensioned blacksmith, Willmar, passed away April 3 at the age of 79 years. Mrs. Jermstad was well known in the community and

the many beautiful floral offerings gave testimony to the esteem in which she was held. Ole Jermstad, who passed away in 1922, will be remembered as a faithful and genial employee of this company. We extend our sympathy to the surviving son, Emory M. Mortinson of St. Paul.

Report from the Browns Valley branch territory indicates that the soil is in fine shape and old timers are predicting a big crop this season, comparing conditions with former years.

Willow Lake, S. D., may boast of its Tex Rickard and Watertown of beautiful Lake Kampeska, but it can't hold a candle to Vienna, S. D., which boasts of the home of the fight trainers. It seems that an amateur fight program was in the making and the committee being short of trainers enlisted the aid of Agent Daugherty to put some of the young bloods through their paces and get them in tune for the big event. We don't know what happened but Daugherty was rushed to a nearby town where it was necessary for the doctor to take six stitches in his right eyebrow and for the butcher to apply a pound of steak on it. To make a long story short, Guy claims that the stove blew up and hit him and does not attach the blame to his pugilist friends.

Warehouseman Ernest Galloway, Huron, has joined the ranks of the aviators and most any Sunday afternoon may be seen floating in the air over the home town in his airplane.

Operator Clarence Freske, Huron, is building a new home and is busy figuring on plans, etc.

We understand S. L. Klucas, agent, Barry, is patiently waiting for his new Ford. They are advertised as speedy cars but evidently not so speedy in filling orders for them.

Magnus Johnson, relief operator, was seen out joy riding with a nice looking young lady the other day. What about it, Muggins, was it the spring weather or have you really "fallen"?

Agent Engel, Graceville, is driving a new Erskine six cylinder and appreciates it after having punished himself with a 1917 tin lizzie for several years past.

Tri-weekly service on the Browns Valley branch seems to suit Brakeman Meyers just right, allowing more leisure time for his visits to Beardsley, while Conductor W. F. Collins on same run is seriously thinking of making a change after being forsaken by his former faithful chef.

The death of Mrs. Wm. Jensen, age 30 years, wife of Machinist Wm. Jensen, Willmar, which occurred at a local hospital April 4, following an operation for gall bladder ailment, was a great shock to the many friends of the family. Mrs. Jensen was a fine Christian character and a host of church and fraternal friends mourn her loss. Funeral services were held Easter Sunday, April 8, at the home and First Presbyterian Church of which she had long been a member. The Eastern Star of which she was also a member attended in a body and paid its last respects to their devoted member. Surviving are her husband and son William and daughters Kathleen and Nellie May, to whom our heartfelt sympathy is extended.

Agent Victor Bergfalk, of Bancroft, S. D., and family visited relatives and friends in Minnesota points over Easter.

Rumor has it that Engineer Al Spinner, Watertown, S. D., recently competed in the Sears Roebuck square dance calling contest put on over station WLS, and his friends at Watertown are confident he will win the decision.

Telegrapher Harry Sherman was the successful bidder for third trick at Campbell and has taken up his duties at that point. Both he and Mrs. Sherman will be missed by the host of friends they made while at Watertown.

Caboose stoves have recently been placed in baggage ends of combination coaches on local runs out of Watertown and the aroma of garlic, cabbage, ham and eggs wafted into the air as trains pass, has caused the farmers to stop in their work and wonder where it all comes from.

Carl Steen, agent, Beardsley, is taking a vacation on account of poor health, going to Rochester for treatment, where we hope for his speedy recovery.



Otterness and Hahn

The picture shows two 1928 basketball captains of the Northwest, George H. Otterness, Jr., to the right, son of George H. Otterness, local Great Northern attorney and vice-president of the Kandiyohi County Bank, Willmar, who was recently elected captain of the University of Minnesota team for the coming year, and Bob Hahn, to the left, son of Dispatcher D. O. Hahn, Willmar, who has been selected by the North Dakota Agricultural College to trim anything that comes their way. Both are Willmar boys as well as staunch friends and the honors bestowed upon them by their respective institutions are well deserved.

Business at the Baldwin Flour Mill, Graceville, is on the increase, necessitating eighteen-hour shift the past two weeks.

A. J. Ingerson, agent, Hankinson, reports that the Kiwanis Club there broadcast a fine program over WDAY at Fargo, Sunday, April 1. A. J. says that the sax sextette was a great success in spite of him playing the barytone. At any rate we know from other sources that it was a fine program, the club receiving many 'phone calls, telegrams and letters of congratulations and the Fargo station requesting a return engagement.

Conductor W. F. Peterson, Watertown, enjoyed a visit from his mother, Mrs. W. L. Peterson of McGregor, N. D., and his sister, Mrs. H. C. Lewis of Benson, Minn., a short time ago.

"Count" Bellenger, former brakeman on the Browns Valley branch, is now peddling merchandise on the Forbes line.

A. Barrett, machinist, Watertown, is back on duty after a month's siege of sickness.

Mrs. C. C. Wamsley, and son Lloyd, family of Roundhouse Foreman C. C. Wamsley, Watertown, returned March 5, after spending three months at St. Petersburg, Florida.

P. Borgan, water service foreman, when on the Browns Valley branch, is making his lay-up at Graceville of late, instead of Browns Valley as in the past. Your Browns Valley friends are wondering why, Paul.

Thomas Thorn, section laborer, Watertown, is building a new home.

Fred Tarbox, machinist helper, Watertown, spent Easter at Bradley, South Dakota.

Mrs. Louis Pogreba and children, family of section foreman, Tintah, visited with her parents at Oak Park, Minn., during Easter vacation.

Orten Sandbo, chief yard clerk, Willmar, is the proud daddy of a baby boy and is all puffed up over it. Don't blame you, Orten.

Mrs. Fred Bohne, wife of Engineer Bohne, Willmar, returned March 18 from Phoenix, Arizona, where she has been spending the winter.

John Mossberg, O. S. & D. clerk, superintendent's office, Willmar, came down to the office Friday morning March 16 with a grin from ear to ear. Under his arm he carried a box of cigars and a couple of boxes candy in honor of Jack, Junior, who arrived that morning. John says his only regret is that it could not have been St. Patrick's day, March 17.

Sioux City, Iowa

Forrest Rothwell, yard clerk, is back on the job again after an attack of mumps, which proved rather painful to the patient.

Harold Arman, boilermaker helper, has been laid up for a month with rheumatism, but is back with us again and as good as ever.

Machinist Frank McLean is now driving the highways with a brand new Hudson super six. Talk about picking up these flappers; ride around the block with Frank and you will be educated.

Wesley Johnson, messenger boy, has undertaken a big business deal recently, having purchased a Ford touring car from Jack Martin, warehouseman. Wes paid the huge sum of \$50 and now has the car transferred in his own name. It seems like he forgot his old friends, or has throat trouble of some sort, because he never says a word to anybody. Well, good luck, Wes, keep her on the right road.

John Stensland, freight receiver clerk, had his wisdom tooth yanked out. Sure is wearing a long face now. Don't know if it is the pain or the cost. Cheer up, John, the worst is yet to come.

Everett Brink, assistant bill clerk, is minus his wife for a few weeks. He sure is losing weight fast and we all hope for an early return of his better half. Brink claims it's the cooking and dish washing, but others say it is the hours he keeps after working hours.

Breckenridge, Minnesota

Harry Nolan, clerk at the storehouse, is sporting around in a 1912 Ford roadster to and from his work. It will probably do for a while, Harry, but don't let it fall to pieces on the right of way.

Engineer Harry Jones, while driving from Fergus Falls to Breckenridge recently, had the misfortune of having his auto catch fire and it was totally destroyed.

Great Northern Billy Goats bowling team wound up its bowling season by getting badly defeated by the Recreation bowling team at Wahpeton. We understand one of our employees was star bowler on the Recreation team while Robert Merk, boiler foreman, and Mike Wies, electrician, did the star work for the Goats.

Frank Dries, carman, spent Easter at Morris with his relatives.

Believe it or not, Switchman Shaggy Sanborn was seen running for a switch this month.

Clifford Currid, night expressman, is getting along fine after an operation for appendicitis.

Louis Plaisted, night baggageman, passed cigars around recently in honor of a new baby girl.

Harold Heilman, carman, joined the ranks of the benedicts April 7. Here's wishing you and yours all the luck in the world.

Switchman Robert Chestney spent a few days at Minot in April visiting friends.

Ann Blaul, cashier, spent Easter at Browns Valley, Minnesota, with relatives.

Fred Bretzke is now our new section foreman, vice Palmer Laken, who went back to Doran, Minn., where there is more attraction.

F. J. Cox, switchman, laid off for a few days the middle of April to put in his garden and shovel snow from his sidewalk.

Sioux Falls, South Dakota

On Tuesday evening, April 3, a surprise party of distinguished people was sprung on C. Rasmussen, former ticket clerk and wife, at their home in Sioux Falls, the occasion being a farewell party for Mr. Rasmussen, who left for Viborg, S. D., April 9, to accept the agency at that point, which he drew on recent bulletin. The evening was enjoyably spent by all present in card games, songs and music. Mrs. Rasmussen and Mrs. Yeckel had charge of the piano, Prof. B. L. Parker sang several vocal solos, and with Rev. John Walton also sang several of the latest duets.

Senator Knute Lindseth had charge of the weiners, buns, coffee and cake. Colonel Fred Anderson and Major Caldwell, who saw to it that everybody had sufficient eats, had plenty to do.

Scout Diepholz preceded the bunch in order to keep "Red" home until the gang arrived. Ambassador Simpson delivered the presentation speech when he presented Mr. and Mrs. Rasmussen with a beautiful chair and a fountain pen, as a slight token of esteem from fellow workers.

Everybody present had a most enjoyable time and on departing all wished Mr. and Mrs. Rasmussen long life and success in their new undertakings.

Telegrapher A. G. Sherve, formerly of Ihlen, Minn., who recently drew second trick on bulletin at Sioux Falls, commenced work on April 9. We are glad to have you back with us, Sherve.

Superintendent of Signals C. A. Dunham, and Signal Supervisor H. V. Powell, visited Sioux Falls on April 13, consulting with the city engineers regarding the installation of new electrical crossing signals to be placed at Eighth and Sixth Streets, Sioux Falls.

Assistant General Freight Agent F. H. Parker was a Sioux Falls visitor April 3 and 4.



About the SHOPS

DELTA

Mrs. Henry Thompson, wife of Henry Thompson, painter, has returned to Everett after a very enjoyable visit in Sioux City, Iowa.

Hans Fletcher, coach painter, is planning many trips this coming summer in his new Chevrolet coupe.

Mrs. Elmer Thompson and small daughters, wife and children of Elmer Thompson, stationary engineer, left Everett the latter part of April for a month's visit at Okanogan, Washington.

Sympathy is extended to Rudolph, Otto and Carl Eisenberg, whose brother Fred passed away at Wenatchee on March 30. Burial took place in Evergreen Cemetery, Everett.

Mr. and Mrs. J. H. James and their son Clyde visited Mr. and Mrs. C. J. Moore for several weeks during March and April.

Shop Superintendent L. Gaul has recovered from a severe attack of the flu which confined him to his home for several days.

Ira Parker, painter, and family are now settled on their new ten-acre berry ranch at Lake Stevens.

Dominique DeRycke, carman, and Mrs. DeRycke will leave the latter part of this month for Belgium. Mr. DeRycke will visit his father whom he has not seen in eighteen years. Mrs. DeRycke will also visit her parents and relatives. They plan to be gone six months.

A Tragedy

ACT I

Day—April 1.
Time—2 A. M.
Who—Walter Roening, coach painter; Charles Stead, coach carpenter.
What—2 poles and 2 fish baskets.
Where—Their secret lake.
Why—Three guesses.

ACT II

Day—Same.
Time—7:30 P. M.
Who—Blue Roening and Sad Stead.
What—2 poles and 2 empty fish baskets.
Where—Home.
Why—We'll all bite even if the fish didn't.

THE END.

Mrs. Chas. Blomberg, wife of Coach Foreman C. Blomberg, has returned after spending several weeks with her daughter in North Yakima.

We are very glad to learn that Mrs. Edward Medema, wife of Coach Painter E. Medema, who has been under the doctor's care for many months, has now fully recovered.

Mr. and Mrs. Lloyd Sennett are receiving congratulations on the birth of a daughter on April 8. Fellow carmen have reported that neither Mr. Sennett's hat nor his coat fit him since that date, his hat now being many sizes too small and his coat having lost all buttons from chest expansion.

Mr. and Mrs. Melvin Hatcher, carman and wife, spent the Easter holidays in Portland.

John Tenbrink, locomotive painter, has traded his forty-acre ranch at Granite Falls for a seventy-acre ranch at Arlington. This large increase in acreage will add to his responsibility and we wish him much success in his new undertaking.

Trygve Bodding, coach painter, and Mrs. Bodding left April 14 for Cray, North Dakota, where they were called on business.

Emil Miller, upholsterer, has been taking advantage of these wonderful spring days to plan his garden. Anyone who saw his garden last summer will agree with us that he knows flowers and knows how to raise them.

Bernard Geary, roundhouse clerk, spent Easter Sunday at Spokane.

Mrs. Gordon, wife and son of Coach Painter Frank Gordon, and their son William, are now living on their five-acre poultry and berry ranch at Warm Beach. The rest of the Gordon family spend week-ends with them at their delightful place.

We feel that an apology is due Charles Moore for our statement issued in the April SEMAPHORE which reported him a "lucky card player." We wish to correct the impression that the numerous prizes won by him are due to luck as Mr. Moore seems to feel pretty badly that the real truth was withheld. He says it was "skill" which won him high place at these affairs.

WILLMAR

Jens P. Jensen, stationary engineer, has been laying off the past few weeks on account of sickness. Hope to see you back soon, Jens.

Christ Otos was officially given his title, "Janitor," recently at one of the meetings during noon hour, on account of having made his required number of student trips in window washing.

Elof Hanson, captain of roundhouse bowling team No. 2, surely is overpowered when it comes to playing against a girl team. He has come out on the short end of the score nearly every time he has played against them. We all wonder why, Elof!

We take pleasure in introducing Albert W. Callan, vice-president of the Great Northern Bowling League. This choice was made at the annual meeting of the League held on Monday, April 9, which was followed by a banquet given in the Blue-Wave Room of the Lakeland Hotel. Callan also carried away first prize as the heaviest bowler in the League, tipping the scales at 196 pounds, although he claims that he could have made it an even 200 pounds if the waitresses hadn't been so hasty in clearing the table.

GREAT FALLS

Howard Heenan, machinist, resigned from the service of the company on April second. He has accepted a position with the Sego Milk



A. W. Callan

Callan is the offspring of a famous bowler and certainly has been showing his stuff in the recent tournament of the Great Northern Bowling League. He has been captain of Roundhouse Team No. 1 and although they finished only third, it was not his fault.

Company, as traveling representative in this district.

Machinist Jacob Hamblock also resigned from the service to devote his time to other interests in Havre, from which point he was transferred to Great Falls when the shop at that point was closed.

Machinist Louie Derickson has been off sick for the past several weeks with pneumonia. We hope to see him back on the job any time now.

Dave Swanson resigned his position as machinist at Great Falls shops to return to Everett, from which point he was transferred. Mr. Swanson's health was affected by the high altitude of Montana and he was advised to return to the coast.

Joseph Benedetti completed his time as machinist helper apprentice on April 5. As a full-fledged "nut splitter" he is replacing one of the boys who resigned.

Sam B. Harris is a newcomer at Great Falls shops. Many of the boys remember Sam as he was employed at this shop during 1923

but was laid off on account of a reduction of force.

Machinist Helper Apprentice Bill Johanson has been transferred to the roundhouse to serve the first period of his apprenticeship. We might add that Bill is quite a bowler but just couldn't get going in the State Tournament. The same could be said of a lot of the rest of us.

Charles Stees, boilermaker helper, was appointed to the position of stationary fireman in Great Falls power house, to fill the vacancy created by the resignation of John Spevack.

A number of changes were made in the shop clerical forces during the past month. Marion Halladay, general foreman's clerk, was transferred to the car office. Romeo Ranieri succeeds her as general foreman's clerk. Joe Jarnot, previously on the time desk, was promoted to car foreman's clerk, the position which was vacated by the resignation of Mrs. A. Anderson.

Tankman Peter Carras resigned from the service recently. His position has not yet been filled.

ST. CLOUD

Our sincere sympathy is extended to Melbert Folsom of the wood mill over the loss of his aged father on March 18 at Postville, Iowa.

The Kirchner Drug Co.'s bowling team won the championship in the Park Bowling League, winning 46 games and losing 29 for the season. Among the victors were Wood Machinist John Stanger, Painter Leslie Scheil, Dr. J. W. Adams, Great Northern physician, and Captain Henry Schwinden of the wood mill force.

Fireman Norbert Koshol has annexed a Chevrolet coach to his personal belongings.

John Christen of the boiler room force is having a sweet time learning to manipulate his new Chevrolet.

Edward Pfannenstien, blacksmith shop shear operator, announced the arrival of a daughter on March 10. Ed sure is a proud "daddy."

Assistant Foreman J. B. Theisen of the blacksmith shop, returned to work on March 26, after an absence of five weeks due to heart trouble.

Electric Welder Ray Theisen's home was visited by the stork on April 2. A baby girl. Congratulations, "Jack."

Machine Shop Foreman Paul Theisen is sporting a new Oldsmobile. We understand he is quite pleased with his new car.

John A. Ertl, machinist, bought a new Chevrolet and Ervin Trossen got a Chrysler. The roads around here will sure be burned up this summer.

Ben Kloskin, machinist helper, spent a few days in bed with a lame back.

Machinist Edward Pull and family motored to the Twin Cities for a recent week-end visiting relatives and friends.

We are glad to see Local Chairman Orville J. Larson back at work and fully recovered from his recent operation.

Bob Zierden of the machine shop, Harold Wilkes, sheet metal worker, and Henry Schwinden of the wood mill, have recently joined the St. Cloud unit of the National Guard.

Bob Zierden met with an accident recently and unfortunately poisoning set in. We hope Bob will be able to leave the hospital soon.



The cartoon depicts Carman Steve Pozder in the act of putting over a profitable business deal during spare time. Steve has a penchant for picking up stray canines on his way home from work and unofficially impounding them in his yard until called for by their harassed masters. On reliable authority we hear that Steve's fee is very nominal and the mere fact that they are in Steve's hands rather than in the clutches of some ruthless poundmaster, as is feared, acts as a balm to the hearts of the

owners, resulting in a not negligible sum for Steve, as compensation for "care and keep." Steve, however, keeps his eye "peeled" and has his share of good business judgment as will be noted in the drawing, in which Steve's trained eye detects "No Sale" on several worthless strays, which in Steve's line of business would needs be entered in the debit side of the ledger, in the event they were impounded.



The above cartoon, by "Jake," shows Lawrence Boeger as he appears daily at his desk in the car foreman's office. Aside from his duties at the shops, Lawrence has directed several successful theatrical plays. He also is called upon to act as referee in athletics.

Some of our former Great Northern employees, who have gone into business at Waite Park, are the following men who take special delight in doing business with the "Great Northerners," claiming to be sure of their money: Jack Friederick, merchant; Jack Meyer, barber; P. J. Schoen, merchant; Herman Steabner, auto salesman; John Prow, groceries; Ben Prow, garage; Pat Lindt, hotel keeper; Henry Rau, draying; Fred Rau, draying; Ed. Kirchner, salesman.

We are pleased to note that Felix Rozmark has sufficiently improved to return to his job.

Carman Wilfred Schwartz certainly believes in self-improvement after working hours. At the present time he is taking a course in vocal

culture under one of the best instructors. We'll soon have "Will" give us a few vocal selections.

Carman Otto Weyrauch is receiving congratulations over the arrival of a daughter on March 26.

Carman Ted Sartell is right up and going around some these days in a new Chev. Ted thinks the Chev. is the only car.

Carman Helper Nick Roeder is feeling quite chesty these days since he became the daddy of an eight-pound girl on March 10.

Carman Freeman Anderson is visiting his brother near Shelby, Mont.

Carman Paul Stueve returned from Flint, Michigan, where he visited his brother. Paul distinguished himself by driving a new Pontiac up from Flint. Some of the boys remember how Paul used to go with that motorcycle he had. Well, those were only mild stunts as compared to what the Pontiac will be able to do under Paul's faithful guidance.



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| <input type="checkbox"/> Air Brake Inspector | <input type="checkbox"/> Bookkeeper |
| <input type="checkbox"/> Roundhouse Foreman | <input type="checkbox"/> Cost Accountant |
| <input type="checkbox"/> Trainman and Carman | <input type="checkbox"/> Industrial Management |
| <input type="checkbox"/> Electric Locomotive and Train Operator | <input type="checkbox"/> Executive Training |
| <input type="checkbox"/> Conductor | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Machinist | <input type="checkbox"/> Secretarial Work |
| <input type="checkbox"/> Boilermaker | <input type="checkbox"/> Good English |
| <input type="checkbox"/> Pipefitter | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> Blacksmith | <input type="checkbox"/> Practical Telephony |
| <input type="checkbox"/> Tinsmith | <input type="checkbox"/> Diesel Engines |
| <input type="checkbox"/> Coppersmith | <input type="checkbox"/> Gas Engines |
| <input type="checkbox"/> Electrician | <input type="checkbox"/> Airplane Engines |
| <input type="checkbox"/> Toolmaker | <input type="checkbox"/> Plumber |
| <input type="checkbox"/> Painter | <input type="checkbox"/> Roundhouse Machinist |
| <input type="checkbox"/> Carpenter | <input type="checkbox"/> Common School Branches |
| <input type="checkbox"/> Apprentice Training | <input type="checkbox"/> High School Subjects |
| <input type="checkbox"/> Railroad Construction | <input type="checkbox"/> Car Repairer |
| <input type="checkbox"/> Civil Engineer | <input type="checkbox"/> Car Inspector |
| <input type="checkbox"/> Bridge Building | <input type="checkbox"/> Mechanical Drawing |
| <input type="checkbox"/> Concrete Work | <input type="checkbox"/> Surveyor <input type="checkbox"/> Chemistry |
| <input type="checkbox"/> Architects' Blueprints | <input type="checkbox"/> Business Correspondence |
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Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada

Special Discount to employees of this road

Lumber Yard Man and Mrs. John Schissel recently visited Mrs. Schissel's parents at Freeport, Minn.

Carman Sylvester Schwartz ought to make quite an impression on the St. Cloud girls now since he bettered himself by purchasing a Studebaker special six.

Carman Louie Yaeger recently sold his Ford sedan. Now Louie says: "Watch my bank account grow."

SOMERS LUMBER COMPANY

Associate Editor
R. E. GAUTIER
Somers, Mont.

P. C. Russell, former tie piling contractor for this company, is now located at Pittsburgh, Pennsylvania, where he has accepted a position with the Matthews Gravity Conveyor Company. Perry has been with the Somers Lumber Company for many years and will be greatly missed by his many friends in Flathead Valley. The community joins with me in wishing him the best of luck and prosperity in his new vocation.

Joe Beltrami, tie buckler, and Tony Carbonari, laborer at the sawmill, left for the old country last week. Joe expects to stop over at Paris, France, for a few weeks while Tony intends to journey on to Milan, Italy. It is rumored that both of these young men intend to bring back brides with them.

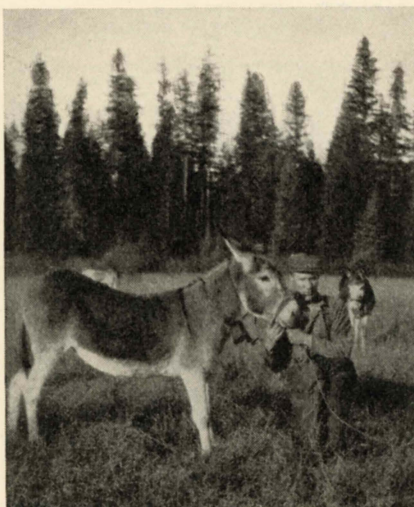
Sterling Lindsay and Floyd Bondeson, having been stricken with the spring fever, left for Seattle, Washington, with ideas in mind to sail for Alaska. Whether a lost gold mine or a mere call for adventure has lured these young men to this northern country, we have been unable to decide.

H. F. Hosfield, Somers druggist, has been elected president of the Scottish Rite Club recently organized at Kalispell.

The crane for handling bridge timbers and piling is now in operation in the tie yard. James Meldrum, formerly employed in the retort engine room, is operator of the crane and is handling his machine with the efficiency of an expert.

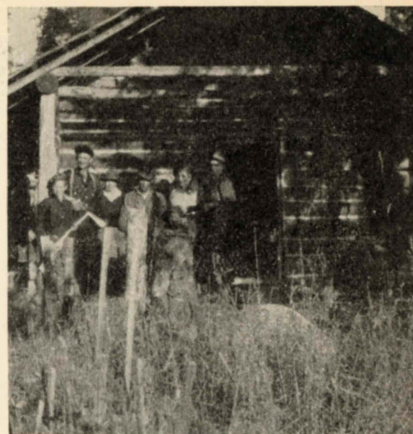
Gordon Parr is taking James Meldrum's place in the retort engine room and has charge of treating the ties on the three to eleven o'clock shift.

Wm. Henry, superintendent of the tie plant, has returned after a month's vacation in sunny California where he was visiting his son and daughter. Mrs. Henry remained in California for an extended visit. Bill intends to take a leave of absence and go back to Nova Scotia where he spent his boyhood days.



Graves and His Burros

The above picture shows Clarence Graves and his burros taken at his homestead at Swan Lake. Clarence makes a specialty of raising burros. He says you can tell which one is himself, as he has his hat on. We don't think any explanation is necessary but Clarence seems to think so.



Graves' Cabin

The above picture is of Clarence Graves' cabin at Swan Lake. From left to right we have Fred West, engineer tug boat; Mrs. C. Graves, Clarence Graves, Mrs. Tibbits and Ralph Tibbits. The homestead is located about eight miles from the head of Swan Lake.



Johnson and McLouth

The above picture shows Chester Johnson and Verne McLouth, two youthful giants, posing at the sorting shed after a hard day's work.

NEW CASCADE TUNNEL

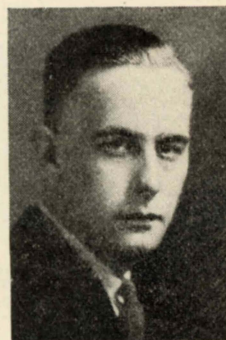
Associate Editor
C. M. SANDERS
of A. Guthrie & Co.
Scenic, Washington

The West Portal pioneer progressed 522 feet during the month of March. This was sufficient footage to bring the progress pennant for drifting operations to the West Portal camp. It had been held by Mill Creek camp during the previous month. The Mill Creek pioneer worked its way west 442 feet during the month, leaving a distance of only 869 feet between the approaching forces. It is believed that this distance will be holed through some time before May 1. East Portal crews kept possession of the pennant for enlargement operations with a run of 742 feet. On this date, April 1, there have been completed 30,722 feet of enlargement to full section, of which 20,048 feet have been lined with concrete.

A very enjoyable dance was given in the Scenic recreation hall on the evening of March 10.

Mill Creek camp gave a big dance on St. Patrick's Day, March 17. It was attended by a large crowd, a wonderful time being had by all.

Another dance was given at the Scenic recreation hall on the evening of March 24.





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