

# Great Northern Semaphore



HAPPY NEW YEAR!

GREAT NORTHERN

# Now!

## GOODWEAR Tailored to-Order Clothes

You know GOODWEAR. At least you have heard of our clothes at sometime or other in the 18 years we've been making them, and you know them by reputation to be tailored-to-measure clothes of the very highest quality.

Now we are offering them to the men of America at a new low price—the lowest price, we believe, for which goods of this quality have ever been offered by anyone—

**\$23.50 for a full, three-piece suit or topcoat tailored to measure**

Nothing has been changed but the price. Same good quality. Same fine fabrics. Same skilled workmanship. Same authentic style.

The only change is in the price, which is \$8.00 lower than before.

### THE GREATEST VALUES IN AMERICA TODAY

If a man were to come to you today—spread before you a tempting array of 50 or more fabrics of finest quality—in the most varied shades and patterns—and he were to say to you:

"Here you are—half a hundred fabrics, all pure Virgin Wool. Take your pick of anything in the lot—and we'll make it to your special and individual measure—in full, three-piece suit or topcoat—for only \$23.50."

If a man were to come to you and say this—even though you may not be a judge of clothing values, surely you would recognize that here is a bargain.

### You don't have to be a judge to recognize this opportunity

You don't have to be an experienced salesman to realize that the opportunity to act as District Salesman for a line of goods like this is an opportunity that is an opportunity.

For just as your experience tells you that an all wool, tailored-to-measure suit for only \$23.50 offers a great bargain to the buyer, just so your judgment must tell you that the chance to sell such a suit at such a price offers a great opportunity to the seller—the opportunity to do a big business—and make big money. How would you like to be the man to get this opportunity for your district?

### The GOODWEAR Selling Outfit

125 pure Virgin Wool fabrics of fine quality—half of them to sell at the one low price of \$23.50. The other half, DeLuxe fabrics of the highest quality for the man who wants the very finest, at only \$31.50 for suit or topcoat. A powerful book of advertising and selling helps. That's what comes to you in this most elaborate and effective tailoring outfit.



**Professor Schommer—**  
eminent Professor of Chemistry at Armour Institute of Chicago says that GOODWEAR goods are all pure wool.

Here is your opportunity to go into the profitable business of direct selling and go into it right—to become District Salesman for a nationally-known house and handle their nationally-advertised goods on a highly profitable basis. For 18 years our goods have been famous for their quality. Now they are being offered at a new and sensationally low price. Good goods at low prices always lead to big business. And therein lies the opportunity for big earnings for the salesman.

### No experience necessary No investment required

You don't have to be experienced to act as our representative. Of course, experience will help if you have it—but it isn't necessary, and we don't require it. It makes no difference to us how little you may know about clothing or selling—just so you are ambitious and alert enough to learn, and have confidence enough in your ability to meet and talk with men easily and naturally.

Men have made good with us who never sold a thing before in their lives. Professional men—storekeepers—railroad men—insurance men—office men—farmers—men from all these walks of life and a great many others, have made good and are making good with us today. We showed them the way. We made their success possible. We can do the same for you, no matter who you are, where you live, how young or how old you may be. Just so you are ambitious, willing and able to work. And you don't have to give full time to start. If you have a certain amount of spare time you are anxious to turn to account and so add to your income, we're willing to start you, if you can show us that you are in earnest.

### We supply everything necessary and show you the way

The outfit we supply our District Salesmen will be a revelation to you. In it are more than 125 large samples of the very latest and finest quality Virgin Wool fabrics—fully half of them at the one low price of \$23.50.

Included in the assortment at this price are such well-known fabrics as Vigereauxs from the famous mills of Samuel Hird & Sons—fine-weave Worsted and Twists from the American Woolen Mills—Cassimeres from La Porte and Parker, Wilder—Worsted from the well-known Cleveland Mills and the U. S. Worsted Co.

In short, a complete assortment of staples, semi-staples and novelties in all the latest shades and weaves—fabrics that are generally priced at \$40.00 or more, are here offered at the one low price of \$23.50—tailored to measure.

The outfit also offers more than half a hundred of the finest quality woolens at \$31.50—DeLuxe Fabrics, for the man who wants the very finest the market affords—fabrics that cannot be duplicated elsewhere at less than \$50.00 to \$60.00.

If you are an experienced tailoring salesman you must realize that we are giving the buyer sensational values, and that our line would be a powerful and profitable one for you to handle.

If you are inexperienced, it will give you assurance to know that with the powerful fabric assortment, we furnish an equally powerful book of sales instructions that tells you just how to go about the work. It makes everything so plain and easy that even the newest beginner can't fail to apply the correct principles right from the start.

It is this book, backed by the warm interest and skillful guidance of our experienced salesmen that makes earnings of \$75 to \$150 a week common with our men. It is this combination of powerful outfit and interested co-operation that assures your success as our District Salesman.

Whether you are experienced or inexperienced, sign coupon below and get our book, "Your Opportunity in a Great Industry." It is yours free, and without obligation. Address Dept. 763

**GOODWEAR Chicago, Inc.**  
West Adams Street at Peoria CHICAGO

### MAIL THIS COUPON TODAY!

GOODWEAR Chicago, Inc.  
West Adams Street at Peoria, CHICAGO, Dept. 763  
Gentlemen: Without obligation, please send me a copy of your book, "Your Opportunity in a Great Industry." Also give me the full facts about your proposition and tell me how I can become the District Salesman for your line in my territory.

Name.....

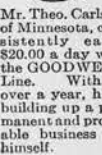
Street and No.....

Town..... State.....

**ALL PURE WOOL UNION MADE**  
**\$23.50**



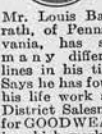
Mr. T. G. Fitzsimmons earns as high as \$40.00 a day as GOODWEAR District Salesman in a small town in Kansas. He has been with us for four years.



Mr. Theo. Carlson, of Minnesota, consistently earns \$20.00 a day with the GOODWEAR Line. With us over a year, he is building up a permanent and profitable business for himself.



Mr. Jesse J. Murphy, of California, has the reputation of being the best clothing salesman on the Pacific coast. He has been handling the GOODWEAR Line for five years.



Mr. Louis Bank, of Pennsylvania, has sold many different lines in his time. Says he has found his life work as a District Salesman for GOODWEAR, in which work he frequently earns as much as \$50.00 a day.

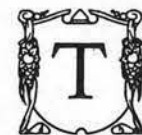


Mr. W. P. Griffin, is a railroad man in Oklahoma. He handles the GOODWEAR line in his spare time. With it he makes as much as he does on his regular full-time job with the railroad.



These are but a few of the hundreds of men now winning success as GOODWEAR Salesmen. We'll tell you about others when you write.

### Greetings for 1927



THE SEMAPHORE is beginning its third year as the official publication of the employees and management of the Great Northern Railway. I believe it is doing what it set out to do; namely, to give information to our employees and their families and friends about each other, about the work being done in the different departments and at different places, about plans and progress of the Company, and also about the happenings in communities and cities served by the Great Northern. All of these things are good. They help to make life on and along the Great Northern better and happier.

The Semaphore is the medium through which we may express ourselves. Let us make it worthy of Great Northern traditions and prestige.

With best wishes for the health, happiness, and prosperity of all of its readers throughout the New Year, I am

Yours sincerely,

Ralph Budd





# GREAT NORTHERN SEMAPHORE

VOLUME IV

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NUMBER 1

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 constituents 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 18th of the preceding month.



## MASTER FARMERS GET MEDALS

Appreciation Shown for Distinctive Efforts and Accomplishments of the Farmers of Minnesota

A NEW ERA in agricultural history was inaugurated by the gold medal awards made to sixteen Master Farmers in St. Paul, Minn., on November 22, as the result of their successful agricultural and livestock operations.

The "Masters," fourteen of whom are Minnesota farmers, and two of whom farm in North Dakota, were selected competitively from a group of 118 gentlemen who had been nominated by their neighbors, to qualify in the recent contest conducted by *The Farmer*, a weekly agricultural paper, published at St. Paul, the conditions of the contest being: That the farmer should show financial progress, and executive ability in handling his farming enterprises; he must be public spirited, taking an interest in the affairs of his own community, and also be a good husband and father. The highest score to be obtained was 1,000 points, half of which could be given for successful farming, and the other half because of social and citizenship rating. Only scores reaching 950 points could be considered in the final vote.

Editors of *The Farmer* co-operated with the University Farm in scoring the nominations, which involved a vast amount of work, requiring personal visits to many of the farms. Their findings were finally passed upon by a committee composed of Dean Coffey and Director Peck, of the University Farm; N. J. Holmberg, commissioner of agriculture, and Dan A. Wallace, directing editor of *The Farmer*. A brief glimpse of the care with which these men were selected is given by the fact that one man who qualified in every way except that he did not have a purebred boar, was eliminated from the finals, it being the unanimous opinion of the judges that such a man did not class so high as one who could figure the potential value of purebred stock.

Not only is credit due the sixteen Master Farmers, who may be said to represent the highest type of rural citizenship, but *The Farmer* is also worthy of the highest commendation, for its initiative in instituting the contest, which has not only brought the Master Farmers, themselves, into public notice, but has disseminated a true understanding of farm life in the Northwest, and of agricultural success when properly pursued. Similar competitions in Montana and

South Dakota, and other northwestern states, would undoubtedly prove to be a great developing factor in agriculture, as the competition for medals would increase from year to year.

The visiting farmers were received at the University Farm at noon, where educational agricultural plans for the coming year were discussed.

At the Farmers Banquet, which was held at the St. Paul Athletic Club, in the evening, the Masters were presented with their gold medals by Governor Theodore Christianson, in the presence of 200 prominent business men and industrial leaders of the Northwest, as well as edu-

School of Agriculture, and Frederick Murphy, publisher of the *Minneapolis Tribune*; also by J. W. Stevenson, of Winnebago, representing the Farmers, and short talks by the other fifteen Masters.

Musical entertainment was furnished by the Great Northern Male Quartet.

In his address, stressing the need for increased population in the Northwest, President Budd showed that Minnesota and North Dakota have less than the average number of people to the square mile of the United States. He said in part:

"The Northwest is a good place to be. It is in the midst of a period of transition. The annual value of Minnesota's dairy products now is \$200,000,000, the largest in the world. The corn crop last year for the state was \$160,000,000 while the wheat crop, once the only crop of the state, is on the decline.

"The development of the country in agriculture is bringing changes just as the development of any business brings changes. In order to exist the farmers have been forced to lower the figure at which they sold their products and to do this, they had to lower production costs.

"They have done this by increased efficiency on their farms; purebred stock, latest machinery to replace man power, cost accounting—all these things have had a part. Northwest railroads also have had to take important steps in order to keep in existence. They have also done this by increased efficiency. They borrowed money to buy better equipment, lengthen sidings, and do all the other things that make for economy in operation.

"The results of the increased efficiency on the farms are shown in the achievements of these men here, representative in a high degree of what thousands of other farmers in some measure are accomplishing.

"The results of the railroads' efficiency are shown in the fact that freight rates in the Northwest are only forty percent above the pre-war level, while the average in the United States is fifty percent, and in some places the figure is sixty percent.

"It is vital to agriculture to keep freight rates down. These rates cannot be any lower though, than the actual costs of transportation. If transportation

(Continued on Page 6)



The Master Farmers

cators, congressmen and agriculturists.

The names of the sixteen Master Farmers, as shown under the foregoing picture, in the order of grouping, are: (lower row), left to right—John E. Thelin, of Devils Lake, N. D.; Herman Budde, Nerstrand, Minn.; Peter Lindahl, Hallock, Minn.; Thomas Hallaway, Claremont, Minn. (wearing cap); H. B. Miller, Brownsdale, Minn.; Louis Speltz, Altura, Minn.; David Davidson, Utica, Minn.; H. S. Muir, Winnebago, Minn. (Back row)—E. E. Bonham, Park Rapids, Minn.; Herbert Peterson, Chisago City, Minn.; Carl Olstad, Hanska, Minn.; Victor Larson, Red Wing, Minn.; J. W. Stevenson, Winnebago, Minn. (wearing hat); H. R. Bruns, Oriska, N. D.; F. S. Hutchinson, Floodwood, Minn.; and E. Lindsay, Garvin, Minn.

Dan A. Wallace, editor of *The Farmer*, who presided at the banquet, was introduced by Horace C. Klein, associate publisher.

Addresses were made by Ralph Budd, president of the Great Northern; E. W. Decker, president of the Northwestern National Bank of Minneapolis; Dr. J. W. Holland, pastor of the First Methodist Episcopal church of St. Paul; Dean W. C. Coffey, of the University



## Second Annual Club Tour Farm Boys and Girls Visit Minnesota, North Dakota and Montana Cities on Great Northern Special for Exhibition of Prize Winners

**T**HE SECOND ANNUAL Farm Boys' and Girls' Club demonstration and exhibition tour of the Grand Champion and prize winning livestock and poultry from the Junior Livestock Show at South St. Paul gave thousands of farm boys and girls and their parents, who could not attend the show at South St. Paul, an opportunity to see this group of blue ribbon stock and hear from the lips of the boys and girls who raised and fed them their own stories of how they came to be the 1926 nobility of the Minnesota, North Dakota and Montana boys and girls now enrolled in club projects.



The Prize-winning Boys and Girls Who Made the Trip

They traveled by special train over the Great Northern Railway, made up of two specially equipped baggage cars for the stock, a passenger coach, a dining car, two sleeping cars, an observation car, and private and business cars of the officials of the road.

The tour began on November 12, at the close of the Junior Show and ended November 20.

Chairman of the Board of Directors L. W. Hill accompanied the tour with his private car attached to the train.

The tour was a grand march of triumph and victory through the entire

trip from St. Paul and Marshall on the south to Wadena and Hallock on the north and Sidney and Fairview, Mont., on the west. Stops from one to two hours were made at the following important points and centers of Boys' and Girls' Club activities:

St. Cloud, Minn.; Wadena, Minn.; Park Rapids, Minn.; Bemidji, Minn.; Thief River Falls, Minn.; Hallock, Minn.; Warren, Minn.; Crookston, Minn.; Larimore, N. D.; Lakota, N. D.; Devils Lake, N. D.; Towner, N. D.; Minot, N. D.; Stanley, N. D.; Sidney, Mont.; Fairview, Mont.; Williston, N. D.; New Rockford, N. D.; Hannaford,

Purebred Shorthorn Calf, Jennie Tellier, Farmington, Minn. Purchased by First National Bank, St. Paul, Minn., at 50c per lb., \$628.

Purebred Hereford Yearling, Dorothy Morrow, Norcross, Minn. Sold at 60c per lb., total \$676.20.

Grade Hereford Yearling, Noran Hagen, Granite Falls, Minn. Purchased by Great Northern Railway at \$170.10.

Grade Angus Calf, Ernest Smith, Litchfield, Minn. Purchased by Schuneman-Mannheimer Department Store, St. Paul, Minn., for \$220.11.

Purebred Shorthorn Calf, Pauline Frank, Breckenridge, Minn. Purchased by Hertz Bros., packers, South St. Paul, Minn., for \$100.37.

Purebred Shorthorn Yearling, Harry Confer, Angus, Minn. Purchased by Montana Meat Market, St. Paul, Minn., for \$149.64.

Purebred Shorthorn Calf, Stephen Conze-mius, Hastings, Minn. Sold at 50c per lb., \$512.

Purebred Angus Yearling, Melvin Swanson, Lakefield, Minn. Purchased by C. M. & St. P. Ry. for \$220.60.

Also three dairy heifers that stood first in their breed at the Northwest Dairy Exposition: Jersey Heifer, Glenn Shaefer, Park Rapids, Minn.

Guernsey Heifer, Fred Welch, Carlton, Minn.

Holstein Heifer, Earl Kammerer, Anoka, Minn.

Also the following prize winning lambs: Grand Champion Lamb owned by John Heideman, Montevideo, Minn. Purchased by Weiller and Weiller, South St. Paul, Minn., at 3c per lb., total \$297.

Prize Lamb, Evan Busse, Ottawa, Minn. Purchased by Weiller and Weiller, South St. Paul, Minn., for \$171.20.

Prize Lamb, Vernon Rairden, Montevideo, Minn. Purchased by the Golden Rule Department Store, St. Paul, Minn., at 26c per lb.

Prize Lamb, Rose Malinski, Le Sueur, Minn. Purchased by the St. Paul Pioneer Press and Dispatch, at 40c per lb., total \$42.20.

Prize Lamb, Albert De Villiers, Montevideo, Minn. Purchased by St. Paul Daily News, at 75c per lb., total \$71.25.

Life-sized photographs were substituted for the Grand Champion and other prize hogs on account of Federal quarantine regulations, and a list of them, their owners and purchasers follows:

Grand Champion Hog, Henry Roninger, Pelican Rapids, Minn. Purchased by Armour & Co., at \$1.25 per lb., total \$427.50.

Poland China Hog (lard type), George Tellier, Farmington, Minn. Purchased by Swift & Co., at 50c per lb., total \$167.

Prize Lard Type Hog, Howard Hammer, Reedsley, Minn. Purchased by Swift & Co. for \$86.25.

Prize poultry, those who raised them, and by whom bought were:

Prize Geese, Paul Redder, Ellsworth, Minn. Purchased by Weiller & Weiller, South St. Paul, Minn., at 65c per lb.

Prize Ducks, Mordy Morrison, Hallock, Minn. Purchased by Weiller & Weiller at 70c per lb.

Prize Turkeys, Lawrence Quinn, Monticello, Minn. Purchased by Weiller & Weiller, South St. Paul, at \$1 per lb.

Grand Champion Pen of Poultry, Maynard Trout, Farmington, Minn. Purchased by McHugh Bros., Farmington, Minn., at \$1.30 per lb.

The boys and girls were selected by reason of the high honors they won at the Junior Livestock Show and in club work and invited to join the tour as



Left to right: Dorothy Morrow, Norcross, Minn.; Jean Tellier, Farmington, Minn.; Lydia Potter, Springfield, Minn., and their animals that won prizes

guests of the Great Northern Railway as an educational enterprise sponsored by the Extension Department of the University of Minnesota Farm School, the North Dakota Agricultural College and the Montana Agricultural College.

At each stop there was a parade of the owners with their animals in which local boys and girls joined carrying fifteen large banners designating each section and class of stock. The parade led to a platform usually erected in the street or to some large building where addresses were made by prominent local officials and those in charge of the expe-

He was eighteen months old and weighed 1,059 pounds. The Merchants National Bank of St. Paul purchased the animal at \$1.20 per pound. "I fed him ground oats and corn and alfalfa hay, with some barley," said Miss Potter. "During the summer I gave him some molasses water to hasten his growth." Miss Potter's steer was a grade Hereford.

The striking feature of the program was the poise displayed by the youthful livestock growers in addressing large audiences of farm and school children, farmers and business men, which empha-



Street Scene in Minot, N. D., During the Exhibition

dition. Then the boys and girls gave talks telling why they chose the animal they did, what they paid for it, what they fed it, when and how they cared for it, what difficulties they had to overcome, and finally what it brought them in cash at the sale following the Junior Livestock Show.

Miss Lydia Potter, Springfield, Minn., owner of the Grand Champion Steer, explained that her steer, which was purchased by the Merchants National Bank of St. Paul for \$1,270.80, cost her less than \$100. She paid \$35 for the calf, and the feed amounted to about \$60.

sized one important phase of the training they received from club organization and activities. Even the youngest only eleven to fifteen years old showed genius that may develop into community leadership in more mature years.

Twenty-five club workers—five girls and twenty boys made the tour.

H. E. Rilling, supervisor of junior work, Agricultural Department of North Dakota, accompanied the train in North Dakota and Montana. He stated that the visit of the boys and girls who had made the outstanding success in club work would prove a tremendous boost

for club work in North Dakota. Boys' and girls' club work on the farms of North Dakota cannot thrive without the encouragement of the parents of the children, and this tour aroused more interest not only among the farmers' children, but the farmers and their wives, than any one single effort that has been put forth in the section of North Dakota visited by the train. Last year's tour stopped at Lakota, and again the boys and girls visited that community this year. The Baby Beef Club of Lakota grew tremendously between the visits of these two trains.

Appleton, Minn., was awarded first prize of \$75; Crookston, Minn., second prize of \$50; Alexandria, Minn., third prize of \$25, while Devils Lake, N. D., and Fairview, Mont., were awarded special prizes of \$25 each for providing the boy and girl livestock exhibitions with the best receptions.



Chas. Herrin

### The Great Northern Goat

**O**NE OF THE MOST interesting little publications of its class, in the country today, is *The Great Northern Goat*, issued monthly by the Advertising Department, and edited by Charles Herrin. Every Great Northern employee is proud of this magazine, and Mr. Herrin is to be complimented upon its general excellence.

Of the first issue, which appeared on March 19, 1924, there were 7,500 printed. Its reception was encouraging, and its popularity has increased with each succeeding month, until it now has 100,000 readers, with a bona fide circulation of 20,000. To explain this apparent discrepancy, suffice it to say, that each copy is read by at least five individuals, being passed from hand to hand, by request, and its arrival eagerly awaited. Its contents may be said to be devoured by the reader with the same avidity, as that with which its "name-father" is supposed to eat up a tin can or a cabbage.

*The Goat* just fits inside the coat pocket, which prevents its being carelessly discarded, or lost. Its contributors are principally Great Northern employees, and that each writer for *The Goat* takes special pride in maintaining a high standard, is shown by the air of the artistic in evidence between its attractive and unique covers, which are altogether too close together.



The Farm Boys' and Girls' Special Train





### Apples of Joy

**A**S IS DONE IN many places in the land of many apples and elsewhere, that part of the great apple crop of the Wenatchee district which is used for display purposes, goes to the little folks, after the fruit has served its purpose of advertising the Apple Kingdom. In the picture above you see a serious-looking group of kiddies who live at the Washington Children's Home in Spokane. Each one is carrying apples in his or her arms; a moment after the photographer finished, however, the merry smiles and laughter came back, and we suspect that they will soon be carrying the apples elsewhere. The men in the picture, who have just finished distributing the luscious fruit to the little ones, are General Agent J. S. Bock and City Passenger Agent R. C. Murphy of Spokane.



### Advertising Apple Week

**T**HE PICTURE is of the news-stand in the Wenatchee passenger station during Apple Week. Below we give the comment of an insurance company in their advertisement in the Wenatchee *World* expressing their opinion of the exhibit and the manager of the stand, with which opinion we heartily agree:

Hay Vas Gude Salesman

Down at de depot der vas a yentlemen

dat have fruit stand with fine display of Venatchee apples. Yust soon sum train arrive de passenger sure kould kno hay vas in Venatchee and dat ve have apples tu sell tu de Vorld. It would be gude idee for Shamber of Kommerce tu get behind dat yentlemen and help heem. While hay living by vorking hard at de yob of selling fruit, at de same time hay vas duing fine yob of advertising for our famous apple. Thousands of people go tru on train and dey kum from all parts of de vorld. A sample of de fruit ve

raise should bring order for sum more. De bigger de demand de better de price. Vhen de farmer vas making money naturally ve rite more ensurance. De fallar at depot should have Kooperation of kcommunity.

### Fruit Loading at Wenatchee

**I**N THE YEAR 1902 the Great Northern loaded two cars of fruit in the territory of the Wenatchee valley.

In four months of 1926, July to October, inclusive, the Great Northern loaded 11,324 cars of apples in the Wenatchee district, divided as follows: In July 241 cars; in August 937; in September 3,352; in October 6,794, as against 10,487 cars loaded in corresponding period of the previous year, in the following divisions: July 201 cars; August 728; September 3,120; October 6,438. Connecting lines loaded in the four months designated of 1926, 2,436 cars (making a grand total for the four months of this year of 13,760 cars) as against 1,748 cars loaded by connecting lines in the corresponding four months of 1925. The total for the same four months last year was 12,235 cars.

### We Like This

**T**HE TRAFFIC MANAGER of the Western Pine Manufacturers Association, R. J. Knott, evidently reads the *SEMAPHORE*. He saw in our June issue the reprint of the *Seattle Post Intelligencer*, a portrait cartoon of M. J. Costello, our general western traffic manager, and the accompanying explanation of who Costello is, what he does, how he succeeds, and why.

Says Mr. Knott (among other things which we shall delete, lest M. J. blush with embarrassment): "I gladly put my O. K. on everything that was said about Martin. Not only that, but see what we are doing for the Great Northern, as per the attached Distribution of Traffic circular. A large portion of this is due to the activity of our good friend M. J. More power to him!"

What they are "doing" brings joy to our hearts. The circular referred to shows that in May of this year, thirty-seven mills of the association shipped 1,382 cars via Great Northern, and in June, 1,390 cars; that in June, 1925, thirty-three of the association mills shipped 1,590 cars; that the total shipments to June 30, 1926, was 7,425 cars. And that is not all. The Great Northern tops the list of roads by several hundred cars.

### Master Farmers Get Medals

(Continued from Page 3)

is to be made cheaper, it will require the co-operation of the whole Northwest.

"There is too much talk of pessimism in regard to the Northwest. These farmers have solved, individually, the problem that is giving the most concern today. Hundreds of others are traveling in the same direction. If all the farmers in the Northwest will do as these farmers, now Master Farmers, have done, the agricultural problem in the Northwest will disappear."

We have masters in all businesses and professions today; master carpenters, master builders, master leaders of all great organizations—why not Master Farmers?

Great Northern Semaphore

## OUR DIRECTORS

Short Biographical Sketches of Those Who Direct the Policies and Affairs of the Great Northern Railway Company

No. 4 Albert L. Ordean

**A** FRIENDSHIP OF MANY years with James J. Hill made it possible for Albert L. Ordean, the subject of this sketch, to become intimately acquainted with the purposes and problems of the Great Northern Railway Company, of which he is now a director. In the course of many trips with Mr. Hill, he became familiar with practically every mile of track on the system, as well as most of its other properties; so that today he knows the Great Northern from end to end.

An interesting book could be written of Mr. Ordean's business experiences. He was born in New Brighton, Pennsylvania, but before he reached the age when young men start a career, his parents moved to Ohio, where he entered a banking establishment and worked up to a responsible position. Later he followed Mr. Horace Greeley's suggestion and went west and engaged in the banking business in Leadville and Kokomo, Colorado.

In 1879 Mr. Ordean carried \$50,000 in currency on his person from Denver to Leadville, there being no express companies that would run the risk of transporting currency, as the stages were frequently held up; but the banks in which Mr. Ordean was interested needed cash, and he made the trip, traveling by stage by day and sleeping at night with half a dozen strangers in the same room at the stopping places. There were no hotels out in that part of the world in the seventies; what passed for hotels were described even then as "stopping places." To lie down at night in a room with a number of strangers in a country that was well supplied with men who would stop at nothing for a loot part of \$50,000 took courage of the finest quality and this, coupled with a vast composure, was just the right combination in a man in the early days of the West.

To observe Mr. Ordean today one might not readily suspect that he had ridden long and lived hard on mountain trails and plains in those days in the far West when, if the horse went lame, it might easily mean a tragedy, but it was a peculiar training, which doubtless was of vast importance in the development of physical stamina which serves him well today, and his associations with many of the men who were making history in the early days of the West was an experience which may easily have shaped his own good talents and sharp-

ened his powers of discernment in dealing with many kinds of men.

Mr. Ordean sold his banking interests in Colorado in 1882 and sought a location which in his judgment offered a more definite future. He decided upon the Head of the Lakes, and is one of Duluth's most distinguished citizens today, having had much to do with the development of that section which is famous internationally as well as within the boundaries of the Republic.

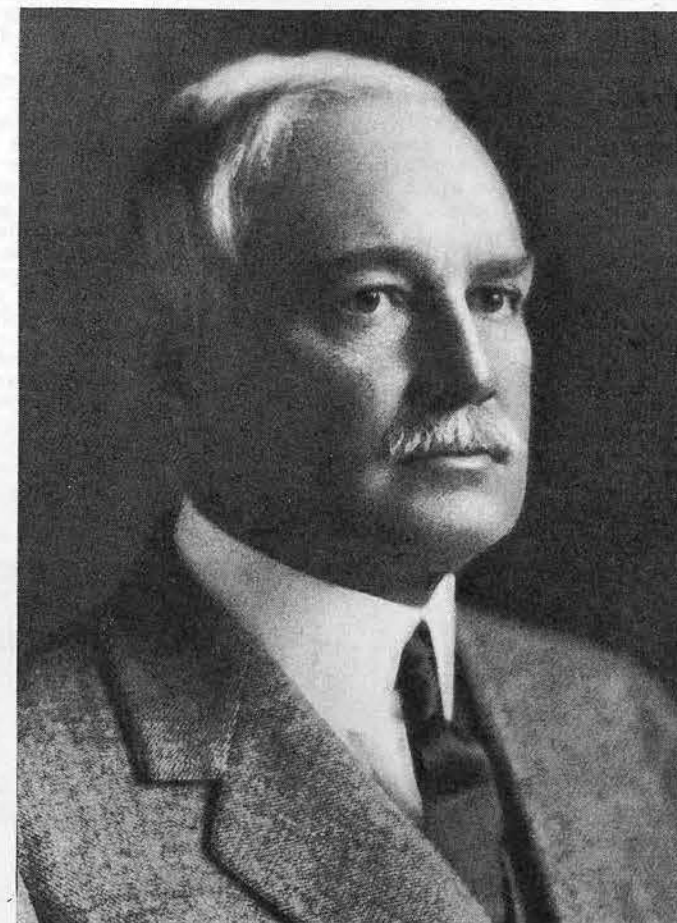
city, and a short time after he reached Duluth, he was made president of the then recently organized Merchants National Bank. Some time later this institution was consolidated with the Duluth Union National Bank under the name of the First National Bank, of which Mr. Ordean has been president since 1895. It is said that some time ago, Mr. Ordean declined the honor of becoming the head of one of the leading banks in New York City; and very largely, it is said because of his confidence in the future of Duluth and his affection for the city and his associates there.

It will be recalled that there was a money panic in 1907, which started by the Knickerbocker Trust Company failing and several other New York banks, and the banks in all the leading cities decided that in order to prevent a disastrous situation, they would withhold paying out cash. This resulted in preventing the buying of grain and paying cash for it. Freight was blocked at Buffalo and grain shipments were held up at Duluth and train loads of grain were run into the elevators at that point without the freight being paid on it. Over the long distance telephone this situation was taken up with James J. Hill, as he was leaving for New York, and Mr. Hill, who was keenly alive to the serious situation in the Northwest, upon his return to Minnesota called Mr. Ordean to St. Paul and talked over with him how best to handle the situation.

It was believed a credit fund of \$4,000,000 should be arranged in order to finance the movement of grain and through the co-operation of the railroads and the banks in Minneapolis, St. Paul, and Duluth, the fund was raised. This fund was placed in Mr. Ordean's hands to loan to those only who could move the grain to Europe, thereby getting gold in return. This was made possible by securing the cooperation of the railroads at Buffalo in the matter of giving the grain the right of way and Mr. Hill and Mr. Geo. F. Baker, of New York, were able to accomplish this. By means of this credit fund many million dollars' worth of wheat was exported to Europe and in a short period of time everything in the Northwest was moving normally again.

Mr. Ordean is a director in the First National Bank of Saint Paul, and he is interested in lumber operations in Idaho,

(Continued on Page 21)

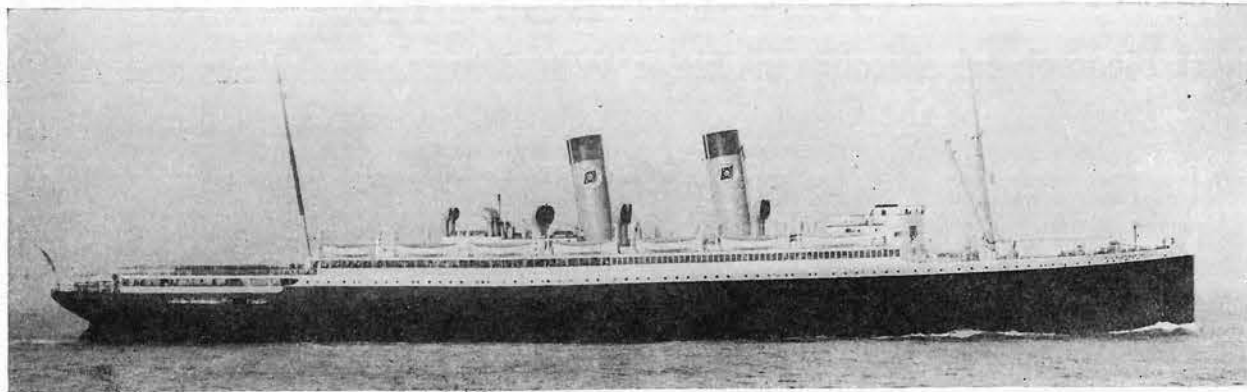


Albert L. Ordean

Mr. Ordean's name is perhaps most familiar to the Northwest and the general public on account of his connection with the wholesale grocery firm of the Stone-Ordean-Wells Company, of Duluth, which occupies an outstanding position, it being the largest in the Northwest and of which company he is president. Originally this concern was a partnership, Mr. Ordean's associate being the late W. R. Stone. But it was quite natural, considering Mr. Ordean's early business experiences, that he should become a conspicuous figure in the financial field in his chosen home



## History of the H. F. Alexander



The steamship "H. F. Alexander," formerly the "Great Northern."

**T**HE HISTORY OF THE "H. F. Alexander" reads like a romance, and is known to most Americans. Conceived first by the great Empire Builder, James J. Hill, she was built and commissioned as the S. S. Great Northern, and placed in service between Flavel, Oregon, and San Francisco, California, as the master stroke in a grim and bitter struggle for rail supremacy in the west between the Hill and Harriman interests.

Upon the entry of the United States into the Great War, the Great Northern was one of the first American vessels taken over by the government, and her record as a transport is common knowledge. American hearts must thrill to the wonderful record she made in transporting our boys from American shores to France and return. Upon the termination of hostilities the Great Northern was transferred to the Navy and commissioned as the U. S. S. Columbia, and made flagship of the Atlantic fleet.

Then a great westerner became interested in this great vessel that was built for, loved, and claimed by the

West. H. F. Alexander, president of the Pacific Steamship Company, climbed from a humble beginning to the head of the largest coastwise fleet in the world. His fortune was founded and built on the Pacific Coast, where Admiral Line vessels ply on an almost ferry schedule between every port from Los Angeles to Alaska. To Mr. Alexander there was a sentimental reason for being interested in the then-flagship "Columbia." She belonged to the West and she was away from home.

So Mr. Alexander bought the "Columbia" for his company; and in recognition of the popular demand, the great super-ship was re-named "H. F. Alexander" as a fitting honor to the man who brought her home. Unlimited sums of money were expended in reconditioning the "H. F. Alexander," and when she returned to the Pacific Coast she was, without question, the finest, fastest, and most luxurious vessel in coastwise service in the world.

This super-ship, flagship of the largest coastwise fleet in the world, is more

than fast; she is more than large in size; there is something about her that means more to the traveler than the fact that she is the most luxurious coastwise vessel in the world. The "H. F. Alexander" is the crowning triumph of a lifetime spent in giving the traveling public the very best in water transportation. She is the pride of a great organization built up in this atmosphere of service and courtesy. She receives from the executive heads of the Admiral Line the attention and constant inspection that few other vessels ever received, and she is manned with a crew that is picked from the great Admiral Line fleet—the very finest of the twenty-two steamers flying the Admiral Line house flag.

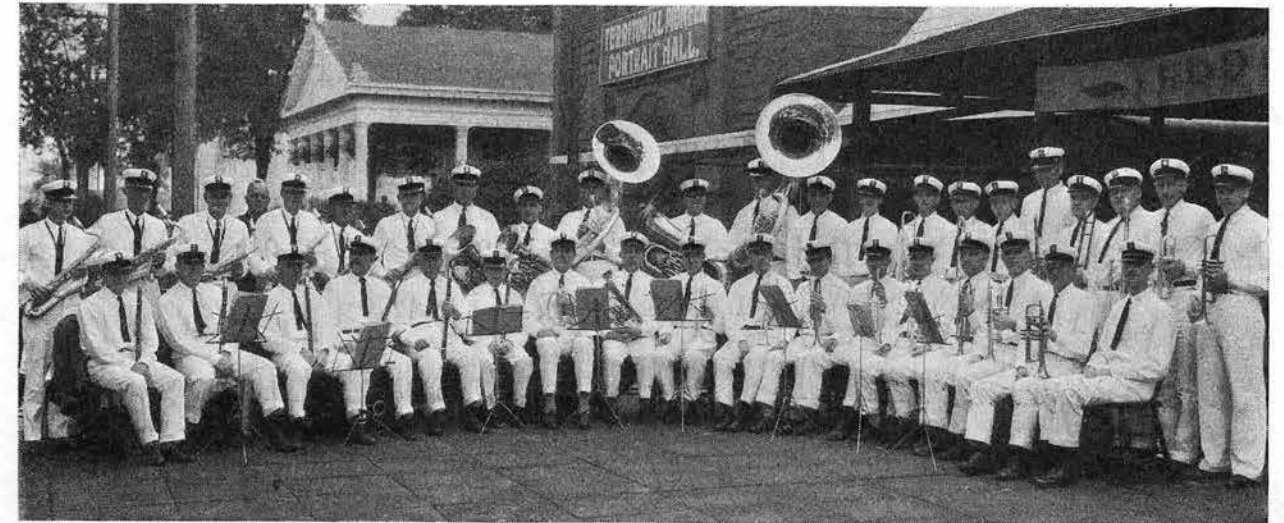
You feel and must sense this spirit behind every little act of hospitality and courtesy that you receive from the crew. It is the great outpouring of pride and determination on the part of everybody in the Admiral Line organization to help keep the pledge of incomparable service that H. F. Alexander has given to the American people.



Jackson Street Machinists in 1897

The picture shows the machine shop force at Jackson Street shops in 1897. The photograph was procured through the courtesy of Wm. Lauder, formerly with the Great Northern, now master mechanic for A. Guthrie & Co., Inc., of St. Paul.

## Great Northern Railway Band



Standing, left to right: R. W. Merritt, J. Hokanson, J. E. Saleck, J. H. Boyd, H. Johnson, H. Meindl, Louis Pihaly, J. D. Lindemann, L. D. Santo, F. H. Schnitker, A. Baum, J. B. Turritin, T. A. Renstrom, W. Heyer, C. D. Johnson, S. B. Benson, L. G. E. Johnson, M. Juneman, M. W. Wilkie, C. F. Gosslee, V. C. Lyons, Leonard Pihaly; sitting, left to right: John Pihaly, H. G. Dahl, H. J. Knaff, F. Stearns, E. H. Plough, J. Sandberg, B. Rottman, G. J. Ghimenti, A. Ness, Wm. Aroft, G. Folsom, Ole Hanson, W. N. Norris, L. E. Poehler, R. W. Haskell, W. W. Janis, A. E. Wittbecker.

**L**ESS THAN TWELVE months ago, an idea conceived in the minds of a number of talented musicians in the employ of the Great Northern at St. Paul, crystallized, and fostered by the interest and assistance of John H. Boyd, assistant comptroller, soon emerged in the concrete form of the Great Northern Railway Band.

Permission having been obtained for the use of a room in the general office building, weekly rehearsals were begun, and under the direction of Arthur E.

Wittbecker, of the office of the auditor of passenger receipts, the band has grown until it now numbers fifty performers. It has made several appearances, the first two at the State Fair in September; several others at Rice Park and at entertainments for crippled children at the Gillette State Hospital, as well as for the disabled veterans at Aberdeen Hospital. Recently the band played at Santa Claus' Lodge in Rice Park, their festive costumes being none other than the historic Glacier Park

carnival coats and head-gear, adding greatly to the picturesqueness of the scene.

With the exception of drum and cymbals, the instruments are all owned by individual members.

Under the direction of Mr. Wittbecker, who is a musician by heredity and tradition, the band has made exceptionally rapid progress, and is already a credit, not only to the Great Northern, but to the city of St. Paul.

## Dale St. Twin Now 70

**S**OREN PEDERSON, Great Northern veteran, retired November 15, 1926, is one of the twins whose seventieth birthday anniversary was recently featured by the St. Paul press, as having been celebrated by "working as usual."



The accompanying picture of Mr. Peterson was sent to us by a friend, who also contributed the following story of his life:

"He was born at Horsenes, Yland, Denmark, November 9, 1856. He was one of five children, four boys and one girl, all at this time deceased with the exception of Soren and his brother Jens.

Mr. Pederson started to work on a farm when ten years of age, at a salary equal to about \$10.00 a year. He continued doing farming work until he reached the age of 22 years, when he went to Copenhagen to work as a waiter

in a restaurant. After being engaged in this work for a short time he went to work for a brewery. When 30 years of age he emigrated to the United States, and it seems as though the boat made record time, as the trip occupied only nine days. Immediately upon arrival in this country, he went to Chicago, where he worked for a short time. He then came to St. Paul and engaged in miscellaneous occupations, sewer work, car repairing for the Great Western, etc. He was engaged principally in railroad work until June 4, 1898, when he was hired at Jackson Street store as a laborer. He was transferred to Dale street upon completion of the new shops, where he remained until the date of his retirement.

Mr. Pederson remembers distinctly the time when storehouses of railroads were lighted with kerosene oil lamps, and he has seen many improvements which have been introduced since he became engaged in Store Department work.

"Mr. Pederson was married August 3, 1889, and has two sons, one of whom is in the employ of the Northern Pacific Railroad, and the other in the U. S. Internal Revenue service."

On his retirement, Mr. Pederson was presented with a beautiful watch by employees of the Dale Street store and the shop accountant's office.

## A Historic Spot

**H**ERE IS SHOWN the monument, flag pole, and oven which mark the spot of what is alleged to be the first permanent white settlement in the present state of Washington, Fort

Okanogan, built by the North West Fur Company in 1811. Although Spokane House was built in 1810 at the junction of the Main and Little Spokane rivers, it was abandoned in 1825, while Fort Okanogan was one of the important Hudson's Bay posts for many years thereafter. Fort Okanogan figured prominently in the development of the Northwest and was an assembling station for the Hudson's Bay brigades going to and from the Frazier River country each year. It later figured in the historic gold rush to the Cariboo country and in 1926 was commemorated by the opening of the Okanogan-Cariboo trail.





## Meritorious Mention

J. W. Hearty, while working as rear brakeman on train 435, at Laurel, on November 23, discovered a broken arch bar on N. P. 26778, loaded with coal for Power, Montana. The car was riding the rail heavily, and was set out for repairs, thereby no doubt averting a serious derailment.

On December 5, Conductor J. W. Cox, Extra 1186 east at Virden, discovered a broken arch bar on G. N. 1089, loaded with fuel oil. The car was set out on wye at Virden for repairs. His watchfulness in the performance of duty, no doubt prevented a serious accident.

L. Blassingham, conductor, of St. Cloud, Minnesota, while at Alexandria on December 11, with train 505, noticed brakebeam down on rail, Canadian Stock Ex. 3031, and immediately informed the dispatcher, who stopped the train at Nelson, where temporary repairs were made, finding the brakebeam down on WFE-62688 in the middle of the train. If train had not been stopped and brakebeam secured, it would eventually have dropped off and possibly caused a derailment.

Carl Willard, machinist apprentice, of Havre, has been given credit for assistance he rendered on November 25, when the football special Havre to Butte, on which he was a passenger, struck a large rock, weighing about five tons, on the track near Boulder. He assisted in removing the rock, and also in repairing the engine, No. 1721, which was damaged by rock slide.

Charles Zook, fireman on No. 2, on November 21, discovered a broken rail on westward track near Wheelock, and sent a message to the chief dispatcher, from Ray, enabling him to call the section foreman in time to prevent an accident which might have been serious, as there was a piece ten inches long out of the rail.

### Women's Traffic Club Formed

**W**OMEN CONNECTED with industrial and transportation organizations in Minneapolis and St. Paul, have formed the Twin City Women's Traffic Club, and at the election on November 2, 1926, selected the following officers: President, Mrs. Mynoma De Groff, traffic manager, Reinhart Bros., Minneapolis; Vice-President, Mrs. S. O. Seamer, traffic manager, American Hoist & Derrick Co., St. Paul; Treasurer, Mrs. K. Brooks, traffic manager, F. G. Leslie Paper Co., St. Paul; Secretary, Miss Emily Knutson, Wheeler Brokerage Co., Minneapolis; Publicity Secretary, Miss Marie O'Brien, White Oil Co., Minnesota Transfer.

At the first meeting of the club, the speaker was Miss Alice Keller, president of the Railway Business Women's Association, and at the second meeting the speaker was Vice-President G. R. Martin of the Great Northern Railway. This is said to be the third club of its kind in the United States, and the first to be formed outside of the state of California. A hearty invitation is extended to Great Northern girls connected with traffic work, to become members of the new organization.

### Y. W. C. A. Praises Our Railroad

**A** PARTY OF OFFICIALS of the World's Service Council of the Young Women's Christian Association, recently made a trip through Great Northern territory, leaving St. Paul on November 4, arriving at Portland, Oregon on November 13, and stopping en route at Grand Forks, Minot, Spokane, Seattle, Portland, Vancouver, British Columbia, and other places.

The following article regarding the trip was written by Miss Anna Caldwell, National Finance Secretary of the Young Women's Christian Association.

"I wish we could put the National Board of the Young Women's Christian Association on chassis and move it about the country," said Mrs. Arthur Curtiss James in a speech to the local Young Women's Christian Association in Seattle.

Well that is almost what was done only it was a Great Northern engine which carried us about and we were more than comfortable in a coach rolling over the excellent roadbed of that splendid company.

Mrs. James has accompanied her husband over this road before, but never with a purpose which kept her engrossed as Mr. James' duties kept him. This time she and her party were equally busy visiting and conferring with the Association groups along the way.

The Young Women's Christian Association party consisted of members of the World's Service Council of which Mrs. James is chairman. They were Mrs. James, Mrs. Cushman, and Miss Anna Caldwell of New York, Mrs. Louis W. Hill, Mrs. Charles Weyerhaeuser, and Miss Lee of St. Paul; all actively interested in the National and International work of the Young Women's Christian Association. Mr. James and Mr. Budd were making an inspection trip over the Great Northern at that time, and arranged our tour so that we could enjoy the wonderful scenery and also have an occasional rest-day.

Just after leaving Glacier National Park, we had a wire from the special train of Queen Marie of Rumania asking us to call on them when our trains met. This we did as most of our party had met the Queen previously and were glad to renew the acquaintance. The Princess who is chairman of the Girl Reserves in her own country was especially interested when she found we were on a Y. W. C. A. trip. She said "The Y. W. C. A. why I am more interested in that than in anything else in the United States."

It was a wonderful trip; we were able to meet and speak about our work to over twenty-five hundred people. We visited Y. W. C. A. groups in twenty-two places and had the rare experience of getting the counsel and advice of men of affairs.

We could speak at length of the many courtesies extended us all along the way by both officials and friends of the railroad. We could speak of the routing of our train which made it possible for us to see the most beautiful part of the great Northwest. We could go on indefinitely, but space does not permit. We owe sincere thanks to the Great Northern for its extreme courtesy and we extend our most hearty wishes for the continued success of this great organization which is indeed an EMPIRE BUILDER.

ANNA CALDWELL  
National Financial Secretary

### Two Remarkable Passes

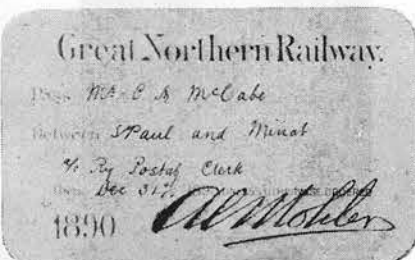
**W**E PRESENT HERE reproductions of two ancient annual passes, which are not only of interest because of their age, but are remarkable in that one is of the last series issued by the old Manitoba, and the other of the first series issued by the Great Northern. They were loaned to us by C. A. McCabe, chief clerk, railway mail service, St. Paul district, which covers all railroads entering St. Paul.

Mr. McCabe, in spite of his youthful appearance, assures us that he was, for 34 years, a railway mail clerk on the Great Northern, running out of St. Paul. He started at the age of fifteen on the first trip of the first mail car on the Manitoba. The car, attached to No. 3, left St. Paul at 5 p. m. and arrived at Minot, N. D., at 5:30 p. m. the next day, a schedule of 24½ hours. No. 27, the fast mail, now makes it in 10 hours. The Montana extension was in operation; but the mail car stopped at Minot, and mail destined west of there was pouched for the several stations, of which Ft. Assiniboine was the most important, as the soldiers were still there.



No. 3, Mr. McCabe says, also carried the first Great Northern dining car. It was easy to eat in those halcyon days; the train crew were served a *table d'hôte* meal at 25 cents each.

There were only three uniformed trainmen (conductors) west of Barnesville when Mr. McCabe went to work. He roomed with two brakemen, one was "Jimmie" O'Neill, now general manager of lines west, and Charlie Hense, now a passenger conductor running out of Grand Forks.



McCabe used to spend many of his evenings with one Beulah Plummer, daughter of the first register and receiver of the Minot local land office. A certain quarter-section lying adjacent to the townsite was under contest, and Colonel Plummer suggested to young McCabe that he file on it. The latter was only eighteen and unfortunately—most unfortunately, in the light of Minot's growth, could not file. That land is now Minot's industrial section. Another time—in 1892 it was, when, because of repeated crop failures, people were moving out, a chap appealed to McCabe,

Great Northern Semaphore

offering him a deed of a nearby quarter-section if he would buy the fellow a new suit and a ticket to St. Paul. He refused. Mr. McCabe couldn't file as was suggested by Colonel Plummer, and didn't buy the suit and pay the fare of the other man in exchange for his quarter-section. If he could have done the first, he would be a very rich man today. Similarly, the other land, while never as valuable, still would give him a competence.



### A Busy Spot

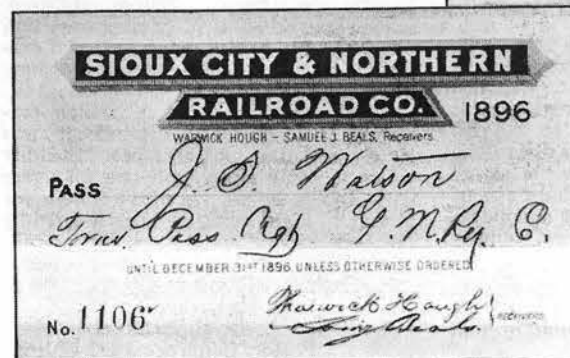
This picture was taken from the top of the roundhouse at Bend, Oregon, on the S. P. & S., showing the yards. It came to us from Jerry Hajlik, who says of Bend, "It is the best, liveliest, fastest growing town in central Oregon."

### Watson—G. N. and Billings Booster

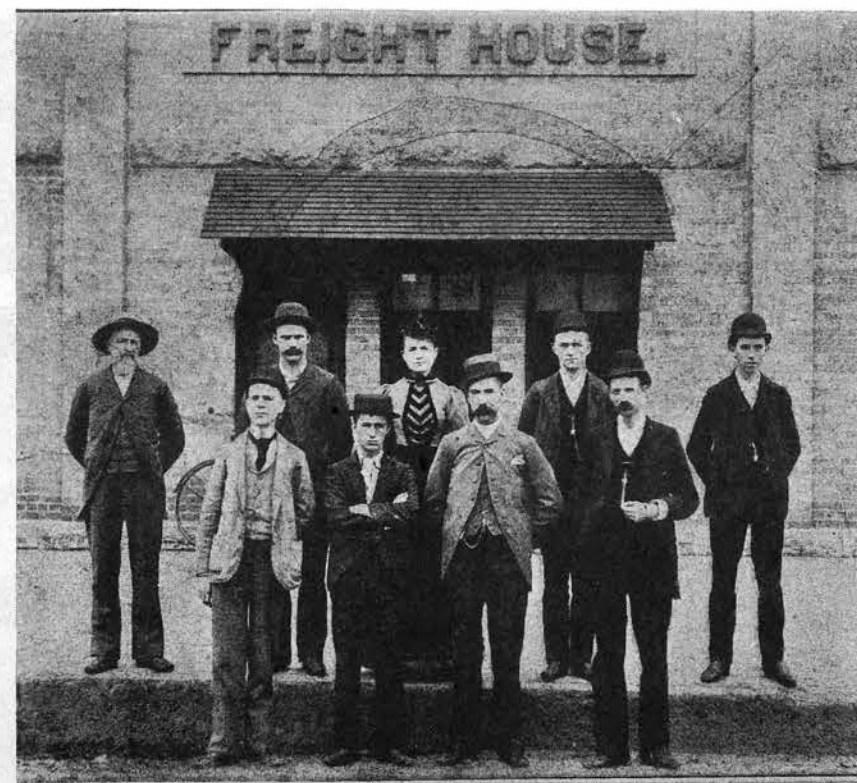
**T**HE ACTIVE LOOKING gentleman here portrayed is James S. Watson, assistant superintendent and agent, Billings, Mont., who is a public-spirited citizen and a dyed-in-the-wool booster for the Great Northern.

The best indication of a man's character is the position he holds in his community and the respect and esteem accorded him by his neighbors. Mr. Watson has served as alderman for four years, president of the City Council and member of the County Health Board one year. He has always shown keen interest in city parks; and for the past eight years has served on the committee that brought about the purchase of Billings' largest park. Two years ago he was appointed a member of the Park Board by Governor Erickson, which position he now holds. He is very active in the development of our parks and is endeavoring to bring about the building of Billings' second public natatorium.

As evidence that Brother Wilson is a real old-timer, we publish a photograph of a pass issued by the old Sioux City & Northern before the Great Northern acquired it from which it will be seen that Mr. Watson thirty years ago was a traveling passenger agent of the Great Northern with headquarters at Des Moines, Iowa.



January, 1927



### Yesteryear in Rotogravure

**R**ECENTLY THE St. Paul Pioneer Press published in its rotogravure section the above picture and commented on it as follows:

#### Not a Comedy Troupe

but a serious-minded group of railway workers taken in front of the Chicago Great Western freight house, Minneapolis, in 1889. Top row, left to right, Burdick, now of Chicago; F. B. Harris, deceased, Edna Benton, now Mrs. Barber, Minneapolis; T. F. Donahue, now traffic manager of Dupont Powder Works; W. P. Kenney, now vice-president of the Great Northern Railway. Bottom row, left to right, D. L. Meyers; F. R. Wilson, now of Minneapolis; J. J. McLaughlin, retired, and Jesse Daniels, deceased.



J. S. Watson

### Nothing Rough About It

**P**AINTER FOREMAN W. C. WATTS, of Hillyard, thinks the following from the Spokane Spokesman-Review constitutes a good talking point for the traffic department when seeking eastern business:

Thomas Morgan, 30, started to take a ride on railroad tracks last night at 10:30. He was driving a Maxwell automobile at Stone and Illinois at the time, and it is 25 feet down an earth cut at this point to the Great Northern tracks.

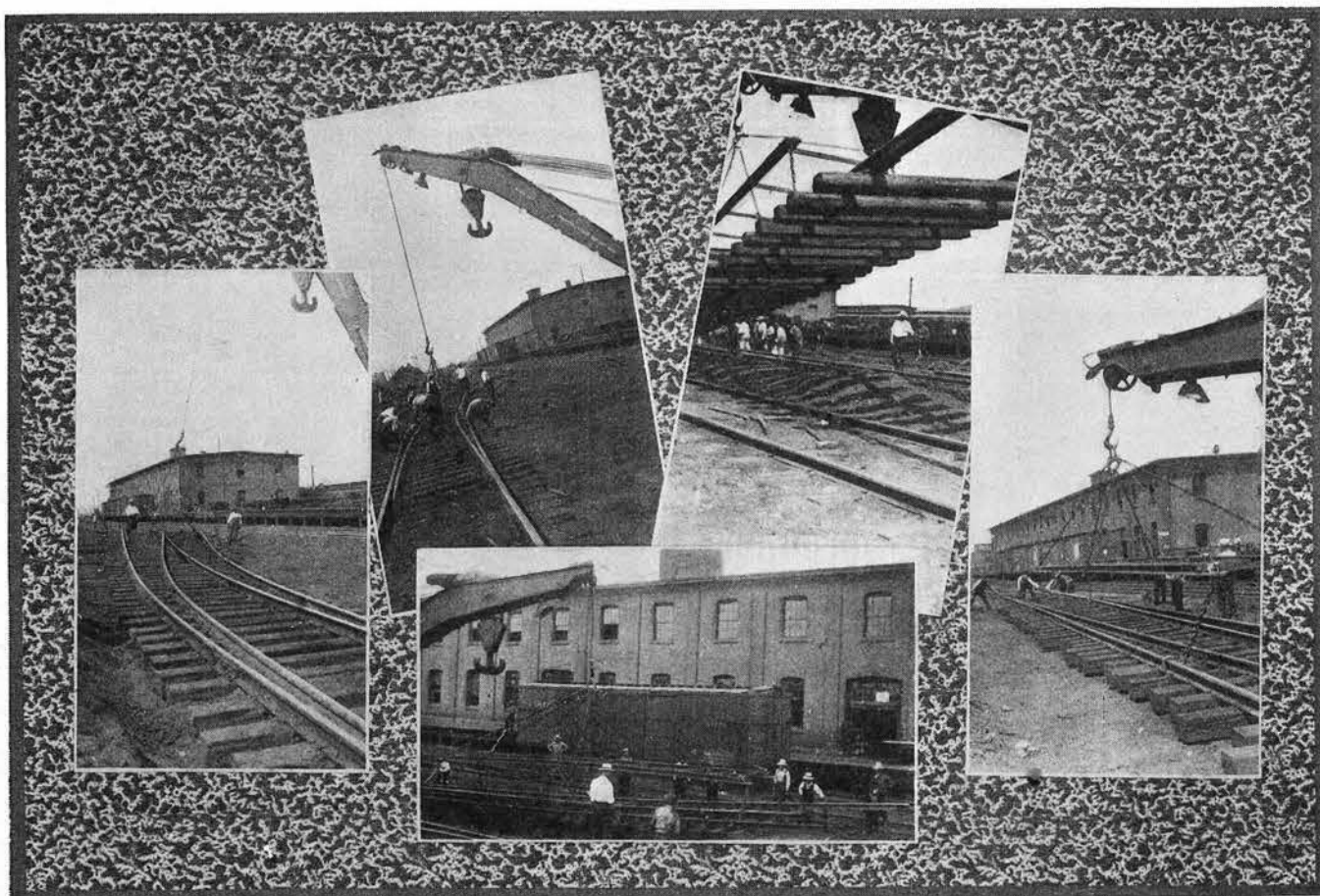
Morgan said "it looked all right to me." The car reached the tracks without mishap and started down the ties. At a culvert it became wedged and could not be dislodged.

Police were notified. Captain Richard Hinton phoned the chief dispatcher of the Great Northern, who held a train that otherwise would have smashed into the stalled automobile. A police greyhound snaked the car off the tracks. No one was injured. There was no damage.

Mr. Watt's comment was "So many eastern people think our roadbed is so rough, because it goes over the Rocky Mountains and they are afraid to take a trip west. The above clipping proves that our roadbeds are as smooth as our highways."

Scientists say that in a few million years there will be no coal. They ought to investigate our cellar. There's none now.





### Changing the Tracks

Some of the interesting features in connection with track changing work, can be seen in the above group of pictures of track changes recently made at Hillyard, Washington, under the direction of "Big George" Anderson, roadmaster, and S. (Jimmie) Terao, section foreman. One more evidence of the graphic nature of railroad work—the most interesting business in the world!

### An Appreciation of William Hickey

**D**AY MARTIUS IST NIL MISSUS Borrum, whoever she was," said the old timer the other noon as he lit his pipe.

"The demise av William Hickey marked the passin' av one av the ould land marks av the Great Northern. He was a mechanic av another day, who niver quite grew out av the ways and customs av the oulden times. Thru it is that in his last days at the fire he assumed a shtubborn manner, but to me, who knew and undershtood him, he was the same kind, gentle ould man, a shtranger in a place where he shpent the whole av his life. A ghost as it were, condimed to wandther and to wait.

There is not now and there never will be, a flue weldther av the shtatus av William Hickey. He was a blacksmith, and reshtected as a flue weldther before th invinshun av the rotary or the thrip-hammer weldthers. He welded flues when the business was an art, he welded flues under every condishun and with every contrhivance known to mechanics: with a blacksmith fire, with a coke furnace, and with ile. He lit the first flue fire that was ever lit at Jackson Street; he lit the first at Dale Street, and the last at Mississippi Street. He saw the first set av flues that was in the William Crooks, and I am not sure that he did not weld the last. He saw one by one, every improvement that was

iver applied to Stevenson's engine, from the phisel on air to the modther gear and the superheater. When you reflect that "Chip" Hayes and Needham, "Buck" Brennan and Guiry, all broke coke for Hickey when they was kids, you will have some idea av Hickey's long service on the Great Northern. Boys learned their thrade here, grew up, and grew ould in the business and retired, all in Hickey's long dominion, and shtill he was at it.

When "Con" Foley came to Dale Street he pronounced Hickey too ould to weld flues. But "Con" Foley's out av Dale Street goin on twenty years; he's dead now almosht tin years and Hickey was shtill welthen flues not many days ago.

### St. Cloud Wins Commissions

**T**WO ST. CLOUD YOUNG men, who are attending the University of Minnesota, have been awarded commissions in the cadet regiment at the State school, according to the St. Cloud Journal-Press. One of them, who is to be a first lieutenant in the signal corps unit, is Edmund H. Scholz, son of H. A. W. Scholz, ticket clerk and telegrapher with the Great Northern Railway at St. Cloud.

Needless to say that Mr. Scholz is very proud of his son, and St. Cloud and the Great Northern join with him in that feeling.

### "No Sound That Ever Has Been Heard Is Sweeter Than a Kindly Word"

**T**HE FOLLOWING LETTER evinces a friendly understanding of what the makers of the SEMAPHORE have tried to do, that makes every effort very well worth while:

Brewster, September 17, 1926.

The Editor,  
Great Northern SEMAPHORE.  
Dear Sir:

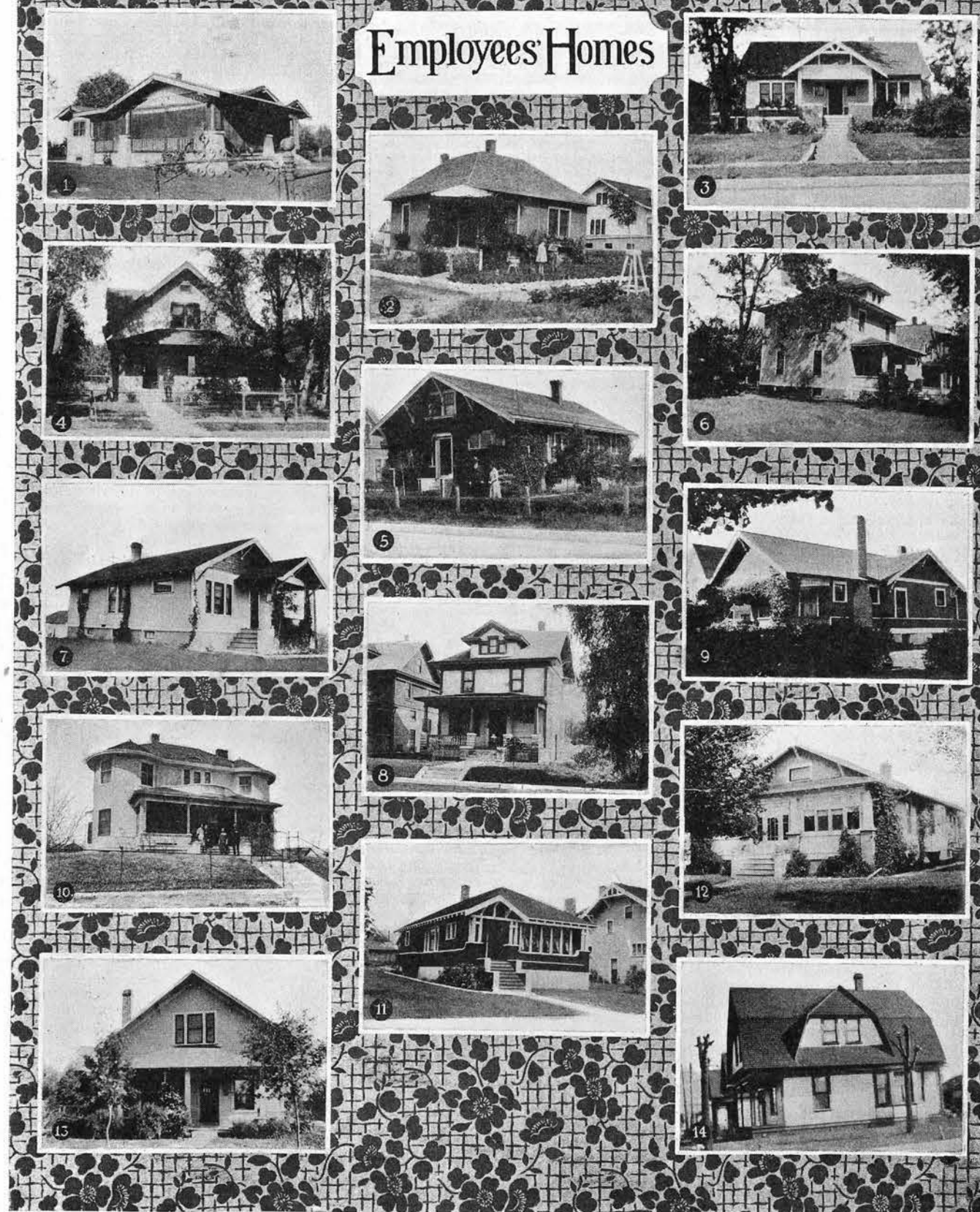
Your magazine that comes to the local library has attracted my attention from time to time. Recently, I saw there the picture of my good friend Davis, the section foreman, and his little granddaughter Jacqueline, looking just as pleased with each other as they are all the time. You have opened a human interest department. Babies, children, school boys, and girls, high school and college youth, brides, wives, veteran employes, and pensioners all move along like a movie show.

There was a time when a man employed in a railroad department was simply a "hand" and no more. Steadily we have come along until we all agree with Bobbie Burns, "A man's a man for a' that." I am going to keep a friendly eye open to spot some more of my railroad friends as they get their smiling faces in the SEMAPHORE gallery.

Respectfully,

O. S. BARNUM,  
Pastor, Congregational Church,  
Great Northern Semaphore

### Employees' Homes



1—E. A. Garland, signal maintainer, Floodwood, Minn.; 2—Ernie Wetmur, engineer, Minot, N. D.; 3—H. Craswell, locomotive foreman, Sioux City, Ia.; 4—William Peterson, brakeman, Devils Lake, N. D.; 5—J. P. Costello, agent, Crosby, N. D.; 6—N. Osgard, engineer, Sioux City, Ia.; 7—Frank Galle, special agents' department, Great Falls, Mont.; 8—G. W. Pipe, conductor, St. Paul, Minn.; 9—J. C. Bailey, conductor, Whitefish, Mont.; 10—S. J. Clark, operator, Chinook, Mont.; 11—E. P. Hagland, machinist, Delta, Wash.; 12—Robert Steel, district storekeeper, Great Falls, Mont.; 13—W. B. French, agent, Sandpoint, Ida.; 14—James R. Thain, triple tester, Everett, Wash.



## Editorial

### Courtesy

**C**OURTESY IS AS free as air. It is so plentiful that perhaps we do not realize its great value. Neither in business nor social life is there another medium or commodity that so readily obtains an introduction, maintains an acquaintance or continues a friendship.

Although life is so short, there is always time for courtesy, for courtesy takes no time. Used as a substitute for affected dignity, for formality in personal meetings or business, for stock phrases, or rhetoric in correspondence, it is a time saver worth trying.

And the returns, should we figure them in dollars and cents, would prove that courtesy is a better investment than all others combined.

What is courtesy?  
"Politeness originating in kindness and exercised habitually, courtliness; graciousness. An act of good breeding."

Take an inventory of your stock of courtesy today.

Take another one a year from now. No matter how much of this great countersign of good manners, good breeding you may have, I am sure you will be able to record an increase at the end of the year.

M. A. Kelty says: "Small kindnesses, small courtesies, small considerations habitually practiced in our social (and I wish to add, business) intercourse, give a greater charm to the character than the display of great talents and accomplishments."

Let us think it over.

### Tomorrow

**O**F ALL DECEIVERS, of all impostors *Tomorrow* is perhaps the worst. What worlds we might conquer, or what big things in life we might accomplish, if everywhere we didn't face that gay deceiver, *Tomorrow*!

For isn't it well known that tomorrow never comes, and that what is yesterday was tomorrow, and that today, tomorrow is as far away as it was yesterday.

He who derives comfort from the thought of tomorrow; he who deposits his promises to accomplish worth-while things in the bank of tomorrow, finds when his check is presented, that it is refused payment because there are no funds in the bank.

The greatest alibi for things not done—the greatest excuse for the failure of today, is tomorrow; but we are learning that tomorrow is a fraud and a deceit.

Were words ever more aptly written in proof of the thought which I am endeavoring to elucidate, than the wonderful lines from that splendid poem of Longfellow's—"The Psalm of Life?"

"Trust no future howe'er pleasant!  
Let the dead past bury its dead!  
Act! Act in the living present!  
Heart within and God o'er head."

The next time there is something you should do today, let not tomorrow tempt you!

## The President's Message

**P**RESIDENT COOLIDGE, in his message to Congress on December 7, among other things, said:

"It cannot be repeated too often that the enormous revenue of this nation could not be collected without becoming a charge on all the people whether or not they directly pay taxes. Every one who is paying for the bare necessities of food and shelter and clothing, without considering the better things of life, is indirectly paying a national tax. The nearly 20,000,000 owners of securities, the additional scores of millions of holders of insurance policies and depositors in savings banks, are all paying a national tax.

"Millions of individuals and corporations are making a direct contribution to the national treasury which runs from 1½ to 25 percent of their income, besides a number of special requirements, like automobile and admission taxes. Whenever the state of the treasury will permit, I believe in a reduction of taxation."

Upon the subject of transportation, he said:

"It would be difficult to conceive of any modern activity which contributes more to the necessities and conveniences of life than transportation. Without it our present agricultural production and practically all of our commerce would be completely prostrated. One of the large contributing causes to the present highly satisfactory state of our economic condition is the prompt and dependable service, surpassing all our previous records, rendered by the railroads.

"To render this service more efficient and effective and to promote a more scientific regulation, the process of valuing railroad properties should be simplified and the primary valuations should be completed as rapidly as possible.

"The problem of rate reduction would be much simplified by a process of railroad consolidations. This principle has already been adopted as Federal law. Experience has shown that a more effective method must be provided. Studies have already been made and legislation introduced seeking to promote this end. It would be of great advantage if it could be taken up at once and speedily enacted. The railroad systems of the country and the convenience of all the people are waiting on this important decision."

Coming to the judiciary, the President said:

"The Federal courts hold a high position in the administration of justice in the world. While individual judicial officers have sometimes been subjected to just criticism, the courts as a whole have maintained an exceedingly high standard."

Referring to the fact that many more radio stations have been operating than can be accommodated within the limited number of wave lengths available, Mr. Coolidge said:

"I do not believe it is desirable to set up further independent agencies in the government. Rather, I believe it advisable to entrust the important functions of deciding who shall exercise the privilege of radio transmission and under what conditions, the assigning of wave lengths and determination of power, to a board to be assembled whenever action

on such questions becomes necessary. There should be right of appeal to the courts from the decisions of such board."

Stating that he was in favor of reducing, rather than expanding Government bureaus which seek to regulate and control the business activities of the people, the President said:

"Everyone is aware that abuses exist and will exist so long as we are limited by human imperfections. Unfortunately, human nature cannot be changed by an act of the legislature. When practically the sole remedy for many evils lies in the necessity of the people looking out for themselves and reforming their own abuses, they will find that they are relying on a false security if the government assumes to hold out the promise that it is looking out for them and providing reforms for them.

"This principle is pre-eminently applicable to the national government. It is too much assumed that because an abuse exists it is the business of the national government to provide a remedy. The presumption should be that it is the business of local and state governments. Such national action results in encroaching on the salutary independence of the states and by undertaking to supersede their natural authority fill the land with bureaus and departments which are undertaking to do what it is impossible for them to accomplish and brings our whole system of government into disrespect and disfavor.

"We ought to maintain high standards. We ought to punish wrongdoing. Society has not only the privilege but the absolute duty of protecting itself and its individuals. But we cannot accomplish this end by adopting a wrong method. Permanent success lies in local, rather than national action."

In speaking of national defense, the President said:

"If we wish to be able to defend ourselves to the full extent of our power in the future, we shall discharge as soon as possible the financial burden of the last war. Otherwise we would face a crisis with a part of our capital resources already expended.

"For years we have besought nations to disarm. We have recently expressed our willingness at Geneva to enter into treaties for the limitation of all types of warships according to the ratio adopted at the Washington conference. This offer is still pending. While we are and shall continue to be armed it is not as a menace, but rather a common assurance of tranquility to all the peace-loving people of the world. For us to do any less would be to disregard our obligations, evade our responsibilities, and jeopardize our national honor."

Upon the subject of prohibition, the President said:

"Under the constitution the states are jointly charged with the nation in providing for the enforcement of the prohibition amendment. Some people do not like the amendment, some do not like other parts of the constitution, some do not like any of it. Those who entertain such sentiments have a perfect right to seek through legal methods for a change. But for any of our inhabitants to observe such parts of the constitution as they like, while disregarding others, is a doctrine that would break down all protection of life and property and destroy the American system of ordered liberty."

## VETERANS' CORNER

ELECTED TO MEMBERSHIP IN  
VETERANS' ASSOCIATION

December 17, 1926

Ward E. Baker, agent, Thief River Falls, Minn.

Edwin P. Chamberlain, store foreman, Minneapolis Junction, Minn.

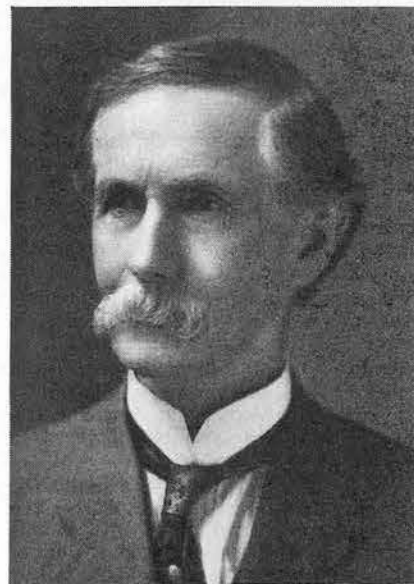
Peder P. Haaland, section foreman, Hillsboro, N. D.

John P. Nelson, conductor, Superior, Wis.

### "Well Done, Good and Faithful Servant"

Thousands of Friends Echoed  
This Sentiment When Frank  
A. Davis Passed On

**W**ITH THE SMILE of friendship still trembling on his lips, after a morning of activities that seemed perfectly natural to those who knew him in spite of his eighty-three years, Frank A. Davis, former paymaster of the Great Northern Railway Company, answered the bugle call for assembly in the Great Beyond on November 23.



Frank A. Davis.

During his thirty-six years as employe of the Great Northern, he made literally thousands of friends, as he had in his early days in Ohio, from whence he went forth in defense of the Flag as a fifer and trumpeter with the Co. G, 115th Ohio Infantry. On account of his age and sickness, his father secured his release from his first enlistment, but young Frank was not to be denied, and he re-enlisted and served to the end of the war. He was an active and beloved member of Acker Post, Grand Army of the Republic, St. Paul, which was in charge of the funeral ceremonies. Dur-

ing his fifty years of residence in St. Paul, Mr. Davis was one of the most energetic and influential men in G. A. R. circles.

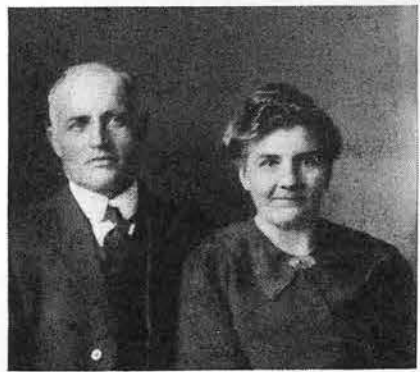
Frank Davis loved the railroad game. Before coming with the Great Northern in 1882, he had been with the Pennsylvania Railroad, and after his retirement from active service in 1916, he devoted much of his time to the affairs of the Great Northern Veterans' Association, having been historian for the past two years, a member of the board of directors, and editor of the Veterans' Corner in the Great Northern SEMAPHORE.

Mrs. Davis and a daughter survive this "grand old man," and while they grieve at his passing, they, with a host of others, glory in his fine manhood, splendid patriotism and abiding faith in and love for his brethren. The death of such men makes heaven seem more real.



### Worrall & Co.

**T**HE ABOVE PICTURE shows Charles Worrall, veteran engine inspector, at Devils Lake roundhouse, and his daughter, Florence, who is also a Great Northerner, being shop clerk at Devils Lake.



### Mr. and Mrs. J. H. Theissen

**W**E PRESENT in the above picture, Veteran John H. Theissen, gang foreman at St. Cloud shops, and his esteemed wife. The Theissen family might well enjoy the title of "A Great Northern Family," as both sons are employed in the mechanical department of the Great Northern Railway at St. Cloud.

## Number Four

### Amusing Incident

The most amusing incident I can recall at present, occurred several years ago, on train 28 between New Rockford and Fargo. The general manager's car, occupied by himself and party, was on the rear end of the train moving toward St. Paul. As it was near midnight when we left New Rockford, the occupants of the car had retired for the night, and our flagman, who had com-



Mike Freemark  
Today and in 1895

pleted his student trips only a short time before, took his position in the rear end of the car. A few stations out of New Rockford, I went back to see how he was getting along, and found the car full of smoke. My first impression was that the car was on fire, but on going back to the rear end, I discovered that the flagman had taken both of his lanterns, and had also set his red platform lamp just inside the door, and all three lights were smoking furiously. I asked him if he was trying to suffocate the occupants of the car, and he explained that he was afraid the lights would freeze if left outside, and was taking no chances.

### Interesting Men

While it would be difficult to name the most interesting man that I have come in contact with during my railroad service, I shall always include F. A. Nolan, now employed as roadmaster at Breckenridge, among the most interesting men whom I have met.

I first came in contact with Mr. Nolan in 1907, while employed on one of the work trains which were putting the Aneta line in shape for the trial run of our Fast Mail which was to compete with the Northern Pacific for the government mail contract, and although I have met him frequently since then, his ready wit and mellow disposition always make the same favorable impression.

Michael Freemark, Brakeman,  
Breckenridge, Minn.

### The "Big Bore"

**T**UNNEL PROGRESS for the period ended December 15 is recorded by the following figures:

Pioneer Tunnel—Scenic.....	8,746 feet
Center Heading—Scenic.....	5,140 feet
Full Section—Scenic.....	2,049 feet
Center Heading—Berne.....	7,452 feet
Out of Mill Creek Shaft:	
Center Heading—East.....	1,958 feet
Full Section—West.....	536 feet
Pioneer Tunnel—West.....	1,151 feet

### Crooked Dough

Kit—He cleaned up a big fortune in crooked dough.

Kat—He was a counterfeiter?

Kit—No, a pretzel manufacturer.



# For the Health of Your Children

## The Modern Hospital and Its Effect on Health

By WALTER R. RAMSEY, M. D.

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

**U**P TO THIRTY YEARS ago most people felt that if for any reason they were forced to go to a hospital for treatment, that would be the end of them.

During the Civil War probably as many soldiers died from infections as from mortal wounds received on the field of battle. Many of these infections were contracted in hospitals. No wound, no matter how simple, was ever expected to heal without suppuration, that is, without the formation of pus.

Nothing was known of the cause of infection, so how could anyone go about preventing infection? It was not until Lord Lister, an English surgeon, in 1881, demonstrated that by operating under a spray of carbolic acid and then covering the wound with gauze saturated with a solution of the same antiseptic, the wound would heal by "first intention," that is without the formation of pus.

fort. The hospital is the first place one thinks of going when one needs medical or surgical care. There is only one reason why home may be preferred, and that is the expense of going to the hospital.

Today in the cities most of the babies are born in hospitals, so that few children in the coming generation will be able to point to "the house where I was born."

There are two main reasons why most babies are born in hospitals. The first is that the modern hospital is a much safer place to be born in than at home; the chances for the various irregularities and infections are reduced to a minimum, and both mother and baby are under the constant supervision of persons thoroughly trained in this particular field. How many lives are sacrificed when mothers are forced to undergo this supreme ordeal away out on the farm,

rather unimportant part of the general hospital. In spite of the fact that the children are the most important element in the future of the community, their interests have always been subservient in the general hospital to those of the adults. It has, therefore, been found necessary to develop special hospitals for children, where they can secure the particular care they need.

The modern children's hospital has a very wide field of activity. This activity begins with the premature infant, abruptly landed on the shores of this world before its scheduled time, and for which an incubator and mother's milk must be provided, if its life is to be saved.

There are numerous physical defects and imperfections with which children are born which are perfectly amenable to treatment, such as cleft palate and harelip, clubfeet and conditions which are hideous deformities, and which to allow to go untreated is a crime. It is almost a daily experience in the modern children's hospital that such conditions as these are so accurately repaired that it is difficult for the average person to detect that they have ever existed.

There are also numerous physical defects due to tuberculosis of the bones and joints, and the deformity due to hip-joint disease which is familiar to all. The disease commonly known as Infantile Paralysis furnishes many victims for the modern children's hospital, and the pity of it is that children who have had this disease are not brought sooner, for in the great majority of cases, if seen within the first few months after the attack, the seemingly paralyzed muscles may develop a considerable degree of normal function.

In addition to the surgical conditions there is a wide field of usefulness for the children's hospital in studying and correcting the various forms of malnutrition from which many children suffer. Many times the exact cause of the disease is obscure, so that it is necessary to have these little patients under careful supervision, and with the aid of the modern laboratory an accurate diagnosis is made possible.

There are innumerable other conditions in which the children's hospital is indispensable in getting children well.

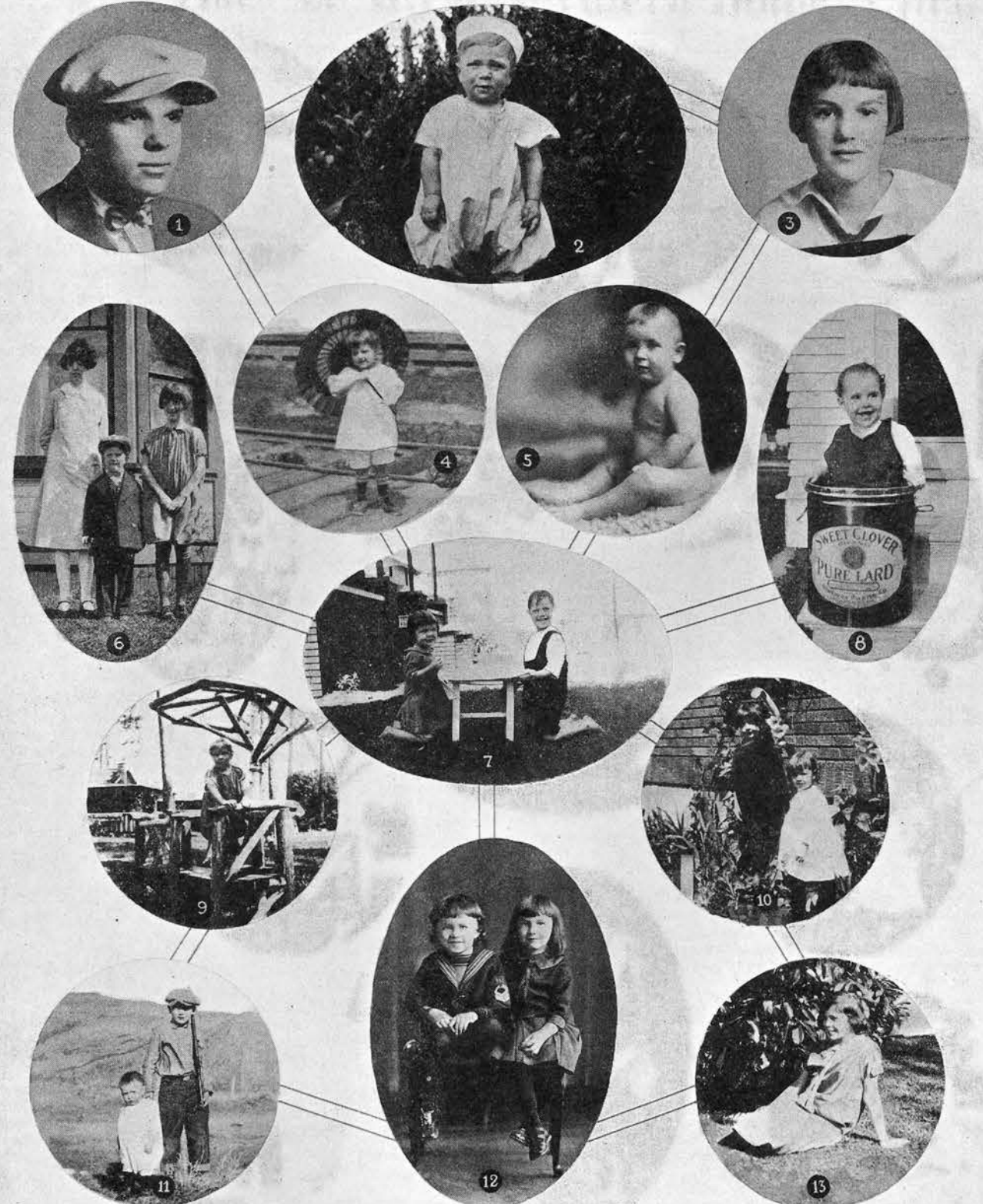
There is another and equally great function which the modern hospital must perform, and that is in teaching the parents and the children themselves how to keep well.

Owing to its unlimited opportunity for studying disease in all its phases, the modern hospital, and especially the children's hospital, has the means of finding out how to prevent disease. The education of the public in preventive medicine is, therefore, today one of the chief functions of the modern hospital. For example: A child comes to the children's hospital with some nutritional disease; the question arises at once as to the cause. If this is not discovered from the information secured from the mother, a trained social worker is sent to the home where a careful investigation is made, always with the co-operation of the family, into the minutest details of the mode of living, and particularly as to just how and what the children are fed and how the food is prepared. It is often found that the other children in the family are badly nourished.

(Continued on Page 25)

Great Northern Semaphore

## Prides of Great Northern Home Circles



1—Alvin, son, R. C. Roberts, brakeman, Hillyard, Wash.; 2—Calvin Bruce, son, Charles Luding, boilermaker foreman, Whitefish, Mont.; 3—Alice, daughter, R. C. Roberts, brakeman, Hillyard, Wash.; 4—Marguerite, daughter, Thomas A. Morris, agent, Nanson, N. D.; 5—Arlene Gloria, daughter, E. T. Olson, clerk, office auditor capital expenditures, St. Paul, Minn.; 6—Annie, Clarence, and Frances, children, James R. Thain, triple tester, Delta, Wash.; 7—Loretta, daughter, John Harrington, engineer, and Robert, son, Art. True, engineer (deceased), Spokane, Wash.; 8—Betty Jane, daughter, I. E. Kell, night wire chief, relay office, Grand Forks, N. D.; 9—Anna Marie, daughter, Wm. Haley, brakeman, Superior, Wis.; 10—Eileen and Loretta, daughters, John Harrington, engineer, Spokane, Wash.; 11—James and Lawrence, sons, Oscar Montross, night roundhouse foreman, Havre, Mont.; 12—Mildred and Henry, children, E. G. Miller, leading machinist, Jackson Street shops, St. Paul, Minn.; 13—Evelyn, daughter, J. P. Melby, assistant signal supervisor, Everett, Wash.

January, 1927

17



Nine O'clock of a Morning in Gillette State Hospital....Phonograph Going Strong....Nurses Making Smiling Children Spic and Span for the Day.... Later: All Fresh and Ready for "The Most Fun," an Hour in a Sun-Flooded Playroom with the Nicest Games to Play.

There are surgeons still alive who saw Joseph Lister operate, and in fact, I talked with one today who said he well remembered that the surgeon and his assistants were all ill the following day as a result of the carbolic acid they had inhaled.

Much water has run under the bridges since then and great progress has been made. Now instead of a spray of carbolic acid, the instruments and other utensils used are simply boiled in water, as well as the rubber gloves which cover the surgeon's hands. The skin over the field of operation is painted with a solution of iodine and alcohol, or some other equally efficient antiseptic. Today it is considered a disgrace if any serious infection is contracted in a modern hospital.

The modern hospital is the personification of cleanliness, sanitation and com-

fort. oftentimes many miles removed from the necessary medical and nursing care?

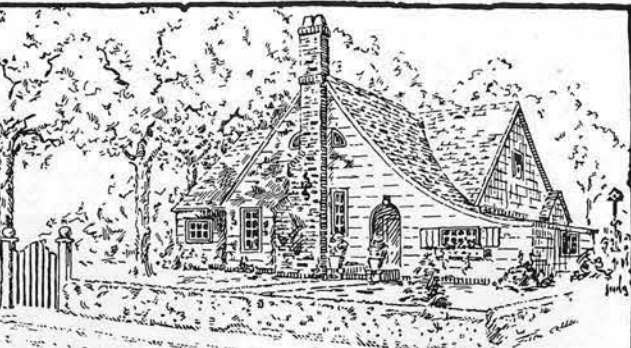
The time is coming, and is not far distant, when every community will have its own hospital, manned by thoroughly trained attendants, and equipped with the most modern laboratories, where every one needing medical or surgical care may go, and at a minimum cost.

The second main reason why most babies in cities are born in hospitals is that many of their parents live in a species of cell called "a kitchenette," which is so small that there is no room for a nurse, so it is necessary to go to the hospital to be born. There is an added reason, that it is cheaper to go to a hospital under such conditions than to stay at home.

The modern children's hospital is of a comparatively recent development. The children's ward has always been a



# Of Interest to Women



Conducted by MRS. J. MABEL DILHAN

"And even when the body's in the very prime of health, When sweet contentment spreads upon the cheeks her rosy wealth, And when a man devours three meals per day and pines for more, And growls because instead of three square meals there are not four— Well, even then, though cake and pie do service on the side, And coffee is a luxury that may not be denied, Still of the many viands there's one that's hailed as chief, And that, as you are well aware, is rare roast beef."

Eugene Field has not been the only man in the world to sing the praises of rare roast beef, but he goes a little farther, and sings his recipe, in his inimitable verse:

"Some like the sirloin, but I think the porterhouse is best— 'Tis juicier and tenderer and meatier than the rest; Put on this roast a dash of salt, and then of water pour Into the sizzling dripping pan a cupful, and no more; The oven being hot, the roast will cook in half an hour; Then to the juices in the pan you add a little flour, And so you get a gravy that is called the cap sheaf Of that glorious summum bonum, rare roast beef."

The average housekeeper may congratulate herself that the average man is satisfied with three square meals a day, and does not growl for more, as the three meals make a sufficient demand upon her resources, to cause her to cast about in her mind quite frequently, for something new, or at least a little different.

While there is almost a paralyzing monotony about roast beef, there is another roast that is nearly as bad, because of the vast number of occasions upon which it is made to serve—roast chicken! The recipe which I am giving you here, with the idea of suggesting a change, I shall take the liberty of calling

## Poulet a la Dilhan

not because I originated it myself, but because it is a favorite recipe in the Dilhan household, in France, in common with many other French families, and I, myself, have used it innumerable times, with flattering results.

The particular advantage of this recipe, is that the age of the fowl is of no consequence, and the most aggressive

cock o' the walk, or fussy old hen, will be as welcome at the table if instructions are carefully followed, as the freshest spring chicken.

By this process the usual method of boiling first and frying afterward is reversed, as we fry first, and simmer—not boil—afterward. After disjoints, wash thoroughly in at least three waters, and dry carefully with a clean cloth. Then fry in oil, using only a small quantity, as it is not necessary that the pieces shall be immersed in the oil. When the meat begins to brown, smother in equal quantities of finely sliced carrot and onion, about six small onions and six small carrots, or two of each, if large. Then stand guard over the frying pan, armed with a long handled fork or spoon, stirring constantly so that neither meat nor vegetables will burn. When sufficiently browned, remove to stewpan, cover with boiling water, season with salt and pepper, paprika preferred, add two cloves of garlic, or more, or omit, according to taste; also two or three large tomatoes, a green pepper, if available, and simmer until done. Canned tomatoes may be substituted, or a small can of tomato cooking sauce, such as the Del Monte.

There will be nothing wasted or lost in this preparation, for the vegetables may be served as a side dish, while the sauce makes an excellent accompaniment, as a gravy, to potatoes; also, diluted with water, milk or cream, if too thick, and strained through a colander, it makes appetizing soup.

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May I suggest also, my soufflé potatoes to accompany the chicken? For this method of cooking, small potatoes are preferable. They should be sliced very thin, and allowed to stand in cold water for at least half an hour, or longer; then dry carefully with a cloth, put in frying basket and lower basket into kettle of oil heated to proper temperature, that is, when it ceases to bubble. Cook, shaking basket occasionally, until potatoes have turned a golden brown; then lift basket from oil, shake for second or two until oil has disappeared, or drain on soft paper, sprinkle lightly with salt, and serve, garnished with parsley. If conditions are just right, the slices will puff in frying, until they resemble large amber beads.

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If string beans are in season, the following recipe, which is also one of my favorites, goes well with the chicken and soufflé potatoes. In this case canned beans will not answer. Break beans into inch lengths, put in small quantity of

hot oil and cover pan; cook until beans turn a brilliant green, lifting cover at intervals, and stirring a little to prevent burning. Then cover with boiling water, add pinch of soda, and boil for two minutes. Strain and rinse in hot water. Again cover with boiling water, add two or three large tomatoes, two or three slices of bacon, cut in inch pieces, season with salt and pepper, and simmer until done.

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The three foregoing recipes, if carefully followed, will enable the young, or inexperienced housekeeper, to receive her "in-laws," without fear of criticism.

Lest you get the impression that I only know French cookery, I am going to give you a Norwegian recipe, which is a veritable boon to the housekeeper who has to prepare lunches for school children, or for the men folks to carry to work. It is called:

## Rulle Polse

It requires two flanks of lamb; two pounds of veal; two pounds of pork and beef, one each. Split flank. Cut up veal, pork and beef in strips and lay on flank. Season with cloves, allspice, pepper, ginger and salt. Roll up, sew together, and immerse in salt brine, and allow to remain three days. Then remove from brine, sew up in a piece of cloth and boil two hours. When done, put under a press, to solidify. Serve cold, sliced thin.

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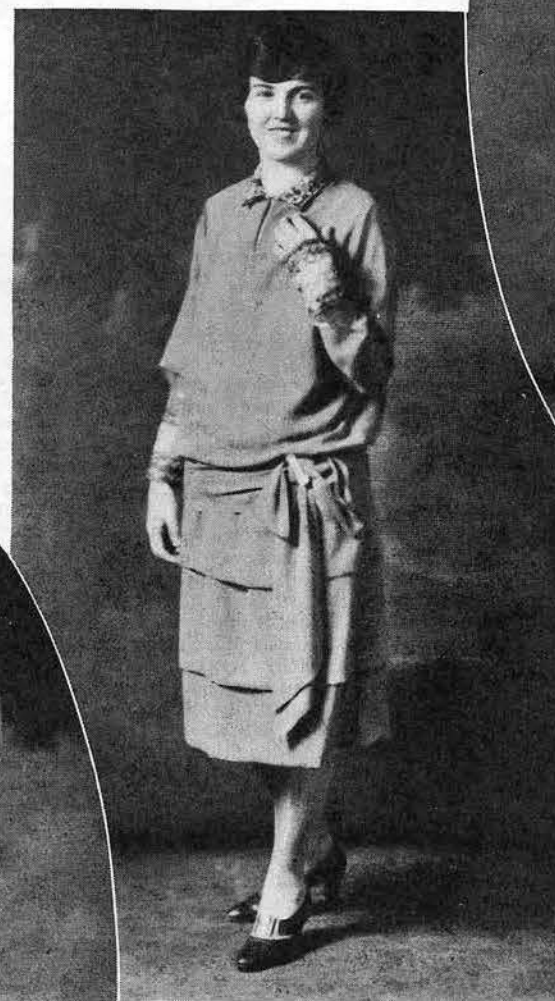
There is a generally prevailing impression in America, that foreign cooking, especially the French, is extravagant. This is quite erroneous, the only extravagant feature being the time required in preparing many dishes, and the pains necessary to be taken, both of which are justified by the results obtained. A plan which I have observed, that seems to work out very satisfactorily, is to arrange a division of culinary duties, when there are a number of women in the family, if possible, according to the preference of each. For instance, mother may be the meat cook; an aunt, an expert on fish; the daughter will specialize on salads, while the grandmother's prerogative may be coffee, and no one of them will permit any encroachment upon her domain. The result is that there is always keen competition, and very seldom any occasion for criticism, each being jealous of her reputation as a cook, as well as zealous in the maintenance of her standards. The dessert course in a French family causes little trouble, usually consisting of fruit, and cheese in one or more of its endless varieties.

The Mode Sends Advance Notices of Its Charming Plans for Spring.

Frocks from E. E. Atkinson & Co.



Left, Lace dyed to match the slate blue tone of the frock is the focus of charm in a two-piece crepe Roma, worn by Miss Alpha Conlin, of the law department.



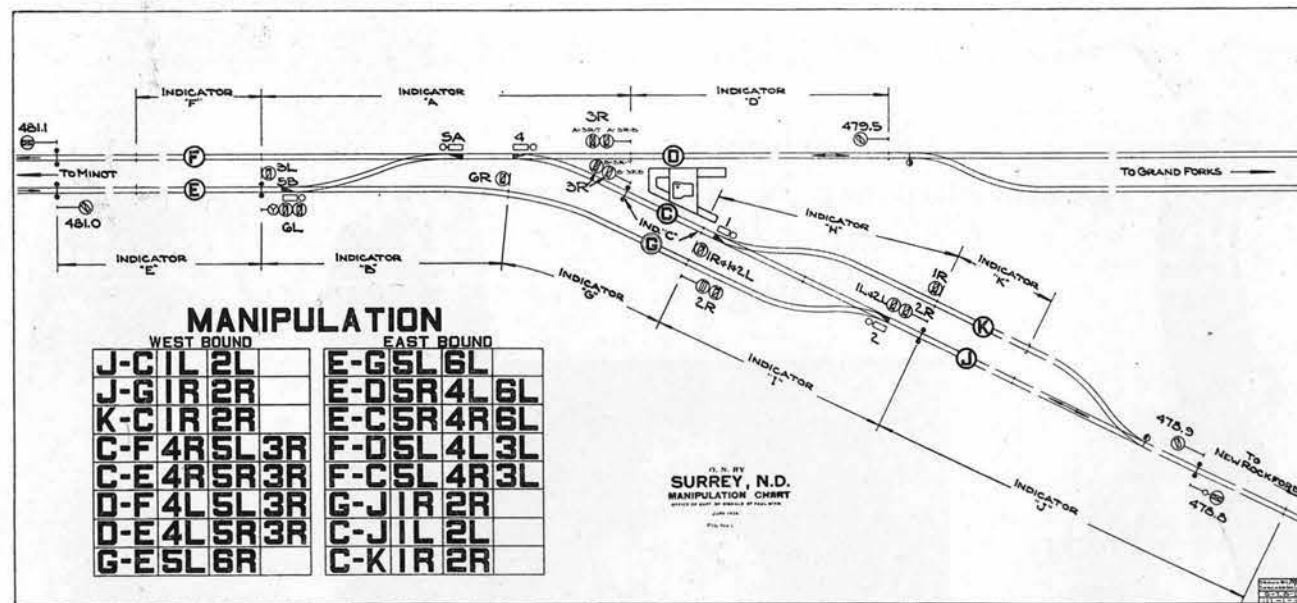
Above, Tucks, a gardenia, a long scarf collar tied in the back, trim Georgette in soft rose, worn by Miss Delia Ridge, office of auditor of passenger receipts.

Center, The vogue for tiered skirts and brilliant embroidery is shown in beige Georgette frock worn by Miss Loretta McCormack, office of accountant train statistics.



# REMOTE SWITCH CONTROL

By C. A. Dunham, Superintendent of Signals



No. 1—Junction of the Fargo-Surrey and Devils Lake Lines

THE OPERATING NECESSITIES of American railways have resulted in the invention and production of many improvements, in the devices and systems required in the conduct of efficient transportation service. Larger and better cars, larger and more powerful locomotives, heavier rails, better roadway, stronger bridges, etc., have all been needed, together with the proper training of the men who have in hand, day by day, the actual movement of trains, safely and expeditiously. Competition for business is keen. It goes without saying, that to secure and hold the business of the shippers and travelers over our lines, the railway company must provide the safe and satisfactory service which the public demands.

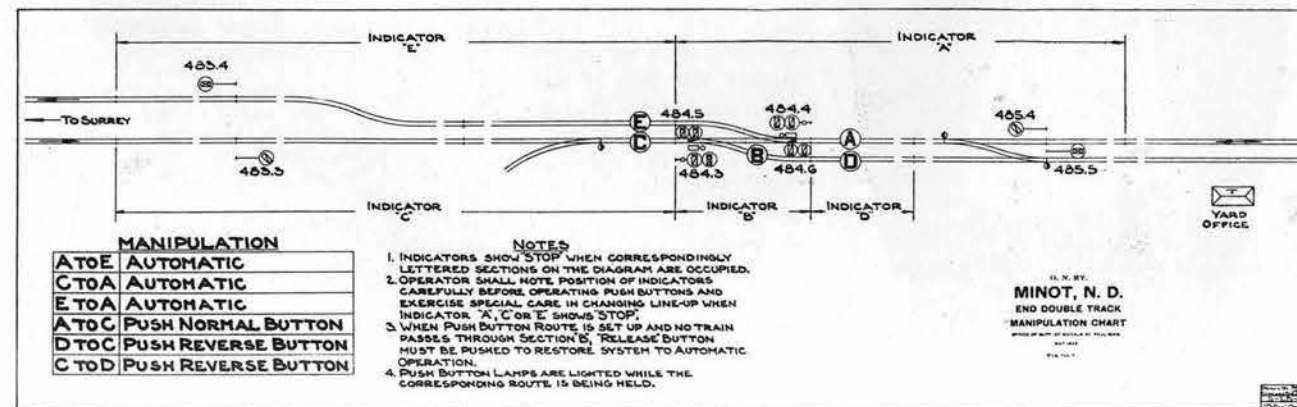
In the science of transportation, block signaling and interlocking systems have come into general use. The Great Northern, our railway, has equipped most of the more important main line mileage with a uniform automatic block signal system, together with interlockings for many of the railway crossings, junctions, draw bridges and other track layouts, where it is particularly important to keep the trains moving, avoiding train stops and delays, thereby helping to

maintain a safe and dependable railway transportation service.

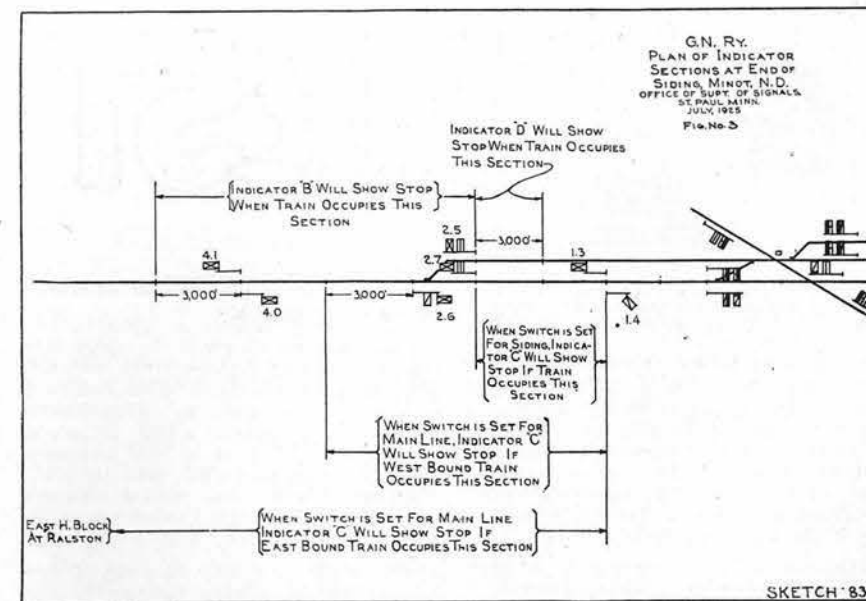
Among the most important steps marking progress in the art of railway signaling, during the more recent years, is the development of apparatus which makes it possible to operate crossings and switches electrically, with remote control, exercised from towers or telegraph offices located at considerable distances from the switches. In some cases the control required is obtained by the train automatically, while in other cases the control of the switches is semi-automatic. For purposes of illustration, Figure No. 1 shows the junction of the Fargo-Surrey and the Devils Lake lines interlocked and manually controlled through desk levers mounted on the telegraph table in the depot. Figure No. 2 shows the end of the double track in Minot yard, which layout functions automatically, together with the yard lead switch, which is semi-automatically controlled from the yard office located westward, a distance of about two miles. All trains (except westbound freights) approaching this junction automatically select the required route and receive "proceed" main line signals. Westbound freight trains are admitted to the yard

lead by the operator pushing a button in the yard office which sets the switch and displays the "proceed" yard lead signal. The system of automatic control of this interlocking, is inclusive of preference for all eastbound main line trains over all westbound trains. Westbound trains on the westbound main line also automatically have preference over westbound trains on the eastbound track. Figure No. 3 shows the semi-automatic interlocking used at the westerly end of the Minot yard lead switch located about two miles west of Minot. This layout also functions automatically for all main line trains in both directions. Westward trains on the long yard lead, are semi-automatically controlled from the telegraph office at Minot. Eastbound freight trains enter the yard at this switch, or continue on the main line to Minot in accordance with signal indication.

One of the first remote control installations on the Great Northern was made at bridge A8 near Saunders, where the track is gauntleted and protected by an interlocking plant using derrails. The derrails are operated by low voltage switch mechanisms, and the signals are semi-automatic, all controlled from



No. 2—End of the Double Track in Minot Yard



No. 3—Semi-Automatic Interlocking, West End, Minot Yard

Saunders tower, approximately one mile distant. This arrangement has given the very best of service, handling all of the ore traffic.

Another of the more important installations was made at Loop Tank, near State Line, just west of Superior. This is the point at which the 3½-mile loop joins with the cut-off line, and consists of a junction switch and main line crossover, all operated from the State Line interlocking tower located about 4,000 feet west at the crossing of the Northern Pacific. The switches at this plant are operated by low voltage switch machines and this installation has handled the traffic very satisfactorily.

At this time the low voltage switch machine was adapted to the operation of smash boards, and an entirely automatic plant was installed at bridge 6, near Huson, where the double track main line gauntlets across this bridge. The signals are a part of the automatic signal system, and the installation provides for movements in both directions on both main tracks. This plant handles a heavy traffic and has given very satisfactory service.

The service obtained from the low voltage switch machine with remote control, as installed in the above mentioned places, has been so satisfactory that its use has been extended until at the present time plants are in service in the States of Wisconsin, Minnesota, North Dakota, South Dakota, Montana and Washington. At Delta, Wash., it is used in connection with an electro-mechanical interlocking system protecting the crossing with the Northern Pacific and draw bridge 10 together with wye switches affording connection to Delta yard. This plant makes use of the combination of 10 mechanical levers with 10 electrical levers. The electrical levers are used to give a free use of the wye connections during the time the drawbridge is open, the operator's house being located on the drawspan. This was installed in 1923. In the same year installations were made at Breckenridge, Minn., controlling the switch at the end of double track, automatically, and at Ft. Wright, Wash., where the switch at the end of the double track just east of bridge 274, is controlled from Ft. Wright interlocking tower located west of this bridge.

These installations were followed in 1924 by a similar one at Lohman, Mont., and in 1925 by the installations at Pacific Junction, Shelby, Williston and the long lead switch at Minot, illustrated by Figure No. 3. The plants at Surrey and CK Tower, Minot, illustrated by Figures Nos. 1 and 2, respectively, were installed in 1926.

## Our Directors

(Continued from Page 7)

Washington, and Oregon. There are many branches of the wholesale grocery business, one in Minneapolis, three in North Dakota, and four in Montana. His club affiliations include membership in the Kitchi Gammi Club and the Northland Country Club of Duluth, the Winnebougou Club of Brule, Wisconsin, and the Minnesota Club of Saint Paul.

Mr. Ordean owns a beautiful home and grounds in Duluth, at Superior Street and Twenty-Third Avenue East. It has been said of these wonderful grounds that all they need, in addition to what they have, to impart everything that a fine Pasadena home has, are a few mocking birds and California quail. This is not so much of an exaggeration as might be imagined.

Mr. Ordean has abounding faith in the Northwest, covering all that vast country between the Head of the Lakes and the Pacific, and bases his confidence on a real knowledge of the potentialities of that country. On his way eastward from Colorado, he traveled through Montana and North Dakota by stage and horseback, as there were no railroads west of the Missouri River then. He was tremendously impressed with the vast natural resources of the western empire in mining, agriculture, forest products, and stock raising, and has seen many of the developments which he prophesied come true. Billings, Mont., then consisted of a few tents, Livingston but one, and the principal scenery at Forsythe when Mr. Ordean came through at that time, consisted of ten thousand buffalo hides in one pile, worth two dollars each. He thinks there is no other place quite as fine as the Northwest and believes in its people, its industries, its civic spirit, its railroads, and its future.



## No Place for Alligators

WHILE ANYONE CAN tell you that alligators do not infest the Chelan River, or any part of that section, this picture of the rock formation at Dry Falls, Grand Coulee, certainly gives the impression that they have something out there that would look good in the photofilm, "The Lost World." We are indebted to Agent A. O. Sargent at Pateros, Wash., for the picture.



## Mr. and Mrs. John Stokke

HERE IS A PICTURE of John Stokke and wife, who were recently married at Trondhjem, Norway.

Mr. Stokke has been connected with the purchasing department, as lumber and tie inspector, for a period of twenty years, having been located out of the assistant purchasing agent's office at Seattle a part of the time, but his work has been for the greater part in the northern part of Minnesota, with his location in the vicinity of Deer River.

Last spring Mr. Stokke returned to Norway, and the result of the trip is as the picture indicates. He expects to return to the United States with his bride in the near future, and will then resume his work with the Great Northern, at the same location in the northern part of Minnesota.





## Automobile Accidents and Their Prevention

**S**TREET AND HIGHWAY accidents reached in 1925 a total of 23,900 deaths, 600,000 serious personal injuries and \$600,000,000 economic loss, an increase of 80 percent in the past seven years.

About eighty-five percent of these accidents were incident to automobile traffic. The importance of this subject needs no emphasis. The problem is but one of those inherent in advancing civilization. The increasing demands upon our highways from a growing population, the development of new uses, the imposition of modes of transportation not contemplated when they were created, have brought about congestion, confusion and conflict, until the yearly toll of traffic accidents has reached an appalling total.

If the death and disaster that now falls upon innocent people through the year and over our country as a whole, were concentrated into one calamity, we would shudder at the tremendous catastrophe. Accidental deaths in our country from other causes have steadily decreased, due to better safety measures, yet during the past year automobile accidents have increased fourteen percent.

A very large portion of the fatal and serious personal injuries happen to men, women and children on foot. The next largest group which suffers are the motorists, who are victims of reckless driving upon the part of a small minority of vicious or ignorant.

The automobile is the greatest development of twenty years, both economically and socially. It is no longer a luxury. It is a complete necessity. It has added recreation, efficiency and vision to the American people; probably seventy-five percent of our people participate in its use. It is here to stay, and to stay in constantly increasing numbers. But if we wish for its fullest development we must reduce its terror.

If our roads and streets were laid out for other purposes, and our laws and regulations, governing traffic are inadequate to the situation, then it is fitting and proper that the public officials, the transportation interests, the business interests and the motorists should assist in straightening out the tangle, and it is high time that something should be done about this.

We talk much about the elimination of waste in our business, in dollars and cents, and in time, but here is a waste in human lives each year equal to one-third of the American losses by death in the World War, two and one-half times as many casualties as all those suffered by the American forces during the war. It forms a striking comparison between the hazards of war and the hazard of peace, but the traffic accident is a common enemy in the sense that

it is an ever-present menace to every individual. As a solution of this problem I would like to direct your attention to the importance of the need for uniformity of traffic laws as between states, uniformity of traffic ordinances as between cities of the same state, and uniformity of signs, signals and their location, as the fundamental principle.

We owe a debt of gratitude to the Honorable Herbert Hoover, Secretary of Commerce, who, following the first National Conference on Street and Highway Safety called by him in December, 1925, and attended by 650 delegates, representing every walk of public life and all parts of the United States, found a widespread and insistent demand that the conference should undertake to draft a proposed uniform vehicle code. Definite proposals for presenting to the legislature were desired, uniformity was urged as a fundamental necessity.

As a consequence, Secretary Hoover appointed a committee on uniformity of laws and regulations, which for a period of nearly two years worked in co-operation with the National Conference of Commissions on uniform state laws and presented a proposed uniform vehicle code to the Second National Conference on Street and Highway Safety, called by Secretary Hoover in March, 1926.

This meeting was attended by over 1,000 delegates, forty-four states having representatives in attendance, appointed by their respective governors, at which time the proposed uniform vehicle code was approved and the various governors were asked to call a meeting for the purpose of considering the advisability of adopting it.

From a recent survey, I find that the governors of twenty-seven states have called state safety meetings in keeping with the suggestion made at the National Conference on street and highway safety and at each of these meetings the uniform vehicle code has been adopted in so far as it is applicable to the state laws and constitution.

Committees have been appointed for preparing bills conforming with the requirements of the uniform vehicle code and they will be introduced at the coming meeting of the various state legislatures. The need for uniformity of traffic laws is absolutely essential if we hope to bring about any reduction in the number of traffic accidents. There is no legislation more needed or of graver importance.

In view of our mutual interest in the solution of this problem I feel that you have a golden opportunity to render a real service to yourself, your family and your state by using your influence with your local representatives and public officials to the end that they may appreciate the importance of uniform vehicle

laws, and give us their fullest co-operation in its promotion.

The fatalities at grade crossings last year only increased two percent over the previous year and the injuries less than one-half of one percent. There were sixty-two less people killed at grade crossings in 1925 than in 1923 and only 237 more deaths in 1925 than in 1917, when we only had five million automobiles registered in the United States as compared with twenty million last year.

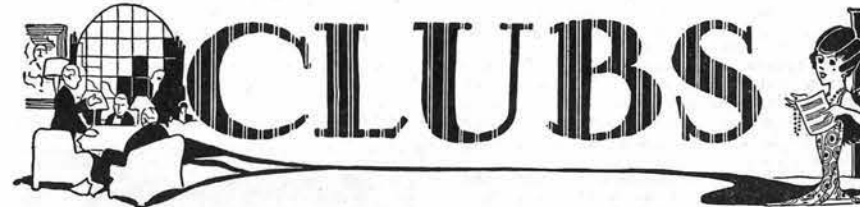
This very favorable showing, I believe is due in a large measure to the educational work which has been done by the railroads through their safety departments, which are affiliated with the safety section of the American Railway Association and the National Safety Council.

All of the railroads have participated in the Careful Crossing Campaign each year, posterizing the entire country with very impressive, illustrated posters, together with the use of educational motion-picture films and slides, used in the local theaters, broadcasting messages of warning over the radio and distributing untold numbers of pamphlets and other forms of literature, carrying safety warnings and admonitions.

## A Bad Actor Repents

**A**N INCIDENT of peculiar interest has come to the attention of the SEMAPHORE, in the report of Assistant Chief Special Agent, H. G. Keith, at Seattle, of the collection of \$15.00 in conscience money, from an individual who advised that at various times in the past four years he had amused himself by throwing stones at insulators on Great Northern telegraph poles, in the vicinity of Ballard, breaking quite a number of them. Having recently become converted, he desired to make amends for the damage done, and in the absence of any definite information as to the amount of the loss resulting from his destructive activities, suggested the payment of \$15.00, which was accepted.

Quite frequently remittances are received to cover services rendered for which payment has not been received, or small sums of money not properly reported by employees, but this is the first case where the conscience fund of the railroad has become enriched on account of damage done. It is hoped that the new recruit to the ranks of good citizens will in the future devote his surplus energy toward instilling a like respect for the property of others, into the minds of school boys and hunters, as the expense of replacing insulators broken by stones and bullets, annually amounts to a considerable sum in the aggregate.



What the Several Chapters and Allied Organizations are Doing

## ST. PAUL

### Chapter 1, Men's Section

**A**T THE REGULAR meeting of the club, Wednesday, November 17, a letter was read from E. E. Sargent, president of the Spokane Club, inviting St. Paul members to attend meetings of the Spokane chapter.

James E. Gaylord, of the treasurer's office, accompanied at the piano by Thea Gilbertson, of the comptroller's office, gave several violin selections.

The speaker of the day was Roy V. Wright, of New York, managing editor of the *Railway Age*, and president of the American Society of Mechanical Engineers, who was introduced by B. C. Everingham, president of the club, as a former St. Paul man, who had left Minnesota 27 years ago to enter the employ of the Erie Railroad.

Mr. Wright talked upon significant tendencies in the railroad business of the present day. Reverting to the early history of railroads, he said that a hundred years ago, there was great objection to their construction, some people believing them to be a device of the devil. But after their value as an aid to commerce began to be apparent, the attitude of the public changed, and in some cases railroads were given bonuses that transportation facilities might be obtained.

Coming down to the present, Mr. Wright touched upon the generally known condition of the railroads when they were returned to private ownership after the World War, and the problems they were required to meet growing out of the reorganization period.

He read a portion of the annual report of the Secretary of Commerce, Herbert Hoover, to the Senate, which stated that one of the greatest handicaps to the progress and development of business in this country after the war, was the lack of adequate transportation facilities; and that the outstanding development since the war was the way in which the railroads had reorganized and demonstrated their ability to take care of business.

Mr. Wright estimated the loss to railroads and industrial organizations during the period of reorganization, to be hundreds of millions of dollars.

He cited the improved conditions and the co-operation of regional boards as having been instrumental in assisting the railroads to reduce freight rates. He also called attention to the change in attitude of the Interstate Commerce Commission, which has shown that it appreciates the efforts of the railroads to serve the public.

Another tendency noted by Mr. Wright, was a more definite disposition on the part of railroad employees to give maximum efficient service to their companies, and a growing spirit of co-operation among the different railroads, especially in the matter of car service.

All these things have been effectual in changing the attitude of industrial concerns toward the railroads.

There has been such a marked improvement in railroad conditions in the United States, that business interests of western Europe have been curious to find out the secret of our phenomenal success. England, in particular, made an exhaustive investigation into the causes of our prosperity, sending two young men, Lloyd and Austin, to study conditions in this country. They visited 20 or 30 of the largest industrial concerns, and familiarized themselves with the methods and systems in use. Their confidential report, which was embodied in the form of a book, called "The Secret of High Wages," contained nine reasons for American prosperity, of which Mr. Wright only mentioned one or two, the first being that production capacity per capita can be

increased without limit, depending on the development and use of labor-saving devices. The other reason, mentioned by Mr. Wright as having been given by the English investigators, was the high grade of intellectual ability of American employees, and they expressed the opinion that, in this respect, only the surface had been scratched.

One of the greatest problems, said Mr. Wright, is the releasing of this ability and energy of employees in the performance of their work, and in his opinion, one of the most significant tendencies in the development of the railroads today is the matter of improving the leadership ability of the supervising forces, there being many men who, while they are fine workmen and excellent employees, are not fitted to fill positions requiring the supervision of other employees. Men are therefore needed for these positions, who understand the science of dealing with men, and know how to make those human contacts that bring out the full measure of each employee's ability. More and more are the railroads feeling the need of improving the character of their leadership men. One of the principal advantages of having supervisors who are real leaders, is their ability to select the right men for the positions they have to fill. He called attention to the army system of training men for different positions, and said that some of the outfits were now using the slogan, "The Army Builds Men." Mr. Wright thought this plan might well be adopted by railroads in training their men.

**A**T THE MEETING on November 24, the president announced the death of Mr. F. A. Davis, former paymaster and personal friend of a great many of the employees. A tribute was paid by all standing a minute, and a letter of condolence was directed to be sent to Mr. Davis' family.

The report of the Auditing Committee was accepted. The Great Northern Quartette was heard in several vocal selections. Miss Marion Giossi, of the office of auditor of car records, then read "The Landing of the Pilgrim Fathers," which in a way was a foreword to the speaker's theme.

Vice-President Geo. R. Martin was presented and said he was glad to have another opportunity of meeting with the club and to celebrate the spirit of Thanksgiving, by refreshing our minds with a few incidents that marked the beginning of the Thanksgiving Day custom. In 1620 the Mayflower, a boat of 180 tons, sailed for 65 days with 100 souls on board, from Plymouth, England, and landed at a place now called Plymouth, Massachusetts, although that was not their original destination. Their sufferings and hardships were very great due to lack of food and troubles with the Indians. Fifty-one died the first winter. There was so much sickness that there were hardly enough well men to bury the dead. Brewster, their leader, said: "We are not the kind of men whom small things discourage." Conditions improved during the summer and the governor set aside a day for thanksgiving and following this precedent the President of the United States, and Governors of states have done this ever since.

If these people with their hardships and difficulties could find much to be thankful for, certainly we should be able to find enough credits to outweigh the debits, and more successes than adversities in our times.

Turning to the affairs of our state, Mr. Martin recalled that the estimated value of all products was one billion and a third dollars, and \$125,000,000 were paid to workers. In the nation we are enjoying unprecedented prosperity and indications are that it will continue at least for several years. One great example of this prosperity is that savings deposits have increased \$100,000,000 annually for the last seven years to a figure of \$1,400,-

000,000, belonging almost exclusively to workers.

Mr. Martin quoted the statement recently made by a celebrated economist that in the old days slavery was necessary to any great undertaking. Gradually the forces of nature have been discovered and harnessed to do the work of the world, thereby more and more getting away from manual labor, and the work which can be done by a man's hands has been increased by power 40, 60 and 100 fold.

Reference was made to Mr. Ford's recent statement that the country is ready for the five-day week, and that factories could not return to the 10-hour day.

Mr. Martin then read several statements from the annual reports of the Manitoba Company in the early days, soon after Mr. James J. Hill took hold of the property. The first annual report consisted of only four pages. Rails were 56-pound and 60-pound, box cars were of 20 tons capacity, locomotives were of light weight and of the standard type. During the financial panic of 1893 the Great Northern completed and opened the Pacific extension, and avoided the receivership that fell to other transcontinental roads of that time. Comparing conditions of those earlier years with the present it appears that the Great Northern officially has many things for which to be thankful.

**A**T THE MEETING on December 1, Mayor L. C. Hodgson, of St. Paul, addressed the club on the interests in life common to all mankind.

He prefaced his remarks by the statement that his father knew James J. Hill very well in the early days, and told an amusing story about a farmer's conversation with Mr. Hill on one of his railway trips.

The Mayor said that he came to talk to the club because it gave him an opportunity to get better acquainted with the men connected with such an organization as the Great Northern Railway. He felt that such organizations as the club were very helpful, because they enabled men who worked together, to learn more of each other's views of life, and become better acquainted. He said he did not believe that any person in this day and age could get much out of life without associating with others, and coming in contact with the problems that others have.

He considered that a great mistake was made in trying to settle the problems in life by passing new laws and creating new philosophies. He said the world did not need new laws or philosophies as much as it needed to live up to those we had.

The only way that real progress can be made in life, he said, is for each to come face to face, in a common understanding that the Government is organized for the benefit of all the people, and all may have a voice in it.

He said that you could list ten questions, which people meet in every day life, upon nine of which almost any group would agree, but would disagree on the tenth. We should be more interested in our unity on the nine questions, and try to settle the tenth by learning more of each other and considering each other's views. We cannot get anywhere by fighting each other on the basis of these differences in life.

Mayor Hodgson also said he believed that hard work, the honest toil of human hands, has a great influence on the views we have about these questions. He related how, as a boy he used to visit the only outdoor blacksmith shop he knew, which had no walls and no roof except the branches of a big tree. In those days, forty years ago, the blacksmiths made their own horse shoes. One day, while there were a number of horses waiting to be shod, he overheard the blacksmith say, in conversation with the owner of the horses, that he would rather make horseshoes than anything else he knew of; that it was his job, and he did not care about other kinds of work, but was so proud of the fact that he could make them so well, that he was willing to have his name stamped on each one.

That, said Mr. Hodgson, ought to be the spirit in which we do our work, whatever it may be, and if there could be one generation of people guided by this ideal, most of the problems of government and society would disappear.



The Mayor also referred to the Theological School at Harvard in the early days, when the faculty believed they were responsible for the opinions they held. He thought it appropriate, as Christmas is at hand, to emphasize these ideas, and closed with the words, "Good-bye and God bless you."

Instrumental selections by three members of the Pihaly family orchestra were greatly enjoyed.

**A**T THE MEETING on December 8, 1926, Signor Attilio Castiglione, Royal Italian Consul was the speaker. He addressed the club on "Railroad Transportation in Italy." He paid tribute to the railroads in this country and said that probably the sons of some of the Italians who had helped construct and maintain the Great Northern as laborers were now engaged in conducting and managing the railroads in Italy. He made comparisons showing the improved conditions of transportation in that country, as follows:

"At the end of the war the Italian Mercantile Marine was reduced to 880,000 tons. At the end of the year 1922, by reason of political upheaval, there was close to 900,000 tons idle in the ports. The tonnage of the Italian Mercantile Marine at the close of 1925 was 3,158,000.

"The tonnage of the idle boats now is less than 300,000. During the last five years 153 boats were constructed. During the year 1925 the construction started on 41 boats having a total of 220,000 tons; 38 were completed during the same year. There are now boats under construction of 333,000 tons. There is no unemployment among the sailors.

"The subsidies granted by the government amount to less than 100,000,000 of lire or about 4,000,000 dollars a year. The Italian Mercantile Marine employs over 250,000 people.

"Italy has proceeded very rapidly in the electrification of its railroads, compelled by nature to take advantage of its cheap water power, and to reduce the importation of coal. Italy has today a larger percentage of electrified railroads than any other country in the world. It is, in fact, possible to leave the French border through the Mont Cenis tunnel, come to Turin, proceed to Genoa, and then to Pisa, all on an electrified system. Within the next few months it will be possible to leave France and go to Rome on electric trains. The process of electrification of railroads goes on vigorously in other parts of Italy as well.

"Italian railroads, which during the year of 1922 were run with the loss of 1,132,000,000 lire, were, by the present administration, made to earn a profit of 176,000,000 lire last year. In 1914 the Italian railroads moved 4,910,000,000 kilometer passengers. In 1922, they moved 6,640,000,000, and in 1925 they moved 8,300,000,000. The freight tonnage of 1914 was 41 million, in 1922, 39 million, and in 1925, 63 million.

"To move a car over the distance of one million kilometers in 1914 required 39 laborers; in 1921, 64 laborers; in 1925, 35 laborers.

"To move a ton of freight in 1914 over 1,000 kilometers 54 kilograms of coal were used; in 1922, 79 kilograms; and in 1925, 59 kilograms.

"During the year of 1914, out of every \$100 of freight received, \$1.18 was paid out for claims; in 1922, \$7.31; this figure was reduced by the present administration to \$.054 for the year of 1924."

In concluding his remarks the speaker said he wanted us to know that his country is not only the home of the Caesars, of art, of sculpture, and music, but it is the country where great progress commercially is being made in this present day.

**A**FTER LUNCH, DECEMBER 15, 1926, the speaker of the day, Colonel L. H. Brittin, industrial director of the St. Paul Association, addressed the club enthusiastically on the new phase of transportation, namely commercial aviation.

He began his remarks by tracing the history of methods of transportation from the early days. When freight was carried by oxcart, and canoe, that was transportation. When freight was carried by steamboat, raft, and canal boat, that was transportation. Then the railroad carried freight, and that was

transportation. He then told of the new system of transportation that was to be inaugurated, namely aviation transportation.

Any system of transportation, which can effect a saving in time, is what we are all interested in. The speed with which so many other things are done, demands speed and more speed, in the matter of transporting freight.

He described how airplanes fly 100 miles an hour, at a height of a thousand feet. Their twelve passenger cars, equipped with enclosed cabins, electrically heated, and furnished like an expensive automobile, flying through storm and sunshine with great regularity. Even as he spoke one of their mail cars was to be seen over across the river, on the landing field.

The cars in this country fly about eighteen thousand miles a day.

In describing the system of commercial aviation, he said it was started by the government, which owns and operates the trunk line from New York to the Pacific Coast; and that from this line, extending north and south, were twelve branch lines, operating under private control, but in conjunction with the main line. Of these twelve branch lines, eight are controlled by Detroit capital.

Automobile manufacturers feel that speed will be gained by developing air transportation, and the important part of the airplane, is the motor. This promises a new industry, which will require much capital to finance. If the manufacturers of motors and planes in Detroit can control this industry, Detroit will become the center of commercial aviation.

There are now seven million dollars invested in the air craft industry, and large experiments are being conducted by the Ford people, who have increased their facilities so that they can manufacture these three motor, twelve passenger cars which they sell for thirty-five to forty thousand dollars each.

On February 1, 1927, the Government will receive bids, for the sale of the coast to coast air mail line, and it is expected that Detroit capital will be the strongest bidder.

In order that St. Paul and the Northwest might get in on this, the Northwest Airways, Incorporated, was organized, and its stock sold in Detroit. Working agreements with the other associations were also secured so the organization would become an integral part of all the contract lines, and not remain a small local affair.

W. B. Stout, formerly of St. Paul, and now president of the Stout Air Service, is the Secretary of the Northwest Airways, Incorporated.

The line from St. Paul, extending to La Crosse, Milwaukee and Chicago is about 400 miles in length and the plan is to have a line of beacon lights, of three million candle power placed at ten mile intervals with a landing field every twenty miles.

At the present time, the air mail lines are supported entirely by postage stamps. In the short time that the Northwest Airways, Incorporated, has been in operation it has been able to show a very good record, in the amount of business done. It stood second on the list of the different associations.

When passenger business is inaugurated, the fare to Chicago will be about fifty dollars.

Ray Collins, representing the Detroit interests, was also present, and spoke briefly, paying special tribute to the fine work Colonel Brittin had done for aviation, and St. Paul, and rating the St. Paul flying field as one of the best in America.

Vocal selections were given by Evelyn Capistrant, accompanied by Arlene Stauffacher, both of the Car Records office.

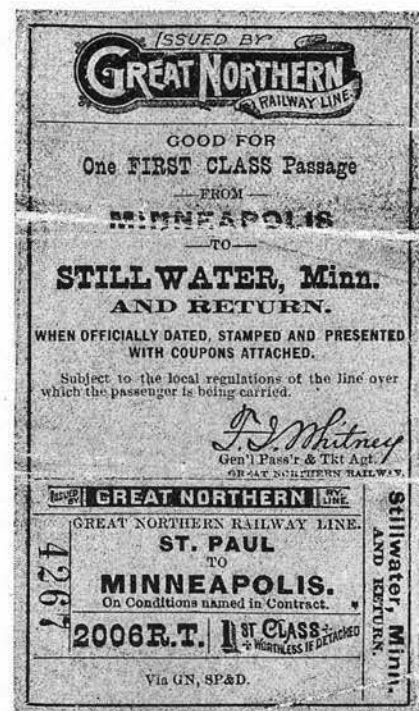
## ST. PAUL Chapter 1, Women's Section

**T**HE SPIRIT OF GOOD CHEER was the keynote of the meeting on December 2, when plans were made for the help of the needy, along the same lines which have proved so successful in previous years, donations of money and clothing being received by the committees, on each floor of the general office building, and apportioned to the selected families, to whom Christmas comfort is further assured by the cooperation of the Men's Club.

A number of articles made by the disabled veterans at Aberdeen Hospital, were disposed of by raffle, for their benefit.

A travel show for Agnes Manning, second vice-president, who is going South for the winter was taken under consideration, the club members desiring to express their appreciation of her services and interest. This show was to be held at the next regular meeting, but owing to the nearness of the Christmas party, it was decided to cancel the meeting of the sixteenth, which necessitated abandoning the travel show. A number of gifts, however, have been purchased for Miss Manning, including a traveling bag, Pullman robe, and other traveling accessories, and a gift bond, and these will accompany her on her journey, as evidence of the Club's appreciation.

(Continued on Page 25)



## Still Good As Ever

**G**M. GOODMAN, 572 Wentworth Street, St. Paul, conductor, with record of 35 years on the St. Cloud Division, sent us the above ticket recently tendered him in payment for fare Minneapolis to St. Paul, by another veteran conductor, A. H. Beyer, of Taylors Falls, Minn., of the Northern Pacific. Mr. Goodman says he accepted ticket but felt compelled to admonish the N. P. conductor for attempting to pay his passage with ticket of such ancient vintage as June 24, 1892.

## Hospitals

(Continued from Page 16)

ed as a result of the faulty diet. As a result of the information thus gained, the physician is able to make a correct diagnosis and the little patient, as well as the rest of the family, started on the way to recovery and the right way of living.

The modern children's hospital thus becomes a center for the whole community; the word COMMUNITY may include many states, not only in getting children well but in keeping them well.

The extraordinary thing is how happy children are in a real children's hospital where the atmosphere has been created for them.

In brief, one may sum up by saying that the modern hospital is an institution for scientific research into the causes and prevention of disease, and as one of the Board of Trustees of our own Children's Hospital has so aptly put it, "The function of a children's hospital is to spread the facts of child health so clearly that disease may be prevented where can be, and cured only where need be."

(Continued from Page 24)

ciation of her services and interest. This show was to be held at the next regular meeting, but owing to the nearness of the Christmas party, it was decided to cancel the meeting of the sixteenth, which necessitated abandoning the travel show. A number of gifts, however, have been purchased for Miss Manning, including a traveling bag, Pullman robe, and other traveling accessories, and a gift bond, and these will accompany her on her journey, as evidence of the Club's appreciation.

As it was desired to remember all club members, who because of serious and continued illness, are unable to be at work, it was decided to draw upon the Viele Fund for ten dollars to send to Marie Doyle, and also to remember Cecil Shaffer at Christmas time.

The Bethesda Hospital Children's Home Committee sent over a little red stocking, asking that it be filled to provide Christmas cheer for the children in their orphanage, the request meeting with a generous response.

After taking care of the less fortunate, the remainder of the time was devoted to the Club's own Christmas luncheon party, which it was decided to have December 20, in the Great Northern cafeteria, at noon. The following committee chairmen were appointed: On entertainment, Olivia Johnson; gifts, Catherine Hutton; decorations, Emma Cuturia, assisted by Vera Rooney; Invitations and tickets, Ellen Donahue; menu, Georgia Emmel. To Esther Hupfer was given charge of the baskets for the needy families.

## CHICAGO WOMEN MEET

**T**HERE COULD BE no more significant, or conclusive illustration, of the permanency and importance, of the position attained by women in railroad employ, than that afforded by the first annual dinner of the Railway Business Women's Association of Chicago, held at the Palmer House, in that city, on November 20, bringing together five hundred members, and a large number of guests.

James E. Gorman, President of the Chicago, Rock Island and Pacific Railway, was the chief speaker at the banquet. He stated that all the officials of his company speak highly of the efficiency of women employees, of whom there are all together, 1,542, approximately one-third of the number being employed as stenographers, and the remainder as clerks.

Short talks were made by T. C. Powell, President, C. & E. I. R. R., L. M. Greenlaw, General Counsel, Pullman Company, J. F. Jarrell, Manager, Agricultural department, A. T. & S. F. Ry., E. B. Boyd, Chairman, Western Trunk Line Committee.

Entertainment was furnished by the Benson Orchestra, of Chicago, Tom Corwine, as the "Station Master," in a program of appropriate stories and imitations; Miriam E. Davis, soprano soloist, of the C. & E. I. R. R.; the R. B. W. A. Choral club, the director of which is Richard De Young, and the accompanist, Gertrude E. Pratt, and Beatrice Gardel, the premier danseuse.

The growth of the Chicago association has been phenomenal, it having been organized only a year ago, by Nellie M. Severance, of the Soo Line, Minneapolis, Olivia Johnson, of the Great Northern and Alice Kellar, of the Omaha, both from St. Paul, at which time Mr. Budd also visited Chicago and made an address to the new organization. Cora Nelson, secretary to E. B. Boyd, Chairman of the Western Trunk Line Committee, was elected as the first president.

An interesting follow up program was provided for the visitors, on Sunday afternoon, the 21, beginning with a bus trip over the boulevard system. Leaving the Palmer House at 2 o'clock, the party arrived at Ida Noyes Hall, University of Chicago, at 4 P. M., where tea was served to the accompaniment of a musical program furnished by Gladys Keyes and Erna Lussenhop, soloists, of the Illinois Central division, accompanied by Del Liebman, of the Western Weighing Association, the return to the Palmer House being made at 5:30 P. M.

Among the guests at the meeting, were Bessie James, press representative of the Canadian Pacific, from Winnipeg, and Mrs. Jackson, C. P. R. camp manager, of Field, B. C., Miss B.

M. Crumbaker, passenger representative of the B. & O. at Detroit, and Mrs. C. Y. Ronan, wife of General Agent, Soo Line at Winnipeg; Margaret Talbot Stevens, associate editor, B. & O. Magazine, of Baltimore; Jane Cousins, of the legal department, Michigan Central, of Detroit, and Frances White, representing the newly organized R. B. W. A. of Cleveland, accompanied by ten other members of the same organization.

Representing the R. B. W. A. of the Twin Cities, were its president, Alice R. Kellar, and Claudine Jefferson, of the Omaha; Olivia Johnson, first vice-president, of the Great Northern; Hazel Williams, second vice-president, of the M. & St. L.; Mary Cummings, secretary, of the American Railway Express, Nellie M. Severance, past president, and Flossie Chadwick, of the Soo Line; Laura Glenn, of the Missouri Pacific, Georgia Perry and Emma Murphy, of the C. M. & St. P.; Laura Christofferson, of the Norwegian Steamship Company, Marie O'Brien, of the C. G. W.; Marietta Cusick, of the R. L. and Ruth Stoppel, Elsie Nelson, Margaret McDermott and Katherine Jacks, of the M. & St. L.

Nancy C. McKinley, as chairman, assisted by Bernice Chittick, Margaret Kavanagh and Amy Backlin, handled the banquet Saturday evening, while Hazel Benbow, Marie Brown, Frances O'Donnell, Lorena Mills and Nan Carter, were in charge of the Sunday's entertainment. The reception committee consisted of: Daisy Oden, chairman, Mary Jackson, Marie K. Brown, Annette Seevey, Erma Gates, Mary Weir, Marjorie Wood, Helen Adams, Lucy Couch, and Miss Jacobs.

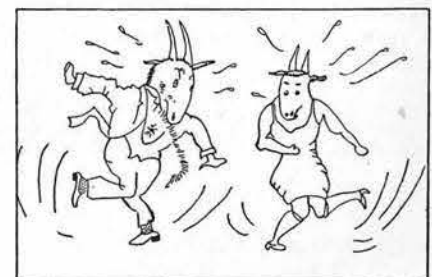
## SPOKANE

**S**POKANE CHAPTER No. 2 held its regular meeting for the month of November at the W. O. W. Hall, on November 22. The newly elected officers were installed, and the appointment of Paul W. Tillisch as chairman of the entertainment committee was announced. The meeting was then turned over to the entertainment committee.

The first event was a turkey raffle, twenty-five fine birds having been secured. The raffle pleased everyone with the exception of the Associate Editor's small son, who complained that he was "always sold the wrong ticket."

Several numbers were sung by the Spokane Chamber of Commerce Quartet and by Verna LaRoche.

Refreshments were served, and the remainder of the evening spent in dancing.



On the evening of December 6, a railroad ball was put on by Spokane Chapter in the Garden Dancing Palace. That it was "some ball" is a mild statement. Too much credit cannot be given the officers and committees for their work in making the affair a very decided success. The hall was beautifully decorated, the railroad note being carried out by the vari-colored lanterns hung from the balcony, and by the coverall uniforms of the orchestra.

About five hundred employees and their friends were in attendance. The only break in the evening's enjoyment was a complaint made to the secretary that beams from the headlights used for decorations were blinding. "Kach" was stumped, for he had placed no headlights, but with his usual energy he immediately traced the trouble, and found that the beams were only reflections from the stiff shirts worn by two tuxedo-garbed officers, and were dazzling the eyes of others unused to such sartorial elegance.



## American Legion Railroad Post 146

**A**MID THE SPLENDOR and pomp of a Mussolini, W. C. Nolting, Commander-elect, and his cohorts, were installed in office on December 14. G. S. Bundlie, State Executive Committeeman, acted as installing officer.

An extensive drive is being put on by the American Legion for new members in Ramsey County. Two teams, the "Roundheads" and the "Cavaliers," are having great success. J. M. Rice leads the "Roundheads," and H. A. Doth heads the "Cavaliers."

Plans are under way for the organization of one or more Kiddy Kar polo teams. If you are interested, make it a point to attend Post meetings. Comrades Beech and Doth have been suggested for goal tenders.

Have you paid your 1927 dues? If not, send to H. J. Beech, the new adjutant, your check for \$3.25 at once. His address is 1544 Grand Avenue.

## SPORTS

### ST. PAUL Bowling Railway League

December 8, 1926

**L**OSING ONLY ONE match out of thirteen weeks of rolling, the Winnipeg Limiteds are well out in front, having a six-game lead over the second place Yellowstones. The Winniepegs have five men in the first six and have a team average of 892, which is over 178 per man. W. A. Gutz, Oscar Ohlander and L. J. Kittley are well over the 180 mark. The bowling has been improving each week and the average per man is 166, while it was about 160 the first few weeks of the season. Most of the teams are well bunched, there being only five games difference between the last five teams. The Gopher Limiteds, the other G. N. team, is also making a good showing. The standing:

	Won	Lost	Ave.
Winnipeg Limited	31	8	892
Yellowstone	25	14	852
Gopher Limited	21	18	822
North Coast Limited	19	20	834
N. P. Rollers	18	21	826
N. P. Monad	14	25	806
N. P. Como	14	25	800
N. P. Yards	14	25	801

### Season's Records

High single game, Studiner	254
High, three games, Wedell	637
High, team game, Winnipeg	1,012
High, team total, Yellowstone	2,807

### Individual Averages

Gutz	189-8	Etter	168-22
Ohlander	185-1	Blaschka	168-16
Kittley	184-12	Pringle	168-3
Wedell	179-25	Ordell	167-2
Picha	179-19	Brown	166-36
Ekensteen	175-22	Cooper	166-8
Mossong	175-18	Schaller	166-1
Johnson	173-21	Studiner	165-15
Hoffman	173-13	McMahon	165-11
Page	173	Hable	164-23
Dox	172-8	McDermott	164-10
Pewters	171-23	Ruhnau	163-23
Schneider	171-3	Ryan	163-19
Tschannel	170-25	Micko	163-18
Rystrom	170-1	Dean	163-16
M. Klein	169-23	Swoboda	162-26
Fleischacker	169-22	Stoll	162-14
Cassery	169-2	Lecher	162-10
Kemper	168-28	Ridpath	162



Plante .....	161-15	Thomson .....	158-4
Erickson .....	161-6	Nentwig .....	157-10
Gardell .....	160-5	Simons .....	155-20
Schmidt .....	159-18	Jennings .....	155-18
F. Klein .....	159-17	Grube .....	152-9

## SPOKANE

### Great Northern Bowling League

To December 2, 1926

Teams	Won	Lost	Pins
Back Shop.....	21	15	28,385
Electricians .....	21	15	28,240
Roundhouse .....	21	15	28,114
Yard Office.....	18	18	28,160
Depot .....	15	18	26,452
Car Men.....	9	24	23,441

## AVERAGES

Games	Pins	Average
Adams .....	9	1,579
Colville .....	33	5,602
Spafford .....	32	5,352
Tackman .....	21	5,315
Morrow .....	36	5,975
Blum .....	21	3,481
Kach .....	33	5,325
Thompson .....	36	5,788
Deiterlen .....	36	5,745
Ertel .....	36	5,731
Palmer .....	15	2,392
Anderson .....	33	5,231
Mackay .....	27	4,242
Erickson .....	30	4,649
Pickrell .....	29	4,530
Weber .....	18	2,767
Roberts .....	36	5,449
Rickard .....	36	5,434
Smith .....	36	5,369
Wonseller .....	36	5,349
Clemmer .....	18	2,676
Thomas .....	36	5,148
Waller .....	33	4,688
Burns .....	36	4,977
Eddy .....	12	1,648
Duggan .....	24	3,064
Rizor .....	32	4,041
P. Long .....	29	3,676
Preston .....	21	2,608
Dumlin .....	12	1,439
Watkins .....	15	1,636
Price .....	26	2,829

## WEDNESDAY, DECEMBER 8

Alleys 1 and 2—Yard Office vs. Car Men.  
Alleys 3 and 4—Back Shop vs. Roundhouse.  
Alleys 5 and 6—Depot vs. Electricians.

All records gone hay-wire—Depot, DEPOT, DEPOT.

High single, Spafford, Depot..... 235  
High three games, Adams, Depot..... 631  
High team, single game, Depot..... 966  
High team, three games, Depot..... 2,716

One box of cigars won by Depot (donated by Schultz Bros.).

W. J. BURNS, Secretary.

## MINNEAPOLIS

Largely through the efforts of Al Harris, there has been organized a bowling league comprised of employees of the office and warehouse employees at St. Paul freight station. There are eight teams in the organization and they roll on Tuesday evenings at the Rogers alleys. Great enthusiasm is being shown and before the season is over they expect to develop many good bowlers. Team standings are as follows:

Teams	Games	Won	Lost
Cuckoos .....	15	12	3
Eagles .....	15	10	5
Owls .....	15	10	5
Robins .....	15	8	7
Wrens .....	15	6	9
Crows .....	15	6	9
Swallows .....	15	4	11
Larks .....	15	4	11



D. W. Bell

### Belton, Mont. Named for Him

**D**ANIELS WEBSTER BELL was well known to many of the older location and construction engineers of the Great Northern Railway. He filled in a highly satisfactory manner one of the most important positions in a location party, that of camp cook.

He was a Civil War Veteran, a Grand Army man, and very proud of it. He had his early training in the lumber camps in northern Wisconsin and Minnesota, where he learned that valuable lesson of providing good, substantial meals, suitable for men working in the open, though he had only the plainest food and no luxuries to work with.

He followed this work in 1880 and subsequent years, on the location of the Northern Pacific along the Yellowstone River and through the Rocky Mountains. In 1890 and later he served the engineers locating the Great Northern through the Rocky Mountains in a similar capacity.

He took up a claim near what is now Belton, Montana, in 1890, and got out a lot of ties which were used in the construction of the Great Northern near there. The station and town of Belton were named for him.

He followed this same work until incapacitated by advancing age, and his last years were spent comfortably at the Old Soldiers Home at Minnehaha Falls, Minneapolis, where he passed away on March 25, 1925, at the age of eighty-five.

### Exceptional Performances in Unusual Weather

**E**NGINE 1381, H-7 TYPE, which was designed by Wm. Kelly, general superintendent of motive power, and turned out of the Dale Street shops at St. Paul on November 17, 1926, is making a good start on its career. On the morning of December 17, it took out train 27 on the Willmar Division, with 12 cars, an unusually long mail train, which had arrived late from Chicago, and not only maintained its schedule of 50 miles an hour, but made up 6 minutes on that division alone.

On the morning of December 17, two trains of 9 cars each, 8 of which were loaded with silk, arrived at St. Paul from the Pacific Coast within an hour of each other. Notwithstanding the fact that the greater part of the run was

made in sub-zero weather, the exceptionally good time of 46 hours and 30 minutes was made by one train, and 46 hours and 32 minutes, by the other, Seattle to St. Paul. It was not so very long ago, that it was almost impossible to maintain schedule in very cold weather, while now trains are not only making their runs according to schedule, but gaining time as well, which reflects credit upon the men who operate the trains, the division people, the chief dispatcher and superintendent, the fine condition in which the trains are kept being also an important factor in their efficient performance.

## DALE STREET

Dale Street shops having received credit for building some of the largest Great Northern locomotives in the past, have now gone to the opposite extreme, by building the smallest; that is, by reproducing old engine number one, Wm. Crooks, to a scale of three-fourths inch to the foot.

The engine has been made up in every detail, the same as the original Wm. Crooks, even to the bolts and nuts, which have standard thread, and are applied in the same way. It is complete as to cylinders, link motion, driving wheels, main and side rods, driving rods, guides, crossheads, reverse lever, throttle lever, cab mountings, driver springs and lever, as well as the headlight which has reflector, oil funnel and chimney. The cistern of tender which was made by the tin shop employees and tender trucks, made by the machine shop employees, show up very well. The length of engine and tender over all is 38½ inches; the weight of engine is 18 pounds and of tender 8 pounds. The number of castings used, were: 26 bolts, 546 studs, 906 nuts; the total number of pieces used in the entire engine and tender being 1,626. In making up some of the parts, a watchmaker's lathe was used, and special taps and dies for threading bolts and nuts. In order to obviate the trouble of operating engine by steam, a worm drive was applied to rear drivers, operated by a small electric motor, which puts into motion all movable parts of the locomotive. Those familiar with the construction of a locomotive, will appreciate the skill of the Dale Street employees who turned out this fine piece of work. Members of the force who worked on this engine were: S. R. Parslow, John Prydz, Clyde Wayne, Einar Stromwall, M. Roberts, Joe Tauer and G. Schoen, of the machine shop; Fred Conrath, Wm. Aftenast, and Chas. Jahnke of the tin shop, and S. Wilcox of the paint shop.

Emil Sjodahl, machinist, has just returned from an extended trip to the Pacific Coast where he visited with friends at Seattle.

Tony Pangale spent the holidays with relatives at Cumberland, Wisconsin.

Oscar Cerny and family have returned from Maza, North Dakota, where they visited with relatives.

Otto Arnold, machinist apprentice, recently transferred from Grand Forks to Dale Street, spent the holidays with his folks at Grand Forks.

Frank Noble, machinist apprentice, son of H. P. Noble, president of the shop crafts, makes glowing reports of his recent trip to California.

Lester Anderson and family visited with Mrs. Anderson's parents at Waterloo, Iowa, over the holidays.

The boys in the machine shop would like to know the object of the recent visit to Chicago, of Jos. Saleck and Theo. Mickelson.

**TYPewriter**  
**PRICES CUT**

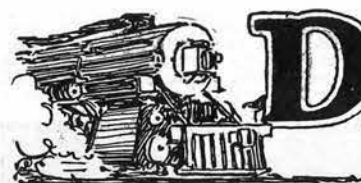
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Great Northern Semaphore



## BUTTE DIVISION

Associate Editor

ELZA TWAY

Great Falls, Montana

Enthusiasm is rampant throughout the state of Montana, over the prospects of new railroad building in 1927. The Great Northern has petitioned the Interstate Commerce Commission for permission to extend the New Rockford-Lewiston cut-off from



Richie to Circle, a distance of 33 miles, at a cost of approximately \$900,000. This extension will serve sixty-six townships not now served by any railway. The land included within the radius of these townships is suitable for agricultural purposes, more than fifty percent of it being tillable. An especially high grade of wheat which usually commands a premium price is raised. The remainder of the land is used for stock raising. It is a significant and encouraging fact that for the first time since the war, railways of the Northwest feel encouraged to resume the construction program then interrupted, there also being rumors of prospective construction by other railroads prevailing. Thousands of square miles of country in the great Treasure State are lying undeveloped and practically unknown, awaiting only the magic touch of the railroad builder to unfold their latent resources and make them blossom as the rose.

The Pondera County Poultry Association presented Vice-President W. P. Kenney with one of its prize gobblers for his Thanksgiving dinner, the big fellow being taken from Conrad to Shelby, November 21. That the presentation was made by Traveling Freight Agent R. V. Mackenzie, assures us that the ceremony was performed with the dignity and decorum befitting the occasion.

Mrs. Fred Anderson, formerly Miss Ethel Wear, who has been seriously ill at the Deaconess Hospital in Great Falls since November 6, was sufficiently improved to leave the hospital November 27, and is now convalescing at the home of her father, Superintendent F. Wear. Her many friends in Great Falls and over the Butte division are greatly pleased with her progress, and wish for her an early and complete recovery.

District Storekeeper Robert Steel and wife returned November 20 from a two weeks' trip to Chicago. In the windy city they visited their son, David A. Steel, who was formerly in the employ of the Great Northern, as assistant engineer, and for the past six years an associate editor of the *Railway Age*. He is a lawyer, and has been admitted to the Cook County Bar, and also to practice before the Illinois Supreme Court. While on his trip, the elder Mr. Steel paid much attention to a comparison of the equipment and appurtenances of other railroads with those of the Great Northern. He was impressed with the fact that few, if any other systems, can compare favorably with ours, from any point of view—road bed, equipment, motive power, or service.

A. C. "Foxy" Mann, who was for several years Great Northern yardmaster at the Anaconda Copper Mining Company's yards at Black Eagle, was a visitor at Great Falls in November, renewing old acquaintances while enjoying a two weeks' vacation. Mr. Mann is at present employed as switch foreman for the State Belt, a switching line operating on the water front in San Francisco. He reports business good during the autumn months, sixteen switch engines having been in service at the peak of the fruit season.

R. F. Weeks, district freight agent for the Nelson Steamship Company, with headquarters at Seattle, called on Great Falls business men November 16, and incidentally dropped into the local offices to say "Hello!"

E. N. Dunwiddie, chief clerk in the Kalispell division offices at Whitefish, paid a visit to the old gang at Great Falls, November 13. Mr. Dunwiddie was formerly assistant chief clerk in the superintendent's office at Great

# Division News

Falls, and has many friends here who are glad to know that he is covering the big job at Whitefish in his usual efficient manner.

A nine and one-half pound baby boy arrived at the home of Mr. and Mrs. Willard L. Kennedy, of the local freight office at Great Falls, on November 12. Bill says it really should have been a girl, as three men in one family are entirely too many. We are glad to report mother and baby doing fine, and daddy showing signs of recovery.

Carl Lemmer, of the engineering department, bagged a fine blacktail buck, near the mouth of Sheep Creek, November 13.

V. R. Traer, who was assistant engineer for several years on the Butte division, renewed old acquaintances at Great Falls, November 21. Mr. Traer retired from Great Northern service several months ago, and now resides on a farm near Seattle. He was called back as a witness in a trial before the United States Court at Helena.

Gilbert Hirschfeld, of St. Cloud, Minn., son of Brakeman J. B. Hirschfeld, of the St. Cloud division, has taken the position of heater man for the Western Fruit Express Company, at Great Falls. He is a nephew of Chief Clerk Mat Koenigs.



They say it's P. J. Pohl

P. J. Pohl, the popular transportation inspector on the Central District, was looking 'em over in Great Falls, November 30 and December 1. It is said that Pete can scent a foreign car for a distance of four miles, and tell by the flat spots on the wheels how long it has been standing in one place. When Pete walks into a station with his friendly, "Let me see your two-eleven," happy indeed is the lucky agent, if his yard shows a clean slate with no cars unnecessarily delayed. The smile of contentment on Pete's face then resembles the sunshine of a bright June morning. But woe to the unfortunate culprit who has been asleep on the job, and let the weeds grow up around some foreign car. The discovery of a lot of per diem unreasonably accruing, has about the same effect on Pete as would a dose of poison. He swells up, turns red with rage, and rumbles like the approach of a Texas cyclone. At this unhappy juncture, it is considered an act of discretion, and good judgment on the part of the agent and his yard clerk, or any other hardened criminals in the company's employ who may be responsible for such reprehensible neglect, to play quickly the old army game of passing the buck, or seek safety in flight. Mr. Pohl's territory was recently restricted to the Central District, and he has moved his family from Seattle to Great Falls, where they are receiving a hearty welcome in railroad and other social circles. We are indebted to Assistant Chief Clerk Claude Leach, for the excellent likeness of the famous car sleuth, in the act of locating a bad one, and getting his deadly strangle hold on a steadily growing per diem bill.

Mrs. R. V. Mackenzie, wife of Traveling Freight Agent Robert Mackenzie, left in November for Los Angeles, where she will visit her sister for three months. Mrs. Mackenzie has been in failing health for several months, and we sincerely hope that the soft breezes and warm sunshine of the southern coast, in mingling their magic with the sweet smell of the orange groves, will work wonders in restoring her usual good health.

Junior Caffyn, stenographer in the Great Falls freight office, returned to work November 23, after a two weeks' vacation spent with friends near Galata. June says that pulling a crosscut saw and swinging a six-pound ax, while rustivating in the country, was great sport.

Switch Foreman Frank Smith, of Great Falls, was injured in the A. C. M. yards at Black Eagle on November 13, his right foot being caught between couplers, when loosening a knuckle. An extra heavy shoe sole probably saved the foot from being totally crushed. Both bones of the leg were fractured between the knee and ankle. Mr. Smith was given first aid at the A. C. M. Company's smelter, and taken to the Deaconess Hospital at Great Falls. Latest reports are that the lower limb and foot will be saved, and that he is progressing satisfactorily toward recovery.

Evelyn, daughter of Operator D. G. McGovern, of the Great Falls relay office, was married November 20 to Harold B. Hulst, a chemist in the employ of the Anaconda Copper Mining Company. Mrs. Hulst was graduated from the Great Falls high school with the class of '26, and since commencement in June, has been employed in the relay office. They have taken up their residence at Tooele, Utah, where Mr. Hulst is at present stationed. The Semaphores joins with their many friends in best wishes for their future happiness.

Johanna Dahl, comptometer operator, was back at her desk in the superintendent's office, December 1, after having been absent for 30 days on account of sickness. Eleanor Heitkamp, who relieved Miss Dahl, has returned to her home at Seattle.

Fred Anderson, E&F timekeeper, who has been on leave of absence since June 15, for the benefit of his health, resumed his duties in the superintendent's office at Great Falls, November 29. Glad to see you back, Fred, and to note that you are looking fine.

Daniel G. McGovern, old time telegrapher at Great Falls relay office, left December 6 for St. Paul, where he will be temporarily located in the telegraph department.

Bettie Jeffries, clerk in the superintendent's office, returned December 1, from a very pleasant vacation spent in Glacier Park and at Fargo, N. D.

Traveling Freight Agent R. V. Mackenzie and Traveling Passenger Agent J. F. Beckett, in company with Trainmaster O'Brien, of Havre, recently completed a trip over the Sidney branch. This territory was added a short time ago to that under the jurisdiction of Assistant General Freight and Passenger Agent J. F. Beckett, of Helena.

Mrs. M. M. Koenigs, wife of Chief Clerk Mat Koenigs, of the superintendent's office, returned November 27, from a thirty days' trip to eastern points, which included visits with relatives at Grand Forks, N. D., and Bagley, Cass Lake, and St. Cloud, Minn. She was accompanied on the trip by her daughter, Mrs. E. E. Doty, and little granddaughter, Roseanne Marie, family of Agent E. E. Doty, of the Western Fruit Express Company. Mr. Koenigs and his nephew, Gilbert Hirschfeld, met them at Havre on their return trip, and accompanied them home.

Contracting Freight Agent Tom Bolin, of the general agent's office, is greasing up his shin bones preparatory to the annual distribution of the Goat calendars. Mr. Bolin states that last year he was promised, that this year he would be furnished with a "Lizzie" but as yet, the car has not shown up. It is assumed that the supply department at St. Paul is somewhat swamped with orders.

William J. Johnson, formerly assistant special agent on the Terminals division, has been transferred to Great Falls, and assumed his duties here December 1.

Mr. J. M. Faunce, manager at the Great Falls relay office, left December 19 with Mrs. Faunce to spend the holidays with their daughter, Wilda, at Kirksville, Mo., where she is attending the Kirksville College of Osteopathy. The duties of manager were handled by Night Chief John McKeon during Mr. Faunce's absence.

J. J. Murray, traveling auditor from the office of the auditor of disbursements, St. Paul, and wife, spent a pleasant week early in December, visiting at the home of General Agent C. F. O'Hara and wife. Mrs. Murray is a sister of Mr. O'Hara.

Conductor Cyrus K. Schnader, one of the oldest and most widely known Great Northern employees in Montana, died suddenly at Butte at 8:30 P. M., November 25. He was in charge of the special train carrying fans to the Thanksgiving day inter-scholastic championship football game between Havre and Missoula and had reached Butte only a short



time before his death. He complained of feeling indisposed, before leaving Great Falls, but refused to lay off the trip. A few minutes after the train reached Butte, he became seriously ill, and was taken to the Thornton Hotel, where his death occurred a few hours later. Mr. Schnader was born in Pennsylvania in 1865, and came to Great Falls in 1889, since which time he has been continuously employed by the Great Northern and was in point of service, one of the older employees on the road. He is survived by the widow, Mrs. Mary E. Schnader, of Great Falls. The SEMAPHORE joins in the expressions of sympathy so universally extended to her by railroad and fraternal circles, and a large number of friends and neighbors.

Walter Gooding, for fourteen years a brakeman and conductor on the Butte division, died at Rochester, Minn., on December 2. Early in November Mr. Gooding sought medical advice at the Mayo Hospital at Rochester, where a surgical operation was found necessary and performed on November 15. He leaves a daughter, Mabel Gooding, of Great Falls, and several brothers and sisters in Toronto, Spokane and Seattle, to mourn his death, his wife having died in October, 1925. The SEMAPHORE, with his fellow workers of the Butte division, extends sincerest sympathy to the bereaved family.

Mrs. Zilpha Enyart, well known carload clerk at the Great Falls freight office, spent the Christmas holiday at Cascade with her daughter, Mrs. Ralph Schell. Mrs. Enyart's popularity with her fellow workers and the company's patrons is explained clearly by her charming personality and courteous manner. Four lively and beautiful grandchildren meet her at the station when she goes to Cascade, and dance her a wild and enthusiastic welcome, bearing loving evidence of her popularity in the home circle as well.

#### Billings

A carload of purebred cattle was shipped from Billings to the Montana Shorthorn Breeders' Association sale, at Great Falls, November 13. There were fifteen head in the consignment from the herds of A. J. Lever and Dr. J. I. Wernham. The sale was held at the livestock pavilion at Great Falls on November 18.

William S. Hart, world-famous moving picture actor, has presented to the city of Billings, a twenty thousand-dollar, life size, bronze statue of a man on horseback to be known as "The Range Rider of the Yellowstone." The statue was made by C. C. Cristadore, one of the foremost sculptors, and represents a horse with lowered head, and dragging reins, nibbling a bunch of grass, while the man, unconsciously rolling a smoke, is looking out over the prairie, conveying an impression of vastness that is remarkable. The execution of the statue required over a year and a half, and when completed it was shipped to the Gorham Bronze Company, at Providence, R. I., to be cast into bronze. Mr. Hart posed personally with his horse, for this figure. In a letter which has been received here, he advised that he can picture no more appropriate spot for the final resting place of this work, than the rim rocks behind the city, with the bronze figure gazing out over the valley of the Yellowstone. Upon acceptance of the statue by the city of Billings, the mayor appointed Assistant Superintendent J. S. Watson, of the Great Northern, chairman of a committee, appointed to locate a site for it. In addition to donating the statue, Mr. Hart is assuming the expenses of setting up its base, with a bronze tablet. He has asked in return that the group be owned, and governed by the city of Billings, and that the city donate, and set aside, a proper piece of land, for its site and perpetuity. The Art Institute, of San Diego, Cal., has asked to have the plaster cast of the group for exhibit, after the bronze cast has been made. Bids for the statue were made by several large cities, but Mr. Hart said he wanted it where it belonged, in the old cattle country, where it might do its bit toward keeping alive the memory of bygone days.

Forty dollars is thought to be a record price, for a bushel of wheat, in the United States. William Bauman, a successful farmer living northeast of Conrad, received this price for a bushel of Marquis wheat from his 1926 crop, exhibited at the Midland Empire Fair at Billings. This bushel of wheat won the sweepstakes prize, against all entries from all over the state, and was tested by several of the largest milling concerns. From four bushels of this wheat planted in 1925, Mr. Bauman raised 78 bushels in 1926. He sowed the 78 bushels, from which he harvested 2,300 bushels of fancy wheat this fall.

Mrs. Alice Edwards, wife of Car Foreman William B. Edwards, died November 16 at Ocean Beach, Cal. Mrs. Edwards had been ill for six weeks, but was able to go to California two weeks before her death. Our deep and sincere sympathy is offered Mr. Edwards, in his hour of affliction.

Brumbaugh, kindly exercise in future, a little more care in selecting your umbrella

**STAMMER**  
Write for my free book "Millard's Advanced Natural Corrective Course" and a free copy of my speech magazine. 10,000 cases successfully treated. Est. 24 years. Largest school for stammerers in world. Millard Inst. of Normal Speech, 2302 Millard Bldg., Milwaukee, Wis.

from among the several stored in this office! Of course we should not tell this joke on you, but it is so good we can't keep it. Mr. Watson, having an umbrella of similar make, proceeded to exchange handles with the umbrella belonging to Brumbaugh, while the latter gentleman was in the freight house inspecting some freight. When he returned to the office he selected his umbrella and departed. When he had gotten about a block away, Mr. Watson ran after him, and asked why he had taken his (Mr. Watson's) umbrella. Brumbaugh said, "Why, this is mine." Jim said, "Let's see it." Opening it up, he found the inscription, "Stolen from Jim Watson." Mr. Brumbaugh didn't have much trouble in seeing the joke, and joined heartily in the general laugh at his expense.

Ticket Agent W. E. Scott is back on the job again, after visiting with relatives at Kansas City.

B. W. Griffin, ticket clerk, has just returned from a visit to Detroit, Indianapolis, and St. Louis, Mo. Buddy says this is certainly a big world, and Missouri an awful big state.

Fred Gibbons, assistant baggage agent, while on a vacation, is visiting friends in Evansville, Ind.

Paul Keenan, agent at Hesper, is off for one month on a vacation. Paul has bought himself a new Chevrolet, and has been favoring us with a few of his pleasant smiles.

Peter J. Pohl, traveling car service agent, of Seattle, was in Billings on company business, November 26. Pete, we are sorry you did not arrive here one day earlier, so we could have treated you to a good turkey feed!

The freight office force would like to know where Warehouse Foreman Scotty Riddle is going to purchase his goose for next Thanksgiving, or if he has decided to eat at a restaurant, where there is some assurance of getting value received.

Note.—A persistent rumor is afloat that Scotty was short weighted on his Thanksgiving goose this year, and that after he discovered this distressing fact, his appetite for goose deserted him entirely. What say, Scotty?

The employees of the Billings freight office take this means of extending to all employees of the Great Northern Railway, sincere good wishes for their happiness throughout the coming year.

#### Kolin

Marriage vows were exchanged on November 20 between Nellie Tognociola of Ware, Mont., and George Leonidas, section foreman, at Rossfork. The SEMAPHORE extends congratulations and all good wishes for their future happiness.

Thomas Hall, of the B&B department, paid a visit to Kolin, November 18, making a few needed repairs about the depot.

Agent Charles Sells, with his wife and son, Walter, motored to Rossfork, the evening of November 25, and enjoyed a splendid Thanksgiving dinner with Agent and Mrs. C. L. Taylor. Mr. Sells admits that it will be many long moons, before he will have the nerve to look another turkey in the face. Mrs. Taylor received many compliments from her guests, on the nice dinner and her wonderful mastery of the culinary art.

Joe Nedved, section foreman at Kolin, and family, motored to the big Thanksgiving dance on the night of November 25.

Frank Hrouda, son of Sectionman Joseph Hrouda, has joined the Nightingale orchestra, which plays for country dances. Frank is a violinist of no mean ability. He has also recently purchased an Oldsmobile.

Bill Tobin, popular conductor on trains 237 and 238, was presented with a nice, big turkey leg, a few mornings ago, while 237 was standing at Kolin. Bill came back for the other leg on his next trip.

#### Helena

J. A. Krieg, private secretary to Assistant Freight and Passenger Agent J. F. Pewters, has been promoted to the position of rate clerk in Mr. Pewters' office. Mr. Krieg served for two years as secretary to the late L. B. Woods. He is a veteran of the World War, in which he attained the rank of sergeant.

John H. Gerberaux, chief clerk in the office of the assistant general freight and passenger agent, resigned his position in the latter part of November, and has gone to Rhineland, Wis., to enter business with his brother-in-law, E. J. Delahoyde.

Maurice O. Nordstrom entered the employ of the Northern Pacific Railway in 1912 and served as chief clerk in the traffic department of that line, at Butte, since 1919. In November,

1925, he entered the offices of Assistant General Freight and Passenger Agent J. F. Pewters at Helena, as rate clerk, from which position he was recently promoted to chief clerk. He made an enviable record in the World War, having been advanced from the ranks to a



Mr. Nordstrom.

commission as second lieutenant. For the excellent likeness of Mr. Nordstrom we are under obligations to Joe Krieg, who added, for the benefit of the young ladies, the following confidential note: "Tell the girls he's single."

#### CASCADE DIVISION

Associate Editor  
D. O'HEARN  
Seattle, Wash.

Allen Lusk, Burrard Tower, visited his sister and brother-in-law at Seattle, the middle of November, and also spent several days at Portland.

Bob, "Woofus" Heaton, car desk, paid a brief visit to Seattle, in November. While he does not wish to make an official announcement, it is known that a certain very nice girl is wearing a diamond ring. We wish him joy, and agree that he has good judgment.

Ed Konanz, night foreman of the yard engine, left the early part of December, for a trip to California points. He also plans a short jaunt into Mexico, before coming home.

Reg Anton, of the car staff, accompanied by his wife, returned recently from a trip to Europe. They visited Germany, Italy, France, Switzerland, and England. Reg is happy to be at home again, but Mrs. Anton says she would be glad to take the same trip all over again.

Miss Sarah Elizabeth Bancroft was married on November 17 to Fred James Barber, of the roundhouse staff, to whom congratulations are being extended, with all good wishes for the future happiness of the newly-weds, who will reside at 1516 Fourth Avenue East.

November has registered an additional pair of victims of the jovial god, Cupid, in Miss Iris Violet Booth, and John Murdock Gillis, better known as "Jack," chief clerk of the A. R. E., and vice president of our local Great Northern club, who were married on the thirtieth. Bobbie Heaton, of the car desk, was best man, and Earl Keeley, of the depot ticket office, was one of the ushers. Mr. and Mrs. Gillis spent their honeymoon on a trip to California. Jack's fellow employees join in wishing him the best of luck, and all the happiness possible.

Al Rowan, relief operator, is to be credited with one ticket, from Estherville, Iowa, to Vancouver.

Clayton Calder, of the car-repairing staff, is showing a taste for poetry. The following verse, which he handed in, surely hits the subject right on the head:

"They met on the bridge at midnight;  
They will never meet again.  
For one was an eastbound heifer;  
The other was a westbound train."

Comments are unnecessary. We seem to have a budding Milton on our hands. Some might say, "Pity on us."

Pearl Simmons, our smiling switchboard operator, is worrying about what she shall do with the ten-pound box of candy which she won in the news stand raffle, as she is trying to reduce. We made some good suggestions, but up to date the box has remained unopened.

The last dance of the local club which was held December 18, was a regular Christmas affair. The dance committee is to be congratulated upon the success which attended their efforts. Three turkeys were given away.

#### Bellingham

J. V. Veldam, of the White Rock Customs, returned December 5, from a week's hunting trip in the Chilliwack Lake district. Joe brought back a nice buck deer.

W. E. Johnson, sub-collector customs, has been attending the Royal Commissions session at Vancouver, being required as a witness.

With reference to the baseball and bowling activities of railroad employees, it may be interesting to know that the White Rock station force have a sport in which they seem to excel, the local agent having won two turkeys, and the third trick operator one, in the recent crib drives.

John McMurphy, of the White Rock immigration office, has returned to work, after a sick leave of several months.

J. J. Hess, general roadmaster, and T. Riley, division roadmaster, made an inspection recently of the new steel which is being laid between Bellingham and Ferndale.

J. H. Goos, inspection engineer, was at Bellingham recently, and went over the district with District Roadmaster R. M. Hughes on an inspection trip.

An extra gang is now at work relaying ninety-pound steel rails between Bellingham and Ferndale; it is under the supervision of Foreman Joe Quaranata.

On account of the decrease in business the log train between Bellingham and Van Horn has been discontinued.

#### Seattle

Etta Thompson, abstract clerk, visited relatives at Wenatchee, over Thanksgiving.

Murray Owen, OS&D clerk, is the happiest clerk in the office; not only because of the pleasant duties of his position, but because of the arrival of a new "native son" of Seattle, calling for "grampa."

Joe Gallagher, brakeman, Fergus division, called on R. T. Starr recently. Joe and Dick, in matching up odds and ends of experiences some forty years ago, showed that right interesting things happened in those days.

Geo. Flamm, assistant cashier, left December 13, for Cincinnati, Ohio, his old "stamping grounds." It has been ten years since George visited his old home, and he has grown to be quite a lad. It was at Ivorydale that he started in the railroad game.

#### SEATTLE ITEMS

Associate Editor  
A. L. SCOTT  
Seattle, Wash.

They say that it pays to advertise so the February column is sure to be full of newsy gossip as the reporters here in Seattle all got plenty of publicity in the December issue of the SEMAPHORE. Possibly results would have been evident in this issue but due to the early date we are going to press some of the reporters probably have not seen the December issue. Fred Graham has received his copy and promises to turn in his share of reading matter.

In a editorial Fred has just been elected first vice president of the Seattle Transportation Club as a reward for his faithful service.

Clarence Cook, night station master at King Street Station says that L. E. Henderson, our illustrious club president and superintendent of dining car service, should be complimented on the fine turkey dinner that was served in the station lunch room Thanksgiving Day. The price was reasonable, according to Clarence, and even a man with false teeth could have had no difficulty in chewing the wonderfully-tender fowl that was served. Remember this feature for next Thanksgiving and save your money!

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And they Snap on. No sewing necessary. Detachable too.  
**Pilcher Bachelor Buttons** are great in an emergency. A strong button for constant use. If dealer can't supply, send his name and 25c for full assortment of 3 colors, 3 sizes.  
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Dept. 404 Louisville, Ky.

Dave Van Wyck of the city ticket office has been loafing around Seattle for the last two weeks on his annual vacation. Seems strange how reluctant the boys are to leave the "Charmed Land." We don't know whether it is the weather or the charming ladies.

Yardmaster Hough says that Seattle is the best potato raising community he has ever found. From the samples we have seen, we believe that the Chamber of Commerce Publicity Department should hurry out to Mr. Hough's home and photograph some of the specimens so as to have absolute proof of this further asset of Seattle.

Col. Frederick Mears, assistant chief engineer, has been elected president of the Seattle Society of American Military Engineers. The society is composed of engineers with former army service, in addition to those men now in active service or who aspire to enter military service.

Walter Fryburg, chief clerk in the general manager's office, is feeling quite at home these days. Seattle is having a little touch of the cold spell that has visited the rest of the country and Walter says that it reminds him of Havre in the early days. We are speaking of the weather, only!

Tom Balmer could not resist that call to his own home town so spent several weeks with us last month.

The city ticket office is all decked out with Christmas decorations and newly-painted pictures. All employees are invited to come in and inspect the latter.

#### DAKOTA DIVISION

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

The many friends of Mike Neville, ticket agent at Grand Forks, were shocked to learn of his sudden death, which occurred November 30, he having dropped dead from heart failure while on his way to the bank, in the afternoon.

Funeral services were held in St. Mary's Catholic Church at 10 o'clock December 2. Members of the Knights of Columbus and Elks Lodges, to which Mike belonged, marched to the church in a body from the home, and to the cemetery where the body was laid to rest.

Pallbearers were Col. W. H. McGraw, C. F. Peterson, Joseph Mahowald, J. W. Lowe, H. J. Harriman and William Adams.

A delegation of railroad officials from St. Paul and other points attended the services. Among them were W. S. Hammond, traveling passenger agent for the New York Central, A. E. Hoadley, district passenger agent for the Pennsylvania, R. E. Stewart, traveling passenger agent for the Milwaukee, W. H. Brennan, traveling freight and passenger agent for the Union Pacific, H. L. Sweeney, traveling passenger agent for the Louisville and Nashville, C. T. Finley, northwestern passenger agent for the Chicago and Eastern Illinois, P. C. Hankey, traveling freight agent of the Duluth Winnipeg and Pacific, C. J. Warner, of the Pennsylvania, H. C. Strohm, of Baltimore and Ohio, A. M. Nye, general passenger agent of the New York Central, W. F. Moore, of the passenger traffic department of the Great Northern, D. J. McCarthy freight agent and J. L. Rohan, general agent of the Great Northern at Fargo.

Mike first entered the service of the Great Northern as ticket clerk at Grand Forks on March 29, 1911. He was promoted to ticket agent, March 15, 1913, which position he held at the time of his death.

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makes the job easier  
A RAILWAY MAIL CLERK—"A mail car is a stuffy place—smoke and dust fill your nose and mouth. Only Luden's give real relief. I keep one in my mouth throughout the run."  
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(Original letters on file)  
It's the exclusive menthol blend in Luden's Cough Drops that brings such quick relief when throats and noses are dry, parched and irritated from dust, smoke or colds.  
In the yellow package—5c—everywhere  
**LUDEX'S MENTHOL COUGH DROPS**

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Charger ONLY  
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Charges any type of storage A or B battery, using a few cents worth of ordinary house current, either alternating or direct. Cannot injure battery. Complete directions enclosed. Anyone can operate. No expensive "extras" to buy. Why pay \$10.00 to \$15.00 for a charger when you can get this splendid GUARANTEED R. B. Charger by mailing us two dollars (bills, money order, check or stamps) plus ten cents in stamps or coin to pay mailing costs. Charger will be sent postpaid. If you are not satisfied, return within five days and we will refund your money. Order at once—TODAY.  
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Dept. F4 308 East Third St., Cincinnati, O.

Frank Peschel, B. and B. clerk in the superintendent's office at Grand Forks, and Miss Margaret Ehlen, of Fargo, were married at Moorhead, Minn., November 22. Mr. and Mrs. Peschel spent their honeymoon at Aberdeen, S. D., Jamestown, N. D., and various other points. The office force join in wishing them the best of luck and happiness.

Wesley E. Tate, veteran agent at Glyndon, Minn., died at his home at that point, Sunday, December 5. He is survived by his wife and four children, two of whom are employed on the Great Northern at the present time. Mr. Tate entered the service of the Great Northern as agent at Glyndon, September 28, 1888, and remained in that position until the time of his death, making a total of forty years' service. He was a man of fine character, and well liked by all who knew him, and will be missed by his many friends, especially those who had the opportunity to work with him.

Superintendent J. L. Close, and party, consisting of veteran Conductor Steve Withey of Crookston, J. A. Poppler, J. H. Vold, and Dr. C. G. Hendrickson, all of Grand Forks, have just returned from a successful big game hunt, in the woods of northern Manitoba. They succeeded in bagging four moose and a deer. They report a wonderful trip, and recommend the Manitoba woods to anyone interested in hunting big game.

Operator R. S. Brown of Glyndon, who recently suffered a paralytic stroke, is reported to be slowly recovering at a Moorhead hospital.



## Devils Lake

Mike Burckhard, machinist helper apprentice, and wife spent a few days visiting friends at Minot. While there they attended the annual machinist banquet and dance on December 11.

Seventy-five machinists, with their wives and lady friends, went to Devils Lake, December 11 to attend the annual machinist banquet and dance.

Violet Simpson, registered nurse, daughter of H. L. Simpson, pipe foreman, Devils Lake shop, has returned home from Fort Totten where she has been nursing for the past month. She was graduated from the General Hospital at Devils Lake, last spring. We hope to obtain a picture of Miss Simpson for the SEMAPHORE soon.

Mr. and Mrs. Philip Busch are spending the holiday season with relatives at St. Paul.

Timekeeper Trig Nelson spent Thanksgiving at St. Paul, Minn.

Lillian Newgard, daughter of Locomotive Foreman Newgard, has arrived in the city to spend her vacation at her home, 512 Second Street.

Verna Flumerfelt, roundhouse clerk, spent a few days visiting friends at Minneapolis and St. Cloud, Minn.

Alex Bartlett, roundhouse laborer, who has been confined to his home for the past month on account of sickness, is slightly improved.

Archie Chisholm, material clerk, store department, spent a few days in the Twin Cities visiting friends. While there he attended the Minnesota-Michigan game.

Art Walker, machinist, and wife spent Thanksgiving at the W. R. Walker home at Maza, N. D.

"Sparky" Clifford Dennis, hostler helper, is carrying another black eye received in the boxing match staged Friday night, December 2, in the Western Hotel. Sparky's opponent was Frank Axtman, also of Devils Lake, N. D.

Joe McMahon, day yardmaster, has gone to Rochester, Minn., where he will receive medical attention. He is being relieved by Night Yardmaster Pinkerton, whose place is being filled by Switchman Fred Peters.

Machinist John Harris, wife and children, will spend the holidays with relatives at Minot, N. D.

## KALISPELL DIVISION

Associate Editor  
IRVINE T. DUGAN  
Whitefish, Mont.

Mae Allen, comptometer artist in the superintendent's office, spent Thanksgiving with relatives and friends at Spokane.

Effie Deighton, daughter of roadmaster, spent Thanksgiving at Snohomish with her sister Dorothy, who is teaching there.

D. S. Billsborough, roundhouse foreman at Walton, laid off for several days, and accompanied by Mrs. Billsborough, spent several days at Whitefish over Thanksgiving.

Commencing November 24, freight power will go through Troy to Spokane, without change.

The yard engine and crew working from 4 p. m. to midnight, has been taken off, on account of reduction of traffic.

Helen, the nine-year-old daughter of Mr. and Mrs. Harvey Montgomery, of Whitefish, lost her life by being hit by a train on November 22, while on her way to school. The accident was unavoidable, owing to the suddenness with which it occurred. The sympathy of their many friends is being extended to the family in their bereavement. Funeral services were held at the First Presbyterian Church. Mr. Montgomery is employed in the car department at Whitefish.

Geo. Rigas, yard foreman, and wife, have returned from a short visit at Spokane.

J. C. Thorpe, assistant storekeeper, Spokane, recently spent several days at Whitefish, on business.

J. C. Rankine, superintendent of telegraph is installing an experimental radio sending

station at Whitefish, which it is expected will take care of communication in the event of line trouble during storms. J. F. Blodgett assisted by Mr. Franzen, set up the two 90-foot aerial poles, which were furnished by the State Lumber Company of Half Moon.

Fireman Roy Knapton has taken a thirty day leave of absence.

Andy Fontana, clerk in superintendent's office, spent the week end at Spokane with friends and relatives.

Conductor and Mrs. T. I. Edwards returned from Baxter Springs, Kansas, where they were called several weeks ago by the death of Mr. Edwards' father. Mr. Edwards has reported for work on trains 27 and 28.

Conductor Twoby is laying off his run on trains 1 and 4, on account of illness. Conductor Burbank, of the Spokane division, is relieving him.

"Bo" (C. R.) Boman, worked first trick in dispatcher's office for two days, while Operator John Brown, relieved him at the depot.

O. J. Mackenroth, night roundhouse foreman, Whitefish, has moved from Lakeside to O'Brien Avenue.

M. F. Gossweiler, round house foreman, at Troy, has been transferred to Whitefish, and will take charge as round house foreman on the second shift. Mr. Gossweiler will not move his family to Whitefish until later.

Mable and Ann returned to Whitefish, Tuesday, November 30, from Spokane, where they had spent several days on a pleasure trip. There was some question as to whether the slide was the entire cause of their not returning Monday.

Fireman C. R. Garrison, has gone to work on the Fernie Line local.

Louise Margaret, 18 month old daughter of Asst. Master Mechanic C. O. O'Donnell, died recently after a short illness. Funeral services were held at St. Charles Church, Father Carroll officiating. The little casket was borne by Beatrice Oppgaard, Lucile Bonner, Dorothy Markus and Dorothy Donnegan. Mr. and Mrs. O'Donnell have the sincere sympathy of their many friends.

E. E. Green, telephone lineman, has returned from his vacation. L. J. Raitor, who relieved him, has returned to his home at St. Paul.

Foreman Fred Chester who is taking a thirty-day leave of absence, has gone to St. Paul. He is planning to visit Florida before his return.

J. M. Stubblefield, round house foreman at Rexford, is ill, and has been taken to the Sisters' Hospital at Kalispell.

Machinist Jack Stringland has returned from Walton, where he has been working for the past two or three months. His place there has been taken by Machinist Kidder.

Martin Narnst has reported for work, after a business visit of several days at Spokane.

Fireman C. H. Funk has taken a leave of absence and gone to Tucson, Ariz.

Fireman Jim Litton has taken the Cut Bank-Walton local, displacing Fireman Harry Reynolds.

Fireman C. W. Howe has taken the logging job displacing Fireman J. B. McNabb.

## HEADQUARTERS

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

M. B. Summers, of the office of Vice President, C. O. Jenks, has been changed to the Central District, as stenographer for W. R. Smith, Lars Carlson from Superior taking his place.

Clarence Bertossi, of the bridge engineer's office, slipped away from the office on November 24, for a little vacation that turned out to be a honeymoon trip to Winnipeg. Mr. and Mrs. Bertossi returned to St. Paul November 29.

Vic Bjorklund has engaged an architect to prepare plans for his new home on Edgerton Street.

Cecelia Schnobrich, of the office of auditor of car records, is ill with pleurisy.

Kathryn Kauder suffered a fractured foot, when she slipped and fell, while descending the steps of her home.

Agnes Manning will go to California in the near future, for the benefit of her health.

The sympathy of the office was recently extended to Agnes Millette on the occasion of the death of her father.

Elizabeth Hokinson is re-moving from

White Bear, and has decided to make her home in St. Paul.

We can not decide whether or not to boast of our two bowling teams—However, the "Mutts" captained by Al. Peterson, made the "Dubbs" under the leadership of Ed. P. Morley, look rather bad Sunday morning December 5. The score may have been the effect of the early hour and then again, it may have been the lateness thereof.

Oscar Hanson, our agricultural expert has decided to sell the cow, and move in.

Contestants in the next Atlantic City beauty contest had better look to their laurels since the advent of the new "get thin" fad in the office may result in keener competition. Some of the girls have even gone so far as to endanger lives and limbs in gymnasium classes. We wish them success.

The resignation of Helen Heaberlin, stenographer, auditor station accounts office, became effective Dec. 11. It developed that the former Miss Heaberlin, who is now Mrs. Miller, has been married for some time, which accounts for her resignation.

Elva Kipp, Mr. Smith's private stenographer, has returned from a short leave of absence. Her health is greatly improved, which is pleasing to us all.

F. J. Hackett, who had an automobile accident several years ago, has finally secured a settlement for damages through legal proceedings. He received a nice Christmas present, and will undoubtedly show the employees a good time in the near future. One of the stenographers in this office advises that it is too cold for curbstone parking this time of the year.

Ralph G. Ekensteen, office of general superintendent motive power, announces the arrival at his home of a baby girl, born December 2, 1926.

Joseph Rangitsch, the oldest claim checker in service, in the office of auditor of overcharge claims, has made several trips to Morton, Minn., recently hunting—deer. Yes, we meant to spell it "deer."

We were grieved to hear of the sudden death in Chicago of Martin J. Maher, son of John Maher, veteran engineer. "Marty," as he was called, fired out of St. Paul on the Great Northern, prior to the war.

Michael Hazelberger, auditor of freight receipts office, is back in the office having fully recovered from a serious operation.

Irving E. Atherton, former agent in St. Paul for the American, Great Northern and Adams Express companies, died December 7 at his home, 115 Summit Avenue, St. Paul, at the age of 84 years, after an illness of two years. Mr. Atherton had lived in St. Paul 62 years. In the course of his life-long work with express companies, he held the position of assistant superintendent for the Great Northern Express Company at St. Paul, and western superintendent of the same company, with headquarters at Seattle.

## MONTANA DIVISION

Associate Editor  
JOHN C. KOERNER  
Havre, Mont.

Owing to decrease in business the extra positions of Operator at Scobey, Bainville, Glasgow and Malta have been taken off.

W. A. Brusewitz, agent, Chino, was recently called to the Coast on account of the death of his mother. His many friends sympathize with Bill.

Chief Dispatcher P. W. Doles and wife, have returned from a trip to Southern California and other points on the Pacific Coast. Percy says Hollywood is quite some place but not the place for a preacher's son.

The many friends of A. P. Klingler learned with deep regret of the death of his father at his ranch home north of Havre. The funeral was held at Havre.

The extra phone operator, put on at Havre to handle the P. B. X. board, has been taken off, owing to the slump in business usual at this time of the year.

D. Kelly, car distributor, chief dispatcher's office, Havre, left on December 16 for a visit to his old home at Winchester, Indiana from whence he will go to Washington, D. C. to assist the 69th Congress in their deliberations. It has been rumored that Denny may return accompanied by one of Indiana's fair daughters, but he has fooled us so often that we will wait until he does return before tendering our congratulations.

Mrs. E. Ringwald, operator at Trenton, North Dakota, suffered a serious accident on December 6 when she slipped upon ice which was covered with snow, and fell, breaking one of her hip bones and sustaining other bruises. She was taken to the Mercy Hospital at Williston where she will be confined for several months.

Mrs. A. C. Mueller, telephone operator, Havre train order office, left recently for a visit to her old home at Davenport, Iowa, where she will spend the Yuletide holidays with relatives. Her place is being filled by Mrs. Hopan.

W. H. Minter, third trick operator, Havre train order office, has gone to Los Angeles, to spend a two months vacation visiting his family, who are living at that place. Mrs. K. T. Ernst is relieving, during his absence.

Owing to slack business, one Local way freight was pulled off on the Bainville Branch, one each between Williston and Wolf Point, Wolf Point and Bowdoin and Bowdoin and Havre, tri-weekly service being inaugurated between these points. The Scobey-Opheim run was also changed from a daily turn around run, to a tri-weekly service.

In a recent drawing of Government oil leases, in the Shelby-Kevin District, Mrs. Alma Wilbur, second trick operator Havre train order office, was the lucky winner of a lease on a 40 acre tract, located near the center of this rapidly growing oil field. Several flattering offers have already been made to her for this lease, and we expect she will soon be blossoming out as a full fledged oil magnate. More success to her.

Wm. White, clerk, superintendent's office Havre, who has been working on the Scobey-Opheim line all of the past summer, as timekeeper and material clerk, has resumed his duties at Havre, the work on the extension having been terminated.

E. F. Wolfe, veteran water service inspector, Malta was recently called to Pocahontas, Iowa, by the death of his brother. We all sympathize with him.

As the distribution of fuel oil for the Spokane, Kalispell, Butte and Montana Divisions is now being handled from Shelby, Mont., that point is quite a busy place. From 25 to 40 cars of fuel oil are distributed daily from that point.

M. M. Zortman, clerk, superintendent's office, Havre, recently returned with his family, after spending a vacation visiting relatives and friends at La Porte and Peru, Indiana. Zort says he enjoyed a good visit, but is glad to get back where the sun shines brighter, and a tree is a tree, and a rock is a rock.

Conductor R. O. McMillan has given up the Scobey-Opheim mixed run, and taken the mail between Williston and Havre. Conductor F. J. Cosgrove has taken the run vacated by Bob.

A change has been made in the telegraph office at Cut Bank. A second story has been built over the former office, and the operators have been moved up to the new location. This change was made in order to place the operators where they could see across the bridge west of the station, and also to the east end of the yard, as they are required to handle the blocks over the bridge, from the end of the double track west of the bridge to the end of the double track east of the bridge, and placed as they were before they could not see what was going on. The change is a material benefit to the operation of the interlockers and blocks and gives the operators quieter surroundings with less interference with their work than before. The space formerly occupied by the operators is now being utilized as a ticket office, giving Agent Benn more room for his office force, which was badly needed.

W. F. Zion, yardmaster, Cut Bank, has been wearing a large smile on his face for some time past, owing to the fact that a sign has been placed on the yard office, to let the world know where his headquarters are located.

When the Football Special which ran from Havre to Butte on Thanksgiving Day, to see Havre High School win the State Championship, was returning, they struck a rock on the track near Boulder, Montana and were held up for some time; the engine was also somewhat damaged. Carl Willard, machinist apprentice, Havre Shops, who was one of the ardent rooters aboard the special, performed valiant service, in assisting to remove the five ton rock and afterward to repair the disabled engine. Such service is highly commendable and we are pleased to learn that the officials of the Butte Division have taken cognizance of his efforts to assist in this plight.

On December 6 an exceptional run was made with train No. 1 on this division and we feel that those who were instrumental in making the run should receive recognition. The train was received at Williston three hours and five minutes late, and left Williston three hours and nine minutes late, arriving at Havre one hour and fifty-two minutes late, after making three extra stops at Snowden, Bainville, and Culbertson to discharge passengers, owing to missing connections at Williston. Train was handled by Engineer C. E. Smith, one of the old stalwarts running on the Oriental between

Havre and Williston. Train left Havre one hour forty seven minutes late arriving at Cut Bank fifty-five minutes late; W. Schroeder was the engineer. The total over the Division was two hours ten minutes. This exceptional run was made as the officials in St. Paul were anxious to get the train into Spokane on time, it having been seriously delayed east of Williston by some engine failure. The train, we learn, passed Columbia Falls on time.

We are sorry to report that Conductor L. M. Owen, one of the men on the Oriental, between Havre and Williston, is still unable to resume his duties owing to some trouble with his eyes, which makes it impossible for him to work. Bud's many friends sincerely hope that he will soon be able to resume his duties.

While making some changes in the district engineer's office at Havre which necessitated the removal of the sheeting inside the office, the carpenters found a (whisper) quart bottle with something in it, labelled "Sunnybrook Rye." It was with difficulty, Sam Coleman says, that he kept his men from tearing all the sheeting off the inside of the offices. The work progressed very rapidly after the cache had been found, no doubt with the expectation that further repairs would be recommended. This cache was undoubtedly made when the old office building was used as the freight house and has been peacefully lying there for the past 20 years. If age counts for anything, it should be prime stuff by now.

Engineer J. G. Davidson after being out of service nearly two years has resumed his former duties, and is now again pulling the Oriental on the High Line between Havre and Cut Bank. His many friends are pleased to see Jack back on the job again.

Engineer Fred White, who was displaced on the Oriental on the High Line has taken the Glacier Park Limited on the High Line.

Engineer H. N. Prentiss, who has been pulling the Glacier Park Limited, has gone back to his old run on the Mail on the High Line.

Engineer Jno. Bailey, who was displaced on the Havre-Bowdoin Local, when the recent runs were pulled off, has taken the "Galloping Goose" between Havre and Bainville, in place of Engineer C. Johnson.

Engineer F. McDonald having been displaced on the Mail on the High Line, has taken the Cut Bank-Shelby turn around local.

Engineer Fred Bradley, on the High Line local, has taken a vacation to spend the holidays with his family, on his chicken ranch near Seattle.

On December 5, Harry McKinsey, clerk, Havre freight house, was united in marriage with Ellen Swanton, of Havre, one of the prominent young ladies of that city. They spent their honeymoon in the Twin Cities. Their many friends have been congratulating them, and wishing them everything that is good for the future.

Lester, the five-year-old son of Chief Clerk Al. Vining, Havre, has been seriously sick with pneumonia and his life was despaired of for several days. The youngster is now on the road to recovery and Al's many friends rejoice with him.

## MESABI DIVISION

Associate Editor  
I. G. JORSTAD  
Superior, Wis.

That the past Christmas was a merry one in the homes of Great Northern employees at the Head of the Lakes was clearly evident to the Associate Editor, who had the pleasure of visiting several of them employed in the various departments. Everywhere we found the true Christmas spirit of good cheer, and apparently every member of the family was well remembered by Santa Claus.

It is rumored that a Reo Sedan has been furnished for use of the boys connected with the Assistant Engineer's office, on the Mesabi Division. Suppose this will mean that the engineer's office will have to be provided with a stenographer, as it has been said that the Instrumentman located at Superior is unable to drive a car, unless he is assisted by some young lady, and that rumor is partly confirmed, as the party in question purchased a coupe a few years ago, and is now vending hairpins in bushel lots. Ask the cough-drop king.

Engineer Jos. Savage was recently called to Anaconda, Montana, by the death of his brother, Louis B. Savage, who was a Veteran

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Conductor on the B. A. & P. Ry. working out of Anaconda. The late Mr. Savage was a member of the O. R. C. and B. of R. T., and a prominent citizen of Anaconda. The fact that the "Butte Miner" devoted a column and a half to his death and biography, is evidence of the high respect in which he was held in the Montana city.

Oscar Allen, roundhouse clerk, Superior, attended the funeral of his nephew, who was accidentally killed by a falling tree at Askov, Minnesota, on November 29th.

Now that the deer hunting season in both states—Wisconsin and Minnesota—is over, the usual stories are going around. Among those whom we know, for a fact, were successful in getting their game, are Engineer John Bergstrom, Engineer Tom Armstrong, and Fireman James Brothers. Among those who tried, and failed, are Engineer Art Carroll, "Slim" John Brown and Elmer Simon. We wish them better luck next time.

Engineer Harry Gainey has returned to Kelly Lake, for the winter. We expect to see him back in the spring.

Engineer Coleman Lee is back on the "Spud Run" between Sandstone and Minneapolis.

George McAuley, a member of the engineering staff on the Mesabi Division, was among those connected with the railroad, who went hunting big game. George was very lucky, as he was able to get a wolf, two Victor traps and a bill for \$39.00 covering the above, from a resident of Foxboro, who claims that she set the traps, and George came along and walked away with wolf, traps and all the rest. McAuley expects to go to Stillwater soon to pay for his hunting.

J. F. Lau, brakeman, and Rudolph Lau, switchman, were recently called to Tomahawk, Wisconsin, on account of the death of their mother.

Odell Pellerin recently returned from a visit with relatives and friends at Michigan City, Indiana.

Gertrude Skamser, stenographer and clerk, spent several days the latter part of November in Chicago, where she visited her brother Clarence, who is now engaged in the furniture business in that city.

Lake shipping from Great Northern merchandise dock, Superior, officially ended on December 11 when the steamer "Conners," with a load of merchandise, cleared for Buffalo, New York. During the 1926 navigation season, 178 loaded boats arrived from the lower lake ports, unloading their cargo at the Great Northern dock, while 174 eastbound boats were loaded. The principal commodities which move eastbound from Superior dock are flour, copper, shingles and wool.

The last boat to arrive at the dock was the steamer "Lake," on December 13, and this vessel is now tied up for the winter in Superior harbor.



## No Binders

Owing to the fact that only a few employees have signified a desire to be furnished with a permanent binder for back copies of the SEMAPHORE, it has been decided to abandon the idea of procuring them, at least for the present.

The "Trestle" club, composed of former and present young lady employees of the Great Northern Railway general office at Superior, was entertained recently by Signe Oyaas, at her home, 1316 14th street. Bridge was played and prizes were won by the following named young ladies: Marie Anderson, Willa Gallagher, and Ella Welde. After the game, the hostess served luncheon to the club members during which a number of vocal selections were rendered by Junior Anderson.

With the closing of navigation, a large number of Great Northern employees find time for a breathing spell. Forces are reduced, enabling many of the regulars, as well as employees in temporary positions, to take a vacation, and many of them grasp the opportunity to spend the holidays at other points. Among those who spent Christmas in various parts of the United States are: Adolph Anderson, assistant chief clerk, Superior yard office at Sheboygan, Wisconsin; Elizabeth Clark, telephone operator at Kelly Lake at San Diego, California; Conductor and Mrs. H. R. Dizaard, at Miami, Florida; Brakeman and Mrs. W. N. Elliott at Key West, Florida; Switchman and Mrs. John Franey at Birmingham, Alabama; Clerk and Mrs. W. J. Grumbo of Bemidji at Beaudette, Minn.; Fireman Claude Gaine at Pittsburgh; Conductor and Mrs. W. J. Henretty and children at Pittsburgh; Fireman Harvey Hawley at New Orleans; Dispatcher Wm. C. Jones at Chicago; Machinist and Mrs. M. H. Kearney at Los Angeles; Brakeman J. F. Lau at Santa Rosa; Switchman John Roscoe at Miami, and Mildred Young, car foreman's clerk, at San Francisco.

J. L. Girouard, fuel inspector, who spent the summer and fall at Cleveland, Ohio, inspecting coal purchased for consumption of Great Northern locomotives, has returned to his former position at Superior. During his absence the position of fuel inspector at the Head of the Lakes was filled by A. J. Johnson.

A. C. Smith, who was appointed trainmaster during the grain rush, is now back at his old job, punching tickets on trains 17 and 18.

At Superior freight station there is a three-cornered contest as to the merits of various radio sets. Arthur Peterson, claim clerk, is the possessor of an Atwater-Kent set, while Lee Wagnild, grain expense clerk, operates an A. C. Dayton. Lester Otter, grain disposition clerk, the third party to the controversy, operates a Crosley Pup, and claims it can yell just as loud as either of the others. In order to settle the dispute, a board, consisting of three disinterested persons, will listen in at the homes of the three fans, and decision will be rendered early in January.

C. E. Bergman, assistant agent at Superior and wife, spent several days at Winnipeg, Manitoba, visiting friends and relatives. Carl states positively that the quality of the drinking water in the Canadian City has nothing on the supply at home.

William Axt, Jr., age eight, son of Cashier William Axt, of Superior freight station, is recovering at St. Mary's Hospital, after an operation for mastoid, performed on December 8.

We have a two-column account of the wedding of Miss Eleanor Bigby, daughter of Conductor and Mrs. J. E. Bigby, at Kelly Lake, and Gene Kepple, of St. Paul. The contracting parties are both well and favorably known to Great Northern employees, the groom being one of our popular brakemen. Immediately following the ceremony a wedding breakfast was served to thirty-five guests, at the Androy Hotel, Hibbing. The happy couple left for a four-months' trip to the East and South, and will be at home at Kelly Lake, after April 1st.

A. N. Halverson, chief clerk superintendent's office, after spending one day hunting in Minnesota, returned with a fine buck, weighing two hundred and twenty-five pounds, which he shot in the vicinity of Swan River. Other members of the superintendent's office force who went deer hunting were John O'Brien, assistant timekeeper, and George Dow, roadmaster's clerk. They, however, were not so fortunate, and about all they brought back with them was fatigue.

## MINOT DIVISION

Associate Editor  
CARL CARLSON  
Minot, N. D.

There is a capital joker over at the roundhouse, who delights in playing his game on the storekeeper. Taking a greased bell-rope one day, as a scrap, he asked for, and got an extension light cord, and since then considerable mirth has prevailed. (This is told as 'twas told to us.)

Foreman A. J. Pickus, of the car department, has initiated an educational plan, which will doubtless result in increased efficiency, in this department. He has established a class comprising the entire body of the car department, which meets weekly; at these meetings subjects of particular interest to this force are thoroughly discussed. Mr. Pickus first lectures on the subject matter, and then questions by members are answered and discussed. Two meetings have thus far been held both being not only interesting, but very instructive as well. Any of the men who do not avail themselves of this wonderful opportunity, will not only lose one of the best chances to enhance their own percentage, but may be called upon some day to do the very things which Mr. Pickus wishes them to learn.

The wrecking crew had the pleasure (?) of dismantling the Xi801 caterpillar steam shovel, for loading for transportation to the Cascade Tunnel, the past week. The men who did the work are wearing smiles of sympathy for the poor fellows who will be assigned the job of assembling the "animal," when it arrives at its destination.

Carman and Mrs. Geo. Kuhnhehn are the proud parents of a daughter, born under the sign of "Scorpio," whose deportment will be "silent, dignified and domestic." In honor of the young lady's arrival, Geo. lost a day on the Rip Track, but made good by the usual box of good cigars. Come again!

Oliver Forness, carman, had the misfortune to sustain a painful injury, when holding a drift-bolt with his bare right hand. The man doing the sledging missed, and the third finger, was crushed frightfully.

G. E. Gifford, our genial agent in the New Palace at Bottineau, paid us a pleasant visit a few days ago while on a business trip to headquarters. George says the people in and around Bottineau are greatly pleased with the new depot facilities at that point.

H. E. Swanke, agent at Hanks, North Dakota, is recovering from an operation for appendicitis. The station is being handled by G. B. Sliter during his absence.

Great Northern Day at the Minot Rotary Club December 6, at which the heads of the various departments on the Minot Division were honorary guests of Rotarian Roy McCandless, was very interesting, the meeting being one of the most enthusiastic held for some time. The papers read by Rotarians Roy McCandless, Dick Mills and Bill Stevenson, outlining services rendered to the community by the Great Northern Railway, and especially by the departments which they represent, were very interesting and well applauded.

Chet LaFontaine, general safety supervisor, was an honorary guest, gave an 8-minute talk on "Safety Matters," in relation to automobile accidents, particularly to grade crossing accidents, and to uniform state vehicle laws, urging all Rotarians to use their influence to see that such laws were enacted and enforced.

It is rumored that W. P. Olson, agent at Surrey, N. D., went to work one morning, recently minus his pipe. His better-half, knowing that he would not be able to perform his duties properly if he had to be without it for 8 hours, she sent it down to the depot by parcel post. Mr. Olson now has a pipe at the depot, and one at home.

The Great Northern shop craft employees at Minot, on Saturday, December 11, held their annual banquet in the dining hall of the Episcopal Church. It was attended by 250 employees and guests. Invitations having been extended to the shop craft employees at Devils Lake, New Rockford, and Williston, there was a large turnout from each of these points. Devils Lake taking the banner with 114. After the dinner entertainment was furnished by local talent, including the Teachers' College Male Quartet. Mr. Hunter, general secretary of the shop craft organization, was the principal speaker. He gave a very nice talk on matters pertaining to the employees' organiza-

tion and the benefits afforded by it. Responses were made by others present who were called upon for remarks by Toastmaster Foster. After the banquet the annual ball was pulled off at the Armory, dancing continuing until midnight, when refreshments were served.

### Williston Items

Carman Peter H. Overbye is building an addition to his home in Westlawn Addition. Inspector Erick Mollan is assisting him with the work.

Glen Ellis is the proud father of a new daughter, born November 12. The cigars which were passed to the night bunch at the roundhouse were not elastic enough to reach to the day shift.

Joe LeDosquet, who was rated as a machinist in the past fall has been set back to apprentice on account of reduction in force.

Machinist Manning let a back end main rod fall on his foot last month, and as a result, lost about three weeks' time.

All members of the shop crafts organization thankfully acknowledged the two-cent increase which they received in November but did not take so kindly to the reduction in hours that took effect the same month. It is better, though, for all to make a living during the slack season, than for part to be sitting pretty, and the rest having a hard time to rustle enough to eat.

One evening last month one of the Minot division brakemen went to call on two of our Williston girls, and from the way the girls exerted themselves to entertain him, and make him feel at home, the brakeman thought he had landed in the right spot. Why, do you know, those girls just forced candy and GUM on him all the evening.

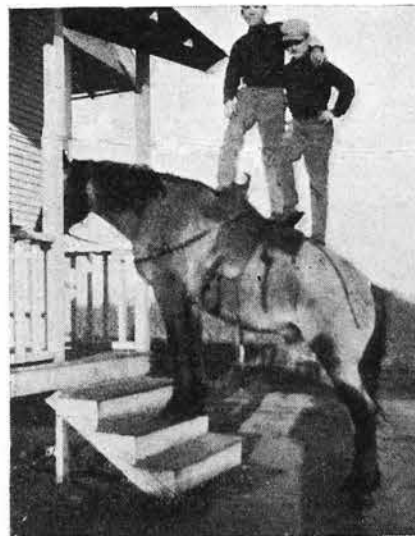
The last reports from the telegraph office, regarding the feud that is on up there, are that John Merklein is offering \$5 an eye for each eye that anyone blacks for Fleming. Nels Flaggett has loaned Fleming another penny, making it ten that Fleming owes him now, and is going to garnish for the amount. Fleming goes serenely on his way without letting any of it bother him and is still circulating the petition to get enough money to send Merklein to Canada for "The Battery Water Cure," which Nels Flaggett took so successfully some time ago.



We show you here pictures of Donald and Roger Skjei, ages 6 and 4 years, sons of Carman R. O. Skjei, and Mrs. Skjei, who reside on one of the five-acre, irrigated tracts adjoining Williston, on which garden truck can be produced in abundance, and chickens raised profitably. The boys look happy, with their friends, the family dog, and part of the brood of chickens which their father raised the past summer.

During the past month two cabs of the Yellow Taxicab Company have been installed at Williston, as has also another private motor cab company by local people. After they had been making Great Northern trains, for about a week, we happened to be at the depot, on the arrival of Great Northern train No. 3, and all the three cabs were there at the disposal of alighting passengers, as was also Williston's Toonerville trolley. Whether it was in the nature of a tribute to the old Toonerville trolley, we cannot say, but anyway the old trolley went up town loaded to the doors while the three up-to-date cabs went up town empty.

During the noon hour at the car shop the other day, the subject of cooks was brought up, and during the discussion of this very important matter, one of the wrecking outfit was heard to say, "Speaking of cooks, I think our cook, Wesley Smith, makes a very good can opener."



Pictured above are Ross, age 13, and George, age 11 years, sons of Carman Edward Phillips, doing a stunt with "Dandy," former quarter mile champion runner of Williams County. The Phillips family live on a 20-acre irrigated tract, a mile and a half out of Williston, which makes an ideal place to raise a family of boys.

One day about two weeks ago, a very pretty little nurse had occasion to call at the roundhouse foreman's office, to obtain some information regarding a former employee at the roundhouse. When she arrived there was no one around but Tom Coleman. Tom of course did the gallant thing, and gave her all the information that he was able to furnish; in fact, he did so well that he very nearly took the young lady out to dinner that evening. He asked her and she refused.

Mauritz Dahl, machinist helper, and Miss Erna Schmidt were married on November 19, leaving immediately for a honeymoon trip to New York, Niagara Falls, and other points of interest in the eastern states. The boys say that Mauritz passed around the cigars all right, but they believe that he had them weighted as only one could be got at a grab. Bill McChesney gave Mauritz a lot of good advice before they left, but whether Mauritz followed it or not, we have not ascertained.

As soon as the increase of two cents took effect, Locomotive Foreman Bill Coleman began to pound Tom Shea and Bill McChesney on the back, hoping to get a little more work out of them, as a result of, and in appreciation of the raise, but about three o'clock of the same day Bill threw up his hands in despair, and retired to his office, completely exhausted, and beat. Old Tom and Bill Mc. have been going at their present rate of speed for too long a time, to let a little matter of a two-cent raise speed them up any.

Locomotive Foreman Bill Coleman took in the Michigan-Minnesota football game, at Minneapolis in November; also had his eyes fitted for glasses.

The Junior Live Stock Special, sponsored by Louis W. Hill and the Great Northern, was accorded a very appreciative reception at Williston, being met by over a thousand visitors, accompanied by a band.

Car Inspector Ray Wood, who laid off some time ago to consult physicians at the Mayo clinic at Rochester, returned home with the instructions to have his tonsils removed. The operation was followed by several hemorrhages. Mr. Wood becoming very weak from loss of blood. We are glad to report that he is now on his way to recovery.

Boilermaker Earl Bennett met with what might have been a fatal accident the other night when his clothes caught fire from a hot brick in the combustion chamber of one of the 2000s. Before Mr. Bennett was aware of what had happened, one whole side of his clothes were blazing and he received painful if not serious burns from head to foot on that side, before the fire could be extinguished.

Paddy Egan, night storeman at this point, for the past three months, has bid in a position at Jackson Street lumber yards and left to take up his new duties. Edward Culkins bid in the vacancy created by Paddy's leaving.

Walter Harwood, locomotive foreman's clerk, was called to Minot in November to help break in a new clerk who had been put on at that point.

Jerry Munn, a former employee of the Williston roundhouse, but now of Devils Lake shops, was a visitor at Williston on Thanksgiving.

Machinist W. R. McChesney and wife spent their Thanksgiving with their daughter and son-in-law, Mr. and Mrs. A. L. Williamson,

at Superior. Mr. Williamson was formerly employed at Williston, but is now filling a foreman's position in a large contract shop owned by his brother at Superior.

Mr. and Mrs. R. O. Skjei spent their Thanksgiving with friends at Medicine Lake, Mont.

Roy Tuttle, third trick desk clerk at the yard office, has been laid off and after substituting for several express employees, left for his home at Devils Lake.

From about thirty-five to forty shopmen had planned to attend a banquet put on at Minot, by the shopmen at that point, on December 11, but because of delay in arranging for a car the trip had to be given up, much to the disappointment of the ladies who had intended to go.

Machinist Ray Milner was called to St. Paul recently, on account of the serious illness of his mother.

Irish McMahon, of the roundhouse, was off several days the past month after having put in several 24-hour shifts—not at his regular duties, however. Got to sleep some time, haven't we, Irish?

The fight fans at the roundhouse were given a treat one day the first part of December, in a battle between two heavy weights of that place—Knockout Tony Boosh and the Battling School Teacher. At the opening of the battle each man was in his place, the Battler on the running board of an engine and Knockout Tony on the ground. The Battler led off with a little flow of taunting language, but as Knockout did not seem to mind it, he went stronger, with such language, that he seemed to have Knockout getting "groggy"; but just when he thought he had got away with it, Knockout shook his head, hunched up his shoulders, and invited him to the ground, where there was better footing. The Battler refused to leave his point of vantage, however, so Knockout took the air route, getting within striking distance of the Battling School Teacher, after which he got his famous right into action. After what would ordinarily have been three fast rounds, the Battler developed a sudden attack of rheumatism, which prevented him from going on with the fight. No referee and no timers were officially present, but the spectators gave the fight almost to a man to Knockout Tony. The Battler, evidently dissatisfied with the popular decision, was last seen looking for the foreman from whom he hoped to get an official decision.

## ST. CLOUD DIVISION

Associate Editor  
JULIUS A. JOHNSON  
Minneapolis, Minn.

The Great Northern Better Service Club, of Alexandria, composed of employees residing at that place, held its second annual banquet on Saturday evening, December 11, at the Commercial Club quarters.

Covers were laid for sixty, which included members and their families. The rooms were appropriately decorated, with a Christmas tree ornamented with lights, and small goats, and the tables were dressed with large bouquets of flowers and place cards emblematic of the Christmas tree.

The menu, which was of the same style as used in the dining car service, listed a fried spring chicken dinner, with all the "trimmings." Members of the club in dining car uniforms, served as waiters; a five-piece orchestra furnished music, while the diners were busy. Progressive games were played during the evening, the prizes consisting of a large framed landscape scene, a five-pound box of candy, and a number of smaller awards. Music for dancing was furnished by radio and phonograph, and later in the evening a lunch was served. Everybody present voted the occasion a most enjoyable one, some even stating that they had not seen good food in such abundance since before the war.

Switchman R. D. Spieker and his wife are receiving the congratulations of their friends, on the arrival of a daughter, born November 21.

Switchman "Butz" Stafford, who had his tonsils removed and has been recuperating, is now back at work.

A baby girl was added to Yard Clerk Ben Johnson's flock during the month, making three of a kind. Another "gold digger," says Ben, who was in hopes of getting some male help to work the potato patch this time.

Frank Johnson, clerk at Union Rip, spent a week recently traveling to South Dakota on a duck hunt. Result, two ducks, or were they mud hens? But, think of the fun he had!

Geo. Eggen, formerly clerk at the Junction, is now a big butter and egg man of the East Side. He operates a grocery store on Como Avenue and has the controlling interest in a silver fox farm at Coon Lake.

Preparations for this season's ice harvest are being made by the Western Fruit Company, and it is planned to start the work about December 15. The program at present calls for loading 700 cars from Pebble Lake, near Fergus Falls, and 600 cars from Green Lake, at Spicer.

John Mayer is still on the sick list. He says he expects to "tune in" on the job about the first of the year.

Harold Hanson made a hurried trip to Sebeke, on December 4, to attend the funeral of his grandfather, who passed away at the age of ninety-six.

John Huch remained in town this year during the holiday season.

Our sympathies are extended to Ed Legacy, on the death of his father, who passed away Saturday, December 4.

Herman Haberer was transferred to the Minneapolis freight house after his job at Alexandria was taken off.

Attendance at the Minneapolis Carmen's School is keeping up splendidly and good discussions have been held during the past month, on the various phases of car inspection. On receipt of the new A. R. A. rules, this subject will be gone into thoroughly, after which car construction and various other matters of interest to the craft, will be taken up and discussed. The meetings are open to all employees, and as discussions from trainmen are beneficial, a warm welcome will be extended to them at the meetings.

Earl Holland and family, of Alexandria, spent Thanksgiving day at St. Cloud.

C. W. Webb was seen in Minneapolis recently, looking fine and fit.

Machinist Bert Null has returned, after spending the entire summer in the ore district, caring for the Mallets, and the boys at Jackson Street consider themselves fortunate to have him back with them again.

Engine Caller Herb Peterson of Jackson Street is fast qualifying as a successful and experienced railroad man. He recently invested in a new 21-jewel standard watch.

Engineer John McHugh suffered a broken arm recently, through a fall, while at Breckenridge, and will be laid up for a while. Friends are hoping for his speedy recovery.

F. F. Schultenover of Grand Forks spent a recent week-end in the Twin Cities, and called at the superintendent's office to shake hands with old friends, before his train left.

Burton W. West returned to work in the superintendent's office on November 22, and shortly afterward announced that he had recently become a grandfather. Owing to his youthful appearance, he had a hard time convincing the gang of the truth of his statement, until he produced evidence in the way of newspaper clippings supporting his assertion.

John Findlan, who manipulates the stoker in engine 2526, has, we understand, looked over the new gas-electric motor car 5100. We are wondering, John, what this is all about? We understand the fireman has very little to do on one of these new engines.

Engineer Matt Riley, who pulls the Gopher State Express, is of the opinion that more space should be allowed in the SEMAPHORE for photographs of the "old timers." However, after seeing him at one of our leading cafes, we hardly think that Matt is in this class.

Engineer Samson is now doing extra passenger work out of St. Paul. Hank says that he likes to pull the varnished cars.

Frank A. Poeple of St. Cloud, announces that he will have one or two good basketball teams in the field this season, and a defy is hurled at the Glacier Park Juniors, as he would like to even up accounts for the defeat handed him last year. The teams are to be known as the "Roosevelt Athletic Club."

James Kiloran, yard section foreman, who underwent an operation at a St. Cloud hospital early in November, is improving at his home.

Leo Mockenhaupt, formerly operator at St. Cloud, is receiving congratulations on the arrival of a son.

St. Cloud division employees were, as a whole, fortunate in their pursuit of big game in Minnesota during the season which just closed. The following is a partial list of names of those who were successful, and returned with their venison: Engineers I. W. Murphy, Jack Richardson, C. M. Hudson and M. J. Hanson; Fireman Paul Butweiler; Conductors H. D. Kirk, F. M. McDorman, F. R. Erickson and E. C. Matchinsky; Brakemen M. B. Heald and E. C. Sarr; G. W. Sullivan, Herman Haack and Al. Bushe of the Minneapolis passenger station; P. B. Hauber and A. F. Feilzer of the superintendent's office; Car Inspector Floyd Johnson, Agents P. V. Michels and A. G. Solum and Operator J. W. Bock. All report a large number of both hunters and deer.



## SPOKANE AND MARCUS DIVISIONS

Associate Editor  
**FRANK W. SEXTON**  
Spokane, Wash.

James Davis, roundhouse foreman at Hilliard, is nursing a sore hand, caused by a small piece of steel from an engine tire having penetrated the flesh.



Engineer Lewis Becker has been ill during the month of December, due to infection of the gall bladder.

Thomas Delaney, formerly roundhouse foreman at Hilliard, visited old friends at Hilliard, the latter part of November.

Machinist James Cantlon and family spent Thanksgiving, visiting relatives in Tacoma.

Engineer D. A. Dick and Mrs.

Dick are spending the months of December and January, visiting relatives in California.

Engineer Knowlton and family spent the Christmas holidays visiting friends on the coast.

Engineer William Birdsong has taken the run on the gas-electric car between Nelson and Marcus.

Engineer C. H. Smith has taken the new run between Princeton and Curlew.

The Q-1 engines, formerly in freight service on the Spokane Division, which were sent to the central district in August, have been returned and are now in service in the second district, replacing the O-6 engines.

Engineer W. R. Krueger was off duty in the early part of December, due to sickness.

Engineer Bert Hinman of the Oroville-Pateros local, visited friends in Spokane the early part of December. He was relieved by Engineer Ed. Bergen.

Engineer H. B. Francis and family are spending the holidays in California, making the trip by motor.

Engineer J. C. Yellman was compelled to lay off early in December, on account of illness occasioned by an attack of pleurisy.

The many friends of Engineer A. B. Wescott were grieved to learn of his sudden death at Seattle the early part of December. For many years Mr. Wescott was switch engineer at Leavenworth, when that terminal was a part of the Spokane division.

Engineer O. R. Day was called to Seattle early in December by the illness and death of his father-in-law, former Engineer Wescott. Engineer David Grant handled Mr. Day's run on the gas-electric car during his absence.

Engineer W. E. Haggart, wife, and daughter Patricia, are spending a two months' vacation, visiting relatives in Kansas, Oklahoma and Texas.

At the recent tri-annual election of the Brotherhood of Locomotive Engineers, R. L. Seavitt was re-elected as chief engineer, and R. Simonson as secretary and treasurer.

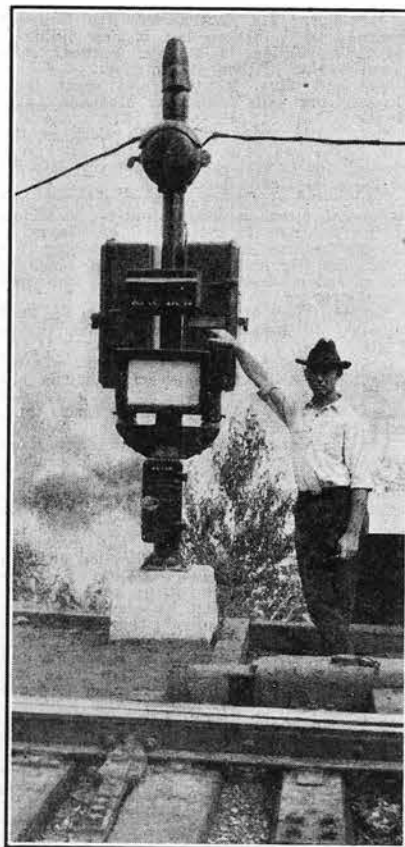
Edward C. Heard died in Spokane, Wash., on December 14, 1926. He was born April 29, 1866, at Harriston, Ontario. He was employed by T. G. & B. Ry. at Harriston and Toronto, 1880 to 1882. From 1882 to 1884 he was employed by the C. M. & St. P. Ry. at Benton Junction, Bird Island, and Aberdeen, and from 1884 to April, 1886, he was with the Northern Pacific.

In April, 1886, he entered service of the Great Northern and worked at Minneapolis Junction, St. Joseph, Fergus Falls, and Alexandria. In September, 1901, he went to Hallock and remained there until October, 1907. In December, 1907, he entered service as relief agent on the Spokane division, and was transferred to clerk in the superintendent's office in August, 1911. He was pensioned May 1, 1926, with forty years of service.

Miss Geraldine, daughter of J. J. Dowling, superintendent of motive power, Seattle, recently spent two weeks visiting her aunts, Mrs. W. C. Watts and Mrs. E. Pearson, at Hilliard.

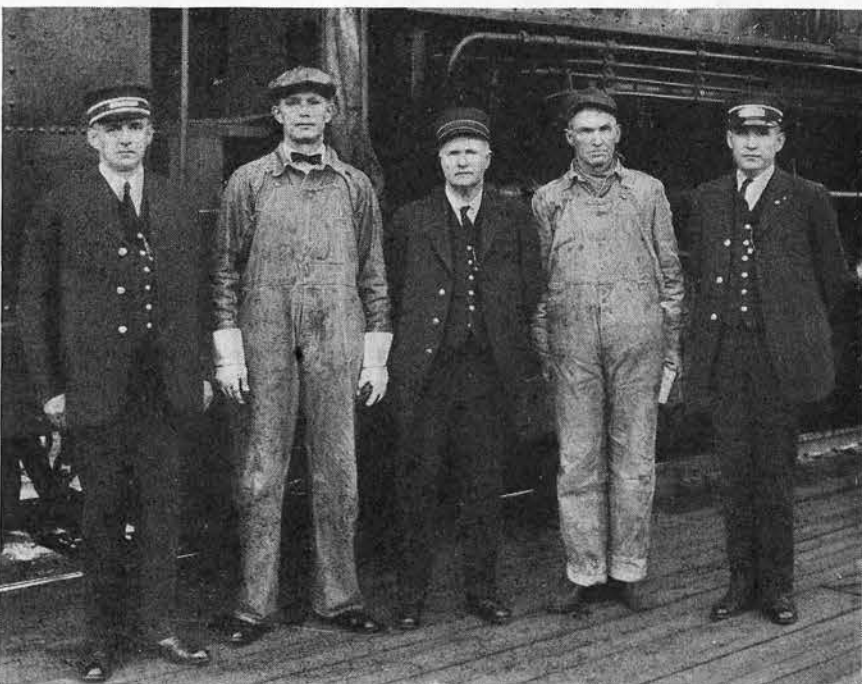
The first steel for the new Pend Orielle River highway bridge at Newport, was swung into place on November 30. The last one of the big piers was completed the first week in December.

The *Inland Empire News*, of Hilliard, announces that Jim Cantlon's minstrels will perform on Tuesday, December 28, in the Jones Hall. If Jim lives up to his previous record, the show should be well worth attending.



C. E. Blackmer

Above is shown C. E. Blackmer, signal maintainer at Spokane, standing at the electric switch at the west end of bridge 269 over the Spokane River. This switch controls the end of the double track between Spokane and Hilliard and can be operated from the O. W. R. & N. Junction Tower by the operator or by switchman who merely has to press the button at the switch.



Queen Marie's Special Crew

The above picture is of the crew which handled the special train out of Spokane on November 6, 1926, on which was Queen Marie, of Roumania, and the Royal party. Those in the picture from left to right are: A. F. Schlagel, trainman; O. W. Doble, fireman; E. H. Touhey, conductor; H. S. Landers, engineer, and C. H. Russell, trainman.

Harold, son of Roundhouse Foreman E. Horn, of Marcus, was recently elected president of his class at Stanford University.

Frank Tate, signal maintainer at Harrington, was recently called to Glyndon, Minn., by the sudden death of his father, W. E. Tate. Mr. Tate, senior, was agent at Glyndon, and one of the oldest telegraphers in point of service, on the Great Northern system.

At a recent election, G. E. DeChenne was elected local chairman, for the Brotherhood of Maintenance of Way employees.

The sympathy of the SEMAPHORE, and the Spokane division employees is extended to Brakeman and Mrs. George W. Brown, of Hilliard, on the tragic death of their daughter, Vivian. The young lady, who was a student of the North Central high school, was accidentally shot with a small caliber revolver. It was thought for a time that her life could be saved, but complications resulted, which caused her death.

Conductor J. M. Bond, of Marcus, was painfully injured on November 23, while switching in the yards at Meyers Falls. Some careless loader had left a stick of timber protruding from the side of a car of lumber, which could not be seen in the dark. Mr. Bond, hanging on the side of a car was struck by the stick, knocked off, and painfully injured about the mouth and lower jaw.

The Pure Oil Company announce the appointment of Harry Mudgett, formerly a machinist at Hilliard, as manager of their new station at Wellesley and Market.

Mrs. Hugh McShane, wife of machinist at Hilliard, who has been critically ill for some time, is now reported as improving.

August Hedin, veteran painter, accompanied by his daughter, recently spent a short vacation, visiting friends at Seattle.

Engineer H. H. Dean and his brother, Charles, recently made a hunting trip in the vicinity of Pasco. The reports, however, are that Mr. Dean is suspiciously silent as to his success.

Walter Harmon, store foreman, recently spent ten days visiting his parents at Devils Lake, N. D.

C. M. DeLong, carman at Hilliard, and Mrs. DeLong, have returned from a trip to California.

Fireman A. W. Doble and wife are spending the holidays with Mrs. Doble's relatives at Morristown, N. D.

Cement piers for the new double track span bridge 269, at the east end of Spokane yard, are now completed.

Mrs. H. Stephenson, wife of agent at Meyers Falls, returned recently from a visit of several weeks at Philadelphia.

Dr. C. P. Getzloff, company surgeon at Priest River, is in the Spokane hospital, suffering from sleeping sickness. It is understood that his condition is serious.

Work has been started by Contractors Morrison and Knudson, on the new tunnel near Camden. This tunnel is in connection with the Scotia Canyon change of line, which, when completed, will result in greatly improved alignment.

Kathryn Kelly, daughter of the late F. P. Kelly, conductor, was married on November 27 to Frank Foster of Spokane. The ceremony was performed at Our Lady of Lourdes Cathedral, Spokane, with only the immediate relatives of the two families in attendance.

Agent Casey at Hilliard, accompanied by Mrs. Casey, spent the Thanksgiving holidays with their son, Edward Casey, at Cutbank, Mont.

Gladys O'Connell is now working third trick at Naples.

Melville Morice, extra operator, recently spent a short vacation with his brother at Naples.

Marilla Crissey, operator at Lyons, has returned to work after visiting her mother in Iowa.

Marie Garber, operator, spent a short vacation on the coast.

P. D. McIntyre is now working second trick at Leonia.

Ray Harrington is working second trick at Bonners Ferry, temporarily relieving Mrs. Howard, who is visiting in the East.

Floyd Salvage is temporarily installed as agent at Marlin, relieving A. E. McKane.

Joe Hood, second trick operator, Hilliard office, is off on sick leave, and is being relieved by Operator Cook.

Carl Julian, extra operator, employed during the fruit rush, has returned to his home in the sunny South.

Louis J. Manetsch, operator at Harrington, attended the big football game at Spokane on Thanksgiving day. It is reported that Louie allowed his enthusiasm to overcome his judgment in betting on Gonzaga.

W. J. Forsyth spent the early part of December working the second trick at Naples on account of the sickness in the family of Operator Strong.

Mrs. C. E. MacDaniels, wife of the popular yardmaster at Spokane, has been seriously ill at the Sacred Heart Hospital, but at this writing is reported to be improving.

Miss Ruth Gosselin, formerly employed as stenographer in the telegraph department at Spokane, was married at Olympia, on November 20, to Mason Irwin of Seattle.

Morton Milne, who has been working as operator at Leonia during the fruit rush, has now resumed his former desk, as check clerk in the Spokane relay office.

Beatrice Spores and Gladys Mallett, two of our popular stenographers in the passenger depot, spent a short vacation at Seattle.

On account of the reduction in freight service, the following changes have been made on passenger runs out of Spokane: Leo Cantlon has displaced Fred Bowen on Nos. 3 and 4; H. J. Meyers has displaced W. H. Starks on Nos. 1 and 2; L. R. Lewis has displaced F. S. Cook on Nos. 1 and 2; Hugh Gallagher has displaced George Hebron on Nos. 3 and 4.

John Peterson, foreman of B. & B. crew, putting in new piers at bridge 269, was the victim of an accident which might have resulted very seriously. On December 8 John stumbled, and fell head foremost from the deck of the bridge, striking a cap in his fall. His head was seriously cut, necessitating several stitches being taken. The water at this point is very deep and unusually swift for this time of the year. The cold water revived him almost immediately and he was fortunate enough to grasp a log, which supported him until help arrived. Aside from a scalp wound he is none the worse for his experience. John says, "You can't kill a Norwegian on a bridge!"

The strange atmospheric condition noticed around Spokane passenger station recently, gave rise to several rumors, the reports ascribing the cause to everything from electric storms, to an earthquake in Italy. Thorough investigation, however, developed that it was only the reflected rays from Deacon Byram's new overcoat!

Veteran Engineer George McLain, who underwent a serious operation in November, is now improving nicely.

During the month of October, 76,000 cars were handled through the Hilliard terminal, this being 4,000 more than the number handled in the same month last year.

### Appleyard

Well, here we are again! So far our correspondent has escaped serious injuries; but we dread to think of what is liable to happen at any moment.

Machinist Charlie Kuerth has resigned and gone back to the great open spaces around

Polson, Mont., where it gets so cold that when a man dies—so Charlie says—they sharpen his feet and drive him into the ground.

Bill Kendrick, machinist helper, has resigned, and departed for parts unknown.

Florian Bauer and his newly acquired wife are visiting back in St. Paul. Mrs. Bauer says that Florian is one of those "wonder" husbands. She "wonders" where he is most of the time.

The recent reduction in force made quite a few changes in the roundhouse; Phil Green and "Red" Thompson were both cut off—a change in colors, so to speak!

Oatis Elam, in telling about the wicked old days at Leavenworth, when a man could get a drink without buying a whole bottle, reminds us of the story of the old cowpuncher, who, in his younger days had sown many and many a wild oat. Someone had presented him with a copy of the Bible and underlined the Ten Commandments. The old cowpuncher read the Ten Commandments through several times, stopped, and meditated on his own wicked past, then read them through again and then remarked, "Well, I ain't killed anyone, anyhow!"

The popular conductor, Nick Cowling, who was by a great majority recently elected to the office of justice of the peace, has declined the honor, owing to pressure of other business.

Machinist Helper John Prohucki is certainly playing in hard luck. In the last issue of the SEMAPHORE we reported his loss of one brand new tan shoe while out hunting. This month we regret to report that he is advertising for his watch.

And talking about watches, "Cy" rises to remark that he once dreamed his watch was gone, and when he woke up it was going!

Engine 735 has been put away in the "bone yard." Among those left to mourn are four hostler helpers, one fire boy and one fireman.

Our fair roundhouse clerk, Lillian Lovegrove, is again all smiles, having found her lost Goodyear Zippers (Pat. applied for). On coming to work the other morning, Lillian proudly displayed her brand new Goodyear Zippers (Pat. applied for)—then took them off. Roundhouse Foreman F. B. Slavin mistaking them for a couple of engineer tool boxes, told a Jap to put them away. Mr. Slavin's word being law around here, the Jap thinking probably of the "Charge of the Light Brigade," asked not the reason why, and put the Goodyear Zippers (Pat. applied for) away in the stationery cupboard.

When the time came for Lillie to go home, no Goodyear Zippers (Pat. applied for) were in sight. A frantic search here, there, and everywhere, and still they were conspicuous by their absence. Mournfully indeed did Lillie betake herself to her Ford, feeling that life was not worth living. At her home with her heart full of bitter thoughts sat Lillie. When suddenly—to the phone—"1158 Black? Mr. Slavin! Oh, yes, yes, yes—what? Yes, in the stationery cupboard! Oh, thanks, so much—excuse me, I'm in a hurry!" The distance from the roundhouse to Lillie's home is two miles. Lillie hung up the receiver at 8:53 P. M., and at 8:56 P. M. Lillie was all smiles, having recovered her Goodyear Zippers (Pat. applied for).

## WILLMAR DIVISION

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

The First Prize for the best reception accorded to the Junior Live Stock Special, that exhibited in November at various points in Minnesota, North Dakota and Montana, was awarded to Appleton. Much of the credit for the splendid reception is due our genial agent, H. D. Nicholson, who was chairman of the local committee, which handled the arrangements, and worked hard for its success.

Appleton is a prosperous little city, and the people of that community, and Mr. Nicholson, have reason to feel proud of their success.

K. C. Hartung, agent, Wentworth, S. Dak., who was compelled to undergo an operation for appendicitis at Ainsworth, Nebraska, is reported to be doing fine; he expects to be back on the job by the first of the year.



Picture shows a string of new outfit cars which were recently rebuilt at Willmar, under the supervision of Car Foreman N. A. Jensen. Nels asserts they can't be beat, and we believe it.

Daily freight service on the Huron line is developing a nice bunch of new business, which should continue to increase and thus assure permanency of the service.

Pheasant season is open in Beadle County, South Dakota, and will remain open until January 31, 1927, the limit being three birds each day. The lucky nimrods down that way, however, say that you are welcome to them, as its not very pleasant to hunt at this season of the year, and only a few are taking advantage of opportunity to get a pheasant feed.

Conductor Simon Rodberg is back on the Browns Valley Line, and everybody in that territory is glad to see his smile again.

It may not be of general interest to the division, but the many friends of Warehouseman E. L. Galloway, at Huron, will be deeply interested in the fact that he has at last received the *made to order* shoes, ordered through Operator Buckley, and is now satisfied, even though the shoes are one inch too wide and four inches too long.

Carp fishing is good on Big Stone Lake, Browns Valley, this winter, one haul having netted four carloads by freight, one express and three live cars by express, all for New York.

While visiting an orphan home in Sioux City, recently Lineman Arthur Broas and wife of Garretson, were so captivated by the smiles given them by a little babe, that they took immediate steps to adopt it. It goes without saying that the tot is indeed fortunate, to become a member of this hospitable home.



Picture shows Jerry Gaetz, son of Trainmaster M. L. Gaetz, Willmar, with his two best pals, Dad and pony.

Dispatcher R. A. Phillips, after taking a turn at dispatching at Willmar decided on the agency at Ruthon where he is now located.

C. Berge, agent, Ihlen, is congratulating himself upon his lucky escape in a recent auto accident, in which neither himself, wife nor baby were injured, although the car turned turtle.

A new steam heating device for heating passenger equipment, has been installed at the roundhouse at Yankton, South Dakota, which does away with the use of Baker heaters in layover passenger equipment, steam being furnished from an engine in the roundhouse.

Toney Holmoltz, agent, Viborg, South Dakota, has returned from the Black Hills with his deer. He says *dears* are plentiful in the hills this year, and only regrets that he could not stay longer.

J. L. Miller, retired traveling engineer, gave Willmar office a visit a short time ago, on his way to Hot Springs, Arkansas, where he will be located during the winter months, taking hot baths at the Army and Navy Hospital.





Ye Melodie Four

The picture shows "Ye Melodie Four" quartet of Willmar, which won national honors for the American Legion Auxiliary at Philadelphia last October, and accompanist. Myrtle Johnson, roadmaster's clerk is standing second from the left.

Sympathy is extended to Mrs. L. E. Gooch, widow of former Conductor Gooch, who passed away a short time ago, after an extended illness.

Carl Carlson, chief clerk and associate editor, Minot Division, spent Thanksgiving at Willmar with his mother and other relatives. Carl says the Minnesota turkeys are far superior to the Dakota gobblers and usually manages to get back home to partake of the big feed.

Reuben Young, third trick, Penneck, has been on the sick list for some time, Ross McDowell relieving.

Doc Dougherty, former checker, Willmar, 4 p. m. to midnight, was recently bumped, and Doc is now himself again. With his numerous social affairs, the former hours did not suit.

Ted Wright, signal maintainer, Bedford, North Dakota, spent Christmas at the home of his parents Mr. and Mrs. H. V. Wright, Willmar, and enjoyed his semi-annual square meal.

We are all curious to know what became of the black cat that Pat Kielty and Bill Donovan found in their caboose. We understand that both Pat and Bill are looking for the guilty guy that killed the black creature on them. Pat says he doesn't believe in having a black cat for mascot.

H. R. Lyons, general chairman for the clerks, visited Willmar just after a heavy snow about two weeks ago and accused Chet Lambert, yard clerk, of having snow shoes concealed about him, basing his surmise upon the speed Chet makes through snow drifts, getting car numerals.

A. Lindberg, of the Willmar Store, has gone into the candy business during the Christmas rush, Yardmaster Bill Lawler being the first and biggest patron. It has been Bill's hobby every Christmas to have a big supply of candy in the yard office, and all conductors, switchmen and brakemen who call on business or otherwise, are urged to accept a box. No wonder Bill has many friends.

Since the roads to St. Cloud have become impassable, Ed. Stenson, trainmaster's clerk, is reported to be figuring on a plane.

Charles Dolan, relay operator, Willmar, hasn't been seen up town unaccompanied, in the memory of some of our older citizens and the boys are quite expectant. Don't hurry, Charles, keep 'em in suspense.

Earl Holmberg, clerk, Willmar freight depot, took one of the leading parts in the recent American Legion home talent play, "Why Smith Left Home," and played his part like a regular John Barrymore.

#### "Strange Sights Around Town"

J. R. Welch, without a cigar; Geo. Sander-son, wearing a cap; Jim Fitzgerald, wearing overshoes or rubbers; Doc Dougherty, without Nina; Sam Solverson, without a white collar; Ed. Odell, without his dog; Harry Stenson, without a smile; Flop Polifka, without his dinner; Lawrence Downs, when he isn't going to Kerkhoven.

Conductor Fred Hedding and wife, Yankton, spent 10 days in the Twin Cities visiting friends and getting acquainted with Santa Claus a short time before Christmas.

A. L. Lee, agent Fairmont, N. D. is spending the holidays visiting relatives in Vancouver, B. C. and Seattle. Chester Blackman relieving.

Verne Powell, assistant signal supervisor, coming from Atwater in a raging blizzard, Sunday night, December 12, had the misfortune to bend an axle and tear off a fender from his car, making it necessary to abandon it. These pesky lights in Atwater are sure the berries, eh, Verne.

Engineer R. T. Johnson, Willmar has the distinction of having shot the last duck of the season. While out on Foot Lake, fishing through the ice, December 7, he spied two greenhead mallards and brought one back. Ross, however, reports poor luck fishing and blames Bill Jensen, machinist, for misinforming him.

Conductor J. B. Fitzgerald, has been nicknamed, "Knute Rockne" by the boys, on account of his staunch support of his fellow Scandinavians.

#### Sioux City

We are glad to learn that John Philby, switch foreman, who has been in the hospital for several weeks and underwent an operation on December 8 is getting along as well as can be expected.

Pete Moran, switchman was called to Geddee, S. D. on account of the serious illness of his father.

Gilbert Carlson, checker, is the proud father of an eight and a half pound boy. No wonder all the boys were smoking cigars. Congratulations.

Another familiar figure at this station has passed from our ranks. Orrin B. Smith, caller at the warehouse, died of diabetes on December 7, after being confined to the hospital for several weeks. He made many friends, having worked with us since March, 1918. Our heartfelt sympathy is extended to the family.

P. F. Connelly, retired roadmaster has returned after an absence of eight months, on the west coast. It is pretty cold to come back here now, but we are glad to have him here. Sioux City must look good after all.

We might say Iowa has "unusual weather" as they term it in California. On Dec. 7 we had a very heavy snow fall for about 24 hours straight. On Dec. 9 and 10 it thawed, and we might have thought spring was on the way, had it not been for another heavy snow fall on the 12th and extreme high wind. Yardmaster Fred Schlieck says he does not know which he would rather have to buck-snow drifts, or a high wind, but believes he prefers the good old summer time. It isn't so easy for us to get used to 10 below zero weather, such as they have a little north of here, and there is colder weather forecasted for us. "Let's have some heat, please Mr. Weatherman."

Clinton Hunt moved over from Minneapolis the other day. I don't blame him. I hate like everything to live over there and not talk it. Clint moved into Lumberg's old home on Jackson Street.

Larry Mullerey thinks he's somebody since John Lane was elected. Larry seems to think the whole county will be operated from Como Villa.

Wonder who the fellow is who pulls that girl up the hill, toward the Capitol every noon? Ed Miller is a busy man these days. Gas-electric car 2314 is in for a general overhauling. I guess Ed's there all right, on these internal combustion engines or eternal combustion, or whatever they are.

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A. E. Near

trains have been late, and so many men have been working out on the track clearing away the snow, and the smoke whirling, whirling, until it was really thrilling. Gee, but it was cold!

Great Falls, Mont., has nothing on the Jackson Street shops, St. Paul, Minn., even if superstition was an element, as Near's license number was 19413 and the deer was shot on Friday. As a proof above is a snapshot of one of the largest deer shot this season in Minnesota. A. E. Near, carpenter at the Jackson Street shops, St. Paul, Minn., was the successful nimrod.

The deer weighed over 300 pounds and measured nine feet from the tip of its nose to the end of its hoofs. The animal was killed about twenty-five miles from Grand Rapids, Minn., with one shot, while in mid-air, and then dragged two miles through the underbrush to the highway. It was only after prolonged pursuit by several hunters, all of whom emptied their automatics at the fleeing deer, that Mr. Near brought it down.

Clinton Hunt moved over from Minneapolis the other day. I don't blame him. I hate like everything to live over there and not talk it. Clint moved into Lumberg's old home on Jackson Street.

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## HILLYARD

Hillyard Machinist Local No. 16 is again heading the list for big doings. On the evening of November 20 they held one of the nicest and best arranged parties ever put on by any local. Promptly at 6:30 p. m. a chicken dinner was served by the Ladies' Aid of the Congregational Church for the members, and their families. Plates were laid for 250 and every one present ate to his heart's content, except one Scottish foreman, who consumed so much that it was necessary to assist him from the table, and he was unable to take any further part in the program.

After the dinner the following program was given: Selections by Meyers String Trio; clog dance by Mr. Cadigan; banjo and piano duet, Miss Hobson and Mr. Olinger; selections by the Shop Quartette; monologue by Mr. Hessline, ventriloquist; reading by Miss Wyley.

Following the program the floor was cleared for dancing, the music being furnished by Steve's Orchestra.

The members of the Local wish to thank the Ladies' Aid and the committee for the enjoyable evening.

Sam Smotherman, painter, and family spent the holidays with relatives at Los Angeles, Cal.

Roy Walker, painter, accompanied by his family, spent a short vacation visiting friends at San Francisco and Los Angeles.

The boys in the machine shop are boasting of the new sign, which was recently erected over the machine shop, facing the main line. They assert that it is the best sign, and best piece of advertising on the system. When out our way look it over.

The sympathy of the SEMAPHORE and Spokane division employees is extended to George Rose, veteran car clerk in the superintendent's office, who has resumed his duties after attending the funeral of his only son, George Jr., which was held at Spokane. The boy was found dead on the highway near Rockford, Ill., apparently the victim of a holdup man, as it was evident that he had been slugged, robbed, and left to die from exposure. He is survived by his father and five sisters.

## DEVILS LAKE

H. B. Ridgedale, machine foreman, attended the Shrine Ceremonial held recently at Grand Forks, N. D.

Joe Schuck, machinist, Dominic Schiele, boilermaker, Jacob Ell, boilermaker apprentice, and Jacob Rerick, boilermaker helper apprentice, requested transportation to St. Paul, for themselves ALONE. Our guess is that Christmas meant a good time for them!

Geo. Kuntz, car repairer, and wife and John Kuntz, boilermaker, and small son, Peter, spent Thanksgiving with relatives at Great Falls, Mont.

Among the boys from the local shops who are spending the Christmas holiday at Portland, Ore., are Leo and Neal Moylan, Carl J. Kettwig, Henry Bergmann, and Thomas Holstein.

Anne Poole, niece of H. E. Poole, boilermaker foreman, returned to her home at White Earth, N. D., for the Christmas holidays. Miss Poole is making her home with her uncle while attending the local high school. Leon Poole, machinist helper and brother of Miss Anne, also spent the Christmas holidays at his home.

Mr. and Mrs. Everett Holmes went to Leeds, N. D., for Christmas, where they visited with friends and relatives. Mr. Holmes was formerly of Leeds, N. D.

Mr. and Mrs. K. Aklestad and daughter, Anna Mae, spent the Christmas holidays with relatives at International Falls, Minn. Knute took the big fur coat along, thinking it would be pretty cold at "the Falls."

Clarence Hann, machinist helper, spent Christmas at Crosby, Minn., with his parents. Contrary to expectations, "Bud" did not go via the "Henry."

Neil Blackey, car repairer, and wife spent the holidays at St. Paul and Minneapolis, Minn. Helen Mary Lahey, daughter of Geo. Lahey, car repairer, came home to spend her Christmas vacation with her parents. She is a student at the Globe Business College, in St. Paul.

Mr. and Mrs. Martin Gosseth and son, Harvey, went to Page, N. D., for their Christmas dinner. Mr. Gosseth is employed as tankman.

Thos. Opelia, boilermaker helper, spent Christmas with his family at Browerville, Minn.

Richard Lenz, car department oiler, and wife forsook the cold prairies of North Dakota during the Christmas holidays and spent a week on the western coast, returning by way of

Kennewick, Wash., where they visited with friends and relatives.

Rudolph Amoth, machinist helper, and wife spent the Yuletide at the home of Rudy's parents at Wales, N. D.

Leonard Docken, machinist helper, has heeded the call of the ice and is now spending a considerable amount of time on his skates, at the newly constructed ice rink at the east end of Fourth Street. Leonard advocates that more of us try it. "It's a great sport!" he asserts.

If you don't think it's cold in Devils Lake, ask Bill Dennis, tractor driver. He is outdoors the greater part of the time, and he has had two frozen cheeks to Storekeeper Hoult's one! Mr. Hoult is quite willing that you take all laurels, Bill. He says he's had enough!

Mrs. John McManus and Margaret, Hugh and George, wife and children of Car Repairer McManus, left recently for Bakersfield, Cal., for the Christmas holidays.

The Association of Mechanical Supervisors of the Minot and Dakota divisions held a meeting at the local shop on Sunday, December 19, at which time officers were elected for the year 1927.

Jerry Mumm, boilermaker helper apprentice, wife, and small son, Ralph, enjoyed a happy family reunion at Christmas time in Minneapolis, at which time they met Mr. Mumm's parents, whom he has not seen for over seven years. They live in Colorado.

Mr. and Mrs. Wm. Rossin and family will leave soon for Vancouver, Wash., where they will visit at the home of their daughter. While in the West, they will also visit Portland, Ore. Mr. Rossin has been employed as boiler-maker helper for a number of years.

## SUPERIOR

We are all aware that the hunting season for deer, of the four-legged variety, is now over, and judging from the stories circulated among the shop men, they more than got their share of game, although most of these stories have to be taken with a grain of salt.

Our car foreman—Cebulla and Carman Herubin, were evidently fortunate enough to get their eye on a buck, although we believe it was of those "spike horn" variety. For those that don't know what a "spike horn" buck is, it is one of the kind that you shoot at first, and measure the horns afterward. Those who were in the vicinity of these two expert hunters, state that enough shots were fired to fell at least thirty-eight, of this variety of deer. It might have been the echo from the gun reports that sounded like so many shots. We are not quite sure of the distance at which the hunters brought down their deer.

We are also told that Johnny Grant, blacksmith foreman, was out the first day sniffing the air, but could not get the scent on a buck, due to the fact that it was too cold; or at least, that is his excuse for not getting his venison.

Assistant Car Foreman Lindberg has been seriously ill for some time. It has not yet been decided whether it will be necessary for him to undergo an operation. Our sympathies are with Mr. Lindberg, who has been followed by a Jinx since last summer. We hope that when he pulls through this he will also sever his connections with this ill fortune that has been pursuing him.

Friends are hoping for the speedy recovery of Mrs. Laysek, wife of Boilermaker Foreman Laysek, who has been ill for some time.

Tankman Andrew Barbo had the misfortune to lose his eldest son, who succumbed to the serious injuries sustained by being struck by one of these "speed maniacs" or "road hogs." The shop men wish to extend their sympathies to Mr. Barbo and also to other relatives.

The mother of George Sheskern, tinshop foreman, passed away recently at St. Paul. The tinshop force and other employees in the locomotive shops extend sympathy to the bereaved.

Machinists Stanley Anderson and Ed. Sampson having invested in new radios, are from all accounts, listening-in till the "wee small" hours. When Ed. Sampson laid off recently he pleaded an abscess in the ear, as an excuse, but we doubt very much if this was the real cause he being one of the new radio fans, and we all know how a new radio takes hold on a new fan.

## ST. CLOUD

Painter Alex Heurung was in a race with Irving Berlin, not to compose a new song, but to become the daddy of an eight pound baby girl. However Alex was two days behind, the

little girl arriving at the Heurung home in Waite Park Nov. 27. Cigars were plentiful in the paint department.

Car Repairer Andrew Wlaznek passed cigars, the event being the arrival of a baby girl at his home.

Carman and Mrs. Paul Stueve attended a family show at the Grand Theatre recently, and were fortunate to win first prize, it being a silver egg beater. Undoubtedly Paul will be kept busy in the kitchen for some time now.

Carmen Apprentices Alphonse Sobkoviak and Albert Jagielski spent the Thanksgiving holidays at Devils Lake, N. D., where they were the guests of Paul Zontek, car foreman of the Devils Lake shops. Mr. Zontek is a former St. Cloud man, and worked at the local shops prior to his promotion. While there the boys made a thorough inspection of the shops, and were surprised to find entirely modern conditions; and they say the "moon didn't shine" in Devils Lake either, as only real drinks were served.

Carman Freeman Anderson returned recently from Billings, Montana, where he spent several days on the old hunting grounds. Mrs. Anderson was formerly a Billings girl.

Car Inspector Jake Rassier has returned to work, after a brief illness.

The sick committee reports Carmen Henry Bahe, Henry Felt and Helper John Holmer are still confined to their homes. Carman Sylvester Kirchman is also ill, but is expected to be on the job soon again.

Carman Peter Gross and Mrs. Gross spent November 26 in St. Paul visiting friends.

Mrs. Dan Gohl, Mrs. Herbert Boerger, and Mrs. Math Malisheski, wives of carmen, made a gigantic shopping tour in Minneapolis Nov. 22. They didn't buy the phonograph, but got some real bargains on gents' hosiery.

Among the men at the G. N. shops, there is a real business getter in Car Estimator Anton Ethen. When the State Federation of Catholic Societies met at Melrose, sometime ago, Toney secured a G. N. special from St. Paul, which enabled many St. Cloud people to reach Melrose at a nominal price.

Carman Geo. Schiedinger has become manager of the St. Cloud basket ball team. Judging from the lineup George has, his team will carry the entire state this winter.

A collection amounting to \$103.05 was recently taken up in the mechanical department for victims of the Avon fire, which will be considerable help to the stricken family.

Friends of John H. Walter, Great Northern pensioner of Minneapolis, are extending sympathy to him and his children over the recent death of Mrs. Walters. The SEMAPHORE joins in the condolences to the family. Mr. Walter retired in 1920 and the same year he and Mrs. Walter celebrated their golden wedding.

Condolences are extended to the wife and family of Rasmus Christenson of Kokato, Minn., who passed away in November. He was in the service of the Great Northern for forty-three years and retired in 1913. He had been ill for some years. He was one of the pioneers in railroad work in Minnesota. The Great Northern Veterans' Association provided the pallbearers for the funeral which was held on November 16.

Carman Art Dehler, and Mrs. Dehler, are planning an extended trip to the Pacific coast.

Among the car repairers who were fortunate in getting a deer were Walter Wendt, Percy Doble, and Paul Ford. Carman Helper Frank Zimmer also brought one home. John Krafty, however, was out of luck this year. He attributes his ill luck to Ted Sartell, who was supposed to accompany him and went squirrel hunting instead. Now Ted has begun to chew snuff, and all that kind of stuff.

Carman Art Des Marais and family, spent Thanksgiving at Buffalo, Minnesota, with relatives.

Laborer Norbert P. Koshiol has been promoted to stationary fireman.

In the recent promotions in the National Guard, Carman Geo. Schiedinger became second lieutenant and Car Apprentice Isidor Rosemarck was raised to the rank of corporal. Schiedinger was formerly mess sergeant.

Carman Roy Vangender and family motored to Zimmerman, Thanksgiving Day, where they visited with Mr. Vangender's folks.

Carman Fred Jaeger is constructing a home at Sauk Rapids.

Frank Meixner, machinist helper, is the proud "daddy" of a baby boy, born in November. Frank was never so tickled in his life.

Paul Holman, blacksmith helper, was on the sick list for ten days, afflicted with quinsy. He's back on the job now and feeling fine.

Supt. F. C. Lindt, who is numbered among the Great Northern nimrods, returned the other day with his usual number of ducks, which he shot in the neighborhood of Horse-shoe Lake.



Blacksmith Helper John Lauerman went to St. Paul Monday December 6, to call on his brother Math, who has been operated upon for a rupture.

John Schaefer, carman, mourns the loss of his son Joseph, 31 years of age, who died November 11. Sincere sympathy from the G. N. shopmen is hereby extended to the bereaved parents.

John B. ("Hap") Schneider of the boiler room force, spent a ten-day vacation, visiting his folks, who live at Marshall, Minn. "Hap's" smiling face again gave rise to suspicions that a "fair one" awaited him there.



Peter Brick

In the above drawing the cartoonist shows "Pete" Brick, of the blacksmith shop as he started out on a deer hunt. "Pete" did not only start out, but pretends to have brought back a young doe. We do not doubt Pete's veracity, but Al. Tamble, a co-worker says—as the deer had two shots in its carcass, and another gun report was heard simultaneously with the shot Pete fired, he has a reasonable doubt as to who has the right to claim the deer.

A recent hunting party, consisting of the following Great Northern nimrods: Nic Roeder, Edie Hoffman, Frank Lauerman, and Paul Hohman, went out in the neighborhood of Belgrade, Minnesota on a rabbit hunt. They bagged thirty-five on one of their hunting trips.

The supervisors of mechanics of the shops and St. Cloud Yards, and their wives, were entertained at the A. O. U. W. Hall, Thursday evening December 2. Five hundred was played at eight tables, and prizes were awarded to Mrs. Peter Zierden, Mrs. Gust Olsheski, Peter Spoden, and G. R. Watland. A sumptuous lunch was served. Shop Superintendent and Mrs. F. C. Lindt and District Storekeeper and Mrs. G. R. Watland were guests. The committee in charge of the event were: Chairman E. A. Dezlar, William Goerger and Joseph Theisen. A three-piece orchestra, under the direction of Francis Zimmer, furnished the music.

Carman Mike Zdunek retired Nov. 30, 1926, after twenty-eight years of service. The boys in his craft presented him with a silk tie and scarf, and a gold watch chain and fob. The fob bore the following inscription:

Token  
of  
Esteem  
From  
G. N. Car Repair Men  
Nov. 30, 1926.

Eddy Burns, store foreman, took his trusty gun and invading the wilds of Northern Minnesota, bagged a good sized deer.

Erma Kost has returned from a trip to Los Angeles, California, and Lincoln, Nebraska, where she visited with friends and relatives. She reports that there was plenty of hot weather, but no container in which to bring it back.

Earl Ehrlich has returned after a two weeks' vacation, during which time he visited at his home in Missouri.

Another license, another knot, another young couple started out from the Terminal "Single Bliss" to glide over the shining rail of matrimony. Lawrence Boerger and Hazel Arvig, two faithful employees of the Great Northern were united in marriage on Nov. 26.

At the present time they are making their home at 420 6th Ave. So. We congratulate both of them and wish them a long, happy, and prosperous married life.

On Wednesday, November 24, Dinty Moores club gave a dance, which was well attended, in the A. O. U. W. Hall. The G. N. Pirates furnished music for the occasion. Dinty Moores club was organized for the promotion of a better kitten ball team, and the funds obtained will be used accordingly.

The following brought back their deer this season: Ed. Burns, Frank Esplan, Paul Ford, James Welsh, Peter Brick, Sylvester Mallon, John Ertl, Walter Wendt, Percy Doble, Frank Zimmer.

## WILLMAR

John Lee, machinist helper, has been on the sick list for the past two weeks with an attack of pleurisy. We hope his recovery will be speedy.

J. B. Haslett, locomotive foreman, drove down in his big glass wagon the other morning, and with all the surplus power stored under that long, hooded dreadnaught, it took seventeen husky boilermakers and machinists to lift his car out of the snow so that Jim could get to his warm dinner on time.

J. W. Bell is surely stepping out among them now, being the proud owner of a Chevrolet landau sedan.

Johnnie Anderson, boilermaker, is the proud daddy of a little future boilermaker, weighing 10 pounds. The cigars were fine, Johnnie. Here's hoping his name will appear on the presidential ticket in 1968.

Peter Derig, boilermaker foreman, spent a recent week-end visiting with his family in the cities, and incidentally calling on Santa Claus and his reindeers.

We have twenty, or more, young chaps in the shops who seem to be in the field for a marriage license at this time, due to the 20-minute lunch period, and who are inclined to think that a good little cook of their own would be just the thing. Any applicants are requested to call at the shops during lunch hour and look 'em over.

"Val, boys, vat you know about dis," Pete LaClair, the newly appointed secretary of the Shop Craft, went to lodge the other night. Up, up, the stairs he plodded, under one arm holding his famous violin, and under the other, his typewriter. It was a trifle after eight bells when Pete finally came to the anteroom, and behold—it was locked! As usual, Pete made a lot of noise and the outer guard peeked through the wicket and shouted, "Who comes here?" "It is me," said Pete. "Well, who in Sam Hill is me?" asked the outer guard. "Well, you see it's this way," said Pete, "I am the newly appointed secretary and I'm a little late; open the door." "No, I won't," said the outer guard, "unless you have the pass word; come on out with it or you will have to stay out. Oh, no, that is not the pass word, imposter you must be," and the outer guard opened the door and said to Pete, "Are you sure you are at the right place?" "Yes," said Pete, "we meet at Carlson's hall on Thursday night." "Ha! ha!" said the guard, "that's a good joke; this is Wednesday night, and the Modern Woodmen are now in session." "Ugh! Ugh!" said Pete, and down the stairs, homeward bound he went, with his violin and his typewriter.

## SOMERS LUMBER COMPANY

Associate Editor  
R. E. GAUTIER  
Somers, Mont.

### SOMERS LUMBER COMPANY—

The Somers bowling team has been re-organized for the season 1926-27 with the following members: Bert Schlegel, Ben Schlegel, Allen Milne, Chas.

Fleck and Ed. Flom. To date the team has had a jinx following them, having lost twice by just two pins. However, after two defeats, the boys are taking on a few practice games, to be sure that this year they will be champions. It might be well to state that the team is being managed by Slim Korbs who also furnishes the transportation f. o. b. Kalispell.

The saw mill closed down the last of November in order to make some changes which became necessary.



Allen Milne

Many stories are being circulated on the thrifty Scotch. The above picture of Allen Milne gives us an idea of a real, honest to goodness Scotchman. Allen says he has had many experiences in this costume, one in particular which he will remember for many days. One evening, at a masquerade dance, Allen, all dolled up in his "bare knee costume," asked a fair damsel if she would let him take her home. Allen says she replied: "Why, I don't know you from Adam." Milne answered: "Why, you should; I'm dressed different." He doesn't understand yet why the young lady turned him down.

The action of the State Fish and Game Commission, in opening Flathead Lake to commercial fishing, and permitting our game fish to be caught in nets has caused considerable bitter feeling in this locality. One big, husky, salmon fisherman found this out in a hurry the other day, when he came into the office to try to lease some land for a fishing station. He left in a hurry, and understands exactly what we think of the proposition. Game fish are the property of all of us, as citizens, and the right to angle for them is one of our inalienable rights and pleasures that make us glad we live here. No body of men should have the right to deprive us of these rights, in order that a few men may enrich themselves at our expense. Everybody here is rallying to the defense, and we expect before spring, to be able to report that the lake is again closed to the use of nets.

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on account of the electrification of the planing mill, which is also closed down, for the same reason.

The season for hunting ducks and geese closed December 15. Many followers of this sport will put away the old trusty for another year, with vivid recollections of the goose they did not get.

A. H. Burns, warehouseman, is glad we are having a mild winter. During the cold wintry days of last year, his wood pile at the warehouse disappeared with greater rapidity than he thought necessary. It finally developed that the Great Northern logging train crews were replenishing their supply from his woodshed. Al says he wouldn't object if they would not take his dry wood, S4S, but they seem to be particular people.

Harold Breimo, lumber piler, is very well satisfied that the sawmill closed down. Harold's reason seems to be a good one—the arrival of a baby girl at his house. He says he has visions of being a modern floor walker, nights, making it necessary for him to sleep during the day.



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