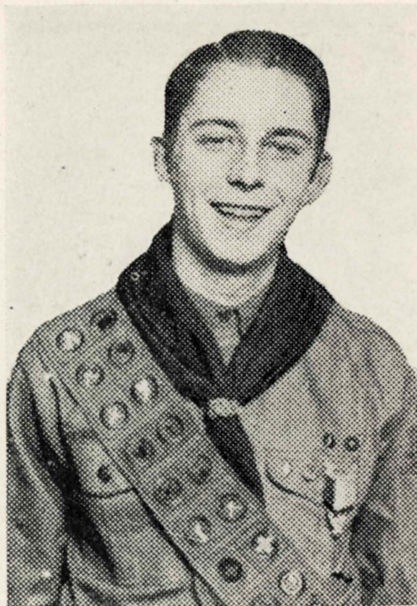


Great Northern Semaphore

BIG
DOUGLAS FIRS,
BETWEEN
NISQUALLY ENTRANCE
AND
LONGMIRE SPRINGS
IN
RAINIER
NATIONAL
PARK.

March 1928

Here and There Along the Line



James Hogg, Jr.

The above picture is of James Hogg, Jr., son of J. J. Hogg, blacksmith shop foreman at Jackson Street, who attained the highest honor in the Boy Scout Order at a recent rally held at the Central high school, St. Paul. We understand young "Jimmy" is quite a boy. He always has several irons in the fire and we have heard before of his exploits. This is not the first time that he has gained prominence in the Scouts, having been presented with a gold medal and ten dollars, for bringing in the most new members for the year 1926. We wish him all the luck in the world, and hope to hear of his continuing to win honors as he goes on through life.



Drawing by Peter Boris

Occasions bring out talent, otherwise hidden and we never know when we may run onto it. For instance, here is a drawing by Peter Boris, cook on the G. N. dining cars, entitled "Good Ol' Great Northern." Let your light shine, Peter, we'll say!



GREAT NORTHERN SEMAPHORE

VOLUME V

MARCH, 1928

NUMBER 3

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

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

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

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MILEAGE OF THE GREAT NORTHERN RAILWAY SYSTEM

Great Northern Railway (including 400 miles of trackage rights)....	7,530 miles	Nelson & Fort Sheppard Railway..	55 miles
Duluth Terminal Railway.....	2 miles	Vancouver, Victoria & Eastern Rail- way & Navigation Co.....	230 miles
Midland Railway of Manitoba.....	6 miles	Montana Eastern Railway.....	108 miles
Watertown & Sioux Falls Railway..	102 miles	Great Falls & Teton Co. Railway..	9 miles
Minneapolis Western Railway.....	2 miles	Spokane, Coeur d'Alene & Palouse Railway	179 miles
Brandon, Saskatchewan & Hudson's Bay Railway.....	85 miles	Total	8,342 miles
Crow's Nest Southern Railway....	34 miles		

BIG TREES AND PLENTY

Timely Information About the Forests of the Great Northwest

THIRTY-FIVE YEARS ago men were working in the cold and snow of a Montana winter, blasting rock in the mountains, tools freezing to their hands. The wooden ties thumped on the frozen ground. The miles of steel crept slowly over them. The Great Northern Railroad was going west.

And west it went by great steps which ate up the miles between St. Paul and

that new methods had to be invented to fell them. Indeed, the pioneers were embarrassed by a super-abundance of timber. They cut and burned trees to make room for clearings where grain might be planted and cattle graze.

They used what was needed for lumber, posts, piling for docks, and firewood. Gradually the excess began to fill the holds of vessels going to England,

the Orient, and the Atlantic Coast. Then the coming of the railroad brought a new way of reaching far distant markets. Logging was begun on a larger scale; more lumber was turned out; and the railroads began carrying it on their long haul East.

Gold Seekers Left Riches Behind

Passenger and freight service to the East were still in their infancy when news of the Klondike discoveries came out of the North in 1897. Gold seekers poured into Seattle and filled the decks of Alaska-bound steamers. Aflame with the dream of possible riches, the prospectors sailed away from Puget Sound, their unseeing eyes finding no significance in the mantle of green foliage covering steep slopes almost to the white beaches and the black smoke curling up from the busy sawmills. They did not dream that behind them they were leaving forest riches many times greater than all the gold which would be found in Alaska.

The gold seekers did not know and would not have believed that today the Northwest forests are giving each year products worth more than 13 times as much as the entire annual gold output of the United States. All the gold mines of the United States do not produce more than \$40,000,000 worth of gold a year and it is probable that more than that amount of money is spent in gold prospecting and mining. Yet each year from Washington, Oregon, and British Columbia, the land of the four big trees, come forest products valued at approximately \$518,554,327.

California, now the leading gold state, produces every year in her forests, rough logs worth \$23,000,000, twice as much as the present value of her gold output. Washington, producing annually more lumber than any other state in the Union,

(Continued on Next Page)



Photo by John D. Cress, Seattle.

Thrifty Second Growth of Douglas Firs, With Stump Cut Thirty Years Ago. This is About Five Miles from Seattle

Puget Sound—over the plains to Great Falls and Helena in 1887; to Butte in 1888. Four years more passed before the silver spike was driven at Kalispell on New Year's Day of 1892.

Laborious progress through the wild Bitter Root Mountains—it was not until August 18, 1892, that the first passenger train thundered west from St. Paul to Spokane. Almost another year elapsed before the road twisted its way across the high Columbia River plateau, up the eastern side of the Cascades, and down into the evergreen land of Puget Sound.

Seattle, Tacoma, Olympia, Everett, Bellingham—all were cities in the beginning of their growth, built on the water's edge with the dark forests crowding them from behind. The coming of the Great Northern found machinery buzzing and whirring along the water front where the first sawmills were turning out lumber to build homes and stores for new towns. The great trees were cut only a short distance from the main streets of these towns. Bulky, brown logs were sent floating down the rivers to salt water and the mills.

The first settlers had discovered endless forests of four great species, unlike anything they had known in the East. Towering several hundred feet above the forest floor they found the Douglas fir, West Coast hemlock, Sitka spruce, and Western red cedar trees—all so large



Photo by John D. Cress, Seattle.

The Four Brothers: From Left to Right—West Coast Hemlock, Douglas Fir, Sitka Spruce and Western Red Cedar

realizes 27 times as much each year from forest products as California does from its gold mines.

Thousands of Western mines are now but worthless holes in the ground, their golden streams of wealth stopped forever. The wealth from Western forests may be made perpetual, particularly on the western slope of the Cascades where trees are the most abundant crop and the easiest to grow.

More Than One Thousand Billion!

In Oregon, Washington, and British Columbia alone there are 52,950,000 acres on which more than 1,000 billion board feet of merchantable timber is growing today. This stand, if all cut at once, would produce enough lumber to house 514,025,000 people or more than four times the present population of the United States. It would build 102,805,000 average five-room houses, replacing more than three times the present 30,000,000 homes in the United States.

These figures present an opposite side to the tale which has been told for a generation that the North American timber supply would soon be a thing of the past. The real facts are that there is plenty of softwood timber available on this continent to care for all present needs and that, properly guarded from fire, present forest areas on the West Coast alone will supply America's softwood needs for all time to come.

Railroads which now find that an average of 65 per cent of all their rail freight is made up of lumber and forest products need not fear that this "bread and butter" of their freight haul will soon be lost to them. There is no reason why they cannot go on hauling lumber from the West Coast indefinitely.

At the present time six great continental railroads tap the heavily timbered section, known as the Douglas fir belt, which stretches west of the Cascades from British Columbia to northern California. These carry to the markets of United States and Canada nearly 50 per cent more in lumber footage, shingles, doors, plywood, and other forest products than the two billion board feet of lumber which is transported from the same territory by water, for statistics show that from 60 to 65 per cent of all carloadings originating within this state



Photo by Arthur M. Prentiss, Portland, Ore.

Fine Stand of Douglas Firs, Columbia County, Ore.

are lumber, shingles, and other forest products.

Carloads Total 200,000 Each Year

Washington with three and one-half billions of water-borne lumber cargoes to all markets ships at least 200,000 carloads of forest products by rail each year which, based on an average carloading of 25,000 board feet, amounts to approximately five billion board feet, although the actual lumber loading totals about four and one-half billion feet.

Washington also leads all states in the Union and most of the nations of the world in the amount of lumber shipped, both domestic and export, from her ports. More than 50 per cent of all the lumber shipped by water from this state originates in Puget Sound mills and is from the timber land adjacent. During 1926 water-borne shipments of lumber from Washington totalled 3,500,000,000 board feet, approximately two billions of which came from the mills on Puget Sound.

This tonnage was nearly 80 per cent of the total ship tonnage from Puget Sound during 1926 and reports compiled by the Douglas Fir Exploitation and Export Company, the major lumber exporting company of the territory, show that no fewer than 35 countries in widely separated parts of the globe received Puget Sound lumber, timbers, piling, or poles. Shipments by water, however, to the Atlantic seaboard through the Panama canal and to California from Sound lumber plants totalled twice as much manufactured lumber as was bought from this region by the rest of the world.

Shipments by rail reached every state and every Canadian province and included everything from fine finish lumber, mouldings, plywood, doors to timbers and common dimension and 20,000 cars of cedar shingles. Two-room cottages and fine Eastern homes; Atlantic Coast docks and factory buildings; timbers to hold up the New York subway and the Philadelphia elevated trains—all came from these shipments of West Coast lumber hauled east from Puget Sound.

That these shipments shall continue going east has been determined by the lumbermen of the West Coast. They have the greatest investments and the largest lumber mills on earth—reason enough in itself that the industry should be a permanent one.

In this evergreen forest region from northern British Columbia to the northern California line there are between 1,900 and 2,000 logging operations, 2,111 mills, and several hundred other manufacturing plants whose operations are dependent upon a ready supply of timber for remanufacturing. Somewhere between 200,000 and 210,000 men are employed in the logging camps, mills, and dependent industries with an annual payroll amounting to approximately \$240,000,000.

West Coast Lumber Being Advertised

Uniting forces in the most extensive trade promotion campaign ever undertaken for a West Coast product, the loggers, timber owners, and lumber manufacturers of Washington, Oregon, and

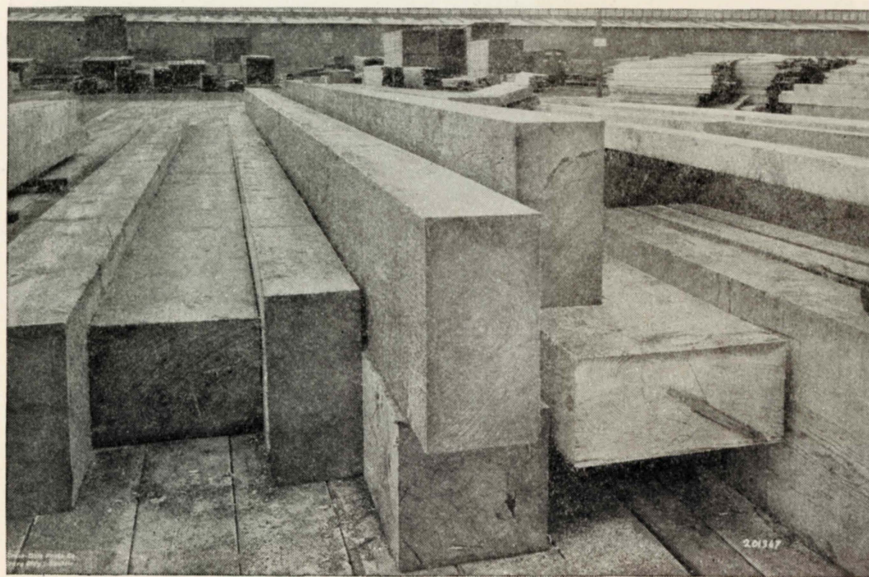


Photo by John D. Kress, Seattle

Typical Pile of Douglas Fir Timbers, Awaiting Shipment from a West Coast Plant



Photo by Bert Huntoon, Bellingham, Wash.

View in Mt. Baker Region, Showing Density of Forest

British Columbia are now actively engaged in telling the world of the superior qualities of the lumber produced on the West Coast and why it will continue to be produced fifty and one hundred years from now. In order to do this they have brought to light all available information on the timber stand and regrowth of the section where their industry is located. Through the co-operation of the Pacific Northwest Forest Experiment Station of the United States Forest Service, the Western Forestry and Conservation Association, and the Forestry Schools of the Northwest universities, a number of startling facts have been presented to the public.

West of the Rocky Mountains, according to the United States Forest Service, there is a total of 1,093 billion board feet or approximately 50 per cent of the 2,200 billion board feet of forest remaining in the United States. This stand of 1,093 billion board feet is more timber that will make lumber than all of the lumber which has been manufactured from the forests of New York, Pennsylvania, Michigan, Wisconsin, Minnesota, New Hampshire, Massachusetts, Maine, and Vermont since the Revolutionary War. These states in more than one hundred years cut 694 billion feet of timber or less than three-fourths of the amount now standing in the states west of the Rockies.

Approximately 31 per cent of all the standing timber in the United States is in the two states of Washington and Oregon and 56 per cent of their stand is Douglas fir. On the west slope of the Cascade Mountains in these two states Douglas fir makes up 70 per cent of the total stand. With the great Douglas fir trees in the coast region are the three other species which the pioneers found. These also grow to unusual size and height under the favorable soil and climatic conditions of this country—the West Coast hemlock, Western red cedar, and Sitka spruce.

These forests of giants do not recognize an international boundary line but

extend north into the Canadian province of British Columbia. This province alone has a stand of 350 billion board feet or almost half as much as the combined stand of Washington and Oregon. Twenty-two per cent of this great Canadian forest is Western red cedar and 20 per cent Douglas fir. This province leads Canada in the production of lumber and shingles.

Nature Regrows the Forests
Moreover, these forests are still grow-

ing. Nowhere else in the world, except in the tropics, is nature more kindly disposed toward the growing of trees than in the Pacific Northwest. On thousands of acres where the first crop of big trees has been harvested, a second crop is springing up, sturdy and strong and tall. Beside the highways and on into the higher mountain lands, these young trees are carpeting steep slopes and valleys with a covering of green.

Growth on the old forests, cut-over and logged-off lands cannot be calculated closely but is probably equal to one-half the amount now being cut from the older stands. This timber land is being harvested for lumber and paper making at the rate of approximately 14 billion board feet per year. Twelve billion board feet of this is within the United States and about two billion in British Columbia. Between nine and ten billion board feet of this entire annual production is Douglas fir.

The School of Forestry, University of Washington, places the probable annual growth of Douglas fir in western Washington and western Oregon as five billion board feet on mature stands and three billion feet of new second growth on cut-over lands. No such estimates have been made for British Columbia and all such figures are at best only approximations because the forests are so vast and are growing all the time.

Trees grow faster and to a greater height in the Pacific Northwest than in any other section of America. Also they grow in thicker stands. Travelers through this section stop their cars in amazement at the sight of acre after acre, literally alive with growing trees, so close together that passage through them is almost an impossibility.

It is not uncommon in Douglas fir forests to find a stand of 150,000 board feet per acre while an acre in an eastern or

(Continued on Page 19)



A Remarkable Group

HERE IS A PICTURE THAT has rarely if ever been duplicated in graphic interest. The men in the group are the mayors of New Westminster, B. C., since its incorporation as a city in 1872. The picture was taken in 1924. In the group from left to right, standing, are T. S. Annandale, Thomas Ovens, H. Hoy, N. H. Keary, J. J. Johnston and

W. A. Duncan; sitting, J. S. Clute (88 years old), James Cunningham (93 years old), Mrs. Cunningham (85 years old), B. W. Shiles and J. C. Brown.

The picture is from the Stride Gallery, and comes to us through the courtesy of F. W. Graham, assistant agricultural development agent, of Seattle.

MOSCOW, IDAHO

One of the Thriving Centers of This Western Wonder State

By Burton C. Rowe
Secretary, Chamber of Commerce

MOSCOW, A THRIVING town of 5,000 population, is the county seat of Latah County. Nestling among the rolling hills of the famous Palouse wheat fields, yet enjoying a near view also of forested mountain and ridges to the north and east, Moscow is charmingly situated. Its thirteen miles of pay-

the west rise the Gothic towers and sharply gabled roofs of the University of Idaho, red brick buildings, roofed in green. The eastern hill is dotted with church spires. Here also are the three public school buildings, the Ursuline Academy, the County Courthouse and the Carnegie Library.

Abundant shade adds to the beauty of the streets. Elms, box elders and maple trees abound, and there are also numerous evergreens, natives of this area, which have grown to large size in the fifty years and more of history of the community. A pretty winter custom, growing increasingly popular, is the decoration of these outdoor living Christmas trees with colored lights during the holiday season. There are many up-to-date houses, some of them elegant in their appointments. Lawns are well kept and there is much beautiful shrubbery. Tulips and other bulb plants are the particular pride of gardeners, who vie with one another in an annual flower show.

The Moscow city park, comprising two acres, is known as a beauty spot throughout the countryside, and in many surrounding towns. Numerous auto parties come in the summer months for a day's picnic and to permit the children to enjoy the wading pool, the swings and slides. A large amusement park, formerly the county fair grounds, also belongs now to the city; its improvement as an auxiliary park is now being planned. Here is the tourist camping ground, with a caretaker in charge and here also is



On the North and South Highway

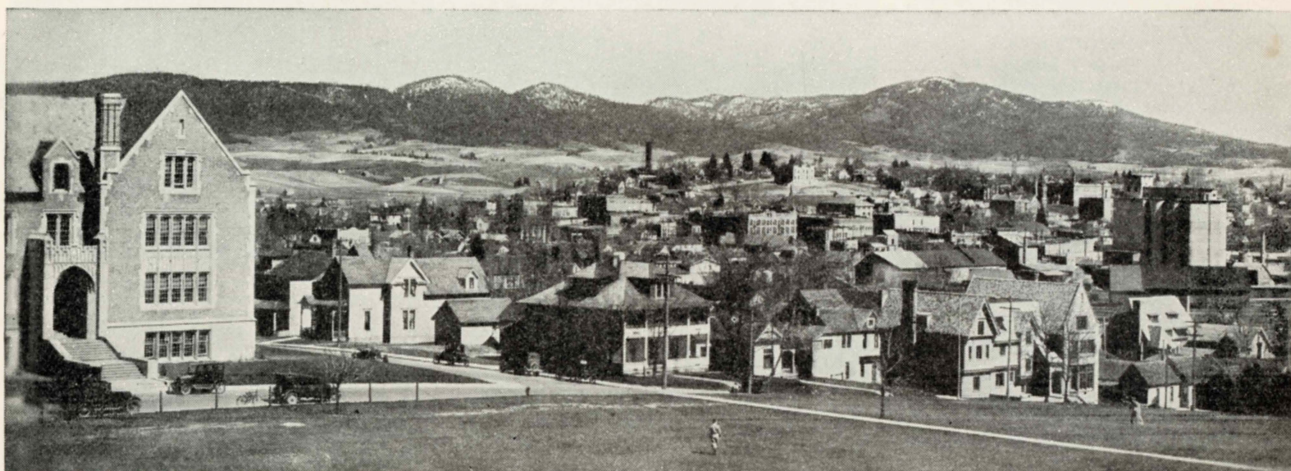
ed streets, rising in gentle slopes from the broad basin of Paradise Creek, lead into charming residence districts and to the beautiful campus of the University of Idaho, which has an additional population of 2,000 students and faculty. The business section, served by three railroads and by the state's North and South Highway, lies in the lower level.

The vast wheat-fields and the university, agriculture and education, these are the two great resources of the community. They assure permanent prosperity, a delightful class of people to live among, unusual educational opportunities for the younger members of the family and frequent entertainment for all.

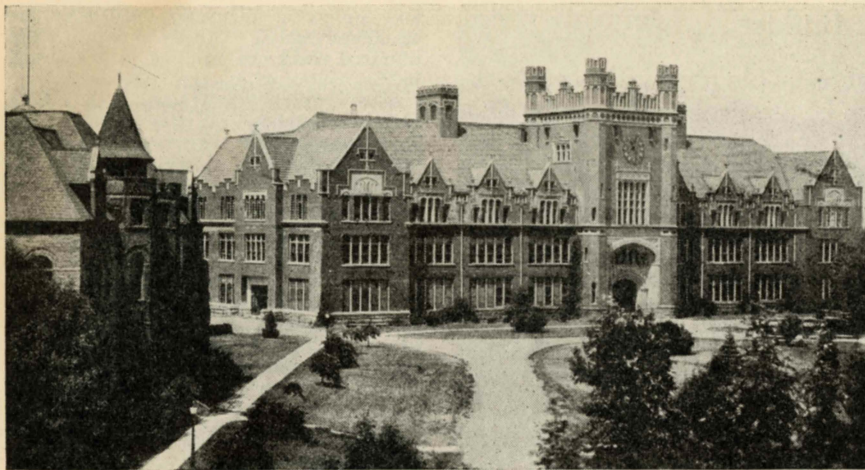
Symbols of these two great resources greet the eye, immediately upon entering the town. On the one hand, typifying agriculture, are two towering grain elevators, built sturdily of cement, dominating the business district. On the hill to



Scene on University of Idaho Grounds



A Charming View of Moscow from University Campus

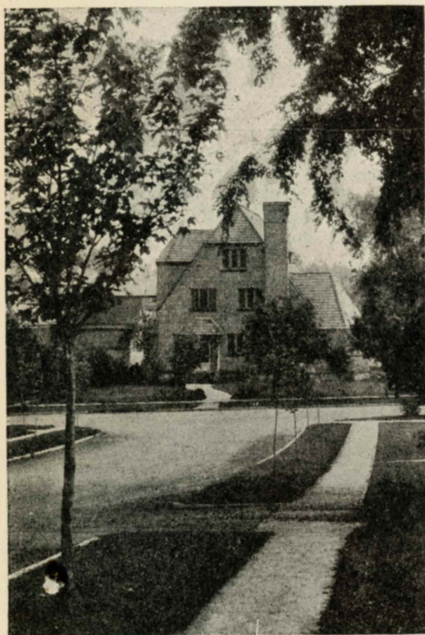


Administration Building at the University

a community baseball diamond, where a "Twilight League" series is played each summer among teams chosen from business houses, lodges and churches.

The Carnegie Library is a handsome structure of pressed brick, open daily with a librarian in charge. Here may be found the latest fiction, and also books and periodicals for children. The University library of 87,000 volumes also is available for use of the public.

There are fourteen church organizations, the most of which are housed in their own buildings. Many of these are handsome and commodious. All the leading denominations are represented.



A Beautiful Street in Moscow

Moscow has three public schools and an Ursuline Academy. The public schools cover all work from the first grade to completion of the high school. The academy, a Catholic institution, covers the same range of work and is open both to boys and girls. Enrollment in the public schools is 1,091, under 36 teachers. These schools draw heavily from the surrounding country. The high school has an enrollment of 385. Work in the high school is closely coordinated with the work of the University of Idaho, from which many of the teachers are drawn. Moscow high school is accredited and is listed by the Northwest Associa-

tion of Secondary and High Schools as being in the upper one-third of the accredited schools of the state. Eighty-five per cent of the elementary school pupils continue their work through the high school, and 65 per cent of the Moscow high school graduates enter colleges or higher schools. Twenty-four per cent of the 1926 graduating class of the University of Idaho were from Moscow high school, and 33 per cent of the highest honor students were from Moscow.

Moscow's per capita wealth is above the average for towns of its size. Income groups are farmers, students and faculty, industrial workers and tourists. No Latah County bank ever has failed. Moscow has three banks, the Moscow State Bank, First Trust and Savings Bank, and First National Bank, with combined capital stock and surplus of \$237,000 and total deposits of \$3,260,000, which have increased more than 100 per cent in the last ten years. The local building and loan association has grown in five years from a \$5,000 beginning to an \$80,000 institution.

Moscow's factory and industrial products include fire brick, common brick, ham, bacon, vinegar, cider, seeds, fertilizer, butter, cheese, ice cream, creamery products, flour and by-products, toys, mill work, and shrubs. Moscow's wholesale business amounts annually to \$2,500,000. Meats and butter are sold over a radius of 200 miles; groceries and bread to a distance of 65 miles; vinegar, toys, brick, seeds and flour over the whole United States.

The output of the Moscow Fire Brick and Clay Products Company in 1926 was \$60,000, and its pay roll \$41,000, which is considered a mere beginning, as Latah County has high grade clay deposits, authoritatively estimated at millions of tons. By government tests this clay has been found to be of exceptionally high quality for manufacture of refractory ware, such as fire brick and tile, justifying the prophecy of one of the greatest industries of the kind in the country, possibly outstripping eventually the country's great agricultural resources.

The Washburn-Wilson Seed Company of Moscow has an annual output of \$540,000 in seeds and seed potatoes, which it sells throughout the United States. It draws heavily on the farms of Latah County for much of this product. Its annual pay roll is over \$50,000. The Hagen & Cushing Packing Company sells annually \$350,000 worth of meats and meat products. It expends

\$200,000 a year in purchases and has a pay roll of \$25,000. The local vinegar plant produces annually 300,000 gallons of vinegar, which is its capacity.

Moscow's nine general merchandise stores do an annual volume of business amounting to \$1,490,000; four drug stores, \$290,000; five meat markets, \$389,000; seven groceries, \$815,000; two hardware stores, \$225,000; two bakeries, \$320,000; and three jewelry stores, \$185,000. Automobile and gasoline business adds another \$500,000. There are altogether from 130 to 150 retail establishments, of from fifty to seventy kinds, with an annual volume of business estimated at \$5,000,000. For a large department store or wholesale house the trade radius extends 40 miles in each direction, serving a population of 62,000. Moscow is the best trading town, so considered, in its area, because of the large and complete stocks sold at a low level of profit.

Moscow owns its own water and sewer systems. Cool, fresh water of unusual purity is pumped from wells tapping the artesian basin in which the town lies. Electricity for lights, heat and power is supplied by the Washington Water Power Company. Automatic telephone service, with long distance Bell connections is supplied by the Interstate Utilities Company. There is also a farmers' telephone line. Rates on all these services are as low or lower than similar rates for cities of the same size.

There are two newspapers, a daily and a weekly, supplying complete local news service to the town and countryside. Spokane daily papers are delivered promptly morning and evening. There are two hotels, one of which has been newly enlarged and refitted at a cost of \$100,000. Two theatres, one of them new

(Continued on Page 19)



South Dakota G. N. Teacher

IT IS A PRIVILEGE to be able to print a picture of Caroline Jydstrup, daughter of Charles Jydstrup, agent for the Great Northern at Mission Hill, South Dakota. Miss Jydstrup is a graduate of Yankton (S. D.) College and is now teaching for the second year in the public school of her home town, which proves that some "prophets are honored in their own country."

"The Empire Builder"

James J. Hill, Outstanding Figure in Biographical Novel
by Oscar Sullivan, of St. Paul

A GENUINE LITERARY treat is in store for the friends and admirers of the late James J. Hill, when "The Empire Builder," a biographical novel, by Oscar Sullivan, is released from the press of the Century Company, which will be about the middle of March.

While it is designated as a biographical novel, and is founded upon the life and character of Mr. Hill, it might, with equal appropriateness, have been described as an historical novel of the Northwest, and of the Great Northern, as it follows with remarkable fidelity to truth and accuracy, the various events in railroad development, in their order of occurrence, from the inception of Mr. Hill's dream of railroad building to the culmination of the resultant adventure of empire building.

Any readers, who may, from the fact that the book is designated as a biographical novel, hope to find revealed any personal romances in the life of Mr. Hill, will be disappointed, because there is another protagonist, the fictitious character, Lucien Ryder, the quasi-hero, upon whom the romantic aspect of the work is focused, and who serves as the hub about which the wheel of Mr. Sullivan's book revolves.

In Mr. Sullivan's portrayal of Mr. Hill's dominant qualities, in this faithful narration of the principal events of his life, there is no exaggeration or undue exploitation, and nowhere any evidence of a slavish desire to please. Mr. Sullivan has evidently written "The Empire Builder" because he wanted to write, and believing the biographical novel form the best adapted for the present time, looked about, and selected the outstanding character in modern northwestern history for his subject, producing, as the result of his efforts, an extremely readable novel, of more than usual interest, owing to the fact, that in addition to its historical value, it reflects accurately the manners of its period.

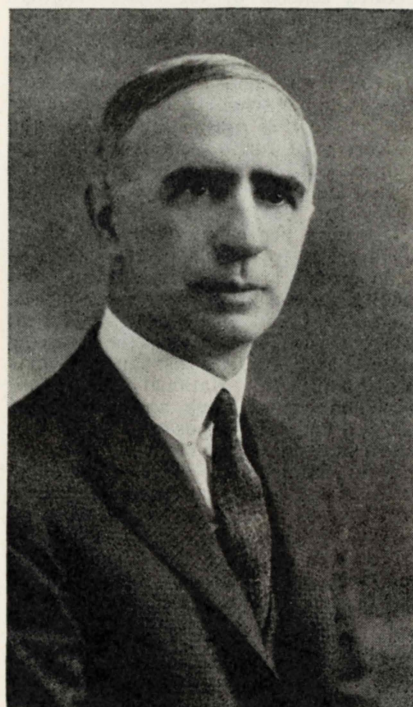
The book presents a faithful, charming, admiring and admirable, and one might almost say loving pen picture of Mr. Hill, which will delight those who knew him personally, and cannot fail to serve as a clarifying eye-opener to those who have gathered their concept of his character and personality from hearsay. That Mr. Sullivan, who is a comparatively newcomer to Minnesota, should be able to write such a book, acquiring his information entirely by study and research, shows a remarkably open mind, free from all preconceived opinions, and great patience in assembling and analyzing his facts. That he was able to do this, he states, was owing to a great extent, to the excellent facilities of the Hill Reference Library, of which he availed himself unstintedly while producing the work.

That Mr. Sullivan learned to write in the exigent newspaper field, is apparent from his concise, trenchant style, free from verbiage. That he is a lawyer is revealed by the introduction of the reports of various cases in which the Great Northern was involved at different times, in such an attractive manner that even the uninitiated layman will read right

along with no abatement of interest. A number of events of local St. Paul interest, such as the ice carnival, and the celebration of the completion of the Great Northern, will bring keen enjoyment to readers who participated in them.

Aside from having a distinct personal appeal to northwestern readers, "The Empire Builder" is well worth an attentive perusal. Said an able critic who had the privilege of an advance reading of Mr. Sullivan's manuscript:

"I greatly enjoyed the comparison between Mr. Hill and Leonardo da Vinci. With all the types against which he is measured, this seems to be the most fitting. That is a good piece of workmanship."



Oscar Sullivan

Mr. Sullivan not only writes about an outstanding figure, but he is an outstanding figure himself, being the pioneer in the work of the re-education of the physically disabled civilians of Minnesota, which was begun in this state in 1819, and grew out of his employment as statistician in Workmen's Compensation. He was chairman of the commission appointed in 1918 by Governor Burnquist, to ascertain what became of the men who were disabled in industry, and became director of the work of re-education, a division of the state department of education, which position he has since held. When the Federal government passed a law in 1920, giving aid to each state that was doing work of this kind, Mr. Sullivan was summoned to Washington, where he remained in conference with Federal authorities for six weeks.

The work started primarily with the thought of supplementing the compensation act, and out of that grew the work of assisting all other persons who are disabled, picking out a new vocation for them, the state paying for their training,

and following them up until they are employed again. On an average, three hundred cases are handled in Minnesota in the course of a year.

The example of Minnesota has been followed rapidly by the other states, forty states now being engaged in the work of the re-education of the physically disabled.

A complete treatise of this interesting and constructive work is given in a book written jointly by Mr. Sullivan and Kenneth O. Nilson, published by the Century Company in 1926, called "Disabled Persons." It presents the matter of salvaging disabled persons, young or old, as a united problem growing out of the presence in society of considerable numbers of handicapped individuals, showing that all activities which bear upon the solution of the problem are so interrelated that none can be rightly understood without a knowledge of the others, and none can make the headway it should without the proper development of the others.

Mr. Sullivan is a young man and much may be expected from him in future books. He was born in 1881, in Stark County, Ohio. His natural flair for writing was augmented by an apprenticeship served in newspaper work between his junior and senior years in college. He came to Minnesota in 1906, and taught for two years in the schools at Marietta and Virginia, following which he went into social work at Philadelphia, where he remained four years. He received his master's degree at the University of Pennsylvania, and then came to Wisconsin, where he again engaged in social work, which he also followed for two years after his return to St. Paul, in 1914. He then entered the State Department of Labor and Industry as statistician in Workmen's Compensation. He studied law at the Ohio State University, and also at the Minnesota College of Law in Minneapolis, and was admitted to the Minnesota bar in 1923. His work in the Department of Labor was in the compensation line in charge of legal matters.

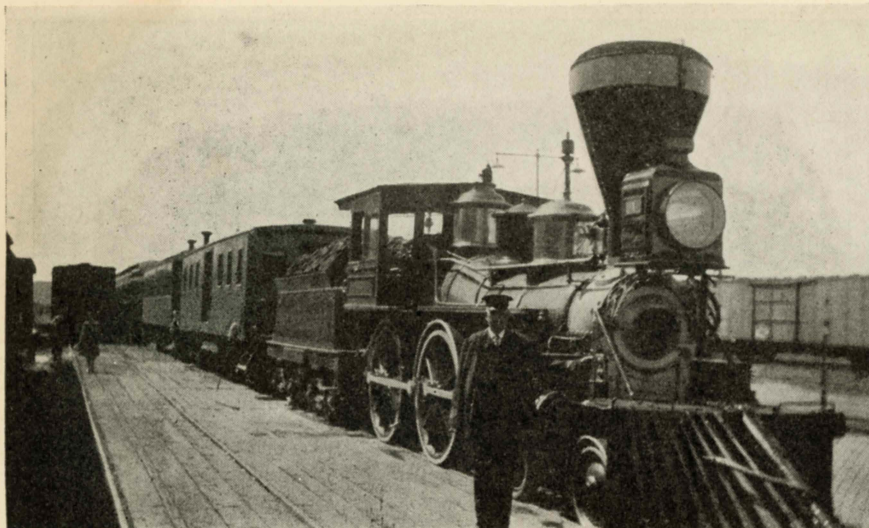
LITTLE SERMON ON BUSINESS GETTING

TEXT: *Right along side of us are opportunities every day.*

PASSENGER CONDUCTOR F. N. Dodd and Brakeman Thomas Walsh of Spokane believe in this text. They are proving it frequently and with appreciated profit to the company. On January 26, a tip was given through an introduction to City Passenger Agent N. D. Keller of Spokane, by which he was able to sell to a passenger from Trail, B. C., to Spokane, a round trip ticket from Spokane to Eau Claire, Wisconsin. Two days later, the Spokane office was advised by wire from Mr. Dodd, that a family was on the train, bound for Michigan, which was routed Great Northern to St. Paul, on account of this information.

Doubtless hundreds of men in the operating department are doing this and it is a fine work. It proves that those who do are enthusiastically interested in seeing that wherever it is possible, our "Dependable Railway" gets the business. It is the one more thing added to known efficiency and courtesy, which makes a railroad organization stand out as the most desirable route over which a traveler can make a journey.

Great Northern Semaphore



"Captain" Greenman and Wm. Crooks

HERE WE SEE R. W. Greenman, the traveling railroad evangelist, standing alongside the "Wm. Crooks" and train, on the occasion of the visit of the famous engine and train to Montana last July, to take part in a wild west celebration at the Custer battle fields, in which Bill Hart, the two-gun movie star, played a leading part, holding up the pioneer train in a true ambush. While the objective of the train was Billings, it also visited Great Falls and Havre, the foregoing picture having been snapped at the latter point.

Mr. Greenman's proximity to the famous engine might suggest that he was acting as its pilot, but he was merely pursuing his usual vocation as a pilot for souls, having completed on the first of January, eighteen years of continuous railroad evangelical service.

Mr. Greenman is an outstanding figure, physically, as well as in the unusual manner in which he practices his profession, being 6 feet 3 inches in height and of massive frame. He was born at Victor, Ontario County, N. Y., sixty-five years ago, and was the heaviest child ever born in western New York. He also lays claim to being the strongest and tallest man from that part of the state, and has had many opportunities to enter the pugilistic arena, but has preferred to fight his battles in the evangelical field, to which he believes himself to have been especially called. He chose the railroad vineyard as there seemed to be no one else to work in it exclusively. He belongs to no denomination; has no church board back of him, nor any regular salary, depending upon free will offerings to enable him to carry on his work. He holds services in station rooms, on moving trains, in railroad halls, in the open fields or private houses, wherever there is an opportunity to pass on his motto, which is: "No law but love. No creed but Christ." He also adds:

"I give my knowledge,
Though I've never been to college.
Thus I've heard the people say,
'Life is like a mighty river,'
Rolling on from day to day;
Men are boats launched upon it,
Sometimes rocked and cast away.
Do your best for one another,
Making life a pleasant dream.
Help a poor and weary brother,
Pulling hard against the stream."

Mr. Greenman's address is 1404 Sixth Avenue North, Great Falls, Mont.

March, 1928

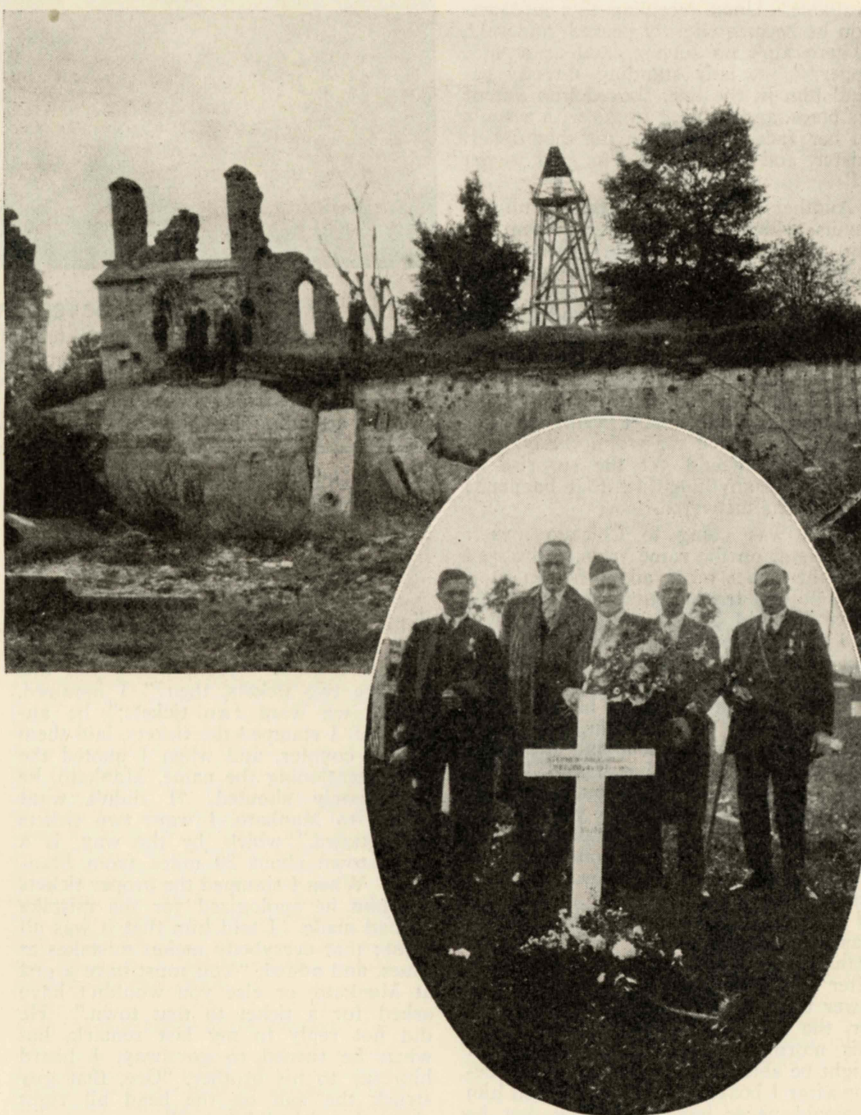
LITTLE SERMON ON BUSINESS GETTING

TEXT: A good engine hostler ought to be a good business hustler.

OUT IN THE CHARMING little city of Melrose, Minnesota, which is closely identified with the history of the Great Northern Railway, lives a gentleman named John C. Mournan. He began to work for the company in 1882 and after forty years of faithful service was retired in 1922.

But the old spirit with which he handled engines in his hostler days; the spirit that kept him in the job and on the job for those forty years, is still with him. Whenever he can induce any one to "Go Great Northern," he is right there with the persuasion. The most recent business secured by him was two passengers from Melrose to Los Angeles and return. Pretty good day's work, we'll say.

May he live long and prosper, this splendid Great Northern booster!



Pictures from France

FRED NELSON, our agent at Hesper, Mont., sent us the above pictures which were taken on his trip to the American Legion Convention at Paris last fall. He is shown decorating the grave of a comrade and also on a visit to the trench of bayonets. Fred had a very pleasant vacation while visiting many of the countries in Europe.

Where Am I Going and Why?

By Roy Rosler
Minneapolis Depot Ticket Office
Part Three

A YOUNG MAN NOT much used to traveling, asked me if he had to have a night shirt, in order to occupy a berth in a sleeper. After telling him that it was not absolutely necessary, he wanted to know if there were separate rooms to undress in. I told him he could go into the gentlemen's dressing room. Then he wanted to know if there was a door to every berth. I told him there were only curtains hanging in front of them. "Oh, gosh!" he exclaimed, "I guess I'll sit up."

Ladies seldom want to occupy, and seldom ask for an upper berth, but I recall one exception, when a young man asked me for a lower berth to a certain city. After looking at my diagram I told him that I had no lowers, but that I could sell him a real nice upper, that had been cancelled a few minutes before, and which in fact was the only berth available. Upon receiving this information he became slightly peeved, and said, "There ain't no such animal as a 'nice upper.'" A lady standing directly behind him in the line, shoved him out of his place, and turning to me with a smile on her face, said, "Give me that upper, mister, and believe me, I'm glad to get it."

Another incident in regard to Pullman berths, which I think is worth mentioning, occurred one morning, when I sold a lower berth to Chicago to a lady with a six-months-old baby. The only lower available, was number two and as that is in the men's end of the car, she did not fancy that particular berth, but I told her that was the best I could do for her, but added that perhaps some nice man would exchange berths with her after she boarded the train. "Say, mister, I sure would get the surprise of my life, if anything like that happened to me," she answered.

As I was going to Chicago myself that night, on the same train, I dropped into the ticket office about fifteen minutes before leaving time, to see what space I could get for myself, and was told that a lower had been cancelled, and it happened to be number 12, in the car in which I had sold number two, to the lady with the young baby. When I stepped into the Pullman, I saw the lady and her baby occupying the front seat, and approaching her, I said, "Lady, if it's all the same to you, I'll trade berths with you, as I see you have a baby, and lower twelve which I have, will, I am sure, be more convenient for you than number two." It was apparent that she did not recognize me as one of the ticket sellers, and to say that she was surprised, is putting it mildly. She thanked me over and over again, and after I had moved her grips over to lower twelve, she said, "You know, mister, the ticket seller who waited on me this morning, told me that perhaps I might be able to trade berths with someone after I boarded the train. I told him I would never have such luck, but he was right after all."

In my dealings with the public, I have learned that there is one certain class of people that is very hard to handle. A person of this type will mention a town of considerable size, perhaps twenty or thirty miles beyond his destination, and not until the ticket is stamped and laid before him on the window ledge and



Seven Daughters

The picture shows seven daughters of S. T. Klick, agent, Waverly, Minn., and we don't blame our genial agent for feeling just a little bit proud of his family. They are: back row, left to right, Genevieve and Leona; middle row, Bernadetta and Dorothy; front row, Rita, Patricia and Marjorie. Six of the seven are at present attending St. Mary's school at Waverly.

the rate quoted, will he realize his mistake. Two young men, evidently not much accustomed to traveling, once approached me, one of them asking when the next train left for Mankato. After giving them the train time, he said, "All right, give me a ticket." I asked him if his friend wanted a ticket also. "That ain't my friend, that's my brother," came the declaration. "Well, would you like to have two tickets, then?" I inquired. "Sure, we want two tickets," he answered. I stamped the tickets, laid them on the counter, and when I quoted the rate, mentioning the name, Mankato, he immediately shouted, "I didn't want tickets to Mankato, I want two tickets for Ottawa," which, by the way, is a small town about 20 miles from Mankato. When I stamped the proper tickets for him he apologized for the mistake he had made. I told him that it was all right; that everybody makes mistakes at times, and added, "You must have a girl at Mankato, or else you wouldn't have asked for a ticket to that town." He did not reply to my last remark, but when he turned to go away, I heard him say to his brother, "Gee, that guy struck the nail on the head all right about the girl, didn't he?"

In the bustle and confusion of a railroad station it is no wonder that such questions as, "Where do I go from here," or "Where am I going, and why," or other similar questions are asked during the day.

Life is too short and too crowded with the serious things of life, to be peeved

by the hundreds of questions that are asked of us every day, and what may seem a foolish question to us, may mean a great deal to the traveler. We take it all as a matter of course, and always try to do our best at all times.

We may as well live, while we are living, and as a little nonsense is relished by almost everyone, we figure that by passing out a little now and then, we shall perhaps be able to send our customer on his way, feeling in better spirits. I am inclined to agree with the saying of that grand old Irish poet, Tom Moore, "As we journey through life, let us live by the way."

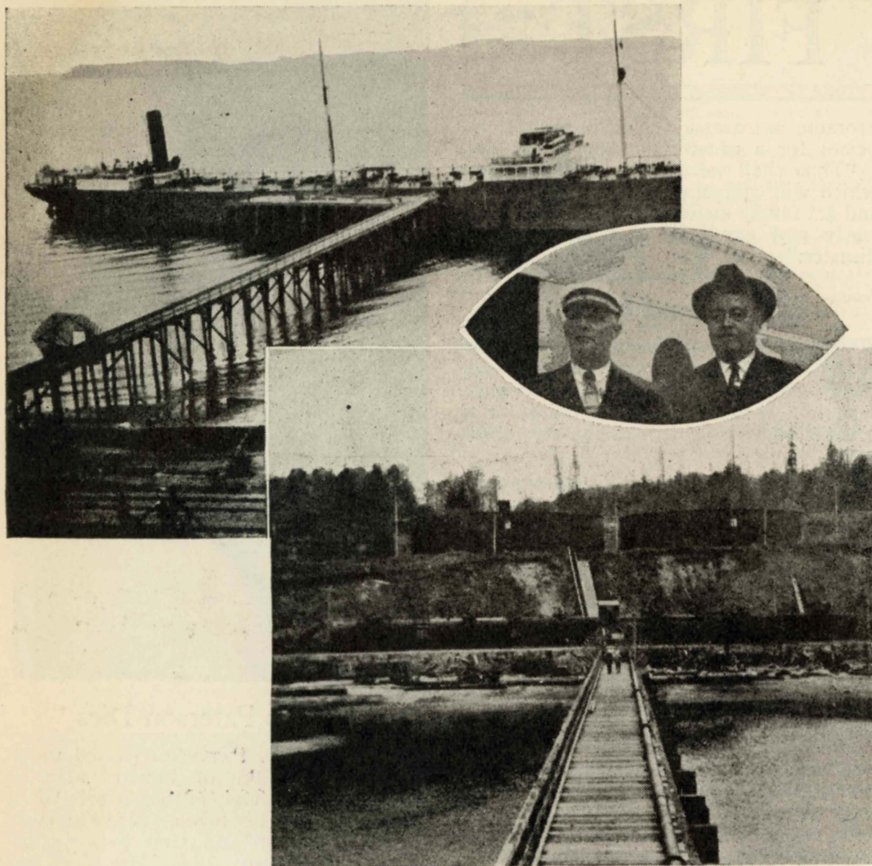
THE END

Enjoy Northwest Trip

THE ISSUE OF October 27, 1927, of the *Christian Evangelist* of St. Louis, Mo., contains an article by Oreon E. Scott entitled, "Joys of a Little Journey Through the Northwest." In it Mr. Scott describes his trip with R. A. Long and a party. The trip was over the Great Northern of which the article speaks in complimentary terms. They were guests, while in the Twin Cities, of President Ralph Budd, and were driven around the metropolitan district of the two cities by Harry L. Jensen, of the Great Northern. The goal of the trip was Longview, Washington, with the establishment of which and its development, Mr. Long was intimately connected, as a member of the Long-Bell Lumber Company.

Great Northern Semaphore

The "Helen Vinmont" and Her Skipper



THE PICTURES YOU see here show the largest tanker on the Pacific Coast, and the second largest in use, at the Great Northern oil dock at Mile Post 31, Everett, Wash. This vessel of the fleet of the California Petroleum Co. is the "Helen Vinmont" and has a capacity of 112,000 barrels. It is 540 feet long, has a sixty-foot beam, and draws thirty-eight feet of water loaded.

The Great Northern has three 55,000-barrel tanks at this point. The oil is pumped up into the tanks from the tanker, and later tank cars are filled by gravity from the storage tanks. The tanks and a number of the cars are seen in the other view. This is the manner in which the Great Northern secures the fuel oil for its oil-burning locomotives.

In the inset are pictures of Captain C. Ursin, of the "Helen Vinmont," and Captain H. H. Morrison, Puget Sound pilot, who has been docking oil at our oil docks for many years.

He'll Get There

Messenger (to newsboy)—"Who's the swell guy ye was talkin' to, Jimmie?"

Newsboy—"Aw, him and me's woiked togedder fer years. He's the editor o' one o' my papers."—*The Farmer*.

The Best so Far

A hotel manager going along a corridor saw a kneeling bootblack cleaning a pair of shoes outside a bedroom door.

"Haven't I told you never to clean shoes in the corridor, but to take them downstairs?"

"Yes, sir; but the man in this room is a Scotchman and he is hanging onto the shoe laces."—*Bowdoin Bear Skin*.

March, 1928

The Questionnaire

SEVERAL MONTHS AGO, at the request of our advertising representatives, we printed a questionnaire in the SEMAPHORE, and all those who filled it out said they would like to have us publish the result, except twenty-three.

It was found that 35% own radios, with Atwater-Kent, Radiola and Crosley leading. Automobiles are owned by 67% with Ford, Chevrolet, Dodge, Studebaker, Essex, Willys-Knight, Buick and Chrysler being in the double figures. Home owners constituted 64%, and 80% are interested in sports, but only 11% play golf, while 51% hunt and 88% go fishing. Nearly 90% of the women in Great Northern families read the SEMAPHORE, and 85% of all those answering, said that their families would be influenced in buying by advertising which appeared in their railway magazine.

Eighty-seven per cent of those replying are married, and they have an average of two and one-quarter children per family. The largest families are one of fifteen, one of fourteen, one of nine, two of eight and four of seven.

The most popular parts of the magazine were shown to be as follows: Seventy per cent prefer the division items, ten per cent prefer historical articles and twelve per cent like stories of railroad development and operation.

It will interest SEMAPHORE readers to know that the answers to this questionnaire will be of great service to the national advertising representatives, and will undoubtedly result in securing considerable more advertising in 1928.

Prickly Pear Canyon in 1887



THE PICTURE SHOWS a group of early-day officials of our System in Prickly Pear Canyon in Montana, shortly after the line was built into Great Falls in 1887. According to Engineer John Erickson of the Great Northern, and oldest locomotive engineer on the Butte Division, the name of conductor in the picture is Penny. The man in the center, with chin whiskers, is General Manager P. P. Shelby. On

the extreme left is Dan Kendrick, master mechanic and on the extreme right is Dispatcher Pete Collins. The name of man in the doorway is unknown.

Salesman (who for three hours has tried to sell a car)—"Now sir, I'll throw in the clutch."

Aberdonian—"I'll take her then. I knew if I held out long enough I'd get something for nothing."—*Tit-Bits*.

❖ SAFETY FIRST ❖

Essay Contest Prize Awarded

THE COMMITTEE ON prevention of highway crossing accidents, Safety Section, American Railway Association, conducted a prize essay contest in connection with our Careful Crossing Campaign last year, giving three prizes to each of the students of grammar schools, the students of high schools and the students of colleges or universities, first prize two hundred and fifty dollars; second prize, one hundred dollars, and the third prize, fifty dollars.

Ethel Kizer of Lewistown, Montana, won second prize in the grammar school contest. By request of the committee on prevention of highway accidents, General Safety Supervisor, Great Northern Railway, was requested to arrange for and make a public presentation of the award to Miss Kizer. This was done in the Lewistown Junior High School auditorium on February 3. A representative gathering of between six and seven hundred people was present and the co-operation extended on the part of Principal Manning of the Junior High School and Miss Swift, Ethel Kizer's teacher at the time she wrote the essay, as well as the enthusiasm expressed by those in attendance, was an inspiration and encouragement to one in accident prevention work.

The honor of being a successful contestant in a national contest was deeply appreciated by Miss Kizer, her family, her teacher, her fellow students and friends. When the fact is taken into consideration that this little girl has always lived in the country, where the density of traffic is very light comparatively speaking, and where her opportunities for making observations on a matter of this kind have been decidedly limited, her accomplishment is all the more worthy and she is justly entitled to feel deep pride in her achievement. A reproduction of her essay follows:

"When we think of the needless loss of life and limb, the sacrifice of happiness, and the power to earn, we feel that something must be done to stop such losses and the peopling of the world with cripples.

"One might suppose we children have very little to do with railroad crossings except that we should be instructed not to play or run on them, and to remember to listen and look carefully each way before crossing.

"But we are the coming generation. We shall soon be adding to the appalling number of persons who are killed or injured each year at railroad crossings, or we shall be helping to save the sorrow of the accidents and the great loss of life.

"As children we can form cautious habits, and parents should see that we do this. We can do more. We can make slogans and put them where people will see and discuss them. Our teachers can help us interest our communities. Newspapers and magazines must help us by keeping the subject before the public.

"Railway companies should send out convincing talkers to schools and public gatherings to speak on safety measures, post more warning signs, compel engineers to give louder and more prolonged signals when approaching crossings, and

promote more essay contests with small prizes for a greater number of writers.

"Thus shall we form a public opinion which will compel people to think safety, and act sanely instead of heedlessly, recklessly and carelessly rushing along to disaster."

The Record of 1927

LAST YEAR AND ITS records are now sealed books. Our achievements were many, our disappointments few, but upon both we can build for a greater advancement of the safety movement.

We had a total of 1,020 employe casualties for the year 1927 with a casualty rate of 14.38 per million man hours worked, a reduction of 53.77 as compared with 1923. We have not only accomplished the goal set by the Safety Section of the American Railway Association of a reduction of 35 per cent by the year 1930 as compared with 1923, but we have more than made our 50 per cent reduction, the goal set by the Great Northern.

The nine shops all made a reduction in their casualty rate as compared with the previous year. The St. Cloud shops have the honor of the lowest casualty rate, that of 3.85 per million man hours worked. Jackson Street shops which finished the year in second place had the largest percentage of reduction compared with the previous year with a ratio of 5.44 vs. 13.70 for the year 1926.

Of the divisions the honors go to the St. Cloud, which finished the year in first place with an accident ratio of 11.31 as compared to ninth place with an accident ratio of 29.53 in 1926. This accomplishment is indicative of the effect of a real enthusiastic and active campaign on the part of the officers and supervisors to operate their division without personal injuries to their employes and others.

The Willmar and Dakota divisions finished in second and third places respectively with their usual low accident ratio. These two divisions have claimed first and second places on our statement for the past several years. We have set the goal at a 75 per cent reduction by 1930 as compared with 1923 and our record so far this year is very encouraging.

For the month of January with most unfavorable climatic conditions we had no fatal accidents to employes and 66 injured, compared to two fatalities and 105 injuries in January, 1926. Let us keep up the good work and make the Great Northern Railway, not only the most efficient, but the safest railroad.

Special Rates for Educators

THE GREAT NORTHERN Railway announces that for the annual meeting of the Superintendents' Short Course, Minnesota Education Association, to be held in Minneapolis, April 2-7, 1928, that a rate of one fare and one-half on the certificate plan will be authorized from all stations on its line in Minnesota to the Twin Cities. Tickets will be sold from March 29 to April 4, and will bear a final return limit of April 11.



Thomas Paterson Dies

THOMAS R. PATERSON passed away on the 19th of January after a short illness in Superior, Wis., where he made his home. Mr. Paterson was born in 1869 and came to Superior when twenty years old. He was employed as telegrapher by the American District Telegraph Company, and afterwards by the Great Northern Railway Company. Later he was promoted to dispatcher and eventually became chief dispatcher in 1910. He was chairman of the American Train Dispatchers' Association. Surviving in the immediate family are his wife and one son.

A Dependable Railway

Here is a charming little letter from Margaret Woodward of St. Mary's School at Faribault, Minnesota. There could be no better evidence of the real pleasure found in "going Great Northern" than that the young people enjoy it:

A group of us young folks coming to Great Falls for the holidays got on No. 3 at St. Paul. We were treated with the greatest courtesy and consideration from the very first. Our Pullman porter, Mr. Partee, was a prince.

The dining car steward, Mr. Albert Pitz, was most agreeable and we all had a wonderful time. I was chosen to write you expressing our appreciation of the keen service on the Great Northern.

Not Enough Niggah

Old gentleman (seeing the small colored boy was having some trouble in getting away with the large melon he was trying to eat): "Too much melon, isn't it, Rastus?"

Small Colored Boy: "No, suh, boss, not enough niggah."—*The Farmer*.

Great Northern Semaphore

The Puget Sound Navy Yard

Wonderful Asset for the Nation's Navy at Bremerton, Washington

By Horace G. Best
Agricultural Department, Great Northern Railway, Seattle, Washington

BREMERTON, A MODERN business city, with a population of 15,000, is located on an arm of Puget Sound, at the Pacific terminal of the Great Northern Railway System, seventeen miles from Seattle. This city has been expanded, fostered, and nurtured by the United States government in the construction of what is known as the Puget Sound Navy Yard. The average

The Puget Sound Navy Yard, with its location midway on the Pacific shores of the United States, and considering the difficulties of defending Alaska, has advantages not shared by any other navy yard in this country, or, for that matter, in any other country. The large bay has water of ample depth for movement of the largest craft, fine anchorage, and there is sound formation for building

iron ore supply close at hand, which will be available when the steel industry is developed. It is a healthful community, with equable climate, abundance of water power, which can be cheaply developed, and finally there are no saloons, which assures the efficiency of men engaged in all industries.

No country has a better location for a naval base, than this country has on Puget Sound, as the defense of the entire Pacific Coast can be more speedily and economically directed from there.

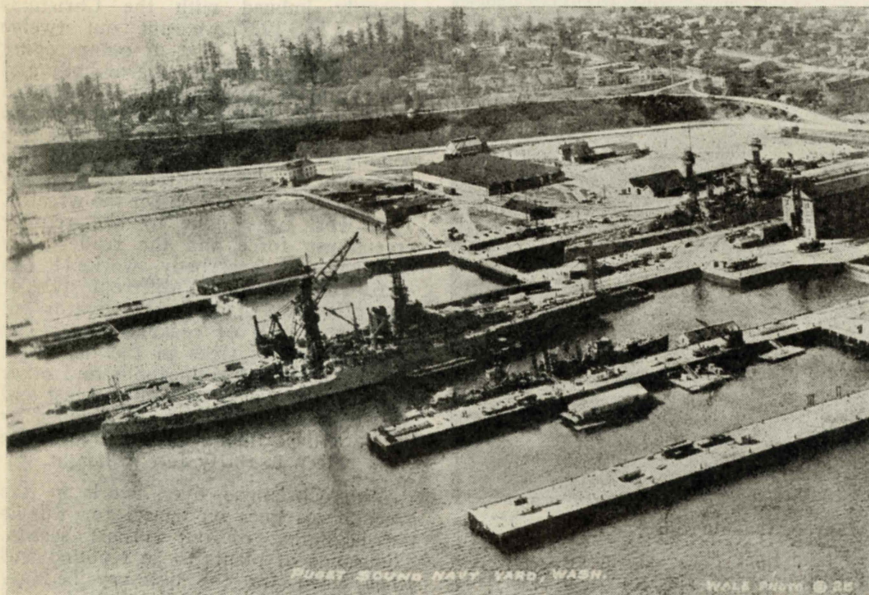
A contract has just been let for the building of a 10,000 ton cruiser, to cost \$16,000,000, \$9,000,000 of which will be used in the Puget Sound Navy Yard. Before this cruiser is completed, another contract will be awarded for at least one more cruiser of similar capacity.

Twenty-four hundred men are now employed in the yard, but with the building of these cruisers, from 600 to 850 additional men will be added to the present force.

The pattern shop is now busy on patterns, and the steel for the construction is beginning to arrive. It will take several years to complete these battleships.

The Puget Sound Navy Yard represents an investment of \$50,000,000. The outfitting pier, 1,327 feet long by 100 feet wide, recently completed, with a large revolving crane, cost \$1,500,000. It is one of the largest equipped piers in the world. Four of the largest battleships can be berthed side by side, and be supplied with all the necessary service. This mammoth revolving crane has a capacity of 350 gross tons at a radius of 115 feet, and 50 tons at 190 feet radius.

President Harrison recommended the original site for the navy yard. The final report on investigation of the site was made by Lieutenant Wyckoff to the Secretary of the Navy, June 11, 1892, which was the legal movement for the establishment of this yard. Citizens of the neighborhood gathered near the center of the station, while Lieutenant Wyckoff read his orders, taking possession. His daughter, Selah Wyckoff, ran the Stars and Stripes to the top of a tall tree nearby while the ceremony was in progress.



Awaiting Orders. Reconditioned Vessels Ready to Go

daily labor employment throughout the year, of 2,500 men is never affected by strikes, lockouts, crop failures, or business depression. It is undoubtedly one of the best pay roll communities in the United States.

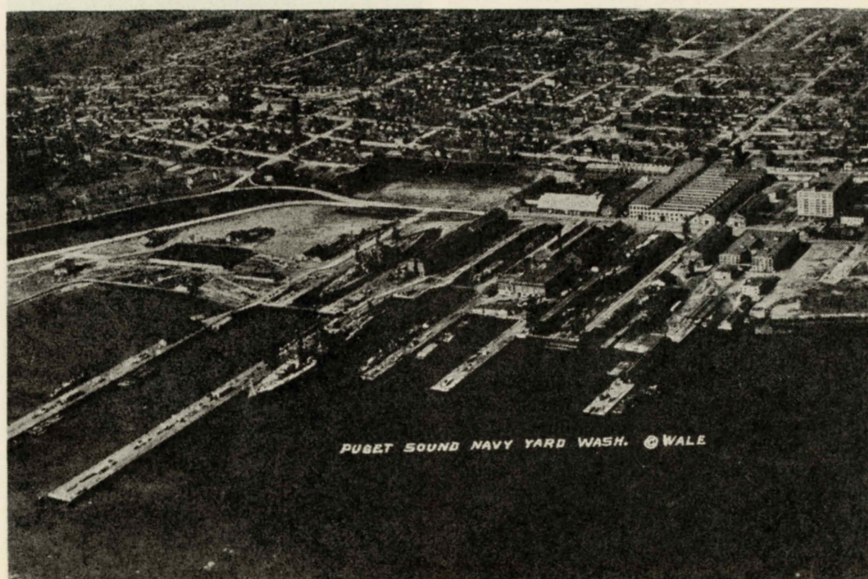
Many people are not familiar with the various arms and fingers of Puget Sound, in its ramifications from the Straits of San Juan de Fuca to a few miles south of Olympia, the capital of the state, where it vanishes in over-shallow water and the peculiar odor of a receding tide.

This battleship-building city can not be seen from Seattle, nor can it be reached by land from the great western terminal of the railway, save in a devious land tour of many miles on the Olympic peninsula. Straight across from Seattle, the distance is seventeen miles by boat.

It lies in a basin sloping down a hill to the salt waters of Puget Sound, with the Olympic Mountains cutting it off from the Pacific Ocean on the west.

The bay is frequently filled with various types of steel armament. Here will be a battleship of first-class on the left, here a cruiser, and there torpedo boat destroyers. An occasional small launch from a battleship comes chugging from anchor in the stream to landing stations at Bremerton. The rattling of machinery, like that of musketry, is heard throughout most of the working days of the year. The immense drydocks could shelter an army.

foundations. It has a land-locked harbor undisturbed by gales, is easily protected from attack, being made by nature almost impregnable. There is ample labor supply and transportation facilities which can be easily increased, abundant raw materials of timber and



Airplane View of Bremerton Navy Yard

The Park Department Speaks Up

THIS SEEMS AN appropriate time to commence a series of articles on the Park Department of the Great Northern, as February 1 is the third anniversary of that branch of the railroad work. These articles will appear as space permits and will be prepared for the SEMAPHORE by Mrs. Florence M. Ditmeyer of the office of the supervisor of parks.

The work of George W. Dishmaker, while he was agent at Elk, Washington, became known all over our System and

The dahlias and sweet peas are also grown at the farm and it is interesting to know that during the tourist season last year, each lady traveling on the Pullman cars on our lines, was presented with a corsage bouquet of sweet peas and ferns. The daily cut averaged about five thousand stems, each bearing a fragrant message of the Great Northern's better and more distinctive service to its guests.

As the gladiolus pass, the Michaelmas daisies, helenium and dahlias come on

give an endless selection in color combination. The large standard mums are used in baskets on the observation cars and for special bouquets. This season we combined them with plumosa and the native salal with unusual and charming results.

December finds the carnations coming on well, and the mum benches are cleaned out and only stock plants for the next year are saved. A survey of the work of the past year, discloses that over 275,000 cut flowers of various kinds from the field and hot houses, have been cut, stripped, bunched and shipped.

December also brings more than the carnations, for in the greenhouse there can be no minute shopping. The first of the month finds every one on his toes and strongly imbued with the Christmas spirit. In 1927 we put out twelve hundred and fifty feet of cedar roping and seven hundred wreaths of holly and cedar and holly combined. We used twelve large cases of eastern holly and four truck loads of cedar boughs, ten pounds of ruscus, fifteen pounds of fine wire and seven hundred and twenty yards of red satin ribbon for the wreaths. This work was done by the regular greenhouse force and the reader may imagine that everybody worked! In 1926, when we used a different style of decorating, we made fewer wreaths but nearly one mile of cedar roping. The large Christmas trees in the depots at Seattle, Spokane, Minneapolis and other of the larger places on both the east and west ends, were also cut and shipped by the park department. These trees were from fifteen to thirty feet in height.

With Christmas over, work in the greenhouses goes on apace, for this is the beginning of our busiest season. Thousands of plants to be repotted and seeds sown for the necessary bedding plants for use over the system. In 1927 over 100,000 bedding plants were raised in the greenhouse. Of this number over 20,000 were used in making up three hundred and forty hanging baskets, fifty-two tubs, and six hundred and twenty lineal feet of window boxes for station decoration. The remainder of the plants were used in flower gardens on the System. In the hothouse the Easter lilies are up about four inches when this is being written and one wonders "can Spring be far behind."

Slam the Door

The other day Gus paid a very sick neighbor a visit and was trying to cheer him. "Hello, old man!" he began, when he entered the room. "Just came over to cheer you up a bit."

"Thanks," came the faint answer.

"You ain't half as bad as you think you are," continued Gus, "you look a bit white like, but that ain't nothin'. You'll be as healthy as you was before in a day or two."

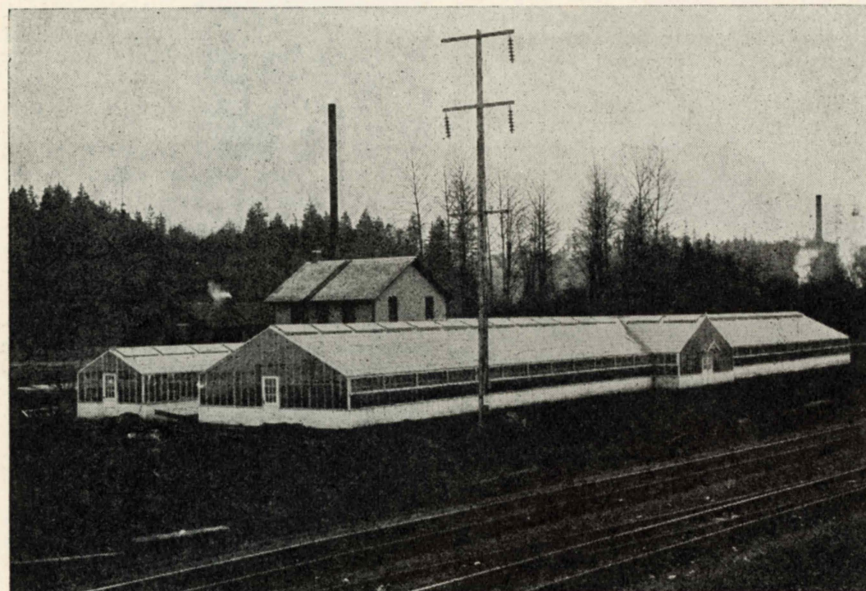
"Thanks," came the reply again.

"Well, I've cheered you up a bit, ain't I?" said Gus. "I'll be goin' now. Good-by!"

As he was about to go through the door, he hit his head on the lintel.

"Neighbor!" he ejaculated. "They'll have a hell of a time gettin' your coffin out of here!"—Whiz Bang.

Great Northern Semaphore



View of Greenhouse at Monroe, Washington

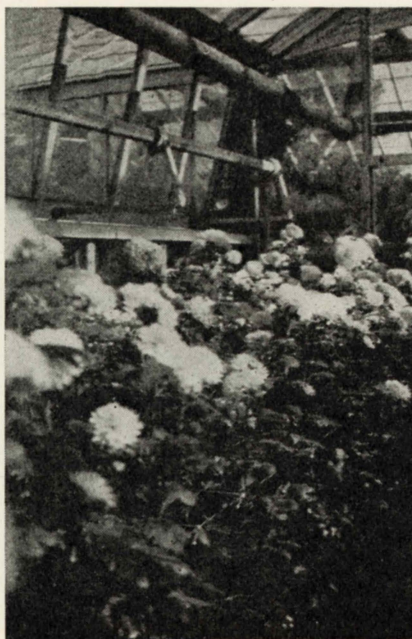
elsewhere. It was his beautification of the station grounds there, which proved to be the seed from which our present organization grew.

During the year 1925, the plants for station grounds were grown in a little hothouse at Elk, but as the work was extended, more adequate quarters became necessary. It was then that Mr. Dishmaker, who had been appointed supervisor of parks, made a comprehensive study of the various districts along the Great Northern lines, searching for the location best adapted to our needs. The result was the greenhouse at Monroe, Washington, and the building there was completed in 1926. The climate at Monroe is particularly good for this business, as the growing season is long. Best dahlias were being cut last year in November, and the blossoms were still good during the early part of December.

On what is termed the "Gladiola Farm," located around the section house on the Cherry Valley line, about three blocks from the tracks, are raised the Glads for use on our diners. During 1927 more than 85,000 large bulbs of many varieties were planted and about 20,000 small bulbets. During the heavy cutting season in July and August, the daily cut averaged about 2,000 stems. These are cut in the morning, requiring the time of one man for about two or three hours. They are then brought to the service house, where they are stripped of all loose leaves, tied in bundles of twenty-five and put in water in the cool basement until nearly train time. They are shipped in three and four foot, specially-constructed boxes of wood, holding one and two hundred respectively.

to take their place. Combined with the red foliage of the vining maple tree, these flowers seem to have been especially attractive to travelers from the East.

November sees our stock of field grown flowers getting somewhat scant, but at this time the "mums" are ready and for real Autumn glory there is nothing more beautiful. The pink and white Dotys and the bronze, yellows, dull reds and rose of the pom-pom variety



Interior View

Our Business Getters

The company is indebted to the following employes for their successful efforts to secure freight and passenger patronage for the railroad:

Andrist, C. W., conductor, Hillyard, two passengers, Newport, Wash., to St. Paul.

Bauer, Paul, Great Falls shops, two passengers, Great Falls, Mont., to San Diego, Calif.

Butterfield, G. J., agent, Verendrye, one passenger, Verendrye, N. D., to Spokane, Wash. and one competitive ticket, Verendrye to Mapleton, Iowa.

Campbell, E. G., fireman, Fargo, N. D., two Pullman passengers, one from Fargo to Minneapolis, and one Fargo to St. Paul.

Christie, W. H., labor agent, Spokane, one passenger, Spokane to Memphis, Tenn.

Cummings, W. V., general baggage department, St. Paul, one passenger, Minneapolis to Seattle.

Devins, Chas., conductor, Grand Forks, N. D., two passengers, Grand Forks to Perry, Iowa.

Endersbe, Arthur G., Dale Street General Stores, St. Paul, one passenger, St. Paul to Portland, Ore., and return.

Erickson, A. J., engineer, Great Falls, Mont., one passenger, Great Falls to Vancouver, B. C.

George, F. H., engineer, Seattle, one passenger, Wellsville, Ohio, to Tacoma.

Goodnow, S. M., veteran machinist, Devils Lake, N. D., one Pullman passenger, Devils Lake to San Francisco.

Haggart, W. E., engineer, Hillyard, two round trip passengers, Spokane to Minneapolis; two, Spokane to Portland, Ore.; three, Spokane to Seattle, and one, Spokane to Great Falls.

Hendrickson, R. M., assistant engineer, Great Falls, Mont., two passengers, Great Falls to Pittsburgh, Pa.

Herzog, Anne, clerk, Butte, Mont., one carload eggs, Butte to New York City; one carload butter, Butte to New York.

Johnson, Mrs. Olivia, one round trip passenger, Minneapolis to San Francisco, via Great Northern to Portland.

Larish, Bert, engineer, Everett, Wash., one car freight, Everett to Duluth, Minn.

Livingston, L. L., conductor, Hillyard, Wash., three passengers, Spokane to Pittsburgh, Pa.

Long, W. J., machinist, Dale Street shops, St. Paul, one passenger, St. Paul to Duluth, Minn.

Loquvam, Julia, right of way department, Spokane, one round trip passenger, Spokane to St. Louis, Mo.

Maier, Gertrude, rate clerk, Butte freight office, nine cars of coal, Kirby, Wyo., to Butte.

Mallas, George, section man (with Section Foreman K. Valenas), one round

March, 1928



Havre Group in 1905

The above picture was taken about the year 1905 at Havre, Montana. All those shown on the picture are still in service. They are, left to right: Standing, Tony Shimoto, janitor at Havre; Harold G. Means, manager, Minot relay

office; Elmer Kay, now operator, Spokane Division; J. Q. Morgan, now manager Whitefish relay office; Seated, A. W. McKay, assistant superintendent telegraphs, Spokane, Wash.; Chas. E. Swope, operator, St. Paul relay office.

trip passenger, Great Falls, Mont., to Chicago.

Moore, Joe, assistant agent, Everett freight depot, five passengers, Everett to Duluth.

Nessenson, A. B., contracting freight agent, Tacoma, two round trip passengers, Tacoma to Chicago; one ticket, Tacoma to Concord, Ill., for corpse.

Nilson, M. I., agent, Bethel, Minn., one passenger, round trip, Bethel to Portland, Ore.

Pewters, Patrick, pensioned section foreman, St. Paul, two passengers, Des Moines, Ia., to Seattle and return; three passengers, Seattle to Des Moines.

Smith, Thos. R., conductor, S. C. A. & P. Ry., Spokane, two round trip passengers, Spokane to New York.

Southwell, Guy, steamfitter, Jackson Street shops, St. Paul, one round trip passenger, Portland, Ore., to St. Paul.

Valenas, K., section foreman, Great Falls, Mont. (and George Mallas), one passenger, Great Falls to Chicago and return.

Webb, A. N., American Railway Express, St. Paul, former Great Northern employe, one passenger, St. Paul to Winlock, Wash.

Wick, Joe, switch foreman, Fargo, N. D., two passengers, Fargo to Detroit, Mich.

Wilson, Mayo G., engineer, Hillyard, two passengers, Hillyard to Portland.

A Dependable Railway

Here is another letter to General Superintendent Blair, Great Northern dining car service, from W. E. Haggart, who with wife and daughter enjoyed the Glacier Park Limited recently:

We have just completed our trip, Seattle to Spokane, on the Glacier Park Limited and I would like to take this means of complimenting every member of the crew for the most excellent service given.

Have traveled considerably but believe your dining car service to be the best in America. The portions are not only large, but are well cooked and served in a pleasant manner.

It came within the range of my observation the excellent manner in which Steward Koenigs cared for his patrons, each and every one receiving his special attention. It will be an exquisite pleasure for me to recommend your service to others. It is a personal pleasure of mine to call your attention to the above stated facts.

MARCH, 1928

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

Forest Consciousness

YOU WILL BE FILLED with "forest consciousness," if you read the article on "Big Trees and Plenty," in this issue of the SEMAPHORE. The story reads like a fairy tale. Think of more than one thousand billion feet of merchantable timber now growing in Oregon, Washington, and British Columbia, in the territory served by the Great Northern! There is enough lumber in these trees, as the story demonstrates, to house over 514,000,000 people, or to build more than 102,000,000 average, five-room houses.

As in all fairy tales, however, there is an "if" in the story; and that is that all these homes can be built, and all this lumber made ready for the market, if we keep the demon, fire, away from this vast stand, comprising the world's greatest growth of timber.

If we have "forest consciousness," we shall remember to extinguish our camp fires, and we will not throw lighted matches, cigars or cigarettes from train or automobile, always bearing in mind the protection of these great forests. And also shall we have in mind the desire, if not a plan, to reforest the cut-over lands; which perhaps may be accomplished by exempting the land from taxation while the new trees are young, or by assisting the land owner in some other fair manner. In this way only can these venerable gold mines of timber be preserved, and made to supply lumber for the world, for the present, and the centuries to come.

Gold mines, indeed! Over 200,000 men, receiving about \$240,000,000 annually, are employed in Northwestern logging camps, mills and dependent industries. The gold mines of the United States combined do not produce more than \$40,000,000 worth of gold a year, while annually from Oregon, Washington, and British Columbia, the land of the four big trees, Douglas fir, West Coast hemlock, Western red cedar and Sitka spruce, come forest products valued at \$518,000,000.

This isn't a fairy tale at all, but just a plain statement of facts.

As railroad men and women, Great Northern employees should study the lumber industry, to learn and work for whatever may be of assistance to the timber owner, logger, and lumber-mill proprietor, remembering that a large portion of our tonnage from the Northwest comes from the products of these big trees, and without this valuable business there would be fewer freight trains in operation, with the consequent decrease in the number of individuals who are employed in the service of transportation.

We may all well afford to cultivate "forest consciousness."

The photograph from which the reproduction for the front cover of this issue was made, was taken by the Ranapar Studio, of Tacoma, for the Rainier Na-

tional Park Company, through whose courtesy we are permitted to use it.

Fate

FATE IS RESPONSIBLE for many excuses. When we fail, we blame fate. Writers, for ages past, have laid at fate's door, responsibility for nearly everything that went amiss. This is not fair to fate. In this day and age we should know better than to believe that fate causes our downfall, if we fail. We should realize that the fault, if we fail, is ours, and that fate has nothing to do with the matter.

Attributing everything unpleasant to fate, has become a popular pastime with some people, and is recognized as such by those who know them. The man who glibly refers to fate, as an excuse for failure, or states that fate has been cruel to him, is not taken very seriously today. It is generally the uninitiated man who mixes fate with his failures, or, for that matter with his success, although fate is, as a rule credited very little with any success that one may have attained, people generally realizing that success comes principally from hard work, application to duty, perseverance, and the study of those attributes that enable them to meet opportunity when it presents itself, or when it is overtaken.

We should be able to say, with Henley, "I am the master of my fate; I am the captain of my soul."

Patience

PATIENCE IS BITTER, but its fruit is sweet," says Rosseau, in which respect this virtue is like many other desirable human qualities.

Job's biblical experience proves the truth of what Rosseau says, and the statement needs little amplification.

Perhaps there has never been an age when patience was so commendable, as the present age of jazz-wasted energy, which is leaving its impress upon our times.

By the exercise of a little patience and poise, "holding onto one's self," as we sometimes say, we should probably lessen the number of cases of so-called nervous prostration, since practicing patience, holding onto one's temper, certainly keeps down one's blood pressure, and prevents serious bodily affliction.

Perhaps Job was a philosopher, as well as the world's greatest exemplification of patience. The story of Job would doubtless have had a different ending, and perhaps we should never have heard of him, if he hadn't possessed this great virtue, patience.

If we had more patience, we might have less crime, for one cannot think of a patient person as being a criminal.

Patience and undue excitement are not compatible. It is often excitement, the heat of passion, that causes the worst crimes.

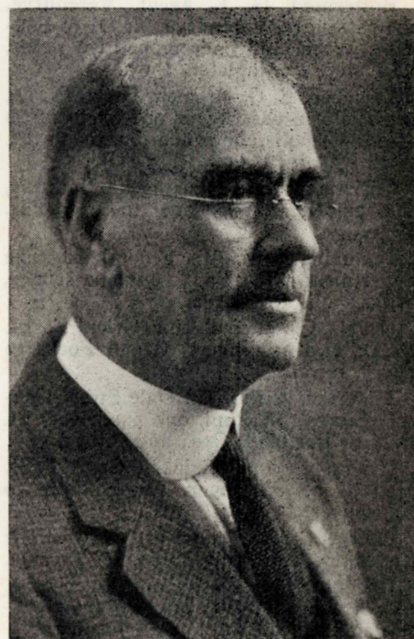
Patience is a virtue to which we may well give careful consideration. It is a virtue well worth cultivating.

Peter L. Clarity

P. L. CLARITY, SUPERINTENDENT of the Minneapolis passenger station, one of the best known and most popular officials of the Great Northern, who will retire from service on March 12, having been overtaken by the age limit, commenced his railroad career with the old St. Paul and Pacific

Railroad, as section laborer, at Howard Lake, where his father was section foreman, in March, 1872. He continued in this work during the summer months, attending school in the winter, until the fall of 1876, when he learned telegraphy during the winters of 1876 and 1877. The remainder of his record is as follows:

April 1, 1877 to July, 1877, agent at Albany; July, 1877 to the fall of 1881, agent at Melrose; 1881 to 1882, clerk in the auditor's office; 1882 to 1889, traveling auditor; 1889 to 1893, agent, Moorhead; 1893 to 1897, agent, West Superior; January 18, 1897, he was appointed superintendent at Minneapolis, in which position he continued until September 26, 1923, when he became superintendent of the Minneapolis passenger station, as the result of the consolidation of the St. Cloud and Terminals divisions, this being his last position with the Great Northern, which he will hold until the time of his retirement, on the twelfth of this month.



P. L. Clarity

Mr. Clarity's friends regret very much the encroachment of the age limit, which necessitates his withdrawal from the Great Northern family. He is very active, and no one seeing him in action would suppose him to be more than fifty or fifty-five years of age, and there are few younger men who can either out-walk or out-work him. His friends hope that he will take some trips over the line from time to time, and drop in upon them.

Mr. Clarity intimates that since he is still such a young man, and has not had much time to play in his busy life, he is now ready to begin, and will start his new career by specializing in golf. We should not be surprised, if in the course of the next few years, we should hear of him as an amateur golf champion. Immediately after his retirement he will take an extended trip through the South and West, after which he will return to Minneapolis, which city will continue to be his home. He lives at 4100 Garfield Avenue, South.

For many years Mr. Clarity has taken a deep and active interest in the Great Northern Veterans' Association of which he is a member.

Great Northern Semaphore

VETERANS' CORNER

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

ELECTED TO MEMBERSHIP IN THE GREAT NORTHERN VET- ERANS ASSOCIATION

How About Badges?

VETERANS wishing to have an Official Veteran Association ribbon badge to be worn on special occasions, may obtain same by sending \$1.00 to the Secretary, R. L. Bonham, Room 816, General Office Building, St. Paul, Minn.

February 20, 1928

Anderburg, Martin L., engineer, Superior, Wis.
Belknap, Martin H., engineer, St. Cloud, Minn.
Bohrer, Richard J., conductor, Great Falls, Mont.
Borgan, Paul J., water service foreman, Willmar, Minn.
Brown, John, engineer, Superior, Wis.
Buchanan, Norman, storekeeper, Sioux City, Ia.
Budd, John E., engineer, Superior, Wis.
Buell, John F., engineer, Havre, Mont.
Christianson, Henry, B. & B. foreman, Superior, Wis.
Cramer, John A., engineer, Barnesville, Minn.
Cremans, J. J., conductor, Whitefish, Mont.
Coolen, John H., conductor, Havre, Mont.
Davis, Thomas L., engineer, Butte, Mont.
Fuller, John H., switchman, St. Paul, Minn.
Gannon, Wm. F., conductor, Everett, Wash.
Georger, Wm. J., gang foreman, St. Cloud, Minn.
Gibbs, Wm. A., conductor, Great Falls, Mont.
Hall, Wm. F., engineer, Melrose, Minn.
Harvey, Harry E., conductor, Superior, Wis.
Hebert, Albert C., engineer, Superior, Wis.
Henretty, Wm. J., conductor, Superior, Wis.
Higgins, Wm. J., traveling engineer, Superior, Wis.
Jeffrey, Israel, switchman, Grand Forks, N. D.
Johnson, Eugene E., conductor, Duluth, Minn.
Judge, John A., conductor, Great Falls, Mont.
Keeley, Mark J., conductor, Crookston, Minn.
Kiloran, James, yard foreman, St. Cloud, Minn.
LaDuke, James C., engineer, Kelly Lake, Minn.
McMurtrey, Wm. P., general water inspector, Great Falls, Mont.
Mallinger, Arthur T., engineer, Park Rapids, Minn.
Maxwell, John H., truck shop foreman, Jackson Street shops, St. Paul, Minn.
Montgomery, Harvey, car inspector, Whitefish, Mont.
Mullen, Edw. J., train baggageman, St. Paul, Minn.
Murphy, Thos., engineer, Superior, Wis.
Nelson, Emil, engineer, Superior, Wis.
Nelson, Hugo E., painter, Jackson Street shops, St. Paul, Minn.
Nicklay, John J., conductor, Barnesville, Minn.
Olson, Karl J., car foreman, Breckenridge, Minn.
Orth, Robert B., engineer, St. Paul, Minn.
Pelle, Alois H., engineer, Melrose, Minn.
Philby, J. W., switch foreman, Sioux City, Ia.
Pierce, Herbert I., engineer, Great Falls, Mont.
Quinn, John R., engineer, Minneapolis, Minn.
Robinson, Chris., pensioned carpenter foreman, Superior, Wis.
Romundstad, Joseph, conductor, Great Falls, Mont.
Samsom, Henry L., engineer, St. Paul, Minn.
Schaum, John L., sheet metal foreman, Everett, Wash.
Shannon, Edgar A., train baggageman, St. Paul, Minn.
Slater, Fred L., engineer, Fargo, N. D.
Standfield, Wm. J., engineer, Superior, Wis.
Stone, Raymond G., traveling engineer, Great Falls, Mont.
Sullivan, James F., switchman, Minneapolis, Minn.
Swanson, Charles J., conductor, Cedar, Minn.
Tibbs, Harry G., conductor, Williston, N. D.
Turcott, George, switch foreman, Great Falls, Mont.
Vogel, Charles, agent, Sioux Falls, Ia.
Wallo, Knute, painter, Jackson Street shops, St. Paul, Minn.
Wetherby, Lee H., engineer, Willmar, Minn.
Wickham, Fred L., engineer, Minot, N. D.
Wutzer, George, Sr., car repairer, St. Cloud, Minn.
Zahn, Emil, engineer, St. Cloud, Minn.

March, 1928



Chas. T. Buckley

A Lifetime of Faithful Service

IT IS WITH MORE THAN ordinary pleasure that the picture above is printed. It is of Charles T. Buckley, veteran pensioned engineer, who is shown stepping from his engine as he finished the last trip before being retired. It is said that at the time of his retirement, Mr. Buckley was the oldest engineer in the service of the Great Northern.

Mr. Buckley entered the service of the company October 10, 1880, as brakeman on the Browns Valley branch under A. Guthrie. In 1881 he became a fireman, under A. A. Ackerly, master mechanic, and was made an engineer in 1887 on the Kalispell Division under J. R. Van Cleve, master mechanic. He was on that division at the time of his retirement February 7, 1928.

Mr. Buckley was a close friend of Mr. James J. Hill and his memories of the days when the Great Northern was in the making are many and vivid. He has many friends and all join in wishing him many more years of enjoyment of his well-earned rest.

Veterans Lose Another Member

THE FULL ACCOUNT of the services of the late Edmund Rice, Great Northern retired conductor, will be found under the Honor Roll. Mr. Rice, who recently passed away, was the nephew of both Edmund Rice, a former Great Northern official and Henry Rice, both pioneer St. Paul settlers. He was one of those who saw the first locomotive brought to St. Paul by boat on the Mississippi River. He was an engineer for forty-five years and for a long time drove the engine named after his uncle.

He was a member of the Great Northern Veterans' Association and its members acted as pallbearers at his funeral.

John Stolt Dies

John Stolt, veteran engineer, died at St. Paul at the age of 57 on Wednesday, January 9, following an operation for stomach trouble. The sudden end was a shock to his many friends. John was

born in Oslo, Norway, and came to St. Paul 50 years ago. He had long been a leader in fraternal circles, being a member of the Great Northern Veterans' Association, Brotherhood of Locomotive Engineers, United Workmen, Order of Eagles of St. Paul, and the Elks of Willmar. At the time of his death he had 26 years of continuous service with the Great Northern to his credit, and will be missed by his superiors, as well as fellow employes. He is survived by his wife, a daughter, Muriel E., and two sisters, Mrs. Caroline Peterson and Mrs. Ed. Vernon, all of St. Paul. Funeral services were held at 2 p. m. Friday, at the Listoe & Wold chapel, 150 West Fourth Street. Funeral rites were conducted by members of the Brotherhood of Locomotive Engineers, and burial was made in Oakland Cemetery, St. Paul, January 13. Our sympathy is extended to the bereaved family.

Conductor Cooke Takes the Long Journey

DEATH CLAIMED Wm. E. Cooke, of Superior, Wis., on January 20, 1928, after a brief illness. Mr. Cooke was a conductor for the company, having entered service at Larimore, N. D., in 1902 as a brakeman. He was promoted to conductor later in the same year and became a passenger conductor in 1911. He was also in the employ of the Grand Trunk at one time.

He was a pioneer resident of Superior where he had resided for forty-eight years. He was a member of the Order of Railway Conductors and the Great Northern Veterans Association. He married Mary Shannon of Toronto, Ontario, in 1877, and she and four sons and four daughters survive him.

A Dependable Railway

Superintendent Blair naturally likes this one a lot. The writer is Alfred R. Mathews, general agent in San Francisco of the Provident Mutual Life Insurance Co. of Philadelphia, Pa., who said that with one exception, he knew of no dining service that equalled that on the Great Northern, and the exception was one train on an eastern line. Mr. Mathews goes into some detail regarding his experience, as follows:

"I wish to call attention to the good treatment accorded me by your conductor in charge of diner No. 1033. This steward was on the job at all times in a courteous manner without being familiar. He saw that the waiters were attentive as well. I did not eat dinner in your car the night of the 30th, so breakfast was my first meal. The table was completely set, the food well cooked and served quickly and properly. At noon I can say the same for luncheon. I really looked forward to my dinner in the evening before getting off at Glacier Park. The diner was clean—everything about it was clean and the conductor was neat and clean. I am taking my time to comment this way because that one day in and out of your car made my trip that much more enjoyable."

For the Health of Your Children

A Safe Water Supply for the Country Home

WALTER R. RAMSEY, M. D.

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

GOOD FOOD, FRESH air, pure water are all of importance to health, but in popular thinking the first two get more attention and the last named is more or less overlooked. Pure water may not be the most important of the three, but this much may be said: One can live a considerable time without food if water is supplied, but one can live only a relatively short time without water.

In cities and towns with centralized and controlled water supply, water is usually carefully safeguarded, but in villages and on farms, where wells and springs are relied upon, there is much less attention to keeping the water supply pure and wholesome.

What constitutes pure water and how it may best be secured for the farm home are vital health questions. In good drinking water there are certain qualities necessary:

First—It should be clear.

Second—It must have an agreeable taste.

Third—It must be free from any disagreeable odor.

Fourth—It must be incapable of producing serious symptoms of disease.

The clearness of water, that is its transparency, depends upon the absence of any foreign matter, for distilled water is always absolutely clear. Many things which are dissolved by water may enter into solution without changing its appearance. The most common example of this is common salt.

Water is liable to be influenced by the character of the soil through which or over which it passes. It is rather common to find springs which have a disagreeable odor, due to the fact that the water passes through deposits of sulphur salts. In other places the water is so charged with alkali as to be unfit for drinking and may actually produce serious stomach and intestinal disturbance, such as vomiting and diarrhea.

The diseases produced through the water supply are chiefly typhoid fever and dysentery. When such infections arise from the water they are always due to contamination by bacteria coming from the body discharges of persons who have the disease or those who act as carriers, the excretions by various means finding access to the water supply.

Types of Water Supply

The main sources from which the water for drinking purposes is secured are two:

The underground water supply, including wells of various kinds and springs.

The surface water supply, including cisterns, reservoirs, lakes and ponds, and rivers and streams.

Undoubtedly by far the most frequent source of water for the farms is the well. This well is either a dug well, which has been a common source of water since the dawn of civilization, or a bored, drilled or driven well, the last of which is comparatively modern.

A well, if its location is good and its water free from alkalies, sulphur and the like, is perhaps the best source of water supply for the farm home. If properly constructed and protected, it runs a better chance of being free from filth and disease than any other.

The Proper Location for a Well

A well should be located on a site where the tendency is for all surface water to run away from the well instead of toward it. The well should always be located higher than the house, the barns and outhouses, so that the drainage will be away from the well and never toward it. A well is a natural drain and unless great care is exercised, surface water, which contains all manner of foreign matter and often excretion from animals and people, will seep directly into the well, resulting in pollution of the water leading frequently to disease and death.

When a proper location for a well has been chosen, if it be a dug well, the walls should be made of rich reinforced concrete and should extend considerably above the surface of the ground so that even in freshets no surface water can run in. A dome of concrete should extend over the mouth and the small opening through which the pump enters should be so closed that overflow and other contaminations, from children for example, will drain from the platform without entering the well. In other words, the mouth of the well should be water tight.

Bored wells are open to the same dangers as dug wells and have the added danger that it is difficult or impossible to introduce a concrete casing and are therefore in danger of being contaminated from surface drainage.

Perhaps the best kind of well is the driven well; that is, one in which a metal pipe is driven into the soil until water is struck. Even a driven well may be, if improperly located, subject to pollution. Surface water may find its way into the pipe unless the upper end extends well above the surface of the ground.

The next source of underground water supply is the spring. There is a common belief that water from a spring is always pure, but they are quite likely to be polluted.

Springs are likely to be situated in the sides of hills, in valleys or ravines where the tendency is for surface drainage to flow toward them. It is a common occurrence to see the spring, from which the family water supply is drawn, located directly in the ravine below the house, the privy, the barns and stables. With every rain the seepage is toward the spring and during the winter months in the North, when the ground is frozen and often covered with ice, drainage from the outbuildings runs directly into the spring.

Springs can very easily be protected from pollution by surface drainage. The same rules must apply in the location of buildings and outhouses in relation to the spring as applies in the case of the

well; the drainage must be away from the spring instead of toward it.

To render a spring free from surface contamination a concrete box should be constructed all around and above the spring with a watertight top so that surface water can not enter. A pipe near the surface of the water should penetrate the walls so that a continuous flow without opening the box can be secured.

Cisterns, depending on a surface water supply, have a limited use and are utilized for drinking water only when other sources, such as wells and springs, give a water charged with alkali, sulphur or some other salts which make the water unfit for drinking. Cisterns which are nothing more than reservoirs for rainwater are readily contaminated and when used to store water for drinking purposes should be constructed with the greatest care and thoroughly protected. For rainwater a proper filter should usually be provided and for this reason expert advice from the State Department of Sanitation should always be secured.

Lakes and Streams as Water Sources

Lakes, especially for cities and large towns, are common sources of water supply.

Owing to the fact that sewerage finds its way into these lakes, the greatest care must be taken to avoid contamination; in fact, serious epidemics of typhoid fever have within a few years occurred in some of these cities. As a result of this experience practically all water for cities is now filtered and then put through a disinfecting process by adding a certain amount of chlorine, which makes it relatively safe but gives it a disagreeable taste, which those of us who are accustomed to good pure water from a well or a spring find rather unpleasant.

Rivers and streams are as a rule dangerous sources from which to get drinking water. When it must be taken from such a source it should first be boiled or filtered and treated with chlorine.

I would urgently advise that you write to the Department of Hygiene of your own State Board of Health and ask for its bulletin on "Water Supplies and Sewerage Systems for Farm Homes" and if you can not secure one there, write to the United States Department of Agriculture for Farmer's Bulletin No. 1448, entitled, "Farmstead Water Supply."

If you are uncertain about the purity of your drinking water, send a sample, properly bottled and sealed, to your State Board of Health for analysis.

Walter R. Ramsey

Another Letter from France

THE BEST THING I learned during this trip was to know how good were the relations of friendship between France and America. I was so happy to see that America loves France! That is perhaps the best remembrance of my trip over there.

From the point of view of history I will tell you that in traveling over all the beautiful Northwest I learned to know what might have been the sufferings and deprivations of those men who, during all their lives had been working, exploring for the glory of their country, building forts and founding headquarters of furs and all the things which make a

(Continued on Page 23)

Great Northern Semaphore



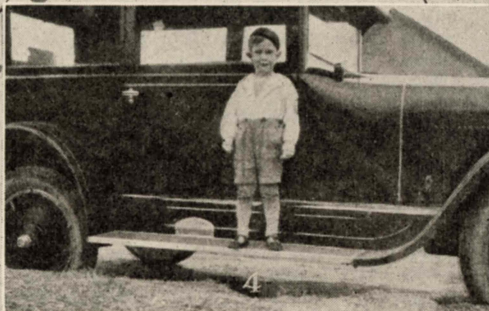
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1. Romaine, daughter, F. G. Sprain, auditor of overcharge claims, St. Paul; 2. Jeannette Alicia Ayshford, granddaughter, David McMillan, machinist, Jackson Street shops, and great granddaughter, W. J. McMillan, retired veteran conductor, and president of the Veterans' Association of the Great Northern Railway; 3. Jean Rea, daughter, Ray B. Benston, rodman, engineering department, Seattle; 4. Ralph, son of Jerry Mumm, boilermaker helper apprentice, Devils Lake; 5. Roberta Virginia, daughter, Robert V. Walters, car inspector, Great Falls, Mont.; 6. David Fred, son of Fred S. Himebaugh, signal maintainer, South Bellingham, Wash.; 7. Gladys, granddaughter, C. H. Passenger, engineer, Minot, N. D.; 8. Patricia Lorraine, daughter of Carroll Jackson, clerk, office of the auditor of disbursements, St. Paul (Mrs. Jackson was Rosella Renz, formerly with the Great Northern Songsters); 9. Donald, son of Charles Kuhl, brakeman, Barnesville, Minn.; 10. Raymon, son of T. J. Laborta, conductor, Montana Division; 11. Lena, Adam and Peter, children of Joe Schuck, machinist, Devils Lake, N. D.; 12. Jackie, son of John Janetski, fireman, Great Falls, Mont.

Of Interest to Women



Conducted by MRS. J. MABEL DILHAN

THE ST. PAUL Pioneer Press of January 30 contained the following item:

"J. A. Blair, general superintendent of dining cars, Great Northern Railroad, received a letter last week from a prominent St. Paul club woman, asking for his recipe for 'fried spring chicken.'"

She said that for many years she had been quite satisfied with a recipe obtained in the South, but after enjoying this popular menu item on a Great Northern dining car, had come to the conclusion that the culinary art, like everything else worth while, is being improved constantly.

It has occurred to us, that since the "fried spring chicken" as served on Great Northern dining cars, is so much appreciated, our SEMAPHORE readers would perhaps like to have this recipe, the popularity of which is evidenced by Mr. Blair's contract for eighteen hundred dozen choice spring chickens to cover his requirements for four months, and which, he advises, will be inadequate to meet the demand for the period estimated. This recipe, as given to us by Mr. Blair, is as follows:

"Select young springer weighing around two pounds—serve one-half to each person. Disjoint each half into three pieces, breast, second joint and leg. Press between clean cloth to absorb all moisture; dip in milk, then shuffle in pan containing a mixture of cracker meal and flour, then fry slowly in pure, sweet, clean lard, being careful to see that the lard is not too hot—otherwise you will burn to a crisp the outside before the chicken begins to cook. Success is measured by degree of temperature of the lard, which should not be so low that it will soak in, or so high that it will burn up the chicken."

Since scarcely a week passes without bringing a number of letters written in commendation of the dining car service and praise of the cooking, to Mr. Blair's office, it would seem that the favorite recipes of Great Northern chefs might well be offered to SEMAPHORE readers, in preference to recipes found in other cook books. While no one can learn the culinary art by reading a recipe, yet the recipe is needed to begin with, and even the beginner, by carefully following it, can produce a satisfactory dish, which will naturally be improved upon as she gains experience. Even with a natural flair for cooking, the cook who cooks by guess seldom achieves more than mediocre success, while the conscientious cook, who carefully follows her recipes, often finds herself hailed as a genius, which, after all, is merely the capacity for taking pains.

Some of the Great Northern chefs have been in the service of the dining

car department for from ten to twenty-six years, and have evolved from their experience special recipes of their own, which have become widely known as Great Northern specialties. One of these is:

Great Northern Special Beef Pot Roast

Method. Take piece of loin butt as large as required, put in stone jar with water and vinegar sufficient to cover, add a dash of salt to this. With a larding needle make a hole throughout meat and insert following items: Salt pork, carrots and onions, two kernels of garlic. Place back in the pickle, add a few bay leaves to pickle and one sliced lemon. Allow to remain for three days in pickle. Place in roasting pan and cook in a quick oven until nicely browned.

Make gravy from juice remaining in pan after meat is ready and add sufficient brine to flavor to individual taste. Put beef in sauce pan, cover with gravy and permit to simmer until well done. Serve with potato cakes.

Potato Cakes

Grate raw potatoes, add grated onion to taste, flour, salt and baking powder. Make into cakes and fry.

And here is another one which will please, for who does not like corn bread?

Great Northern Corn Bread

Ingredients. 1 lb. flour, 2 oz. butter, 1 lb. yellow corn-meal, 1 teaspoonful salt, 2 teaspoonfuls baking powder, 2 pints milk, 4 eggs, 1 cupful boiling water.

Method. Pour water over corn-meal and allow to become cold, beat yolks of eggs and add to the corn-meal, add the milk, flour, baking powder, salt and butter. Mix all thoroughly and then add the whites of eggs beaten well. Bake in a shallow pan well greased. Have your oven hot. This should bake in about 20 minutes.

Chicken Pie

The famous chicken pie, Great Northern style, being prepared in large quantities, carries with it a large recipe, which must be modified to conform to the requirements of the family. The recipe of the chef who specializes in this delectable confection for Great Northern diners is as follows:

Cover three large fat hens with cold water, add 1 sliced onion, bunch of parsley and sprig of sage. Boil over slow fire until meat is about ready to fall from bones, separate meat from bones, cut up in fairly large pieces. Reduce stock by approximately one-third, then allow to cool off, skim off top and mix with 4 heaping tablespoonfuls of flour, and 2 tablespoonfuls of butter,

this to be used as a binder, then add to the stock, while cold, yolks of 3 eggs well beaten, with half cup rich cream. Season to taste, then bring to a hot heat again, stirring continually, but do not boil, add the binder and strain thoroughly.

Fill a chicken pie dish with layers of chicken, cold boiled potato, duchess shape, sprinkle over all 2 tablespoonfuls of diced, crisp bacon, rendered out in frying pan, with some of the rendering.

Fill dish with roux, described above, and cover all with top crust of pie dough, rolled moderately thick. Bake in a hot, quick oven.

Great Northern Pies

All kinds of fruit—season and sweeten to taste and after lining pie pan with pie dough, fill with enough fruit to make *one inch thick*. That one inch thick part is another secret of good pies. Cover all with a top crust and bake in bottom part of oven first to cook the bottom crust and finish off on top of oven to a rich brown.

Many fruit pies, such as apple, peach, apricot, etc., are immensely improved when using plentifully the juice of the lemon, freely blended with plenty of sugar. Have you ever tried sprinkling your pie plate with well-browned flour before laying bottom crust?

Pie Dough

To every pound of flour, allow one-half pound pure leaf lard, one-half pound butter, 1 cupful ice water.

Sift the flour into a bowl, cut butter and lard in small pieces, cover with ice water and mix thoroughly with a knife. Cover board with thin coating of flour and roll out to shape, then fold and put away in ice box for future use. The secret of good flaky pie dough lies in handling or rolling as little as possible.

Lemon Pie Filling

Twelve eggs, 2 cupfuls sugar, 6 lemons, 1 cupful boiling water. Beat yolks and whites of eggs separately. Mix one-half of the sugar with the beaten egg yolks, and add grated rind and juice of the lemons, then add the boiling water gradually, cook in a double boiler. When fairly thick, add the remaining cupful of sugar and beaten whites of eggs. Make proportionate reduction of ingredients for smaller quantity.

Pancakes

Ingredients. 4 eggs, ½ lb. sugar, 3 lbs. flour (wheat), 2 qts. milk, ½ oz. salt, 2 oz. baking powder, ¼ lb. melted lard or butter.

Method. Mix all until smooth, brown on a hot griddle.

Great Northern Semaphores

Big Trees and Plenty

(Continued from Page 3)

central state forest will produce but from 5,000 to 10,000 board feet. Within 70 to 80 years after logging a new forest has grown up from which good lumber can be cut. A 100 to 150-year-old Douglas fir forest will produce splendid structural timbers and clear lumber, such as that found in the present virgin stands.

Three Factors Involved in Growing Forests

To keep these new forests growing it is necessary to market the present timber crop at a profit and solve the two problems of fire prevention and taxation. Marketing of West Coast lumber is now being studied and pushed by the lumber industry's combined forces, known as the West Coast Lumber Trade Extension Bureau. By means of national advertising, constructive wood and lumber publicity, and field work by a dozen experienced men, the merits and uses of the four West Coast woods are becoming known in every lumber using section of the United States.

The question of fire protection is already being handled by the united forces of private timber owners, state, and federal governments in the most effective fire fighting organization in the world. The problem of proper timber taxation will be increasingly regulated in the future as West Coast citizens come to realize how important it is that their lands should continue producing successive crops of timber. According to recent figures from the Western Forestry and Conservation Association, Portland, Oregon, there is now in Washington and Oregon a total of 14,215,000 acres of cut-over land which needs only fire prevention and proper taxation to enable it to continue producing crops of merchantable timber.

In addition, many of the larger lumber companies are either planning or actually undertaking reforestation projects looking toward the continuous operation of their holdings. At least three contracts are in force today on government owned land in the Douglas fir region between the Forest Service and lumber companies which are based on a perpetual scheme of harvesting and growing.

It is a common saying among business men and bankers of West Coast cities that 60 cents of every dollar involved in any transaction comes from lumber. With forest products making up 60 to 65 per cent of all rail freight and 80 per cent of all water tonnage, it is self evident that the lumber industry must continue if the great West Coast section of the United States is to keep up its growth and prosperity.

Other lumber producing sections of the country waited until their virgin timber supply was almost gone before making preparations for a second and third crop. Washington, Oregon, and British Columbia are profiting by this mistake and are making their preparations now. The co-operation of all other industries and citizens in general will aid in making these preparations a success.

If the spirit of "forest consciousness" which is now developing continues until it embraces every person in the great Douglas fir region from the six-year-old school child who knows that he should make sure his camp fire is out, to the head of a great corporation who gives West Coast woods the preference in building his own home, then and only

then can the forests be kept producing crops of merchantable timber which are worth so much more than gold to every man, woman, and child on the West Coast. (Prepared for the SEMAPHORE by the West Coast Lumber Trade Extension Bureau.)

Moscow, Idaho

(Continued from Page 5)

at a cost of \$50,000, supply motion pictures and other entertainments. In the university auditorium, seating nearly 1,000, frequent entertainments are offered, including such presentations as Sousa's Band, and other artists of national and international fame. Pageants, games and community entertainments are given in the university's beautiful athletic amphitheater, where 7,000 persons can be accommodated.

Fraternal organizations are well represented in Moscow, most of them owning their own homes, many of which are spacious and well appointed and recognized as community centers. The Masons, Eastern Star, Odd Fellows, Elks, Knights of Pythias, Woodmen, Moose, Yeomen, Grand Army of the Republic, and American Legion are among them. Of clubs there are the Chamber of Commerce, Rotary, Kiwanis, Historical, Pleiades, American Association of University Women, and Business and Professional Women's Club.

Moscow is served by three railroads, the Northern Pacific, the Union Pacific system, (O. W. R. & N.), and the Great Northern. Spokane is 90 miles distant, Seattle 420 miles, and Portland 420 miles. The famous North and South Highway, traversing scenic beauties that arouse the admiration of world travelers, passes through the town. The traveler on this route, coming from Boise, the state capital, leaves the Old Oregon Trail at Weiser, and after ascending the Weiser river valley plunges into the fastnesses of the Salmon river canyon, crosses the fertile Camas Prairie highlands to the junction of the Clearwater and Snake rivers at Lewiston, then ascends the looping curves of the renowned "Lewiston Hill" to Genesee and Moscow.

On the wooded slopes of Moscow Mountain, six miles distant, are many beautiful picnic spots. By drives of greater distances, curving among slopes green or yellow with wheat, or along mountain and forest highways, one finds ever new and alluring haunts for outdoor amusement. Good bird hunting is found in the immediate vicinity, the birds being native pheasants, Hungarian and Chinese pheasants and blue grouse. White and black tailed deer are found in the mountains six miles to the north. For trout fishing one must go to the eastern part of the county.

Climate and altitude are both moderate. Winters are not severely cold nor summers severely hot. The average January temperature is 28.4 degrees and the average July temperature 66.4. The altitude is 2,600 feet. The air is pure and invigorating. The rainfall, averaging 22 inches for the year, keeps the countryside green, produces bountiful crops without irrigation, and transforms roadside fences into hedges of wild roses.

Moscow's folk are thrifty, enterprising and intelligent, 80 per cent of them American born, 20 per cent of Scandinavian and German stock. A large proportion of the younger men and women have attended the university.

Population has increased 15 per cent in two years. New buildings and im-

provements in that time represent an investment of \$1,550,000.

The University of Idaho is a state institution occupying 36 buildings on a campus and college farm of 685 acres. On the campus proper of 40 acres there are 12 major buildings. Enrollment throughout the year, including non-resident and summer school students, is 2,600. On the faculty are 160 persons, including part-time assistants.

Nine distinct schools and colleges are maintained, affording instruction in the arts, sciences and literature, with opportunities for technical specialization in agriculture, engineering, law, mining and metallurgy, forestry, education, home economics, business, music, and architecture. Strong pre-medical and pre-nursing curricula are offered. Baccalaureate and advanced degrees are granted. There are also short courses in agriculture, forestry and mechanic arts. The nine schools and colleges are: the College of Letters and Science, College of Agriculture, College of Engineering, College of Law, School of Mines, School of Forestry, School of Education, School of Business Administration, and Graduate School.

The organization of the University includes also the Agricultural Experiment Station, with four substations, Extension Service in Agriculture and Home Economics, Non-Resident Instruction, and the Summer School. Latah County employs a county agricultural agent, through cooperation of the university extension service, the county commissioners and the U. S. Department of Agriculture. Farmers of the county also enjoy the immediate advantage of having the experiment station in their midst. They make inspection trips annually over the farm, visiting its experimental cropping plots and its purebred herds of prize-winning live stock.

A Dependable Railway

To the SEMAPHORE direct came a letter some time ago from The McDonnell Publishing Co., of Waverly, Minn., calling attention to the fact that Great Northern freight service was as good as its passenger service. Our comment would be that they are twins, and look so much alike, you couldn't tell them apart if it weren't that they were dressed differently. Here is what Mr. McDonnell wrote:

"The other day I had occasion to send some freight to St. Paul and Delano. I called up our local agent, S. T. Klich, and asked what the chance was to get some freight off and how soon. The reply was, 'Please wait a minute. Our east bound freight is right here in the yards, and I will see what I can do for you.' He got in touch with the conductor in charge named Campfield, who deserves a big share of the credit, and the next moment the final reply came along to the effect, 'It can be handled immediately.' He not only took care of the freight but took it upon himself to locate the drayman, who hustled it down and loaded it and it was on its way in a minute. This goes to show that Agent Klich and Conductor Campfield are not asleep when on duty."

CLUBS

What the Several Chapters and Allied Organizations are Doing

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

AT THE MEETING on January 25 the president called attention to the wide range of subjects covered by the different speakers we have had and introduced Dr. John Noble, pathologist at Ancker Hospital, who spoke on "Autopsies." This subject may sound mysterious to the ordinary layman who has little or no actual information about it, and while the doctor said it was a "dead" subject, he treated it so that it became a very interesting matter to live people. Generally speaking an autopsy, or post-mortem examination, is made for the purpose of finding out the actual cause of death, while pathology relates to the study of the disease and the progress it had made at the time of death.

It is now required to have a legal permit for a doctor to make an autopsy. The days of securing bodies illegally for this purpose are over. While it is not an enjoyable operation for a doctor to perform, Doctor Noble explained several things about it which made it very interesting to those present. He spoke about the benefit to the family in doubt as to the cause of death by finding out definitely what the whole trouble was. It is also valuable to the medical profession in the handling of disease, and to the public from a health standpoint. A very small number of deaths in this country are autopsied. The doctor's talk was followed by questions and answers.

Evelyn Hansen, soloist, and Lucille Michaud, pianist, both from the auditor of freight receipts office, provided the musical entertainment.

THE CLUB WAS FAVORED on February 8 by having Arthur E. Eggert, St. Paul City Purchasing Agent, talk. He was announced as follows: "He's a good spender." He has been connected with his department for about twelve years and in that time has spent between 55 or 60 million dollars of the taxpayers' money. Since 1914 when the city of St. Paul adopted the charter form of government, the purchasing department has been considered one of the vital functions of the organization.

The speaker referred to his predecessor, who was formerly in the purchasing department of a large railroad, and gave him credit for establishing this department as a centralized purchasing unit. Since Mr. Eggert has been in the department he said he has tried to follow out the ideas of his predecessor, believing it was to the city's benefit to conduct city business along the lines of other big industries.

He believes the purchasing department of the city should be kept out of politics and expressed the opinion that St. Paul's purchasing department is as free from graft as any like department in the country. Prior to the time the department was re-organized it was found that thirty or forty people in the city government were making purchases, sometimes a number of persons buying the same kind of an article and paying different prices. Now this department buys thousands of different articles each year, even to bears and monkeys. Last year 17,000 orders were issued. One of the ways money is saved for the city is through buying articles in bulk. He requested that the club members, as citizens, take interest in the purchasing department and know something about how the city spends so much of the taxpayers' money.

An interesting musical program was furnished by "The Oriental Limited Orchestra."

Great Northern Railway Women's Club

THE ATTENDANCE at the luncheon meeting of January 19 indicated that the members had fully recovered, if their holiday season had been a strenuous one, and that their interest in club functions was just as good as ever.

It was an enthusiastic audience that enjoyed a very instructive and entertaining address by Judge Clayton Parks of the Municipal Court, whose subject was "Court Psychology." Judge Parks presented a view to all of the phases of the cases that are tried in his court, and told in detail a number of experiences with such humor that made his talk fully as entertaining as it was informative.

Vocal numbers were given by Miss Agnes Foley, soprano, accompanied by Lucille Michaud of the auditor freight receipts office, and the Wessel boys, Ambrose and Harry, who are the brothers of Jack Wessel of the mail traffic office, provided real pep with a group of banjo and piano selections.

AT THE LUNCHEON meeting of February 2, the annual election of officers was the event that prompted one of the largest attendances that had assembled

during the past year. Due to this, the meeting was held in the west-end room on the thirteenth floor of the building, having as a special feature orchestral music during the luncheon, which was provided by the Northern States Power Company Orchestra. A group of piano selections was played by Bernadine Courtney, daughter of Mrs. Mary Courtney, of the comptroller's office, and Mary Louise Welter of the *Dispatch*, cleverly entertained with a group of monologues. The little Misses Eleanor Godbout, Alice Olson and Kathleen Rettner, directed by Lenore Manley and accompanied at the piano by Miss Courtney, were presented in a series of song and dance numbers. In addition to the regular drawing of the attendance prize, there was a drawing of two gifts which were the compliments of two members who are no longer with us, Anna Blom, formerly of the superintendent of telegraph office, and Agnes Manning, formerly of the auditor car records office. The club attendance prize was drawn by Beatrice Noonan who received an amber necklace, and Freda Pepping, Katherine Johnson and May Ryshevy, respectively, received a painted plate; a sugar and creamer set, the gifts of Agnes Manning, and an embroidered boudoir pillow, the gift of Anna Blom.

The election of officers was taken by ballot, resulting in Esther Hupfer of the auditor freight receipts office becoming the new president with the able support of Elizabeth Lee of the legal department as first vice-president; Kathleen Scanlan of the freight traffic department, second vice-president; Edna Lindstrom of the auditor freight claim department, secretary, and Lucille Budd, of the auditor miscellaneous companies, as treasurer.

During the counting of the ballots, the yearly reports of the chairman of the Sunshine Fund, Emma Cuturia, the secretary of the club, Georgia Emmel, and the treasurer, Peggy Smith, were read and duly accepted. Ellen



1928 Officers, Great Northern Women's Club

From left to right, top row, Elizabeth Lee, law department, first vice-president; Kathleen Scanlan, freight traffic department, second vice-president; second row, Lucille Budd, office auditor miscellaneous companies, treasurer; Esther Hupfer, office auditor freight receipts, president; Edna Lindstrom, office auditor freight claims department, secretary; third row, Beatrice Cuddy, office auditor disbursements, financial secretary, Mary Hackett, comptroller's office, publicity secretary.

Great Northern Semaphore

Donahue, the retiring president, also made a report, advising the members of the club the various forms of activities that had been carried on through the year and by whom the various committees had been led. In conclusion, a brief farewell address was made to the club and upon presenting the gavel to the new officer, Miss Donahue expressed herself as knowing no one to whom she would rather present it, which undoubtedly was the sentiment of the entire club as the new leader was elected unanimously. A rising vote of thanks was given to all of the retiring officers.

THE GREAT NORTHERN Railway Women's Club has now been in existence three years. The first meeting of the fourth year was held in the club room on the thirteenth floor and conducted by the new officers.

The speaker was J. C. Rankine, superintendent of telegraph and president of the Men's Club, who called himself "The speaker without a subject," although he spoke about "humor," mentioning the various kinds which were characteristic of certain nationalities.

Elizabeth Endrees Rensch, soprano, sang a group of songs accompanied by Dorothy Holmes. Priscilla Price, violinist, gave a few selections, also accompanied by Dorothy Holmes.

To show their appreciation for having been elected to office, each one of the new officers gave an attendance prize.

The business of this meeting consisted of the nomination and election from the floor of the Board of Directors. Following are the girls who were elected: Catherine McGrath, sixth floor; Katherine Devitt, third floor; Helen Bartelheim, fifth floor; Isabell MacRae, eleventh floor, and Catherine Hutton, fourth floor. The retiring president, Ellen Donahue, is the chairman of this board for the coming year.

This meeting was held on a Tuesday instead of Thursday as is regularly done because of the Winter Frolic at Duluth, Minnesota, February 15 and 16, which was attended by a delegation from the club.

GREAT FALLS

GREAT FALLS CHAPTER No. 4, Great Northern Club, held its annual election of officers at Labor Bank Hall in Great Falls on February 7. W. D. Loftus was elected president for the coming year; Frank Blaising, first vice-president; Arnold Shaw, second vice-president; Lincoln Wagner, treasurer; Elizabeth Jeffries, secretary.

President-elect Loftus expects to call a meeting of club officials at an early date, and appoint the various committees. It is understood that an enthusiastic good-fellowship drive will soon be put into operation with its object a 100 per cent membership of the Great Northern employees in Great Falls and vicinity.

A membership of one thousand is confidently hoped for, and an active program of social events will be planned for the new year.

SPOKANE

ON TUESDAY, JANUARY 26, the membership of the Spokane Club turned out en masse to greet the new members of the family, the employees of the S. C. & P. The entire program was put on by the S. C. & P. bunch and consisted of the following: xylophone solo, George Gottschalk; talk on the history of the S. C. & P. from its origin to the present day, J. W. Hungate, electrical superintendent; old time dance orchestra, Arthur Ayler, blacksmith, Harry Van Horn, machinist and Luther Cook, motor assembler; vocal duet, W. F. Giesa and Arthur Nelson, accompanied by Mrs. Frank Burger; dance numbers, Lois Majer; comedy skit, Messrs. Gottschalk, Giesa and Nelson.

The meeting was one of the best held in the last two years and was thoroughly enjoyed by everyone present.

On February 11, the Spokane Club held its pre-lenten ball in the passenger station. Both waiting rooms were crowded, the attendance being about six hundred. The valentine motif was carried out in the decorations of red and white. Jim Cantion, chairman of the entertainment committee was in charge of the arrangements; Fred Wright, secretary of the Club

handling the check room; H. W. Green, treasurer handling the tickets with the assistance of Emil Johnson. F. A. Kachinsky was in charge of the prize drawing and George Fish, the decorations.

Trainmen's Annual Ball

THE FORTY-THIRD annual ball of St. Paul Lodge No. 122, Brotherhood of Railroad Trainmen will be held at 8:30 P. M. Monday, April 9, at the Hotel Lowry, St. Paul. The affair is a benefit for sick and disabled members. Officials of three railroads, the Great Northern, Chicago, Great Western and the Chicago, St. Paul, Minneapolis & Omaha, will be honored guests. It is expected that the mayor of St. Paul, as well as members of the city council will attend.

Invitations have been extended to the Great Northern Songsters and the Great Northern Men's Quartette to participate in this affair, and arrangements have been made with WCCO to broadcast the dance music, which will be furnished by Fred G. Albrecht and his orchestra, direct from the ballroom of the Lowry Hotel. The committee on arrangements consists of E. H. Varchmin, chairman, P. E. Peterson, H. R. Atwood and J. R. Robertson, assisted by A. T. Bland, W. J. O'Toole, B. W. Fern, and J. H. Pepin.

Glacier Park Juniors

THE JANUARY 20 MEETING of the Glacier Park Juniors was devoted entirely to discussion of the forthcoming party, slated to be given January 28. Plans were completed, and the party is assured.

Reports on the basketball team developed that the Glaciers had lost two straight games in overtime periods. One earnest but simple-minded member suggested that hereafter the overtime periods be eliminated in order to avoid these losses. Our team seemed to be "jinxed" in the first half of the schedule, losing four while they were winning one, but to evidence the presence of "Old Man Luck," not a team was able to outpoint them by more than five points, three of the games going overtime.

The evening of January 28 was one of the high lights in the history of the club, for on this evening was celebrated the First Annual Frolic of the Juniors, staged on the thirteenth floor of the general office building. For brilliancy of performance and sheer accomplishment on the dance floor, the Glaciers can lead them all. The meeting room, decorated with red and green lights and streamers, displayed an attractive setting. The evening began with all participating in various games guaranteed to make Buster Keaton smile. At 10:30 p. m., the scene shifted to the cafeteria, with a grand march to tunes from the Oriental Limited orchestra. An appetizing luncheon was served a la cabaret style, several entertainment numbers being interspersed between dances. All present agreed that the party was a huge success, and congratulations were offered to the officers and directors responsible for its preparation and success.

The Glaciers were particularly delighted to listen to the President of the Men's Club, J. C. Rankine, at the meeting of February 3. The subject of his talk was "Radio," but as he so ably explained, he confined himself to the possibilities of its use commercially by railroads. Mr. Rankine described the experimental trip made by him from St. Paul to the Coast, with a side trip to Great Falls, during which experiments were made with different sets, antennae, etc. The many difficulties encountered on the moving train proved that radio is not yet ready to take its place as a source of entertainment to our patrons. At times, reception was quite clear, but interference from power wires, motors, crossing signals and the like, was a constant bar to perfect reception. The idea of replacing telegraph wires with radio has also proved a failure, although its possibilities are not yet exhausted. Experiments in the Rockies using a small broadcasting set tuned below the popular wave bands were not entirely successful, severe fading being noticeable. The present cost of such service is also prohibitive, but Mr. Rankine forecasts that commercial use of radio by railroads is likely in the near future, as soon as further inventions have perfected the present equipment.



J. S. Mullane

J. S. Mullane Wins Honor

THE GREAT NORTHERN Railway and J. S. Mullane, chief clerk of the passenger traffic department of the Great Northern, were both honored when Jack was elected president of the St. Paul Passenger Association. This occurred at the annual banquet and election of the association at the Hotel Lowry, St. Paul, on the evening of January 16.

Mr. Mullane, whose picture is shown above, was formerly with the North Western line in auditing and passenger traffic work. In 1909 he was made chief rate clerk in his present department of the Great Northern and in 1917 was made chief clerk. He is also one of the vice-presidents of the Great Northern Men's Club.

A Dependable Railway

Here is a fine tribute to the Oriental from Hon. Julius A. Schmahl, state treasurer of the State of Minnesota, which makes all of us mighty proud:

Mrs. Schmahl and I have just returned from a trip out to the Pacific Coast and returned over the Great Northern on the Oriental Limited. It certainly was a pleasure to receive the magnificent service so characteristic of the Great Northern road and far superior to the service on other lines we used. The cuisine was far ahead of the other dining cars we were on in the South and on the coast, while all the employees were attentive in the extreme.

Continue as Hash

Mrs. Newlywed (indignantly): "I've told you to keep out of the kitchen, Dick. Now see what you've done—knocked down my cook book and lost the page, and I haven't the slightest idea what I was cooking."—*Eptworth Herald*.

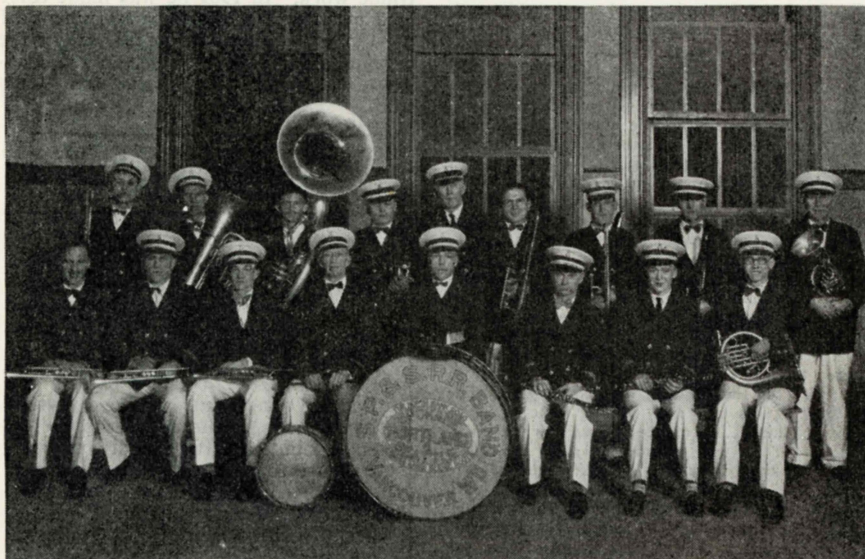


Seattle Girls Entertain Selma Erickson

ON FRIDAY, FEBRUARY 10, several of the Great Northern young ladies entertained Selma Erickson of Minneapolis at an informal dinner given at the Pig'n Whistle. Miss Erickson is choral director of the Railway Business Women's Association in the Twin Cities. Among the Great Northern girls who attended were Ethel Ronald of the general manager's office, Elizabeth Aylmer of the superintendent's office, Clo Morgan of the Great Northern dock staff, Anne Postery of the dining car department, Ruby Keanley of the purchasing department, Margaret Fisher of the freight claim department, Helen Christensen of the right of way department, Clara Melby of the freight traffic department, Esther Anderson, of the dining car department, Myrtle Bravo

of the superintendent's office, Grace Smith of the Great Northern dock office, Mabel Meese of the engineering department, Helen Solomon "from the docks," Hazel Pederson of the division superintendent's staff, Nellie Fowles from Interbay station, Georgiana Conley of the superintendent's office, Grace Moe of the engineering department, Eva Hudon of the division superintendent's office and Lillian Parrish of Interbay station.

After dinner Miss Erickson and Miss Fowles sang several numbers for the girls and Miss Erickson explained her work in St. Paul. It is understood that all the girls had such a good time that they contemplate making the dinners a regular event.



S. P. & S. Band at Vancouver, Wash.

THE PICTURE GIVES you the privilege of seeing the members of the S. P. & S. band of Vancouver, Washington. This band was organized in 1926 and has been brought to a high state of efficiency by the earnest endeavor of its members, all of whom work for the railroad, and the painstaking care of its director, Harry Frey.

Vancouver has no city band, and the railroad band is often called upon for public functions and civic affairs. Every

co-operation possible is being given to the band by the Spokane, Portland and Seattle, and the members and their friends are determined to make it a little better during the year ahead than it has ever been before. Various entertainments have been given and others are planned to complete paying for the very attractive uniforms which the members now wear.

Officers of the organization, in addition to Director Frey, are president, H. L.

Harrell, and secretary-treasurer, George H. Viles. We are indebted to the latter for the information above and the accompanying picture. The band sends greetings to the SEMAPHORE and its readers. We certainly reciprocate and hope we have the good luck to hear this band play some time.

Spokane Great Northern Women's Club

THE GREAT NORTHERN Women's Club of Spokane was entertained on Wednesday evening, January 11, by Alice Edge at the Isabella Club. After the regular business meeting, with President Betty Pugsley in the chair, bridge and pinochle were played, prizes being captured by Mrs. Clara Foster, Marion Backus and Hazel Johnston.

Outside talent provided some interesting entertainment. Agnes McAndrews gave the club several instrumental selections, and Marie Bjorn offered a number of clever readings. A two-course luncheon was served.

The evening was so delightfully spent that it was a case of *tempus fugit*, and some of the girls missed the "owl," and were obliged to taxi to their homes.

Successful Dramatic Club Performance

JANUARY TWENTY-SIXTH was a gala date for the Great Northern Dramatic Club, when the "Doubtful Sex" was presented at the German-American Hall, St. Paul, where an enthusiastic audience, large enough to provide a satisfactory profit to augment the fund already reposing in the club's treasury, and which had accrued from its last dramatic presentation, greeted the players.

The play, a particularly brilliant farce comedy, built about the foibles and credulities of a rich and eccentric art collector, who became the object of the attentions of a band of crooks, and was also adroitly manipulated by his interesting and intriguing family, was especially well adapted to the talents of the cast, all of whom accredited themselves in a manner befitting professionals. In fact, a professional critic who went behind the scenes, asked one of the property men, what company was performing there, thinking that it was a professional group.

All the players who have appeared in previous performances showed marked improvement, while those who were making their first appearance came fully up to the standards established by the club.

The difficult and exacting part of Ira Brandon, the middle-aged millionaire art collector, was exceptionally well sustained by Bob Hoover, while William Barry was a particularly shining light as Lionel, his son. Dora, the art collector's daughter, was well handled by Julia Donovan, with all the aplomb of a sophisticated society girl, while Sally Hunt, the prize-winning bathing beauty of last summer's picnic, fully justified her reputation as "the little demon." Lola Sokolouk, the vamp member of the crook gang, masquerading as an art curator, quite distinguished herself. Alpha Pearson, posing as a Swedish parlor maid, but in reality a headquarters detective, made a brilliant expose of the crook gang, which was headed by Maurice McGuire, in the guise of Endicott Byng, a poseur. Leo Sprunk gave a finished performance of Count Armand de Choufleur, a blackmailer, while upon the attractive shoulders of Edward Bergstrom, fell the double role of Phil Carter, an actor, and his sister Phillipa, which furnished the principal share of the comedy stuff. It was remarked by several ladies in the audience that he carried his Spanish shawl with far greater grace than the average woman is capable of doing. Frances Mohan and Delia C. Ridge were two unusually ingenuous ingenues, as the Smith Sisters.

The success of the play, as well as that of its several predecessors, is sufficient proof of the able direction of J. Jos. Brown, who brings to this work the benefit of his own long career upon the vaudeville stage, which enables

Great Northern Semaphore

him to present a real play in a manner which would be creditable to real professionals.

Henry Bender acted as stage manager, V. P. Brown handled the publicity, Geo. J. Ghimenti was responsible for the properties, and Arndt Tein was the electrician.

Harold Lindgren's "Oriental Limited Orchestra" furnished music incidental to the production, and played for the dance which followed.

Another Letter from France

(Continued from Page 16)

country great; and they had not the ways and means we now possess, and just for that I found their labors wonderful.

Their work is now over-reached by progress, but it remains in the minds of the men who know of their beautiful deeds, and America may well be proud of them.

I learned to know, too, the American man—an amiable business man, quick, concise and clever. I was able to judge by the hospitality with which we were everywhere received: the best restaurants, the best hotels, the best cars, and during the trip the very clever friends we had—the people comprising the party who were always ready to do us a service, and to give explanations about the country, its history and its pathfinders. Nowhere before had I been received with such kindness.

During my trip I made the acquaintance of the American country. Pretty, near Minneapolis; lovely at Spokane and Portland; it is marvelous in Glacier National Park. I had in this immense park a sensation of quiet and rest that I had found nowhere else. It seemed to me that before those splendid and snowy peaks I was very far from the world. One of the most impressive spectacles I saw in Glacier Park was on the last day of our visit there. With the setting of the sun the mountains changed their colors, becoming blue and red, and disappearing from my eyes with the shades of night in a rose pale hue. It was short but beautiful.

I shall not forget this time, nor the United States, nor the wonderful time I spent there with the very kind Great Northern Railway which made me understand so well America.

Henri Blanchard.

NOTE.—This is the third letter received from a member of the party of French students which accompanied the Columbia River Historical Expedition.

SPORTS

ST. PAUL Bowling Great Northern League

February 12, 1928

TEAM STANDINGS

	Won	Lost	Ave.
Supts. Office	29	16	644
Shop Office	28	20	583
Shop Men	27	21	563
Store Men	24	24	500
Store Office	18	30	375
Supervisors	15	30	333

SEASON RECORDS

High single game, Young	257
High three games, C. Anderson	644
High team game, Store Men	931
High team total, Supt's. Office	2,640

SINGLE SCORES, 230 AND OVER

Young	257
C. Anderson	255
Dorrictott	245, 233, 231
Petreni	237
McNally	235
Cebulla	235
Jarnot	235
Borsheim	233

March, 1928

SIX HUNDRED CLUB

C. Anderson	644
Birch	620
Young	613
Petreni	608
Cebulla	608
McNally	607, 602
Jarnot	600

INDIVIDUAL AVERAGES

	Pins	Games	Ave.
McNally	5,946	33	180
C. Anderson	7,469	42	178
Strizich	1,564	9	174
Birch	4,161	24	173
Jarnot	7,962	47	169
Petreni	6,541	39	168
Dorrictott	5,858	35	167
Young	7,854	48	164
Nelson	3,880	24	162
Paul	1,936	12	161
Conover	483	3	161
Scanda	6,700	42	160
F. Pauls	6,500	41	159
Eolin	4,302	27	159
Murphy	2,863	18	159
R. Jewell	6,381	41	156
Rogers	1,867	12	156
Cebulla	7,379	48	154
Borsheim	6,894	45	153
Tinelli	5,961	39	153
Murath	7,287	48	152
Palmer	5,277	35	151
Haab	605	4	151
Macek	6,408	43	148
Schroyer	1,344	9	148
J. Mahoney	6,932	48	144
Teague	4,601	32	144
Fetters	428	3	143
Malenke	4,269	30	142
Heikka	5,630	40	141
Okrush	698	5	140
F. Skowran	5,845	42	139
Kugelard	4,973	36	138
W. Mahoney	6,432	48	134
W. Skowran	5,624	42	134
C. Jewell	4,835	36	134
Mitchell	1,331	10	133
Matz	2,781	21	132
Halladay	2,752	21	131
E. Anderson	5,288	42	126
O'Hara	882	7	126
Crawford	1,361	9	124
Wallin	3,370	30	112

National Railway Bowlers Tournament

A BOWLING TOURNAMENT open only to employees of railroads, steamship lines, Pullman employees and those of the American Railway Express Co., will be held in St. Louis, Mo., beginning Saturday, March 24. Entries will close March 5 and blanks may be secured from E. W. Hampton, National Secretary and Treasurer, 6034 Stony Island Ave., Chicago, Ill., who will also be glad to give any other information possible. Saturday and Sunday will be allotted to out-of-town bowlers so they will lose as little time as possible from their business duties.

GREAT FALLS Bowling

AFTER SIXTEEN WEEKS of play, the Superintendent's Quintet continues to lead the league by a single game. Holding a safe margin last week, they lost three straight to the Shop Office and the race for first position tightened with only four weeks to go. The Shop Office rose from fourth place to second place by defeating the leaders and the runners-up for three games each. The Storemen, originally league leaders, retaliated somewhat the last week and succeeded in holding the Shopmen to a tie for third. Losing eleven out of twelve starts the latter team fell from first place to fourth place and climbed back to a tie for third. Indications are that the four leaders in the League are closing in on the most spirited race in the history of the Bowling League and promise some rare entertainment.

Bill Young, "Hookball" artist, topped the season's high single game record with a score of 257 displaced Dorricott's 245. C. Anderson of the Store Office was right on his heels, finishing with 255 for a single game and 644 for three game total. The elite six hundred club doubled itself in the last few weeks of play, in evidence of the late season better brand of bowling, which all points to a whirlwind finish about March 9.

Freight Receipts Bowlers

THE INTERLINE "Dark Horses" of the A. F. R. had the temerity to challenge the Local "Alley Cats" of the same office to a bowling match. Said match was held at Rogers alleys, Saturday p. m., January 21. After the battle was over, it was disclosed that the "Dark Horses" had lost all three games by a large margin. It is to be hoped the "Dark Horses" will make an earnest endeavor to strengthen their team before they again tackle as strong a team as the "Alley Cats." Nelson, Johnson, Augur, Brown and Kittley constituted the Alley Cats, with scores of 868, 874, 916; total 2,658. Bell, Kahl, Rausch, Kraiss and Pitzel made up the Dark Horses with scores of 822, 821 and 817; total 2,460.



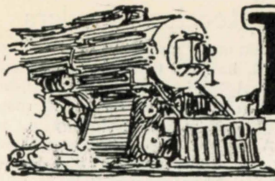
Ella Kooda

Grand Champion Breadmaker of Minnesota

ELLA KOODA, GRAND champion 4-H Club breadmaker for the state of Minnesota, who lives at Buhl, represented Minnesota in the National Food Judging Contest, at the Boys' and Girls' Club Congress, held at Chicago, November 26 to December 3. She is the daughter of Bert Kooda, section foreman at Buhl.

Miss Kooda signs herself "A Happy Club Member," and well she may, for in her two years of club work she has won conspicuous honors at two Minnesota state fairs; and in club circles at home and club camps outside, she has, to use her own words, "received more training and had more fun than in all her years previous."

At the 1926 fair she won first place in class A, individual bread demonstration, and placed second when all the classes were together. This year she was awarded the championship honors for her demonstration, which was pronounced almost perfect by the judge. The privilege of representing Minnesota in a national contest has been her latest big honor. At Chicago, she won fourth place in the Food Judging Contest, with Coral Hemmingson, of Hallock, as her team mate. Ella now has three medals, one of gold, one of silver, and the other of bronze. In the above picture she is shown with the celebrated loaf.



Division News

BUTTE DIVISION

Associate Editor

ELZA TWAY

Great Falls, Montana

The regular annual convention of relay managers of the Western District, was held at the Park Hotel in Great Falls on January 23 and 24. Those who attended were Superintendent of Telegraph J. C. Rankine, St. Paul; A. W. Mackay, assistant superintendent of telegraph, Spokane; E. E. Thompson, commercial telegraph agent, St. Paul; R. C. Thayer, telegraph engineer, St. Paul; and Relay Managers, Thomas Shier, Seattle; C. J. Koll, Spokane; J. O. Morgan, Whitefish; O. E. Ford, Havre; and J. M. Faunce, Great Falls.



Mrs. P. J. Pohl returned to her home in Great Falls on January 28, after a six-weeks' visit with her mother at Seattle.

The Association of Electrical Workers, Helpers and Apprentices, Central District, held its semi-annual meeting at Great Falls on January 22. Among those in attendance were C. E. Johnson, general chairman, Havre; Frank Cooper, retiring general chairman, Helena; Art Clark, lineman, Moccasin; H. F. Conroy, telephone inspector, Havre; W. E. Samuelson, telephone inspector, Great Falls; William Wosnick, lineman, Great Falls; Chris Medby, lineman, Shelby; and J. F. Blodgett, district telegraph foreman, Great Falls.

Operator Harvey L. Gregory has been working extra at "PD" since December 1. Harvey has been receiving congratulations upon the arrival of a baby girl at his home in Vancouver on December 28. The family expects to join him at Great Falls about February 15.

Conductor and Mrs. Carl Bernston returned a few days ago from an extended visit to the Twin Cities and points east. Conductor Bernston spent most of his time with his parents at Eau Claire, Wisconsin. Mr. and Mrs. Bernston are now at home in the Elmore Apartments of this city.

C. G. Lux, the popular traffic manager at the big Anaconda Copper Company smelter, at Great Falls, was a recent caller at the local Great Northern offices. Mr. Lux started his career in the traffic world as a telegrapher on the Great Northern, and when the call back to first principles, becomes too insistent, he just naturally wanders back into the old element, until the feeling wears off.

The Brotherhood of Railway Clerks held its annual installation of officers at Labor Bank hall on January 26. The new officials for 1928 are as follows: Bruce Teague, president; Harold Eyestone, vice-president; Willis Garrison, chaplain; John F. Edwards, division chairman and financial secretary; Carl Hoelzel, recording secretary; Clarence Jewell, sergeant at arms; Otto Neilson, inner guard; and Charles Konesky, outer guard. After the business meeting, a luncheon was served to all members present. Arrangements are being completed to hold a series of social entertainments, the first of which is planned for February 16.

John Swanstrom, father of Arthur Swanstrom, of the superintendent's office, died at his home in Aberdeen, Wash., on February 2, at the age of 72. Mr. Swanstrom made his home in Great Falls for 34 years, but moved to the West Coast during the war. He was brought to Great Falls for burial, interment being made in Highland Cemetery.

Operator W. F. Richeldeffer, "PD" office, was called to Geneva, Indiana, December 15, by the death of his father. He expects to return to Great Falls about March 1.

Brakeman and Mrs. L. J. White will leave soon for Los Angeles. Leo is going down for a few days' vacation, while Mrs. White

expects to spend the remainder of the winter there.

Cafe Car Steward Leo J. O'Brien, running between Great Falls and Butte, was taken sick on January 1, and sent to St. Barnabas Hospital at Minneapolis for an operation. He is reported as making a good recovery, and is expected back about February 15. He was relieved by Thomas J. Kalis, who had been holding a run on the Oriental Limited before coming to Great Falls.



Joel Clinton Hickman, Suh

When he first came to work at "PD" we made brief mental notes of the tall, lanky form, the ready smile, the pleasing mannerisms, and the soft Southern drawl. "Texas or Missouri," flashed through our mind, as we dismissed him from our thoughts, temporarily, for other important matters.

One day we asked him his name. "Hickman, if you please, suh; Joel Clinton Hickman, suh."

"Well, that's fine," we remarked, "'Jo' is an easy one to say."

"But they all don't call me 'Jo,' suh," he said, grinning.

"Well, 'Clint,' then. That one comes easy, too."

"Yes, suh, it sho' does, but Ah reckon yo' all bettah jus' call me 'Hick.' That's what they all called me back down theah in Missouri, an' it jus' seems to be mo' appropriate, suh."

"All right, Hick, that goes with us," we said. "It does seem very appropriate, too, come to think of it; and by the way, Hick, we've always kind o' wondered why those old boys down there in Missouri grow such long arms and legs, and seem to get up so high in the world, like."

"Polin' hawgs, suh; that's jus' what does it, suh. Nothin' like polin' hawgs to make a young fellow grow up tall," he replied, with a look of deep and serious retrospection.

"Well, well! So that's the cause of it. Now what is there about this poling the hogs, Hick, that produces the beanpole development?" we ventured to inquire.

He looked pityingly down upon us for a moment, and we instinctively felt the sympathy that our ignorance had aroused in his sensitive nature.

"Well, suh, they jus' tie them theah hawgs on to a long pole an' the boys have to hold 'em up so they can eat that big Missouri cawn. Maybe yo' all won't believe it, suh, but that theah cawn down theah in Missouri grows so fast an' the boys have to stretch theah ahms an' laigs so much to keep them hawgs up wheah they can eat, that they all jus' natchally grow that way. By the time them theah boys gets old enough to run off from hum, suh, theah gen'ally about six feet an' a half high, an' weigh about a hundred an' seven pounds." Not a trace of a smile was betrayed on his face, as he gazed thoughtfully out across the rolling Montana prairie.

One morning during the winter, Hick was looking over the morning paper. "Ah sho' hope it ain't the ole state of Missouri that's got lost," he sighed, as he laid aside the Tribune and reached over to open the key

and put a stop to the steady "PD, PD, PD" that was making the wire sing and sizzle.

"What's the big idea?" we asked, looking at Hick in surprise. For answer he silently handed us the paper, and we read the bold head lines: "Blizzards in Three States—One Lost."

So old Hick has become a fixture at "PD." His smooth and easy flowing "JC" is well known to almost every operator along the far-reaching Great Northern lines. Sometimes, when he has the old bug all greased up, he likes to get hard boiled with the boys and see if he can "burn 'em up." But don't let him fool you. If he hears about somebody in trouble, he'll paw up the country for miles around, until he gets some kind of relief for the suffering one. Yes, sir, old Hick won't sleep until he has done all that can be done for a fellow in distress. "Of the manor born," this "Dixie Hick," a true son of the old South.

Mrs. R. K. Holt and two sons, family of Conductor Holt, are leaving soon for California. Mrs. Holt returned from Rochester a few weeks ago, and is going to a warmer climate for her health.

O. Nicholson has been transferred from the Cascade Division, to the position as assistant chief special agent, at Great Falls. Mr. Nicholson arrived in Great Falls February 3, to assume his duties and look over his new field of action.

Many Butte Division officials and employees know Charlie Stablein, who worked as cashier at Kevin during the past two years, and is now employed with the traffic department of Patton Klose Company, grain brokers. Charlie was agent at Conrad in 1917. One day while checking baggage for a passenger, a pickpocket lifted his wallet and \$86 in currency. He afterwards found the empty wallet in a dark corner of the baggage room, but the money was gone. Ten years drifted by, and the incident was all but forgotten, when he recently received a letter from a well known citizen of Conrad, advising him that as soon as his identity as the C. F. Stablein who had been agent at Conrad, was definitely established, the long lost cash would be returned to him. The gentleman who wrote the letter stated that he was merely acting as mediator for the party who wished the money restored to its owner. A few days later Mr. Stablein received the amount in full. Charlie says it was pretty tough to take at the time, but he wishes now that his needy friend had gotten twice as much. Verily, "Truth is stranger than fiction."

On January 21, at Great Falls, occurred the death of William Springer, father of Mrs. Elizabeth Kopetzki, of the general superintendent's office. Mr. Springer was a pioneer business man of Great Falls, having located here over 40 years ago. Interment was made in Highland Cemetery.

Traveling Auditor Jim Petrie, the relentless sleuth hound of the demurrage records, spent January 12 to 14 applying the acid test to the records at Great Falls. Pete sure works 'em over with a fine tooth comb, and if there are any kinks in 'em they have to come out.

Switchman Basil Shields left for Rochester early in January for the purpose of undergoing a thorough examination at the clinic.

C. C. "Peggy" Somo has just returned from California. Mr. Somo reports a dandy visit, and says sunny climate proved a delightful change after bucking the snow drifts in Montana.

Conductor Ed Provost, Mrs. Provost and their son, Eddie, left February 2 for Los Angeles, where they planned to spend about six weeks visiting their children in that city.

Brakeman Louie Ryan was called to Minneapolis, January 15, by the serious illness of his mother. We have received no reports as yet of her condition but we sincerely hope that she is improving.

Relief Agent J. A. Raitor is relieving Agent Tom Toohey at Wolf Creek. Tom is taking a three-weeks' vacation.

The loving cup recently presented to Switch Foreman O. B. Woods by a bunch of admiring friends, has excited considerable interest among West Great Falls railroad circles. The following note accompanied the big cup: "This loving cup is presented with the intention of expressing the deep feeling and esteem felt by fellow employees, proud in their associations with the 'Champion Hog Caller' of the Great Falls yard. Pigs are pigs, and hogs are hogs, but to separate, identify, and call the individuals by name, calls for an intimate association. We grant you this privilege in its entirety, and recognize your qualifications and ability. In acknowledgment we present this token." O. B. says he would have appreciated

the cup more if the blamed thing had had two handles on it so he could have used it for a moustache cup.

Brakeman Hans Halseth and Jack Irwin being curious to see what a new railroad looks like, left for Portland a short time ago, to look over the new extension between Bend and Klamath Falls.

W. S. Potts, agent at Kevin, has taken a vacation for thirty days, and has gone to California to visit his family, who are now living there. He was relieved at Kevin by Extra Agent L. W. Cowie.

On May 24, 1927, Engineer Ernest Brandt, on train No. 44, discovered a pole burning under the high voltage power line north of Conrad. Realizing the serious possibilities of a power line down on fences or the ground, Mr. Brandt took prompt steps to notify the power company, so that there was no delay in getting quick action in the matter. Mr. Brandt received the following letter of appreciation: Mr. Ernest Brandt, Great Falls, Mont.

Dear Sir: It has come to our attention that you reported a pole on fire on our power line near Conrad on May 24, 1927, and we wish to extend to you our sincere thanks and appreciation of the interest you took in our behalf in this matter.

Not knowing the brand of cigars you smoke, we are enclosing a small check which we ask that you accept as cigar money as a token of our appreciation.

Yours truly,
THE MONTANA POWER COMPANY.
P. H. Ashworth,
General Foreman.

Engineer Brandt is a Great Northern veteran, having entered the service in 1897 in the St. Paul shops. In September of that year he came to Great Falls and took up work as a fireman, being promoted to locomotive engineer on August 23, 1901.

Billings

Moisture conditions in Montana this year have been as near ideal as at any time that can be remembered, there having been an abundance of snow, which has fallen to the best possible advantage. The first considerable snow fall came about Thanksgiving time. We have had some long cold spells since then, but the ground has been well covered with a blanket of snow, so the freezing has not reached the ground or the winter wheat sufficiently to cause any damage. The soil is in excellent condition to absorb the great amount of moisture that has fallen. There is no question but that a great number of farmers will increase their acreage under cultivation this spring, as conditions could hardly be better.

Fred Nelson, agent at Hesper, has returned to duty, after an extensive trip, visiting the battlefields in France, and other points of interest in Europe.

Ed Vought, conductor on the local between Laurel and Judith Gap, is back on duty, after being off for a few weeks on account of sickness. Conductor Wm. Connors relieved him on his run.

Mr. and Mrs. Joseph J. Heimes are the proud parents of a 7½-pound boy, born Monday, January 16, at the St. Vincent's Hospital. Joe is chief clerk in the office of General Agent J. F. Kelly. We envy Joe his smiles, but wish to remind him he forgot to pass the customary cigars.

Pete Pohl, transportation inspector, paid us a visit during the week of January 14.

Friends of Mrs. James Sackett, wife of our check clerk, are glad to hear of her recovery, after a severe illness of several weeks.

We are glad to hear that Geo. Carroll, who was formerly employed as chief clerk for Mr. J. F. Kelly, general agent, this city, is recovering after a continued illness of several months. George resigned his position with this company, after four years' service, on account of illness, and the many friends he made here, join us in expressing their gratification over his recovery. He is now located on a farm near Choteau where the advantage of outdoor life will help him to regain his health.

Kolin

Mrs. J. B. Nedved, wife of Section Foreman J. B. Nedved, was a passenger to Benchland January 19, to visit her sister, Agnes Johnson, who resides near that point.

C. E. Colgrove, traveling auditor, visited the Kolin station on January 20, in the interest of the company.

Mrs. Chas. Sells, wife of Agent Sells, visited with the Robinson family at Lewistown, on January 16.

Section forces have been busy recently storing ice in the company ice-houses at Kolin and Rossfork.

March, 1928



Lewistown-Moccasin Gas-Electric Car

Above is a picture of the Lewistown-Moccasin gas-electric car. From left to right in the picture are J. B. Russell, agent, Lewistown; Engineer Alex Watson; and Operator L. T. Omera, Lewistown.

CASCADE DIVISION

Associate Editor
D. O'HEARN
Seattle, Wash.

Seattle, Washington

News from Earl Navin, now located at Bakersfield, California, states that it will be necessary for him to move farther south, to a warmer climate. We regret this very much, as we were in hopes that he would soon return to Seattle.

The "whistling baritone," otherwise known as Clarke, furnishes the office with all the latest tunes, and with conditions just right, we hear such numbers as "Happy Days," "When You and I Were Young, Maggie," and "Let Me Call You Sweetheart." No charges made for this entertainment.

Murray Owen, O. S. & D. clerk, is happy since his wife returned from California, after an extended visit with their daughter. He reports that he had an awful time keeping the fires going, especially when on duty.

William Cogshall, check clerk, is planning on spending his vacation in California. Frank Loughney, check clerk, was recently married. This was supposed to be a secret, but which won't keep, in the warehouse. Congratulations!

Mr. and Mrs. J. P. Kremer celebrated their twenty-first wedding anniversary at Portland, Oregon, on February 5.

Myrtle Bravo, bill and voucher clerk in the division superintendent's office, spent the weekend at Portland looking at model homes. Miss Bravo has been wearing a very broad smile ever since New Year's, when she came back to work after the holidays wearing a brand new diamond solitaire on the third finger of her left hand.

G. W. Krebs has returned to work, as agent at Anacortes, after having spent a four-months' leave of absence on his ranch at Mima, Wash.

Arthur Plaxton, former stenographer-clerk in the master mechanic's office, has accepted a position in the city clerk's office at Everett. We are sorry to lose Art, but wish him luck in his new position.

Beaudette McDonough, personal record clerk, has recently returned from a month's leave of absence spent in the "sunny" state of California. That California is a "sunny" state, is evidenced by the fact that Miss McDonough came back wearing a beautiful coat of tan.

We are glad to welcome Helen Gaul to our ranks. Miss Gaul is taking Art Plaxton's place in the master mechanic's office. She was formerly employed as stenographer to the superintendent of shops at Delta.



Alice Langan, stenographer-clerk in the chief dispatcher's office, is enjoying a month's leave of absence, visiting her mother and father in California. Miss Langan is being relieved by Mr. Rowland Randolph of Mobridge, South Dakota, who also relieved Miss McDonough.

Charlie Boies, assistant car distributor, is back to his old desk after having spent several months working on the new Bend-Chemult line. Charlie was certainly glad to get back with the old gang. He was relieved during his absence by Operator E. J. Hillier.

Operator J. S. Barnett at Merritt is passing the cigars, the occasion being the advent of an 8½-pound baby boy.

The girls in the division superintendent's office enjoyed very much meeting and hearing Miss Selma Erickson, soloist, of Minneapolis, who is on a concert tour of the coast cities.

We understand that Brakeman Dave Waite has taken unto himself a bride since returning from the Bend-Chemult line. His many friends wish them health, wealth and happiness.

Operator W. E. Sprinkle recently made a boat trip to San Francisco and reports having had a fine time.

Mrs. M. J. Welsh and family, are leaving this month for Minneapolis to join her husband, the former trainmaster on this division, now assistant superintendent of terminals at Minneapolis.

Since returning from the Bend-Chemult line, Lee Dowling is spending the remainder of the winter basking in the California sunshine.

The assistant chief clerk's stenographer in the superintendent's office has been rather dependent the past month. The reason being that a certain young man has gone south. She no doubt will be taking a few trips on train 459.

It is with regret that we report the death of A. E. Belew, operator at Everett. Mr. Belew was in the service of the Great Northern since May, 1911, during which time he made a host of friends. Besides his wife, he is survived by three children, Dorothy, Lyster, and Glenn, all residing at Everett. Funeral services conducted by Alpha Masonic Lodge No. 212, of which Mr. Belew was a member, were held from the chapel of Challacombe & Fickel, at Everett, at three o'clock, Friday afternoon, February 10, the Rev. H. R. McKee officiating.

Vancouver, B. C.

Bill Pannon, engineer, 360 and 359, is in the hospital at Seattle having undergone a serious operation the latter part of January. All his friends sincerely trust that he will soon be back on the job.

R. C. Godfrey, ticket seller, city office, will take a two weeks' vacation in February to investigate the rumors of good fishing at Cowichan Lake, Vancouver Island, B. C. It is a fact, also, that one of the nice looking stenographers in a certain lawyer's office here, is also taking her vacation at the same time, and it has been reported that she also intends to investigate the charms of Cowichan Lake. We sincerely hope that Godfrey will let us know the exact date. Well, guess this is another secret we had better keep, and let him do the announcing himself.

Mrs. W. R. Bell, wife of Roundhouse Foreman Bell, spent several days the latter part of January visiting at Bellingham.

Fred Maxwell, signal maintainer, accompanied by Mrs. Maxwell, were visitors in Seattle over the week-end, the early part of February.

Miles Palmer, hostler, underwent a serious operation the early part of February, and is expected to be away for several weeks. Fred Dudek is relieving him. We trust he will soon be back on the job.

E. Thomas, section foreman, is now talking about wave lengths, stations ABC, FOB, LCL, etc., and with good reason, because the first of February he purchased a radio. The other evening he said he put his head out of the window and got Chili quite easily, but later found it was a bunch of the neighbor boys throwing tin cans at each other.

Jim Moore, checker, is the proud possessor of a home of his own now. Jim was away one day early in February to move in officially, and he says he is glad there is no more moving to keep ahead of the installment man. The new purchase is a beautiful bungalow upon which Jim is to be congratulated, and we trust we may have a picture of it soon for the SEMAPHORE.

William Free, B. & B. foreman, of Spokane, Wash., was a visitor in January.

Mrs. E. M. Gregory, wife of Operator Gregory, Cashmere, Wash., visited in Vancouver, the latter part of January.

J. M. Doyle, superintendent, Spokane, Wash., was a visitor for several days in January. This was the first trip Mr. Doyle has made here for some time, and his many friends were greatly pleased to see him.

R. I. Triplett, dispatcher, Spokane, visited our city in January.

H. A. Noble, president of the Shop Crafts, St. Paul, was a visitor the early part of February.

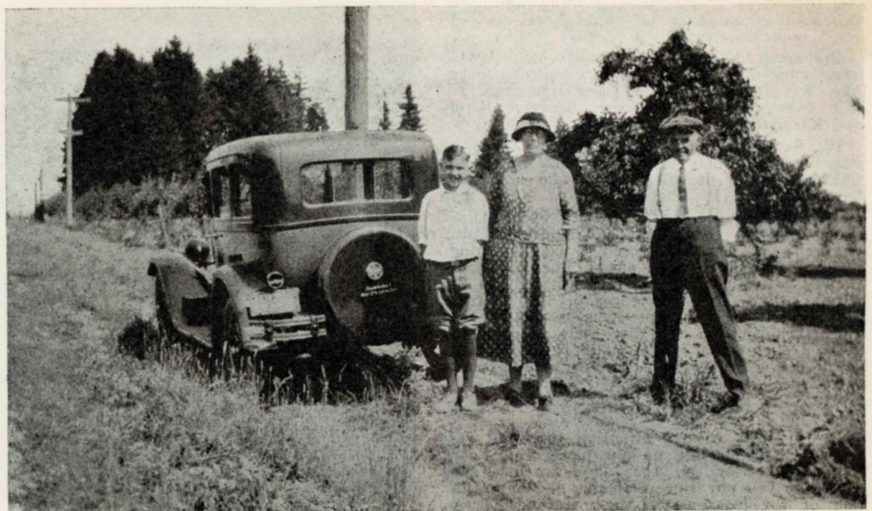
W. C. Moran and C. J. Peterson are the newly assigned switchmen on the night yard engine. Both are very fine fellows, and it will be an asset for everyone to have them here.

Pat Scales, fireman, night yard engine, was away one day in February, to attend a wedding. Pat said he wanted to see just exactly what the procedure was like, because he was thinking of—well, guess we'd better keep that a secret.

Neil Scott, conductor 360-357, is now studying astronomy. He had been studying Darwin's theory for several months, but he says that he cannot figure out, how he, his great-grandfather, or any of his ancestors ever climbed around on trees and insists that he is not going to let Darwin make a monkey out of him. In all seriousness, Neil is studying astronomy, and has become very much interested in it; he tells us he will soon know all the stars and be able to call every starlet in the "Great Dipper" by name.

H. M. Allen, superintendent of the Pullman Company, was a visitor for one day in February.

Frank Little, engineer on the swing job, has been transferred to 459 and 458, and Charley Foster to his former swing job. We all cer-



Mr. and Mrs. Harding and Grandson

Here we see Mr. H. B. Harding and wife and grandson in the prune orchard of Mr. Harding's son at Vancouver, Washington. Mr. and Mrs. Harding celebrated their golden wedding at the home of their daughter, Mrs. Harry Wood the day before last Christmas. The Hardings were married at Oakfield, Wis., in 1877. Up until 1887 Mr. Harding farmed, but he then entered the service of the St.

Paul, Minneapolis and Manitoba Railroad, which eventually became the Great Northern. He was retired in 1822, on account of reaching the age limit, after thirty-five years of continuous service. They are living at 761 East Twenty-fourth Street North, Portland, Oregon, and will be glad to hear from old friends.

tainly hate to see Frank leave us, because a finer fellow couldn't be found, but Charley is another good friend of ours, so that makes the trade even.

Mike Basil, chief clerk, claims department, Seattle, was a visitor here the early part of February.

Bellingham, Washington

The Great Northern Railway is contemplating the relaying with ninety-pound rail of 22 miles of track between Blaine, Wash., and the government bridge at New Westminster, B. C. There will also be one thousand yards of ballast distributed over each mile of this stretch of track. It is understood that the material for this work has been ordered, and operations will proceed as soon as it is delivered.

Mrs. B. S. Armstrong, wife of B. S. Armstrong, of Blaine, who has been on the sick list for some time, is in the hospital at Mount Vernon, under the care of Dr. Boynton. We are pleased to state that she is recovering nicely.

Mrs. Susan A. Woodruff, of Sedro Woolley, recently spent a few days in Bellingham, visiting her sons, Nove and Ross Woodruff.

The following people along the line attended the dance given by the Great Northern Club at New Westminster, B. C., on January 21: Mr. and Mrs. Ole Stevenson; Mr. and Mrs. Eddie Shay; Mr. and Mrs. Bob Wilms and Mr. and Mrs. Royal of Blaine; J. Knutson, Mr. and Mrs. J. McGarry, Mr. and Mrs. Walter Frye, Mr. and Mrs. A. Wilms, and son Walter, of Ferndale; Mr. and Mrs. Ingram of Mount Vernon.

Mr. and Mrs. Allen Tucker of Knoxville, Iowa, have been the guests of District Roadmaster and Mrs. R. Hughes. The gentlemen are childhood friends, and they had a very enjoyable time talking over the old days.

Mr. and Mrs. R. Hughes of Bellingham, and Mr. and Mrs. Moore of Burlington, attended the dance given by the Great Northern Club at New Westminster, B. C., on January 21.

Mrs. W. B. Oat and little daughter June, of Marysville, California, are visiting at the home of Switch Foreman Guy Beck. Mrs. Oat is the eldest daughter of Mr. and Mrs. Beck.

Mr. and Mrs. C. F. Smith spent Sunday, January 15, visiting at the home of Frank McManus and Rue Duffy, at Seattle.

Pete Trotto, section laborer at Bellingham, has purchased a new home and acreage near the normal school in Bellingham. There are various kinds of fruit trees growing on the tract and Mr. Trotto says he has at last found a way to beat the high cost of living.

Bellingham's new modern street lighting system, which has been installed at a cost of \$162,000, was financed by the merchants of Bellingham and will revert to the city in five years. Thomas Edison pressed the button at his residence at Ft. Myers, Florida, which put the new lights in operation on Saturday, February 11.

Conductors Wilson and Olson were among those who relieved Conductor Merwin on 383 and 384 on the Guichon line, while he was off on sick leave. Conductor Merwin is now back on his run after being away for two months.

M. Sharp, brakeman on 383 and 384, and wife, were visitors in Seattle over the week-end recently.

Ed Merwin was also at Seattle, but has now returned to his home at Ladner.

Tony Naser, engineer, was away on sick leave for a few days. He was relieved by Engineer Jensen.

O. M. Weister, agent at Cloverdale, was a visitor at Colebrook a few days ago. Mr. Weister is a booster for Cloverdale and says things there are looking pretty good.

C. C. Simpkins, agent at Cloverdale, and Mrs. Simpkins were recent visitors at New Westminster, B. C.

E. G. Corlette, cashier at the dock, and wife spent the week-end with A. L. Rowan at Colebrook.

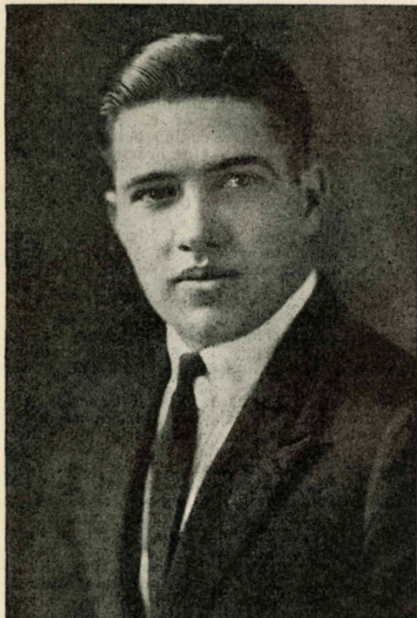


Here is a reproduction of a drawing by Elaine Hubbard, aged 11 years which shows promise of ability as an artist and also a nice sense of humor. Little Miss Hubbard is the

daughter of Theo. Hubbard, agent on the Oregon Trunk Railway at Culver, Oregon, a few miles from Bend.

A recent interesting announcement was of the marriage of Miss Veve Bonney to Dean Petter, clerk in the Great Northern freight depot which occurred on Dec. 16. Congratulations from the SEMAPHORE family!

Recently fellow members of the Danish Brotherhood were entertained by Mr. and Mrs. Jack Ewald and Mr. and Mrs. Anton Anderson in appreciation of the beautiful silver gifts from the organization on the event of wedding anniversaries. The Ewalds celebrated their thirtieth and the Andersons their twenty-fifth anniversaries, and both couples were remembered at the Christmas season.



Edward W. Grant

Edward W. Grant, son of S. P. & S. Veteran Conductor Joe Grant, has entered the practice of law at Portland, Oregon, having associated himself with Beach, Simon & Greene. Young Mr. Grant was born at Hillyard in 1903, when his father was running trains on the Great Northern. He was graduated from the University of Oregon in 1927. The SEMAPHORE wishes him the best of success in his chosen profession.

SEATTLE ITEMS

Associate Editor

A. L. SCOTT

Seattle, Washington

E. H. ("Eddie") Wilde, general passenger agent, and W. R. ("Bob") Mills, general advertising agent, of St. Paul, were Seattle visitors the last of January and quite approved of our mild winter climate.

During Mr. Wilde's stay in Seattle he held an informal meeting of west end passenger representatives at the Hotel Olympic, January 26th. Among those attending were M. J. Costello, western traffic manager; C. W. Meldrum, assistant general passenger agent; C. W. Mahoney, district passenger agent; L. E. Henderson, superintendent of dining cars; Allen Jackson, district baggage agent; J. S. Bock, general agent, Spokane; R. C. Murphy, city passenger and ticket agent, Spokane; August Alstrom, traveling passenger agent, Spokane; J. C. Maher, general agent, and M. F. Reading, ticket agent, Wenatchee; H. E. Stephens, ticket agent, Everett; Arthur Whitnall, city passenger and ticket agent, Vancouver, B. C.; Roy M. Smith, city passenger agent, Bellingham; "Mose" J. Seabrook, general agent, Frank P. Herbert, city passenger agent, and Ed. Tinling, depot ticket agent, Tacoma; Chester T. Griffith, depot ticket agent, J. Wesley Young, general agent, Thomas J. Moore, city passenger and ticket



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agent, James Johnston, traveling passenger agent, "Abe" J. Arrivee, traveling passenger agent, C. Robert Tuvey, chief clerk, Edward F. Gerlach, assistant chief clerk, Harry M. Beyers, city passenger agent, James G. Coleman, passenger agent, and Arthur L. Scott, passenger agent, of Seattle. After the business session all partook of the splendid dinner arranged for them at the Olympic. Mr. Wilde, in company with Mr. Meldrum, left immediately afterward for California.

"Chuck" Emnott, formerly in the general agent's office at Everett, has been promoted to the position of rate clerk in the general freight traffic offices in Seattle. "Chuck" is a good one to have on hand to take care of any entertainment specialties at our club parties. He knows how it is done and does it!

Grace Drumheller has resigned from service and Clara J. James has taken her place in the office of the assistant general freight agent.

Col. Frederick Mears, assistant chief engineer, has recently been elected to membership in the Rainier Club, Seattle's oldest club, and was one of the honor guests at a banquet given at the club on February 14.

F. S. Elliott, formerly general superintendent at Spokane, has been promoted to the position of assistant general manager and is now making his headquarters in Seattle.

The boys in the city ticket office are now taking their vacations and some are endeavoring to find out how the passengers select their diverse routes. Ray Preston and his wife made a circuit trip of the country and spent several days in Florida. Mr. and Mrs. Henry L. Dodd spent the Christmas holidays with relatives in Kansas City. Henry started off for the Ozark Mountains but got tired of traveling so spent his entire time with his brother. Mr. and Mrs. Thomas J. Moore spent their vacation time in California and Tom reported that the swimming at Venice was fine. It is presumed that he was talking about the temperature of the water and not the scenery. "Jimmie" Coleman and "Bob" Tuvey are now in California. There seems to be considerable attraction in California—or is it Hollywood?

Frank E. Bisbee, superintendent of the King Street passenger station, recently broke into the news columns of the Seattle Star. It seems that Frank escorted Peggy McClellan, feature writer for the Star, on an underground trip, via the route of the Great Northern tunnel, under the main thoroughfares of Seattle. However, we did not see Frank's likeness on the handcar. Perhaps Miss Peggy preferred to pump the car all alone.

The bowling team went up to Vancouver, B. C., over Washington's Birthday and met the Vancouver team in a match on that date. With some of the low scores turned in while bowling in this locality, some of the outsiders seemed to think the scores of the boys up in Canada would more likely resemble golfers' score cards. Seriously, the boys on the team have been making a mighty good showing in Seattle's City League, where they are up against some real tough competition. John Dempsey is high man in the averages and the other boys are gradually climbing in the scoring columns.

Jack Bartholomew of the freight traffic department has been in the hospital for some time but reports have him back at the office at an early date. Here's hoping they are correct!

Mrs. Dempsey, our Jack's mother, who was recently hurt in an automobile accident, is rapidly recovering and Jack expects to bring her home from Tacoma within the next few weeks.

Valentine's Day has passed but evidently all of our friends remembered it as a day of brotherly love and affection. No brown derbies were received by any of the members of the staff, although we understand several of the eligible boys received their leap year proposals. In fact, one even was asked how he would like to have a cute little girl in his harem. Such popularity!

Alice Lindmark, chief clerk in the general agent's office at Tacoma, has just returned from a vacation spent in the south. She visited in New Orleans and California but reports that the old Puget Sound country is the best she has found yet.

DAKOTA DIVISION

Associate Editor

J. W. TUTTLE

Grand Forks, N. D.

The Dakota Division expects to have a very busy summer, owing to the enlargement of yard and roundhouse facilities at Fargo and Grand Forks. At Fargo several additional stalls will be added to the roundhouse, and more yard tracks put in. At Grand Forks, where additional stalls will be added to the round-

house, and several new yard tracks laid, a new turntable, 101 feet long, is now under construction, and a new water tank is to be constructed, and many other improvements will also be made. In addition, the line between Redland and Cass Lake will be turned over to this division, effective May 6.

H. W. Montgomery, chief clerk, Grand Forks freight depot, and Mrs. Montgomery, are visiting friends and relatives at Los Angeles, Cal., where they expect to remain for about two weeks.

C. L. Green, claim clerk, who has been on leave of absence for the past three months, returned to work February 1.

Chief Clerk F. F. Schultenover attended the wage hearing of the B. of R. C. in St. Paul, being away for two weeks.

C. P. Adkins, A. F. E. clerk, superintendent's office, is spending his vacation visiting friends and relatives at Breckenridge.

We regret to report the death of Veteran Conductor Wm. Cooke, which occurred January 20, at Crookston. The SEMAPHORE joins in extending sympathy to the bereaved family.



H. W. Christen

It is with regret that we report the death of H. W. Christen, agent at Crookston, Minn., which occurred in St. Paul, December 31. Mr. Christen, who had been in poor health for some time, had been receiving treatment at the Mayo clinic at Rochester. He had been in service nearly twenty years, having served as agent at various points, and also as station inspector on the old Eastern District. Burial was made at his old home in Albany, Minn. He is survived by his wife, one son, Milton, and three daughters, Olive, Ruth and Ottilie; also his parents and several brothers and sisters. The SEMAPHORE joins in extending sympathy to the bereaved family.

The SEMAPHORE joins his many friends in extending sympathy to C. W. Young, trainmen's timekeeper, Grand Forks, on account of the death of his sister, Mrs. Ben Borgen, which occurred at Minneapolis, February 11.

Alex Lee and Ed Quigley took in the Petrolle-Leroy boxing match, and the North Dakota University and State College basketball game at Fargo, February 10.

A Cry That Has Echoed Through the Ages

The cry of the leper—outcast, unclean! A soul-wracking, melancholy cry that has resounded in the halls of time since Egypt was young and the pyramids were but a dream.

"If Thou wilt Thou canst make us clean," pleaded the lepers when the Man of Galilee walked among them nearly 2,000 years ago. And in His great compassion He laid His hands upon them and gave them comfort.

But even in this advanced age the agonized cry of the leper is raised, unheard, lost on the winds of the sea and stifled by the loneliness of far-off islands where millions of lepers this very hour are living a walking, breathing death. Actually, millions there are—men, women and helpless little children who never should feel the hand of leprosy. Thousands of these are under the American flag in the world's greatest leper colony at Culion in the Philippines.

And yet, these exiled and forgotten millions are suffering and dying needlessly. It is astounding but true that leprosy is curable. In five years more than 1,000 of the milder cases have been cured at Culion and the patients returned to their homes. Now, only money is needed to provide increased personnel and equipment at Culion so that a perfected cure may be given to the lepers of the world. This was Leonard Wood's dream and it was he who asked the American people for help, just before his death.

"If Thou wilt Thou canst make us clean." Yes, the same old prayer, but this time it is addressed not to the Man of Galilee but to You. You can help rid the world of Leprosy—Stamp it Out for all time—by simply sending your check to aid the heroic men and women who have buried themselves among the lepers and are devoting their lives to this great task.

Interesting information on this subject may be obtained by writing the National Chairman, General James G. Harbord, or better still, send your check to the National Treasurer, General Samuel McRoberts.

Address all Communications to

LEONARD WOOD MEMORIAL

1 MADISON AVENUE

NEW YORK CITY

G. C. Bratland, labor distribution clerk, superintendent's office, spent his vacation in Colorado and New Mexico.

Sympathy is extended to Conductor F. A. Barnard, on account of the death of his mother, which occurred at Walla Walla, Wash., recently.

Norma Edwards, who is attending the University of Minnesota, was a recent visitor at the home of her mother, Mrs. Henrietta Edwards, of the superintendent's office.

H. H. Hanson, special agent at Grand Forks, has gone to Rochester, Minn., where he will receive medical treatment for several weeks.

E. M. Read, yardmaster at Fargo, has been transferred to Devils Lake, and J. McMahon of Devils Lake, has been transferred to Fargo.

Agent G. J. Lemke, of Page, recently rendered a valuable service to the High School Basketball Team of that point, when he personally secured enough passengers to enable

the team to charter the motor bus, for a trip from Page to Finley.

E. C. Fox, cashier at Crookston, has been appointed agent, to succeed Mr. Christen.

Devils Lake

Pete Kondos, fire lighter at local roundhouse, has gone to Danville, Ill., where he was called by the serious illness of his sister.

Ole Halseth, laborer, who was off duty for two days on account of having twisted his ankle, is now back at work, and feeling fine.

Henry McVay, machinist, left February 2, for Superior, where he has accepted a position as machinist in the air gang.

Roy Robinson, boilermaker, his wife, daughter and sister recently motored from New Rockford, N. D., to Devils Lake, to spend Sunday as the guests of Erick Walgren, assistant foreman.

George Lahey, carman, is visiting his son

who is attending school at St. Paul, and other relatives in that city.

Assistant Foreman Earl Coleman has been transferred to St. Cloud as night roundhouse foreman, his place at Devils Lake being filled by Erick Walgren, formerly machinist at Minot. We all hope that Mr. Walgren is going to like our gang as well as we already like him.

Philip Busch, boilermaker, has returned to work, after being off duty a few days with a slight attack of the flu.

This is Leap Year and cupid has surely been doing his stuff around the Devils Lake district for the past two weeks, the following couples having been anchored: On February 4, Mildred Dressell, daughter of Engineer Dressell, became the bride of Gordon Brown, of Jamestown, the wedding taking place at Devils Lake. On February 6, at Great Falls, Montana, Gine Gefroh became the bride of Peter Litzinger, hostler helper at this point. January 28, Dorothy Mitchell, niece of Machinist S. M. Goodnow, became the bride of E. S. Pinkerton, night yardmaster, the wedding being celebrated at Los Angeles, Calif. Our heartiest congratulations are extended to all the newlyweds.

Mrs. Frank Walt, wife of Tankman Walt, has been called to Minot by the serious illness of her brother.

Mrs. Pius Foltz, wife of Blacksmith Foltz, has been called to her home at Aberdeen, South Dakota, on account of the serious illness of her mother. Her son, Paul, accompanied her on the trip.

Miss Eunice Flumerfelt, daughter of Baggageman Flumerfelt, spent February 13-16, inclusive, at Fergus Falls, Minn., attending the annual convention of the Otter Tail Power Company.

Mrs. W. S. Newgard, wife of General Foreman Newgard, and daughter Marion, left about a month ago for an extended trip, going first to Great Falls, where they visited a week with relatives; thence to Portland, Ore., and from there to St. Paul, via Los Angeles, New Orleans, Atlanta, Georgia, Cincinnati, and Chicago. They are expected back about May first.

Mrs. H. B. Mitchell, wife of Night Foreman Mitchell, will leave this month for an extended trip through the East. She will go first to Sioux City, Iowa, and from there to Omaha, Neb., where she will be the guest of her sons. From Omaha she will proceed to Chicago by way of Green Bay and Oconomowoc, Wis., Richmond, Ind., Rock Island, and Chicago. Mrs. Mitchell expects to be gone about three months.

HEADQUARTERS

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

Since Albert Ohlander of A. S. A. office began to sport that stunning "sheik" overcoat and vivid muffler, he has had difficulty in repulsing numerous leap year proposals.

Mumps claiming another victim in the A. S. A. office, this time laid low L. B. Carlson, who was ill for a few days, but is again back on the job.

Elva Kipp, stenographer, is still in the hospital, but we are glad to learn that she expects to be released from that institution in the near future.

Mrs. Albert Olson, formerly Catherine Jung, presented Albert with a baby girl on February 9. Mother and daughter are doing well. Albert is a heavy bowler from the freight claim office. Congratulations Al.

The employees of the auditor of freight receipts office extend their sympathy to Jack LaValle, in the death of Mrs. LaValle's mother, Mrs. Horrigan.

The A. F. R. office has been unfortunate this year in the temporary loss of clerks through accidents. Regina Strunk, comptometer operator, who fell when starting to work on November 19, sustaining a compound fracture of one leg, is still at home. On February 6, Mary Ryan, another comptometer operator, on the same force, met with a similar accident, breaking her leg as she was alighting from a street car. She is at the Midway Hospital.

Wedding bells will ring out steadily this spring, if all those who are wearing engagement rings decide to take the fatal step. The latest prospective bride is Clementine Gallery, of the local force, A. F. R. office.

Chas. Erickson, local force, A. F. R., has taken a three-months' leave of absence on account of



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count of illness, and Wm. Rawles, of the same force, is ill at the city hospital.

L. J. Schmitt recently paid one of his periodical visits to the general office, and incidentally to one young lady in particular.

Traveling Field Accountant Suess has passed around the cigars, following the arrival of a junior field accountant.

Sympathy is extended to Oscar Lundgren of the office of auditor capital expenditures upon the loss of his wife, who recently passed away.

A. E. Rohmer, secretary to A. J. Dickinson, passenger traffic manager, has been appointed city passenger agent, at Cleveland, Ohio, effective February 1. Mr. Rohmer entered the service of the Great Northern on October 1, 1925, as secretary to W. R. Mills, general advertising agent, and at the end of six months was transferred to the passenger department. His promotion at this time is a happy augury of a brilliant career in the railroad field, and comes at a particularly auspicious time, following so closely upon his marriage, which was celebrated December 22. Mrs. Rohmer was formerly Eleanore Nelson, of Rhinelander, Wis.

Office of Shop Accountant

John Garrod, of the shop accountant's office, has spent several days at home, suffering from a severe attack of neuralgia.

Several nights ago Fred Moncrief and a pal motored out to see some friends. On the return trip Fred's vehicle stopped dead. After going over the entire car to see what ailed it, he finally came to the conclusion that there was a gas tank—low and behold it was M.T. Be sure about the gas next time, Fred.

Joe Miko, who is noted throughout the Twin Cities for his speed and fancy skating ability, recently took a part in the winter carnival activities at Alexandria, assuming a comical role in a mule-skin makeup. He now comes back with a story, and tells us that everyone there got quite a kick from his mule-acting.

Richard Peschke, of the store department, has been numbered with the sick for several days.

Lelander "Red" Devaney has left the service of the Great Northern, and taken a position with the Omaha.

We understand that Pete Jelley and Art Conway have been interesting themselves in cards lately.

The bowling team, captained by Charles Gehrman, wishes to announce that it will challenge any team on the Great Northern. Thus far Charles and his team have only been defeated once in three years. Any team wishing games call Shop Accountant's Office, Dale Street, Interior 45354 and ask for Charles.

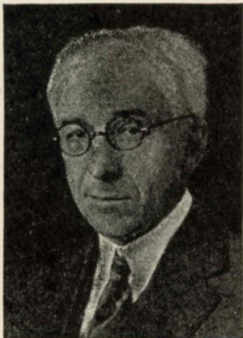
We are glad to learn that Mildred Kannar of the store department who has been confined to St. Joseph's Hospital for some time, having undergone an operation for appendicitis, is now well on the road to recovery, and we hope to see her back with the bunch soon.

We understand that Leo Kasidoski is still thinking about joining the Marines. Hope he puts it off for awhile, because there is no one to replace him.

KALISPELL DIVISION

Associate Editor
J. A. MINCKLER
Whitefish, Mont.

E. F. Flynn, assistant to the vice-president and general counsel, and head of the bureau of public relations, St. Paul, came to Whitefish on January 20, from the management of the Great Northern Railway as a messenger of good will and was cordially received as such by the people of this community. His masterful talk to the Kiwanis Club on honesty in business struck a responsive chord and in the evening at a banquet attended by upwards of two hundred people his talk was enthusiastically received. Following Mr. Flynn's visit, the Kiwanis Club unanimously adopted resolutions favoring the unification program of the Northern Lines and some days after that, the city council at Whitefish adopted strong resolutions favoring the consolidation. Best of all is the fact that



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both of these bodies in adopting such resolutions spoke the mind of the vast majority of the people of this community.

An indoor baseball league is in process of formation at Whitefish. The high school, the Legion, the Back to Nature Club and a city team are the proposed members of the league. The Back to Nature Club is the member of the league that railroad people would naturally be inclined to root for. The following is the lineup of the Back to Nature Club team: Dunwiddie, imperial twister; Scanlon, imperial receiver; Fontana, imperial left short-stop; Daschbaugh, imperial right short-stop; Phipps, imperial first base; Vining, imperial second base; Eckwall, imperial third base; Potter, imperial right field; McClench, imperial left field; Strom, imperial manager. Most of these positions are ex-officio; that is, the players occupy them on account of some office they hold in the Imperial household of the Back to Nature Club and not on account of their merit as baseball players.

A wedding of unusual interest took place at Whitefish, Jan. 18, when Sally N. Erickson was married to Ray C. Slocombe. Miss Erickson has for some time lived in Whitefish and is one of the very popular members of the younger set, while Mr. Slocombe, formerly of Kalispell, has been working as a clerk in the Whitefish yard office. Letters of introduction were supplied to all of the passengers on the train when the couple departed for their honeymoon, and the people receiving those letters were requested to make themselves acquainted with the newly-weds and do all possible to make their trip to Spokane a pleasant one. The SEMAPHORE joins with their many friends in wishing Mr. and Mrs. Slocombe a very prosperous and happy married life.

Traveling Car Agent W. W. Fryburg was laid up several weeks with a severe attack of flu but is now well on the road to recovery.

The remaining three wooden pits in the roundhouse are now being rebuilt with concrete, which completes the entire job and brings the Whitefish roundhouse up to date in all respects.

The local Kiwanis Club was highly entertained by an instructive talk on freight rates and freight rate making by Ira Moore, traffic manager of the Kalispell Mercantile Company, on Monday February 6. This talk presented the matter of rates and rate making to the businessmen present in a light which was new to many of them and one which could not but create a friendlier feeling toward the carriers. Altogether it was a talk that was constructive in all ways and it is to be hoped that the people of this community will be able to hear from Mr. Moore again.

Warland station on the Kootenai River on this division has finally become a memory. The depot building has been taken down and moved to Blackfoot.

Brakemen Roy Cripe and Walter Walker returned from Portland and reported for work.

The Somers log run was put on early in February with Conductor Donaldson, Brakemen E. C. Sherman and E. G. Powers, Engineer Hanson and Fireman Holmquist constituting the crew. Conductor Robinson has taken the branch passenger run vacated by Conductor Donaldson.

So far this year the basket ball honors along the line of the Great Northern in this part of the country are about even. Kalispell and Whitefish have played two games, each taking one and the Whitefish team returned from a trip to Libby and Eureka on February 11 taking a game from Libby and giving a game to Eureka on the trip.

The Great Northern Girls' Bowling Team consisting of Mae Allen, Ida Lynn, Doris Brawley, Hazel Woolf and Anne Johnson bowled a series of three games with the Woman's City Team on February 11, and as would naturally be expected, the girls took all three games. In a practice game previous to the match some high scores were made, Mae Allen making 172.

We are glad to announce that Engineer Martin Narnst, who has been taking treatments for his health at Hot Springs, is on the road to recovery and expected home very shortly.

Operator E. L. Smith is relieving operator Nesbit at Kalispell while the latter is spending thirty days in Portland, Oregon, on business.

Carman H. A. Sherman has taken the position of car inspector in the local yard.

Blackfoot has been reopened as an agency station with Operator Brittain installed as agent. Work on the new hotel and terminal improvement is progressing satisfactorily.

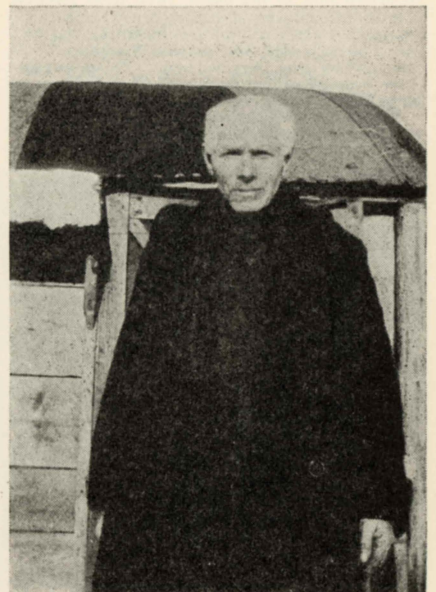
Live Stock Agent Fred McKeehan, whose territory extends over all lines west of Williston, is a very busy man but has found time to drop in at Whitefish since assuming his new duties. In a state like Montana the office of railroad live stock agent is a very important one and Mr. McKeehan's experience in the past has well fitted him for the work.



Mr. and Mrs. Kaiding and Daughter

Engineer and Mrs. Fred Kaiding of Whitefish were recipients of congratulations from their many friends among the railroaders on this division on the occasion of the 25th anniversary of their wedding. The SEMAPHORE desires to add its voice and sincerely hopes that the next 25 years will be as pleasant and prosperous for this worthy couple as have been the last 25. Above is a picture of the Kaidings taken some years ago.

Thomas Bailey who has been special agent on the Kalispell Division for several years has been transferred to the Montana Division and L. V. Williamson has been brought over from the Spokane Division to take the job. Mr. Bailey while here made firm friends who are sorry to see him go. Mr. Williamson has been cordially welcomed and we bespeak for him a successful tenure on the Kalispell Division.



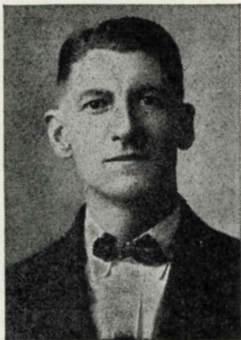
James W. McPherson

It was not thought that a picture of James W. McPherson could be obtained, and so the article concerning him on page 11 of the February SEMAPHORE was used without a picture. Since that time one has come into our possession and we are very glad to make our readers acquainted with the splendid citizen of Montana.

MESABI DIVISION

Associate Editor
I. G. JORSTAD
Superior, Wis.

The third annual winter frolic put on by the City of Duluth was a complete success, and again the Great Northern played a prominent part. The St. Paul and Minneapolis delegations, some one hundred and fifty strong were right on the job. The dinner at the Androy Hotel on February 16 was well attended, the dining rooms being filled to capacity. Between courses, the Great Northern Songsters, Great Northern Quartette, Mr. J. H. Boyd, and Miss Edna Gille pleased the crowd with their musical numbers.



The dinner was sponsored jointly by the St. Paul Great Northern Club and the Kiwanis Club of Superior. At 6:30 p. m. a banquet was served at the Hotel Duluth, after which the guests enjoyed dancing until a late hour. The Great Northern blanket squad put in two busy days and many people were pretty much "Up in the air." The crowd had quite a thrill when the tossers captured Walter Hanscom, traveling car agent, and Lester O'Tier of the local freight office, tossing the two at the same time. Needless to say they did not travel over fifty feet skyward. The St. Paul and Minneapolis club members departed for their homes on train No. 23, February 17. We surely hope they will come again.

D. D. Hurley, towerman at State Line Tower, for the past twenty years, was on February 1 appointed to the Omaha Crossing Tower at Allouez, and has moved his family to Superior, where they now make their home.

On February 1, Dwight Goddard, carman at Allouez, and Miss Mildred Young, car foreman's clerk were united in marriage. They spent their honeymoon visiting Mr. Goddard's boyhood home in Vermont. Congratulations!

Arthur Skovold and Maynard Johnson, switchmen, recently left for the state of Texas, where they went for the purpose of looking at some land which they propose to buy. We do not know whether they are going in for stock, or raising onions, but it is certain that two such enterprising young men will make a go of whatever they undertake.

On January 28 a number of the friends of Jack Holahan, of the district engineer's office, surprised him at his home, 1925 John Avenue. The afternoon was pleasantly spent in the discussion of various topics, including politics, men's dress styles, and playing "Authors." At five o'clock tea was served. Those present were unanimous in voicing their intentions to back Mr. Holahan for State Assemblyman.

Mrs. Lucile Wines has returned to her home at Kelso, Washington, after a two-months' visit with her parents, Engineer and Mrs. Elmer J. Strong.

James Schafer, brakeman, is still the champion cribbage player of Superior Moose Lodge. Some of his friends assert that he is so good that it is not uncommon for him to have a nineteen count in his hand.

William Cooke, veteran conductor on the Duluth-Grand Forks run, passed away at his home in Superior on January 20, leaving a host of friends whose sympathy is extended to his family in its bereavement.

On January 19, the Mesabi division lost a valuable employe when T. R. Patterson, night chief dispatcher, succumbed to an attack of pneumonia. Pat numbered his friends by the hundreds, both in Great Northern and other circles, and we feel that we have lost a friend whom we can not replace. Among those who attended his funeral were S. H. Brown, dispatcher at Spokane, Mr. Erickson of Minneapolis and Mr. and Mrs. J. Luhrs of Chicago. The bereaved family have the sympathy of all.

Harry Quinn, claim agent, accompanied by Mrs. Quinn, attended the Mardi Gras at New Orleans February 14 to 21.

Mrs. E. J. Ohman and daughter Shirley, family of E. & F. Timekeeper Ohman recently returned from a two-weeks' visit with her mother at Wadena, Minnesota. During their absence, Ed. learned several things in the culinary art, and is now contemplating opening a short-order lunch wagon.

Among those who attended the New Orleans Mardi Gras were M. J. Sharp, personal record clerk and his young son, Billy. Matt and his boy enjoyed themselves to the utmost, and vowed that it would be an annual event with them in the future.

The work of constructing the new annex to Elevator "S," consisting of 239 re-inforced concrete tanks, each 110 ft. high, is progressing nicely. The capacity of these tanks when completed will be three million bushels grain. The contract for excavation was awarded to Peppard and Fulton, who used twenty-one auto trucks in this work. The remainder of the work is to be done by Contractors Barnett and Record. It is expected that the work of construction will be completed by the middle of August.

Among the Minneapolis visitors who attended the Duluth Winter Frolic, were Julius Johnson and John Lorenz, of the Superintendent's office at Minneapolis. While in Superior, they inspected our new quarters and after due deliberation, decided they were all right.

James Murphy, car distributor, has purchased a new Pontiac Six, with which he expects to make an extended trip when he takes his vacation.

That was an error in the Superior News of last month, as who ever heard of a Scotchman giving away any cigars?

It will soon be time for that society we have here, which handles the truth very carelessly, to start going. We are located in the "land of lakes," but to hear some of the "fish stories" we do, a person would think it was the "land of liars." (Not necessary to mention any names. A certain party in the Blacksmith shop is president of this society).

We have another inventive genius among us. Ted Jameson is very busy on the houseboat that he is building. Ted says that he is going to take a vacation next summer, and paddle it down to Niagara Falls, via the Great Lakes, and return via Denver. That ought to boost the deep water way, but we want to have it in shallow water if we ever board it.

The Frolic crowd from St. Paul brought their new bounding blanket. It ought to save our blacksmith foreman a dry cleaning. Those St. Paul girls sure have an eye for "Keen" foremen.

The population of the Superior Shops has been increased by the transfer here of quite a number of the employes from the St. Paul Shops. They're all fine fellows and a credit to our shops.

We do not hear much about our old friends in St. Cloud any more. We see Mr. Holman's drawings quite often, but what has happened to Ed. Pull? He has been married long enough to be back to normal by now.

George Willmot will have to improve his catching to make the baseball team this year. Anybody can catch a piece of pie, or a can of milk.

The Spark Plug Loan Company seems to be headed for the rocks. They loaned out \$1.00 and instead of getting \$5.00 back on payday, the party left town.

Nothing Scotch about McCusker, but that frozen carburetor alibi on his car, just that Aker and Grant could get out and push to save a gallon of gas won't get by very long. Grant is going to drive his own car from now on, so it looks as if Aker is going to be the "Goat."

MINOT DIVISION

Associate Editor
CARL CARLSON
Minot, N. D.

W. R. Sundberg, agent at Landa, North Dakota, has taken a six-weeks' leave of absence and is sojourning in California, accompanied by his wife. G. R. Carter, extra agent, is holding down the station duties during Mr. Sundberg's vacation.

Our garden and weather expert, S. W. Baldwin, clerk in the superintendent's office, was elected president of the Minot Park Board on the evening of February 10. We join his many friends in wishing him all kinds of luck and hope he will keep up the reputation of the Minot parks, which are recognized as being the finest and best in the state.

Martin Thelander, with the telegraph crew, while stringing wires between Minot and Crosby, N. D., met with an accident which will prevent him from performing his duties for some time. He is at present in St. Joseph's Hospital, Minot, where he is doing nicely, and expects to be discharged from there soon, when he will recuperate at Halstad, Minn., where he resides.



Baby Picture of J. B. Hunt

The above photo is that of James B. Hunt, familiarly known as "Jimmy," one of our most efficient conductors, who entered service on the Minot division in 1912, and who, in addition, is local chairman of the O. R. C. We venture to say that when this photograph was taken "Jimmy" wasn't much interested in railroading.

THE NEIGHBOR'S DOG
USED TO BOTHER JACK
ON HIS WAY TO WORK
UNTIL HE GOT THIS
BRIGHT IDEA AND
MADE HIS FRIEND,
THE DENTIST, HELP.



Our cartoonist has sketched our yard brakeman, Jack Tolliver, on his way to work. His neighbor's dog used to bother Jack before this bright idea occurred to him. Now that he can display the new crockery that the dentist made for him he has the dog whipped.

Mrs. Frank Frothinger, son and daughter, departed recently for Riverside, California, having been called there on account of the serious illness of her mother, Mrs. George Hartley. Mr. Frothinger is employed as machinist helper, at Minot roundhouse.

W. I. Leidal, agent at Wellsburg, was called to Minnesota recently, on account of the death of a relative. Milton Kennedy, of New Rockford, looked after the station while he was away.

A. Wahlgren, section foreman at McGregor, N. D., was sent to Wadena, Minn., recently to relieve Roadmaster F. J. Heinen, who was off on account of sickness. Albin says, "Plenty of snow in northern Minnesota."

E. F. Meier, agent at Church's Ferry, who was called to Athens, Wis., on account of illness of his aged father, returned to work after a two-weeks' absence, his father having improved in health. The station was in charge of Peter Westergard Jr., during his absence. On February 9 Mr. Meier was again called East but his father passed away before he reached Athens. We join his many friends in extending sympathy to Mr. Meier.

C. V. Platts, agent at Maza, North Dakota, left recently with his brother from the East, to visit relatives and friends in California, going via Butte and Salt Lake City.

E. O. Tollefsrud is filling the temporary agency at Simcoe, N. D., until it is permanently assigned.

I. C. Timmons is filling the agency at Maza, N. D., temporarily during the absence of the regular agent, C. V. Platts.

Great Northern Semaphore



E. M. Cloone

We take pleasure in introducing to you our yardmaster at Minot, Mr. Edward M. Cloone, "above." Ed is single, girls, and lives with his mother, Mrs. Thomas Cloone. His father was for many years before his death a conductor on the Minot and Montana divisions.



"Bill" Notman

The above snapshot shows our big game hunter "Bill" Notman, traveling signal maintainer on the Minot Division, who recently went out to Montana on a hunt, and apparently got what he was after, and a fine looking buck at that. We didn't taste any of the venison, but no doubt it was delicious.

Telegrapher Ivan Christianson left recently to spend a few weeks with his grandmother, Mrs. Dora Christianson, and aunt, Mrs. Fred Welch, at Los Angeles, Calif. No doubt Ivan is having an enjoyable time in California. The telegrapher's position is being filled during his absence by John Federenko, extra telegrapher.

The boys understand that the local American Legion Post have matched up Honztl Tom Hogan and dangerous James Sykes, for a six-round bowling match.

James Mabin, F. F. Buick, and Geo. Switters have finally discovered their calling, and probably will leave for Hollywood, Cal., in the near future. "Vaselino" Barke will no doubt accompany them. Remember, boys, "Many are called but few are chosen!"

Paul Johns, local extra switchman, has been making numerous trips to Devils Lake lately.

March, 1928

What is the reason, Paul? Well, Paul, the switchmen will have system rights very shortly, and you can exercise your swing down at the pond.

Rip Track

Vancourt Richards fell on an icy walk February 8 sustaining a sprained knee, a blood blister, and also a water blister, from which he is liable to be laid up for some time.

Mrs. H. B. Gray, nurse of the shop crafts, has been busy with a number of the men who were laid up from injuries, as well as sickness among the rip track employees during the past month.

Mr. and Mrs. L. C. Cross are the proud parents of a baby boy, born on January 15, 1928. There has been no blue smoke around the shops as yet.

Clerk M. M. Chatfield, who has held down the chair at the rip track car office for some time, has been promoted to the chief clerk's office, and his smiling face is now adorning the galley-slaves' gallery.

K. T. Lien, who underwent an operation the early part of last year, has been rejected for further work on the rip and in consequence he is now contemplating a trip to the famous hospital at Rochester, Minn.

E. E. Walgren, erstwhile machinist at the roundhouse, who has been promoted to machinist-foreman, at Devils Lake, assumed his new duties on January 19, 1928.

John Robertson, who has been suffering from varicose veins in his legs, and who has been at his home for several weeks, returned to work January 16, 1928.

Grant Westom, who was injured when a wing of a snow dozer caught his hand and badly lacerated it, returned to his duties January 16.

Under orders from the foreman, inspectors and carmen in the lower yard, now doing duty days, work on the rip when not otherwise occupied.

John Savora received a painful injury of the thumb of his left hand January 25, which has necessitated his doing one-hand jobs, and such other duties as he can perform about the rip. No liability has been necessary.

The rip was shocked on January 26, when it was learned that our blacksmith, Arthur J. Morden, had suffered a stroke of apoplexy, or palsy, from which he is gradually recovering. He was stricken on the right side, and has partially recovered the use of his hand and forearm. He has been required to remain quiet, to prevent a recurrence of the attack which might have worse results than the first.

Nels Hendrickson, who has been suffering from a nervous attack, caused by a weak heart, returned to work February 1.

Painters on the rip have been busy, and will continue to be so for some time, in repainting outfit cars to the color of depot gray,

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with black lettering. The Great Northern "goat" is in black, with a very scarlet background. The color scheme is a very attractive one, and the occupants can be congratulated on their new "dress."

John Kolberg is doing duty as blacksmith during the absence of Blacksmith A. J. Morden.

K. T. Lien has applied for total and permanent disability insurance, on his group plan in effect on the Great Northern Shop Craft Association workmen.

Lewis A. Morden, who has been sent to the Veterans' Hospital at Fort Snelling, has made application for the final collection of his permanent and disability claim under his Group Insurance Plan in effect among the shop craft on the Great Northern.

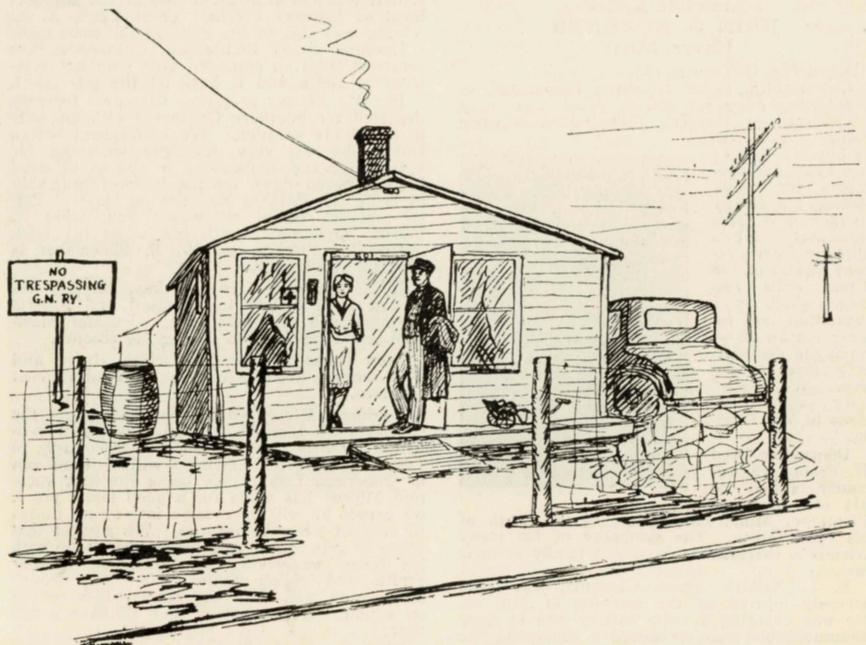
Williston

Timekeeper Geo. H. Mork was at Rochester in January, to consult the Mayo Brothers. We are glad to report that they could find nothing seriously wrong with him.

A well dressed individual leaving on one of the local passenger trains, one morning last month must have left his trousers where friend wife had access to them, as just before the train was due to pull out, he rushed up to Baggageman Chas. Merklein, threw down two 2-cent stamps and one penny, and asked Charlie to give him a nickel for them, as he was short that much of having enough to pay for his ticket, and the ticket agent would not accept stamps for tickets.

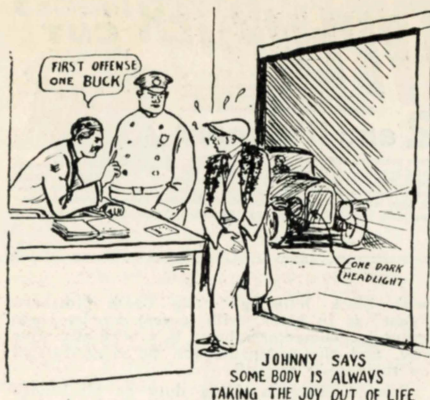
Carman Thorwold Berge has returned from a two-months' vacation, or rather sick leave, spent on the coast.

Williston is in the throes of one of the hottest election campaigns in the history of the city, the issue being whether or not the city shall sell its municipally owned electricity distributing system to a power company, that promises to bring natural gas to Williston, from one of its Montana gas wells, in the event that the citizens give them the franchise. Opinions seem to be pretty evenly divided. Bill Coleman is for the franchise, while others are not.



This cartoon would indicate that Louie Manson, oiler in the lower yard, was perhaps a stranger at this residence, but on the contrary, he is the owner of the place and lives there, although he seems a stranger amid the surroundings. He does not have a wife nor a

baby carriage, as indicated, but has owned several autos, which a few of the girls can testify to. Unfortunately the cartoonist caught this one when Louie had his hands in his pockets otherwise he might have been taken for a Frenchman.



Above is an actual photograph showing Judge C. M. Cox, of the Minot police force, extracting the minimum fine from little Johnny Ludwig, for trying to run about unfrequented places at Minot, with one dark headlight on his car (?).

Thos. Redshaw, exercising his seniority, has displaced E. S. Brynjolfson, as cashier at the freight office.

The banquet and dance staged in the Odd Fellows hall on the evening of January 21 by the Carmen's local proved such a decided success, that they put on another one on February 18.

From the amount of work being turned out at the repair tracks, it looks as if there will be no dull periods this winter, the full force being kept on the jump from morning until quitting time, to keep the cars moving.

Williston has been enjoying unusually good weather for the past six weeks, and if it continues, some of the more ambitious farmers will be getting out the "old gray mare" and the plow, and starting to turn over the sod.

New interest has been added to the feud at the freight house by the advent of Santa Fe Jones into the affair. On Mr. Jones's last visit to Williston, he said there was only one way to settle the affair, and that was to get John and Flem into the ring, and have it out. Taking the matter in hand, he appointed John Mosby as trainer for Fleming, and Bill Smith as trainer for John Merklein, instructing them that he would expect them to have the principals in shape by his next visit, when he would call the men into the ring and referee the bout. A large attendance is expected as both parties have plenty of backers, Nels Flagget backing Fleming for any amount.

MONTANA DIVISION

Associate Editor
JOHN C. KOERNER
Havre, Mont.

"Dispatcher is Transferred—

Chy Dahlin, Great Northern Dispatcher, in the Scooby office for several years, was lately transferred to Havre. This promotion came rather unexpectedly but Mr. Dahlin has made arrangements for establishing his family in their new home in Havre." News clipping from a recent edition of the Great Falls Tribune which is a revelation as we were not aware of having a dispatcher's office at Scooby. We extend our congratulations to Mr. Dahlin.



Dispatcher Fred H. Frahm was recently called to his old home at Pipestone, Minn. on account of the death of his aged father. The sympathy of his many friends is extended to Fred and family at their loss.

E. L. Neikirk, agent, Glentana, was quite severely injured on the morning of Jan. 22. He was charging a radio battery and in some unaccountable manner caused a short and the acid was thrown into his eye by the flash. It was at first feared that the eye would be impaired but we are pleased to report that he is back on the job again and his eye is O. K.

E. F. Flynn, assistant to the vice-president and general counsel was recently in Havre and called at the office where we are always pleased

to have him drop in. In the evening Mr. Flynn addressed the Rotary Club in his usual entertaining manner.

Engineer Adam Smith and wife recently left for Los Angeles to spend a vacation in that sunny clime.

On Jan. 21, as extra 2129 west, in charge of Engineer John Bywater was passing through Galata, Mont., at about 25 miles an hour, a farmer driving a Ford truck ran into the side of the engine as it was passing over the road crossing, breaking a side rod and causing other damage to the engine which necessitated getting another engine to take the train through to Cut Bank. You might get away with such stuff with your Buick, John, but lay off those Phords, they are bad medicine.

Operator C. F. Bush, Snowden, has bid in Dore station and is now firmly anchored at that post. Operator Leech took his former position at Snowden and Operator B. J. Diemer took third trick at Snowden.

On Jan. 12, the last Iron Horse made its round trip on the High Line Skidoo and Motor 2324 took its place, Engineer Tom Jones, who has been piloting fast trains on this division for the past 40 years or more, became a motor-man. In making its first trip over this territory, the motor caused all the natives to run out from their homes and to scan the sky looking for an aeroplane and in the evening all the farmers between Gildford and Havre were late with their milking, being so accustomed to look for the Skidoo which advised them it was time to milk and this motor sneaking up on them in such a quiet manner they all missed out and failed to get started in their milking in time.

Dispatcher S. D. Irwin is happy again as his wife has returned from an extended visit to her old home in Missouri.

Thos. Bailey, district special agent, recently was transferred from Whitefish to Havre, taking the place of Fred Peterson who was transferred to Seattle. Tom was formerly stationed at Havre and we are pleased to have him back with us again.

Division Engineer B. E. Burr recently visited his parents at his old home at Stevens Point, Wis.

M. A. Keeley, operator, Saco, is relieving Agent F. J. Haun, Scooby, while Fred is making a visit to Hartford, Conn., to visit relatives, after which he will make a trip to the West Indies.

H. D. Ernst, assistant agent, Havre, recently was called to his old home at Mattoon, Ill., by the sudden death of his aged father. He was accompanied on the trip by his wife. The sympathies of their many friends are extended to them.

Conductor H. U. Coster and wife are spending a vacation in Los Angeles visiting their daughter.

Superintendent A. E. Knights and wife recently returned from a trip to Los Angeles, where they were visiting relatives.

M. F. Tewmeyer, enginemen's timekeeper, Havre, was in St. Paul recently being a representative at the arbitration case of the Brotherhood of Railway Clerks. Chief Clerk A. L. Vining was also in St. Paul on the same case.

Operator Selba Richardson, Culbertson, has returned from an extended visit with her relatives in Iowa, and is back on the job again.

H. W. Platts, operator, Glasgow, recently departed for Southern California with his wife to spend his vacation. We understand before leaving he was very diligently searching for a telescope and understand it was to be used by him when down on the beach presumably to bring the Bathing Beauties up closer. Better not let friend wifey see you using it, Platts. Operator Straub has taken his trick during his absence and W. S. Shoemaker is working third trick.

J. H. Frisvold, agent, Richey, recently returned from a trip to Portland and reports having had a very nice time. Operator Siemsen was relieving him during his absence.

Leon Davis, trainmaster's clerk Havre and wife recently made a trip to St. Paul to visit relatives.

Engineer Mickey McMahon, who pilots the Glacier Park Limited between Havre and Williston, recently departed on a vacation trip to Los Angeles, after which he will visit his son in Oklahoma City. This being the first vacation Mickey has taken for a good many years, we expect he will have some interesting things to account when he returns. We suspect that when he gets to Los Angeles and meets up with his fellow engineers Pete Anderson, Chester Smith and Adam Smith this "Big Four" aggregation will show the natives how to put on a time. Here's hoping they all have a fine time.

Engineer J. S. Fraser was recently called to Seattle owing to his daughter who is a Senior in the University of Washington, having been seriously injured by being struck by an automobile when attempting to cross a street. We have not been able to ascertain the extent of the injuries suffered by the

young lady, but their many friends hope it is nothing serious and that she will soon be able to resume her work.

E. J. Jackson, agent, Madoc, was recently transferred to Flaxville and Operator A. J. McCartney from Dodson to Madoc as regular agents.

F. J. Brothers, brakeman, recently was married at Wold Point to Mrs. John Dore and his many friends extend their felicitations to them both.

Speaking about marriages we have just learned that Irving Russell, our accommodating yard clerk Glasgow, joined the Society of Benedicts shortly after Christmas, the young lady being Mamie Erickson, daughter of Section Foreman Casper Erickson, Glasgow. Here's wishing them all happiness and prosperity.

Mrs. Porter, wife of the agent at Snowden, recently suffered a very serious accident. She accidentally slipped and fell on some ice and had the misfortune to break her hip bones. She was immediately taken to the hospital at Williston for medical attention, and at last accounts was resting easy. Although she will be invalidated for some months, it is hoped there will be no serious results from the accident. Their many friends extend their sympathies to them both.



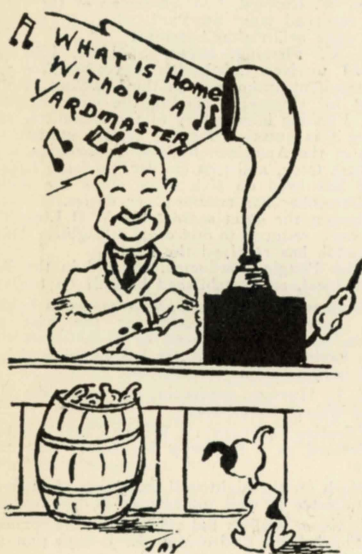
Mr. and Mrs. Eddie Miller

We have the pleasure here of making you acquainted in print and picture with Eddie Miller, cashier, and wife of Scooby, Mont.

Engineer Frank Clifford, the redoubtable Casey Jones of the Montana Division, has one of the most remarkable dogs we have seen in many years. This dog is so well trained by Frank that when uptown with his car, the dog can tell the car by reading the number of the license plate. Recently one of the plates came off and in his hurry Frank put it back on the car wrong side up and drove down town to do some shopping with the Mrs. When they came out of the store there was the dog running from one car to another looking at the license plates and when he came to Frank's car, the numbers being upside down, he laid down on his back in front of the car and recognizing the correct number got up and took his position on the running board of the car, waiting for his master to come out and let him into the car before starting home.

Our erstwhile and efficient car distributor on the Montana Division, Dennis Kelley, Havre, recently became interested in farming in the community, and decided to purchase a farm and establish himself as an ardent agronomist. In looking around Denny located a place that he thought would be a good buy, and recently went out one evening to look it over. Upon arriving at the place the owner was just feeding his stock among which were several calves which he was trying to wean in the old fashioned way of placing a bucket of milk on the ground and endeavoring to entice the calf to drink by slowly lowering a finger down into the milk the calf in the mean time endeavoring to suck the finger. Reminded of his early boyhood days, Denny became very much interested and asked the farmer if he could not do the job. The farmer willingly surrendered the calf and bucket of milk to Denny, who started to teach the calf how to drink. The calf, being rather high spirited and fractious, suddenly raised its head up and in so doing caught the bucket of milk on the rim and Denny became covered with milk, presenting the appearance of having been showered with it. This rather incensed this usually cool and collected young man, and grasping the calf by both ears he started to shake it, saying in a not too low tone of voice, "Darn you, if it wasn't for the love in my heart for such poor animals like you and my early church training, I'd twist your god darn head off." We understand the sale was called off immediately.

Notwithstanding the ever present complaints about the high cost of living, some of our ardent radio fans seem to be contributing toward making them even higher. Dan Carlin, the efficient yardmaster at Havre, in addition to being a very proficient man at his work, is also one of the most ardent of all radio fans. Recently Dan was complaining about the prevalence of so much static, which seriously interfered with a good radio reception, and he was informed by Brakeman Jensen, also one of those radio bugs, that by taking a potato, one of the Irish variety, and inserting one end of the aerial in each end of the potato, leaving a gap of about an inch within the potato, between the two ends of the wire, it would practically eliminate all static. Dan immediately started to experiment and from his account of the workings of the radio since he has installed this, it is remarkable. Some of the neighbors though are seriously complaining, for they say when they cut in their radio sets and Dan is on the air they seem to get their loud speakers filled up with minced potatoes. When the watermelon season opens we wish to notify all the radio fans to look out, for Dan is just as liable to start further experiments with such fruit and no telling how many windows he will cause to become broken, when such fruit gets to flying through the air. We show below a cut of Dan working the potato scheme and also one of Dispatcher Decker getting the results of Dan's work.



We recently were told a story about one of our veteran engineers, which we feel is so good, it should be passed on to his many friends. Some time back this worthy was pulling the Fast Mail east of Havre and one morning just

as the sun had gotten out in good shape, the train was crossing the flat west of Lake Bowdoin. As they were coursing along a large sand hill crane flew up in front of the engine, and went winging its way along just ahead of the train, looking back between its dangling legs at this engineer. This rather incensed him and he put on more steam and tried to catch the crane. Upon coming up rather close to the crane, the exhaust from the smoke stack frightened the crane and he straightened out and increasing his speed, flew away from the train again, occasionally looking back over his shoulder on his winged flight. The engineer then became rather angry and put on more steam, and soon overtook the crane again and this time caught him in the exhaust from the engine and turned him over and over gleefully looking out of the cab window saying, "Get out of the way, gol darn you, and let a man run who knows how." Ben has taken the Bainville motor since this happened.

Another page has been added to the history of the Order of Railway Telegraphers on the Montana Division as the result of their Fifth Annual Meeting and Frolic, which was held in Havre on Saturday, Feb. 11, in the Elk's Hall, and without a doubt the most interesting and successful of all the meetings ever held by this organization. A banquet was served at 6:30 p. m. at the Oxford Cafe, attended by 100 people. O. A. Janes, local chairman acting as toastmaster. Mrs. A. C. Mueller, Havre, opened the entertainment by singing a welcome song and followed this with a few appropriate remarks, presenting the toastmaster. Mrs. O. A. Janes of Dodson, sang two solo numbers in her usual excellent and pleasing manner, Attorney A. F. Lamey of Havre, made the welcoming address for the mayor of the city; and J. C. Rankine superintendent of telegraph, St. Paul, made the response, and favored the audience with a very interesting talk, being followed by General Superintendent W. R. Smith. Sigur Belland, clerk superintendent's office, Havre, favored the meeting with two very high class clarinet solos, accompanied on the piano by Mrs. Janes. Short talks were made by E. E. Thompson, commercial agent, L. H. McFadden, local chairman, Relay department, P. W. Doles, chief dispatcher, O. P. Johnson, general chairman O. R. T. Great Northern System, B. R. Moore, local chairman, Butte Division and Wm. Coullen, representing the Western Union Telegraph Co., Havre. Chas. Kops of Great Falls, rendered several very high class musical numbers on the piano. Mrs. Dexter, depot matron, Havre, gave two very interesting and comical readings. Following the banquet the organization held its regular meeting in the Elks' Hall presided over by General Chairman Johnson, after which dancing was indulged in until the "Wee Sma" hours of the morning. The success of the entire affair was due to the untiring efforts of Sister Mueller, Havre, who rendered masterful service. Mrs. Flora Dickson, as chairman of the banquet committee ably assisted by Kate Van Etten and Mary Enfield, and L. S. Otto, chairman, assisted by Brothers Conroy, Dell, Minter, Johnson, Parke, Thompson, Harrison, Brown and Bell from the Havre offices, as floor committee, rendered valuable service in making the affair the success it was, and deserve due credit for their work. The following out of town members attended, A. V. Schanke and wife, Vandalia; L. F. Haller and wife, Frazer; R. H. Hale, Frazer; W. A. Beem, Medicine Lake; C. W. Petrie and wife, J. D. Bell and wife and J. O. Pederson and mother, Kremlin; Steve Coram and wife, Lothair; Geo. L. Brennan and wife, Joplin; C. H. Fortin and wife, B. C. Ish and wife and F. W. Larson and wife, Chester, L. H. Johnson, Homestead; W. W. Jones and wife, Hingham; Geo. T. Stevens, Great Falls; G. W. Peterson, Mrs. R. Mallet, L. Hardue, Pete Peterson, Chinook; O. A. Janes and wife, Dodson; R. Brandt, Dodson; E. R. Rich, Coburg; H. Boissens, Malta; C. J. Evey and wife, Shelby; J. R. Evey and wife and A. F. Evey and wife, Lohman; N. Geigerich, Bainville; Howard Shults and wife, Inverness; H. M. Priest, Nashua; L. H. McFadden, Minot; B. R. Moore, Boulder; and O. P. Johnson, St. Paul, Minn.

Side Lights of the Meeting

The way those chairmen and Ernie fixed up the schedule and talked about conserving of supplies would have done the purchasing agent's heart good. Strange how this Havre water works.

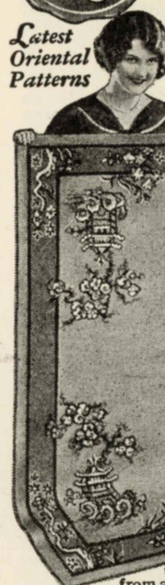
When the messenger boy showed up at the banquet with that box, Dell thought sure Schneider was being abused and nearly had nervous perspiration.

Those flowers made Tom think some one was trying to cut in. Don't worry, Tom, it was simply an expression of appreciation to the young lady.

When Fred and Howard went down the street, arm in arm, in the "Wee Sma" hours of



Latest Oriental Patterns



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Write today for beautiful new Free Book on Rugs and Home Decorating (actual colors). Explains how we scientifically separate the valuable wools in your materials—steam, sterilize, bleach, picker, card and spin into rug yarn—then dye in the newest colors, and weave on power looms into modern Duo-Velvet rugs. **WE GUARANTEE** you cannot distinguish from rugs of new wool.

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the morning, lustily singing "Sweet Adeline," some of the natives wondered what convention was being held in the city.

The members of the organization were indeed surprised and very much pleased at having General Superintendent Smith and Superintendent of Telegraph J. C. Rankine attend their banquet and meeting, and hope to see them present at future meetings.

ST. CLOUD DIVISION

Associate Editor
JULIUS A. JOHNSON
Minneapolis, Minn.

Charles Mullan, clerk at the St. Paul local, is visiting his mother in Ireland. He left the first of the year and expects to return in March.

Bill Maguren, cashier at Alexandria freight station, is back on the job after being absent a few days on account of illness.

B. & B. Foreman Ernest Rohloff has spent the past several weeks in the vicinity of Walker and he and members of his crew are giving their families a taste of the north country life in having them come up for week end visits. Their own cooking suffices throughout the week but when they want a Sunday dinner with the trimmings they send for the ladies.

We are sorry to learn of the serious illness of Veteran Engineer Hans Asgard, who has been confined to his home for the past three months. Friends all join in wishing him a speedy and complete recovery.

An interesting process of turning locomotive tires without first being removed is now being used at Minneapolis. A lidgerwood and cable is used to pull the locomotive being worked on. The brake shoes on the engine are replaced with a specially slotted shoe fitted with cutting tools and when the engine is moved the tires are cut down to proper size.

A. C. Slater, disbursements traveling auditor, is paying the Minneapolis superintendent's office an official visit. He really needed an introduction to some of the old gang whom he had not met since 1916.



The wedding of Bill Clerk George H. Hayes, St. Paul, and Rose Strobel, Green Isle, Minnesota, was solemnized at St. Columba's Church on Saturday morning, January 14. Following the ceremony a wedding breakfast was served to the immediate families, after which Mr. and Mrs. Hayes left for an extended trip through the East. They will make their home at 423 North Fry Street after their return.

J. B. Rice lodge, of the B. of R. T. at St. Cloud, held its forty-fifth annual ball at the K. C. hall on the evening of January 26. Everyone in attendance reports having a good time.

We understand that one of the clerks on the passing desk at the Minneapolis local has lately become interested in house furnishings and wonder if there will be other announcements later.

Carl Franklin, who is skipper of Engine 5100, the oil-electric, has had the glooms chased and is again wearing the smile of content. This engine was returned after being given a good overhauling at Dale Street and Carl is back at the helm. Carl and the oil burner constitute another "We."

Thomas Downs, fireman, was seriously injured in a somewhat unusual manner recently. He was struck by one automobile and thrown in front of and run over by another car traveling in the opposite direction and sustained a broken leg and head injuries.

St. Cloud lodge No. 434, B. of R. C., installed the new staff of officers for 1928 on Friday, January 28, as follows: Carl F. Poepke, president; Irvin B. Pagels, vice president; Lillian L. Nahan, recording secretary; E. J. Nelson, financial secretary; E. Sodergren, chaplain; M. Bolting, sergeant at arms, and Vern Stone, guard. With the business meeting concluded, those present played five hundred, which was followed by lunch and dancing and all present report a very enjoyable evening.

Fireman Chris Pharnes, working out of Minneapolis Junction, says that he knows but little of the game of golf but that he sure can swing a mean mashie when the fire box door is open.

B. & B. Foreman Frank Rypel has moved his outfit to Minneapolis after an extended visit at St. Cloud and other line points on the division, and the crew is glad of the change as it brings them nearer to home.

Mrs. Jack Taylor and daughter, Ruth, of Avondale, Colorado, spent a few days visiting at the home of Water Service Foreman Earl Holland at Alexandria. Mrs. Taylor and Mrs. Holland are sisters.

C. A. Wilcox, demonstrating engineer in the employ of the Baldwin locomotive works, who has accompanied their engine "60,000" on its tour of all the large railroads in this country, paid the Great Northern personnel a very nice compliment at Minneapolis. He stated that he was very sorry to leave the G. N. rails after traveling over them from the west coast to the east end. This feeling, he said, was engendered by the utmost courtesy which was shown him and the whole hearted spirit of co-operation manifested by everyone with whom he came in contact, from oil boys up to executives. He has been on the road with this engine for the past eleven months and visited all the railroads in the country capable of handling it and has covered over 80,000 miles experimenting with and demonstrating the locomotive under all sorts of conditions.

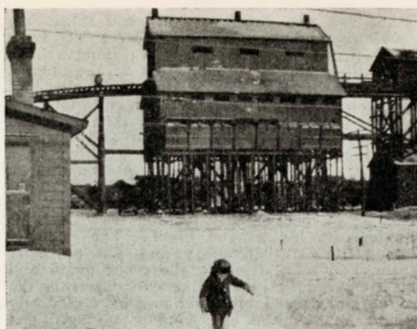
Sympathy is extended to Fireman C. E. Marlow on the death of his wife, who passed away on January 29. Burial took place at Benson, Minnesota.

Steve Cosgrove is a good judge of automobiles and put in an evening at the auto show last week. When asked if he had any favorites he replied that they all looked good and it is only a question of how much money you have to spend.

Caller Harry Munson, St. Paul freight station, and his wife, who was formerly Dorothy Mroszak, are making their home at 1025 East Minnehaha street.

Engineers Hanrahan and Hillskotter and Firemen Smith and Smude have requested transportation to Sarasota, Florida, for the purpose of looking over the real estate project sponsored by the engineers' organization. Perhaps they will also have something original in the way of fishing tales when they return.

Max Janowitz is relief yard clerk at Clearwater Junction during working hours and somewhat of a steeple jack on the side. A neighbor's cat recently climbed a nearby pole to view the world from that point of vantage. Before breaking any records as a flag pole sitter, however, the cat weakened and let out plaintive calls for help. Instead of summoning the fire department, as is usually done, the owner solicited help from Max, who obliged by climbing the pole and bringing pussy safely to the earth. Max is naturally reticent and not given to braggadocio but these facts came to light when he was explaining his scratched features.



St. Cloud Coal Chute

The above snap shot gives a good view of the coal chute at St. Cloud and was taken right after the first of the heavy snow fall in December. The little man at front and center is Harry, two-year-old son of Coal Chute Foreman George Holland, who has worked here, right close to his home, for a number of years.

Machinist Arthur Wilkinson is back on the job at Minneapolis roundhouse after being confined to his home the past month on account of illness.

Baldwin locomotive 60,000 worked out of Minneapolis for a few days, making two round trips over the Mesabi Division. On these trips the engine was manned by Engineers Arten, Fosvig and Oliphant.

Myrtle McGinty, of the Minneapolis freight office force, has the reputation of always being at work on time and was making good on this claim the other morning when she started for the office in the wee small hours. She thought the streets were rather deserted and that it was quite dark, even for a cloudy morning, but never for a moment suspected anything until an officer solicitously questioned her as to being out so late unaccompanied. When she discovered what time it really was she did say things about the meddler who had tinkered with her alarm clock.

Clerk Ray Mattison, of the St. Cloud station force, is making an extended trip to Key West and Havana. We have heard that there are good cigars to be had in Key West.

SPOKANE AND MARCUS DIVISIONS

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

C. A. Altvater, agent, Soap Lake, has resumed his duties, after an extended trip through the eastern states on which he was accompanied by his wife, son and daughter. He was relieved by P. W. Rice.

Operator Andy Erickson has displaced Operator Milne on second trick at Naples.

Roy Harrington relieved A. H. Seegar temporarily during the recent illness of Mr. Seegar's son at Appleyard.

Ruth Langbein, operator, Ephrata, made a short visit to the coast in January, being relieved by Operator Milne.

P. W. Rice, extra agent, has returned to Spokane, after relieving L. M. Prochnow at Ymir.

H. M. Cooke, operator, and his mother, have returned from an extended trip to Nebraska points.

C. W. Miller, agent, Trinidad, and Mrs. Miller, made a short visit to coast points, H. S. Dowdy relieving.

C. E. Frazier has been checked in as agent at Danville, relieving H. E. Brenizer, who is visiting relatives in California.

Amos Johnson, agent, Port Hill, was recently called to Spokane by the death of a close friend. Roy Poe did the relief work in his absence.

E. M. Hodgins, operator, has resumed his former position as first trick operator at Hillyard depot. R. S. Rumsey has returned to his former position on second trick, Hillyard

yard, while F. A. Anderson reverts to the extra list.

Roy Harrington, extra operator, and wife visited coast cities in January.

J. A. Robasse, agent, Harrington, has taken a six-months' sick leave. L. J. Manetsch acting as agent in his absence and H. M. Cooke relieving Mr. Manetsch as operator. We shall miss Jack's cheerful personality, and trust that the expiration of his leave will find him fully recovered in health.

H. M. Milne, extra operator, has left on a trip to Calgary, Edmonton and points north.

Jerry Blakeman, second trick operator, Newport, took a short vacation in February, being relieved by Roy Harrington.

A. Y. Crofford, extra operator, is doing extra work at Blackfoot, Montana.

Ed Nye, agent, Columbia River, recently visited his father, who is agent on the S. C. & P., at Waverly. H. G. Amess acted as agent in his absence.

H. A. Dittmanson, formerly agent at Dover, has been doing relief work at Milan, Ephrata and Adrian.

Sam Doran, agent, Ephrata, visited the office in February, for the first time in some years. Lucky that Sam has to take the visual occasionally or we never should see him.

J. A. Graham, agent, Adrian, recently made a business trip to the coast. Hope Jim didn't hit any more mules.

S. T. Scott, agent, Palouse, contracted a case of mumps in February; nothing like getting swelled up on the job.

W. W. Rickard, local chairman of the clerks, has returned from St. Paul, where he attended the wage arbitration hearings.

E. C. Fleming, agent, Spokane, has been called to New York for a conference with government authorities on the handling of waybills for shipments passing the customs office. Mr. Fleming is secretary of the committee handling this question for the freight station section of the American Railway Association.

Ruth Otey, assistant cashier, Spokane freight, who has been on sick leave since the middle of December has resumed her duties.

During the quiet season, the W-O Line local has been reduced to one crew. Engineer Harry Krondak has received the run.

Bliss Pangle, conductor, has bid in the W-O Line local, and established himself on the run.

Engineer N. L. Keeler, who has been holding the Troy-Sandpoint local for the past two years, has been displaced by a Kalispell division engineer. Mr. Keeler has established himself in the Hillyard yards.

F. L. Husson, conductor, has taken the Hillyard-Wilson Creek local.

Effective February 13, Wilson Creek has been bulletined as a flag stop for trains three and four.

Work on the eight-stall extension to Hillyard roundhouse is well under way at this writing.

Engineer Vallier has requested transportation to Florida and California. E. J. says that this is going to be a real trip.

There is a certain Welsh engineer who has a very good bass voice, who related to a friend the details of a dream, in which he said he was in a choir of mammoth size; there were 5,000 sopranos, 5,000 altos and 5,000 tenors, all singing at once. Of course the friend used a little salt, but the engineer continued, saying that suddenly the conductor stopped the choir and said, "Not quite so loud with that bass, please." Next!

Freight business has been very good for this time of the year, and as a result, several of the demoted firemen have been put back on the board.

Some of the enginemen have reported being treated to some great feeds of Pend Oreille whitefish.

In a recent issue it was reported that Jim Davis, roundhouse foreman, had found time to get his hair slicked down. This was an error, Jim is still making knots around the roundhouse. Bill Locker, engineer on trains three and four, had a swell timely lately—bad case of mumps.

Fred Whitmore, engineer on the helper, is having great success with his low-wave radio receiver, which he constructed himself. Besides being an authority on radio Mr. Whitmore is also quite an artist as the number of pictures in his home shows.

Virginia, daughter of L. B. Jellison, assistant roundhouse foreman, Hillyard, is recovering from a severe attack of sleeping sickness. Her condition was grave, at times, and only her splendid physical condition pulled her through.

Engineer C. S. Miller, a recent recruit to the ranks of married men, has taken a yard job at Hillyard. Charley figures on doing it up right, so he has purchased a lot and hired all the carpenters in town to build him a house. Charley can start right in now cussing the furnace 'nervything.

Ray Seavitt, speedway engineer, has recovered from a siege of sickness.

The Hillyard Lodge, B. of L. E., and its Ladies' Auxiliary, have announced plans for its annual ball, which will be held at the Garden on March 17.

W. J. Warren, traveling auditor, who has been checking the Spokane office for the past month, was called to St. Paul on February 3.

G. W. Nordstrom, recently appointed M. C. B. accountant, was a Spokane visitor on February 10 and 11.

Miss Sylvia Spencer of Spokane, was married on January 28 to Fred G. Christian, company photographer. The SEMAPHORE extends its congratulations and good wishes to the happy couple.

Almer Nelson, section foreman, Chopaka, has purchased a new radio to entertain his friends.

Speaking before the chamber of commerce on January 25, Agent W. E. Ketchum, of Colville, pointed out to the merchants the sums paid out in Stevens County for ties, engine wood, poles and lumber, also listing the amounts paid for taxes, wages and station facilities, contrasting these with the amounts spent by the various stage lines. Mr. Ketchum's talk was very well received and his example is worthy of being followed by agents in other cities.

A Word of Appreciation

I would like to thank all my friends who so kindly contributed to the benefits of the burial of my dependent sister-in-law, Thelma M. Jenkins, who died Dec. 19, 1927, from burns received from a gasoline explosion.

EGBERT A. WERNER,
Signal Maintainers Helper.

S. C. & P. Railway

Elmer Low, electrical inspector, has taken a two-months' leave, and is visiting in Texas, Oklahoma, Missouri, and other southern points. "Bud" Anderson is acting as inspector in Mr. Low's absence.

A. J. Mayham, mechanical superintendent, has been called to the Cascade Division to help out with the work on the new motors.

There is a rumor floating around the shops that the "matrimony bug" has been buzzing around Herman Cameron, brake inspector. So far we haven't heard anything definite but think he will bear watching.

O. L. Jones, motorman, sustained a painful injury recently. In crossing behind a street car from which he had alighted, he stepped on a rope trailing from the car and was thrown to the ground, sustaining a badly dislocated shoulder.



Alice M. Hull

On January 21 Alice Hull, clerk and stenographer to mechanical superintendent, was married to Frank Burger. The ceremony was performed at St. Aloysius Church, Spokane, at 7:15 A. M., the Rev. Father Purcell officiating. The young couple were attended by Helen Casey and Donald Ferber. Miss Hull's agreeable personality and readiness to oblige have made for her many friends, who all join with the SEMAPHORE in extending their good wishes.

In the next column will be seen a picture of and a poem by Waldon J. Kain of Spokane, who was seventeen by the time it was written, and a graduating high school senior. It was a feature of the annual "kid" day exercises at his school. It was dedicated to a fellow student who had worked with him the previous summer as a section hand on the Great Northern, for which Kain is now working as a roundhouse laborer, with the end in view of making his way through college:

SAVE THE EDGE AND SAVE YOUR MONEY

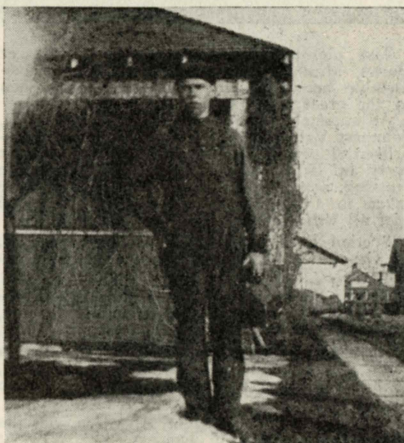
Used Razor Blades Made Like New

Single Edge, 30c doz. Double, 40c.
Durham Duplex, 50c.

Bring or send to

E. T. OLSON

750 Blair St. 617 Great Northern Ry. Building
All Work Guaranteed



Waldon J. Kain

SECTIONEERING

Some people t'ink it's a funny lot,
W'en da sun she maka da country hot,
Or s'en da win' mak da dust she blow—
We worka da secsh, by gar, we know!

W'ere cana you meet da besta man?
W'ere is da good fren' in all da lan'?
It's Ole, Hansen, Frank an' Joe.
We worka da secsh, by gar, we know!

W'at maka da bones in our body hurt?
W'en all day long we shubble da dirt?
And da Flam' of Yoot', she burn so low.
We worka da secsh, by gar, we know!

How cana we learn da valloo of mun?
By worka so hard—dat's how it's done.
Just swinga da shub, bot' high and low.
We worka da secsh, by gar, we know!

WILLMAR DIVISION

Associate Editor
L. A. JORSTAD
Willmar, Minn.

Earl C. Ericson, who was employed in Superintendent's office at Willmar, some years ago, passed away at Tucson, Arizona, January 15, after a lingering illness. Earl will be remembered as a pleasant, genial young man and we are sorry to hear of his death.

Mrs. Clara Branch, mother of Engineer Harry Branch, has been confined in a hospital at St. Paul since New Year's suffering from heart trouble. Her condition is unchanged at this writing but we hope for her early recovery.

P. G. Honeycutt, fireman, was called to Keokuk, Iowa, February 8, on account of the serious illness of his brother.

A party of fishermen from Willow Lake, S. D., chaperoned by agent A. J. Landrigan, recently spent a day at Lake Kampeska, near Watertown, and since that time the supply of yarns at Willow Lake has been greater than the demand.

Ben Trembl, formerly section foreman at Osceola, is now in charge of the section at South Shore.



Bill Roble has taken employment as a pipe-fitter, replacing John Gwinn, who has gone

to California. Bill is quite an artist, as is shown by the above.



The picture shows our section house at Doran, Minn. which is one of the many comfortable homes provided for section foremen by the great Northern.

An automobile party, which included Bernice, youngest daughter of Section Foreman Ingebritsen, Pipestone, met with a serious accident early in February at a C. & N. W. grade crossing, near Verdi, Minn. The injured were taken to a hospital at Tyler. It is reported that all will recover.

Section Foreman L. L. Rykken and family, of Granite Falls, visited Willmar friends recently.

Bridge Foreman and Mrs. Henry Bly, Ruth-ton, recently enjoyed a visit from her parents, Mr. and Mrs. Paul Ernsten, of Granite Falls.

Agent Waldowski, Amherst, has installed a radio and says that life is now worth living, as he can dance to the best accordion music in the country.

R. H. Klucas, ticket agent, Aberdeen, was the victim of rather an embarrassing incident while traveling on No. 191 on February 13. He was sitting with his wife when a lady who was seated in the rear of the coach, arose, came down the aisle, and throwing both of her arms around his neck, shouted, "Now I have got you," to his consternation, as he had never seen her before. Her actions were attributed to deranged mental condition.

The International Correspondence School is doing a good business among the Great Northern employes at Aberdeen, Roy Erickson, car foreman, being in the midst of a course in electrical engineering, Operator H. C. Risch studying to become a traffic manager, while Mike Brossart is endeavoring to improve his finesse in grammar, arithmetic, typewriting and spelling. Expect Mike will high-brow us all in a year or two. After Cashier Dahlstrom completes a course in higher accounting, the combined knowledge of the force will be really formidable.

After interviewing users of various makes of automobiles, Conductor Paul Ristow concluded that the Chevrolet was the best for the money and henceforth we shall see him and his family riding around in a Chevrolet landau.

Cars, "automotive," not box cars, are uppermost in Conductor E. P. Brogren's mind these days, and his many friends in Willmar will not be surprised to see the "Brogren family" riding around in a 1928 model of some high-powered type when spring rolls around.

Mrs. William Hengstler, wife of Dispatcher Hengstler, Willmar, died suddenly on Wednesday, February 9. Earlier in the day she had been about as usual, even visiting the business section of the city. At three o'clock she became critically ill, and one hour later, passed away, a heart affliction being the cause of death. Funeral services held Friday afternoon, February 11, at three o'clock, at the First Presbyterian Church, were conducted by the Rev. W. L. Cain. Mrs. Hengstler, who was an active worker in various organizations, was held in the highest esteem by all who knew her. She is survived by her husband and two sons, Dr. W. H. Hengstler, of St. Paul, and H. A. Hengstler, one of the publishers of the Willmar Gazette. The SEMAPHORE extends its deep sympathy to the bereaved family in their great loss.

Mrs. L. H. Wetherby, wife of Engineer Wetherby, Willmar, visited the Zenith City recently, and reports the lake breezes most embracing.

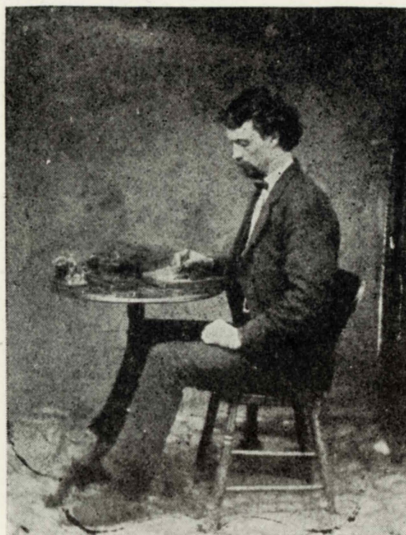
J. J. Barrett, agent, Lyons, S. D., passed away February 8, at McKennan Hospital, Sioux Falls. Funeral services were conducted at the Cathedral of Sioux Falls, at 8:30 A. M., February 10, interment being in the Catholic cemetery of that city.

Mr. Barrett came to the Great Northern in 1923, working as telegrapher at various points before locating at Lyons, S. D., as agent. He was taken seriously sick at Lyons on December 28, 1927, and brought to the McKennan Hospital at Sioux Falls, where it was thought that after a month of treatment for tubercu-

losis he would be able to make the trip to the State Sanitarium at Custer, S. D., but upon the day of his departure he suffered a relapse which ended in his death. "Jack," as he was known, was 29 years of age and unmarried. He leaves two sisters, one of whom lives at St. Joe, Mo., and the other at Deadwood, S. D.

We understand that George Tait, agent, Benson, is a partner in a mink farm recently started at Danvers, Minn. George figures on revolutionizing the fur industry, and his friends are already anticipating fur coats for Christmas.

The death of Conductor A. G. Schreiber, Watertown, which occurred February 3, was a shock to his many friends. Schreiber entered service with the company as brakeman in August, 1909, and was promoted to conductor in October, 1915, so that he had 18 years of continuous service to his credit. He is survived by his wife and one son, Lloyd, to whom our deep sympathy is extended in their bereavement.



Charles O. Teas

The picture shows Charles O. Teas, one of the first telegraph operators to enter the service of this company, when it still was the St. Paul & Pacific Railroad. He began work at Delano, Minn. where he remained for a number of years. R. E. Landis was agent at that point back in the 70's, and John Mayer also started his railroad career by working as laborer on the section. Teas was a civil war veteran and participated in General Sherman's march to the sea.

When the railroad was built west to Willmar, he opened and operated the first telegraph office at that place. He resigned after some years but reentered the service when John Mayer was promoted to division superintendent, on the Breckenridge Division, the road then having become the St. P. M. & M. He was also agent at Murdock, for a while. On completion of the Hutchinson branch, he was appointed agent at Coney Island, which station was later closed and made a star station. His last position was at Mayer, Minn., which station was named in honor of John Mayer, and where Teas worked for a number of years. He was forced to resign from this position on account of age and poor health, and passed away shortly afterward, or about twenty-five years ago.

While agent at Mayer, he tutored several boys who entered the railroad service, only one of whom is still in service, namely O. Weygand, present agent Browns Valley, Minnesota.

The recently organized order of "Royal Angora Goats" of Willmar has suspended the following charter members for violating the rules of the order, subject to reinstatement providing they cut out the comedy and change their ways: W. H. Mattson, William Rummell and J. B. Haslet. Bill Donovan was also permanently suspended as it developed that he is married, and therefore not eligible.

The temporary loss of old members, however, has been offset by the following new members, who, we believe, will make good material, and add greatly to the strength of the organization: Ed. Stenson, Vern Powell, George Rickert, and Gunner Overgaard, all of whom were voted upon, and accepted without a single black ball being cast at the last regular meeting.

Mrs. S. F. Langord, wife of Chief Clerk Langord, underwent a serious operation at the

Willmar Hospital on February 13, and at this writing is getting along as nicely as can be expected. We hope for her early recovery and regained health.

We understand that Conductor G. W. Kagel, Watertown, who was bitten by his horse a short time ago, immediately imposed the death sentence upon Dobbin. Gus is now looking for a more gentle animal, that he can groom without getting partly chewed up.

A Great Northern bowling league was organized at Willmar, February 6, which will include eight teams, named as follows: Superintendent's Office No. 1 and No. 2, Telegraph Department, Roundhouse No. 1 and No. 2, Yard Office, Engineering Department and Station, Store House employes. The following officers were elected: President, M. V. Hensen; secretary and treasurer, Earl Collier; vice-president, Wm. Thunstedt, with the following individual captains for teams as listed above: Myrtle Nelson, Earl Collier, W. Mattson, A. W. Callan, J. D. McCarl, Wm. J. Lawler, H. E. Crist and Wm. Thunstedt.

Several games have been played, and the rivalry among the various teams promises to be keen as the season progresses. The ladies' team, namely, Superintendent's No. 1, will eventually work into one of the strongest aggregations of its kind.

Alice Hengstler, chief clerk to Agent Slatery, Willmar, has been granted a sixty-day leave of absence.

Levi F. Bettger secured the agency at Chokio, Minn., and Allen Alexander was the lucky applicant for Alberta, Minn.

Breckenridge

Robert Merk, roundhouse boilermaker foreman, was one of the representatives at the bowling tournament held at Fargo recently. Bob came back with a high score of 118 and a prize in his grip, but he would not divulge nature of same.

Walter Anderson, fireman, and Glenn Penfield, engineer, have returned from Blackduck, after spending the winter in the woods cutting logs, and are now back on their runs again until high water comes, when they will go back again and drive logs to the mills. We understand that Walt and Glenn had a wake before they left the back woods.

Mrs. Roy Jacobs, wife of Machinist Jacobs, visited friends in New Rockford and Minot a short time ago.

Traveling Engineer Donaldson has moved to Wahpeton, so as to join the ranks of Non-partisans.

John Zachow, machinist, who was on the sick list early in February, has fully recuperated and is back at the works.

Clara Bentzin, car foreman's clerk, took in the auto show at Minneapolis and looked over the new Ford cars. To date she hasn't decided whether it shall be Ford or Lincoln.

B. & B. Service Man Wm. Hair and wife are enjoying an extended trip south.

George Haggerty recently passed out stogies to the boys in the roundhouse, to help celebrate the arrival of a baby boy.

Friends of Mrs. Merk, wife of Boilermaker Foreman Robert Merk, are glad to hear that she is gradually regaining her health after a siege of illness.

Lewis Plaistad, alias "Mutt," night baggage-man, was reported sick in February, but investigation developed that the auto-show at Minneapolis was approaching, and according to last reports a train load of "Stars" is enroute, with "Mutt" pointing out the good points of this popular car.

Robert Chestney, switchman, has accepted the position as manager of the House of David baseball team, effective March 1. Bob refuses to donate to barbers hereafter.

Roy Larson, yard clerk, has joined the ranks of snakes, and is getting by with all his high signs in the yard.

Roundhouse employes are boasting of a faithful dog which has adopted them, and is getting free board and room for his watchfulness during the 24 hours of the day. They are now passing the hat around to raise \$1.00 to secure a dog license, and all are requested to kick in.

Harry Nolan and Trig Nelson, of the stores department, visited friends in the Twin Cities, Sunday, February 5, resulting in no slackening of their usual speed Monday morning.

Peter Torgenrud, section foreman, and wife, took in the recent auto-show at Minneapolis but didn't drive their favorite car back on account of bad roads.

Ed. Fisher and Bill Goodyohiu, section laborers, who were on the sick list a short time ago are back, getting in trim to combat spring fever.

Willmar

Rudy Funk, agent, Hills, Minn., underwent a serious operation on his eye recently, which we hope will give him the relief sought for. Clinton Steed relieved Funk during his absence.

Great Northern Semaphore



W. F. Peterson

Judging from a poem received, but which space won't allow us to insert in this column, Conductor W. F. Peterson of Watertown is without doubt one of the most efficient cabooses cooks on the line. Sketch shows Pete preparatory to preparing a breakfast of bacon and eggs, the aroma of which serves as a dinner bell to the remainder of the crew.

Telegrapher George O. Lundquist and wife of Willmar, left by auto for Fort Myers, Florida, February 10, and expect to be absent about 30 days. George took his golf clubs along, and the chances are that he will make the Florida fans sit up and take notice.

Marjory Jorstad, daughter of Assistant Chief Clerk Jorstad, Superior, spent ten days visiting relatives, and renewing acquaintances at Willmar, in the first part of February.

Mrs. C. J. Goff, wife of Assistant Chief Dispatcher Goff, spent a week early in February, visiting her mother at Luverne, Minn.

Helper James Daugherty, Pipestone, reports roads in bad shape to Lake Wilson. Why go to Lake Wilson when you can stay in Pipestone, Jim?

Latest reports are that Agent Rosekrans of Tea, S. D., is improving slowly at the Yankton Hospital.

Lars Anderson, present agent, Tea, S. D., now has his family nicely settled at Lennox, S. D.

Sioux City

Dispatcher W. Vennestrom is again on his old job at Sioux City. Switchman Yale Finley is still at home suffering from injuries received while working in the yards at Sioux City, two months ago. He is very anxious to get back to work but cannot use his arm.

Yard Clerk Don Perry was laid up for several days last week, feeling sure he had a very bad attack of appendicitis, but has now completely recovered.

Yard Clerk Frank Kryzak has given up all ideas of small automobiles, and is now studying up on aviation. In time he hopes to compete with Lindbergh or Chamberlain. "This last is his own idea."

Recent visitors to the Sioux City passenger station noticed quite a change in its appearance, the interior having been repainted and very much improved.

Last month's SEMAPHORE carried an outstanding record for Jack Knights, Jr. This month his father comes into the limelight. He went to church last Sunday.

SOMERS LUMBER COMPANY

Associate Editor
R. E. GAUTIER
Somers, Mont.

To date John Albritton, son of H. P. Albritton, barn foreman, holds the records for the biggest fish caught this season. The big trout tipped the scale easily at fifteen pounds. Although Hosea did not catch the fish himself, nevertheless he had charge of the exhibition and has issued a challenge to the older fishermen to beat the record. So far no one has officially accepted. Harry McNytte, fishing partner of young Albritton, stands next in line with a twelve pounder. These two boys have a secret lure and do not intend to let anyone in on it.

Rolland Tibbits has leased a piece of land in the vicinity of Dayton, Montana, and is going to lead the life of a bachelor farmer. He has extended an invitation to the boys to stop in and have a chicken dinner with him, when in his neighborhood, providing that you bring the chicken with you.

March, 1928

During the installation of new boilers at the sawmill, a Great Northern engine is stationed near the mill to furnish steam for operating purposes. This engine consumes about a ton of coal an hour in order to keep up sufficient steam to run the mill.

Blanchard Lake Camp has resumed operations after a shut down period of about a month due to non-operation of the sawmill at Somers.

During the last month as many as fifteen autos could be counted on Flathead Lake during the height of the ice fishing season. Fish shacks dot the lake at the favorite fishing spots. Many of these shacks are equipped with all modern conveniences to make a fisherman's life one of ease, such as a stove in one corner with a pot of coffee brewing, a bench with a soft mattress for the fisherman's rest after many hours of effort to lure the elusive trout. A hole about fifteen to eighteen inches square is cut in the ice at one end of the shack and by closing the door the bottom of the lake is quite visible, that is in water twelve to fifteen feet deep. In this way the more expert fishermen can keep the small four or five pounders from getting on their hooks. The ambition of all ice fishermen being to land the grand daddy of them all. Occasionally this is done and when it is, the said catch is exhibited where all may view the prize beauty.

According to all records this year Capt. Angus McDonnell, the skipper, is the first one to take a pre-spring bath. During one of the Captain's trips across the ice he stepped on a soft spot and down went the skipper to his arm pits. The cold plunge speeded up Mac's blood and in double quick time he was seen stepping lively towards home to make a complete change of clothes. Angus, being a Scotchman, says the only objection he had was that he hates to get "soaked."



About the SHOPS

DELTA



Thos. Delaney

It is with deep regret that we report the death of Thomas Delaney, at one time general foreman and roundhouse foreman at Delta. He was retired in 1926. Mr. Delaney died

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The **CROWN OVERALL MFG. CO.**
LARGEST IN THE WORLD CINCINNATI, OHIO

at his home in Everett on January 24, after a three months' illness. He made a host of friends during his 43 years of service with the Great Northern. His wife, two sisters and a brother survive, who have our sincere sympathy in their sorrow.

Len J. Fisher, machinist, was granted a four months' leave of absence, effective February 15, and expects to spend most of this time in the Alaskan waters. We wish him "Bon Voyage."

Helen Gaul, shop superintendent's stenographer, left January 24 to accept a position in the master mechanic's office, Seattle. While we were very sorry to lose Helen, we heartily welcome Nora Gaul as her successor.

Fred Mattson, car repairer, and Marcella Huhnke, of Everett, were married February 4. We extend our best wishes for their future happiness.

Machinists Fred Bradford, John Bos and Orvel Knapp, who were laid off at Delta on account of reduction in force, are now employed at Great Falls. Joseph McGhee, boiler-maker, was also transferred to Great Falls and Helmer Molner, boilermaker, is now working in Butte.

Arthur Ford, laborer, and Mrs. Ford have returned from an extended visit in St. Paul, Chicago and Detroit.

Henry Schweigert, laborer, and wife, expect to leave the first of March for a visit to their old home in Rosthern, Sask., Canada.

Shop Superintendent L. Gaul received word from former Shop Superintendent P. Harvie a few weeks ago. Mr. and Mrs. Harvie are spending the winter in St. Petersburg, Fla.

It has been reported that Bernard Geary, roundhouse clerk, is spending a great deal of his leisure time in Seattle lately. We agree that Seattle is a beautiful city!

GREAT FALLS

News is received of the death of John German, father of Machinist George German, at Cleveland, Ohio. Mr. German, Sr., was a retired employe of the New York Central Railroad, with thirty-three years of service to his credit. He was the inventor of the brick arch used in most railroad locomotive fire boxes, and was considered an expert on boilers. We extend our deepest sympathy to the bereaved family and relatives.

Word is also received of the death of Harry E. Fuller, brother of Mrs. Fred Radshaw, wife of Carman Radshaw at Edmonton, Alta. Mr. Fuller was circulation manager of the Edmonton Journal, having been connected with this paper since 1911. He was also president of the Western Canada Circulation Managers' Association. We offer our sincere sympathy to the bereaved members of the family.

Our Advertisers are Patronizing Your Magazine

Someone reported to one of the Great Falls daily papers seeing a robin on the streets of Great Falls. While we are having warm weather at present, which reminds one of the "good old summer time," one of the boys on the rip could not quite believe the yarn about the robin and proceeded to investigate. It developed that what was taken for a robin was nothing more than a common English sparrow that had the misfortune to fly in front of one of our paint spray guns in action on the repair track, thereby receiving a convincing coat of mineral red paint.

Harris Bradley, machinist, who completed his time at Great Falls shops and is now employed at Superior shops, visited the boys at the shop recently. Harris states that while he likes Superior for a place of residence, he likes Great Falls better.

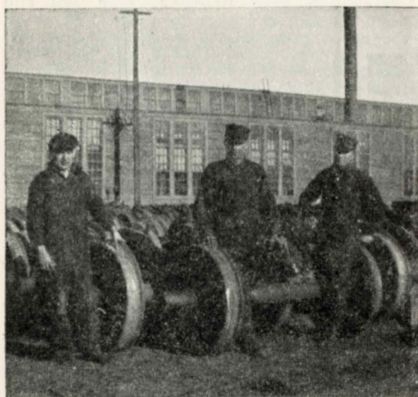
Ernest Baxter, boilermaker helper apprentice, who has been on the sick list for a considerable while and from whom some discouraging reports were received, has been around the shop recently. We are glad to learn that he is on the road to recovery and hope to see him back at work in due time.

The shopmen's bowling squad has added two more bowlers, giving them a total of twelve. Regardless of the fact that the whole twelve are present at every session, they still persist in losing games, having just been nosed out of second position.



The Air Gang

Seated on the rack in the picture are Henry Schuman, Andy Mullen and Pete Newman comprising part of the air gang at Great Falls car shops. They are also quite handy with horse shoes and insist they hold some kind of a record, although no one seems to know just what it is.



Wheel House Crew

In the picture is shown the personnel of the wheel house at Great Falls. Reading, left to right, they are: Ewald Mikolajewski, journal turning machine operator; Victor Fisher, boring mill operator, and Reinard Snyder, leading wheel house man. Wheel Pressman Peter Tentes is not shown in the picture, as unfortunately he was ill when same was taken. Great Falls wheel house with the force of four men mentioned above, turns out an average of fifty pair of cast wheels per day. With a full force of seven men, their average output runs at 150 pair. Cast wheels from the entire Butte Division and Havre are handled at Great Falls and the territory for steel wheels extends from Whitefish to Williston on the main line in addition to the local division. What is considered a record in wheel boring per day is credited to Victor Fisher (center).

By actual count 128 wheels were bored in eight hours. In addition to boring them, Fisher performed all of his own calipering of the axles which is an exacting job and requires careful attention and time.

HILLYARD

Lyle (Pete) Blough, former carman, was married early in February. Congratulations.

Emmett Lamont has deserted the Swede ranks here to go into the sawmill business. We wish him good luck.

Joe Newton, blacksmith helper and family, visited friends in Southern California.

JACKSON STREET

Martin Milan, boiler inspector, is getting to be quite a writer, especially for the Mail Bag. The other morning we noticed in the *Pioneer Press* Mail Bag where he objected to a certain item that had been published on Mary, Queen of Scots. The way Mr. Milan wrote, one really would think he had studied history. Better check up on what you wrote, Marty, as some of the boys are reviewing their history, with the idea of showing you up. This is just a warning.

Emil Weir, our smiling tractor driver, some time ago purchased a motorcycle, for just what purpose we cannot say, but he was seen riding up and down the streets of the city, smiling at all the young ladies. The other day this motorcycle was traded for a 22-gauge shot gun, which will probably get the young ladies quicker than a motorcycle. How about it, Emil?

Arthur Nelson, our ambitious estimator, has apparently taken a new hold on life, having been seen at two hockey games this season, and we think he purchased two reserved seats for each game. What say, Art?

Frank Weinert, our grouchy pattern foreman, was seen recently driving a new Hupmobile. He would not talk to his friends, but it transpired that the car did not belong to him, but to a relative, who let him take it just to see how it felt to drive a real car, as compared with his.

Ole Swanson, our freight yard foreman, who had the misfortune of taking a bad fall on the ice, and was confined to his home for a few days, has returned to work, and we are mighty glad to see him back.

Herman Rochnisch, our patternmaker foreman, claims to be quite a bowler, but the other evening his daughter Lillian took him down to a well known alley in the city, and since then Mr. Rochnisch has not said a word about bowling. Wonder what happened?

WILLMAR

In spite of bad roads, Al Kolb and Joe Beaudette slid into Murdock safely on time for the dance there February 6.

A new washing machine named "The Better 'Ole" is now on the market. It can't be beat at any price.

John Anderson has been on the sick list lately, Dr. Pofert attending.

Wanted: A stationary cap by Christ Otos. Shinola's front end cleaning and polishing will have to be left to some other trustworthy laborer, on account of him being promoted to tool room attendant.

Al Callan's No. 27 with the co-operation of his fireman, James Pofert and Conductor Robert Ives, is making schedule time in spite of the bad roads.

Wm. Pearson now claims that he has "Miss America" and his Pontiac seems to be doing very well on the Litchfield turns.

Robert Lusch, tool room attendant, was called to Burns, Wyoming, on February 9, account of the serious illness of his mother. His position is being filled by William Maiers.

Hooker Rogne and John Lee were auto show visitors on February 7. They are now making plans for the Willmar show to be held at the auditorium.

The roundhouse force is finally coming to the front by organizing two bowling teams, and will soon be under heavy training under the supervision of Trainers Al Callan and James D. McCarl.

Shop Craft, Local No. 20, had its monthly meeting on January 12. After an oyster supper, a home talent program was given followed by an "Old Tyme" dance. A good time was reported by all.

Irwin Walker, roundhouse clerk, has fully recovered from an operation for appendicitis and aside from losing 50 or 60 pounds, is fit as Jack Dempsey.

ST. CLOUD

Electric Truck Driver Elmer Johnson announces the arrival of a son, born at St. Raphael's Hospital on January 31.

Orville Larson, machinist helper, is confined to his bed with the grippe. We hope to see him back on the job soon.

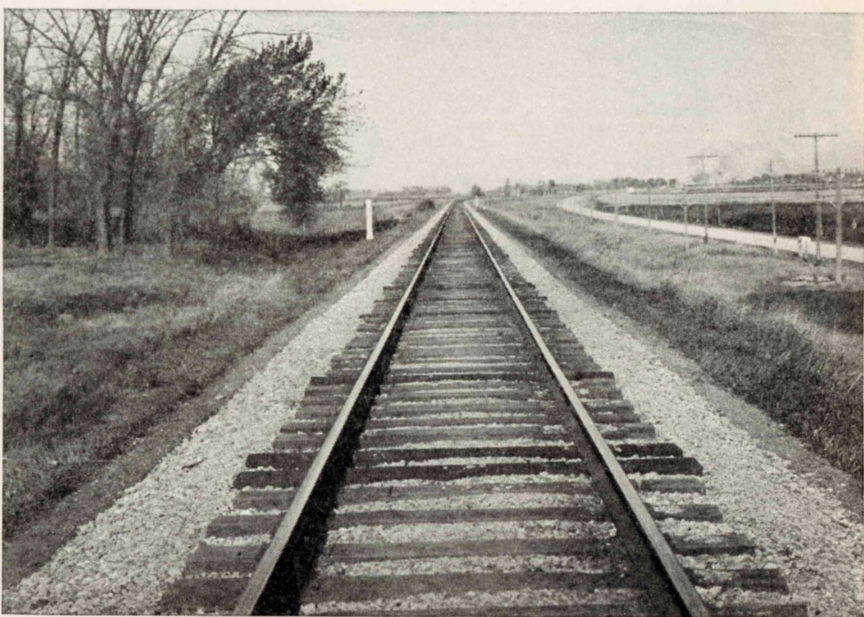
Machinist's Local No. 3 held its installation of officers on January 14. The affair was celebrated with a grand program and luncheon prepared by Orville Larson and Frank Meixner. The boys all went home happy and well filled with baked ham. The newly installed officers are: L. L. Bowers, president; Ben Kloskin, vice-president; Orville Larson, local chairman; and R. J. Smith, secretary-treasurer. The all-around cut was taken by Machinist Theodore Theisen, a 25-pound sack of flour. Not so bad, eh, Ted!

The night crew of the machine shop represented by John Ertl, machinist, and "Silly" Mallon, helper, made a trip to the cities to inspect the new cars at the auto show, Saturday.

Peter Laueremann, blacksmith helper, returned from a trip to California February 1. He spent the greater part of the time at Long Beach, and reports a wonderful time.

Emil Krolzek spent the week-end in Minneapolis.

Frank Meixner, machinist helper, took his family to Durand, Wis., where they will visit with his wife's parents for a few weeks. Frank returned to work Monday.



Picture shows route of the Fast Mail and Glacier Park Limited, section of track just east of Herman, Minn., where washed ballast

was applied last season. Note our competitor to the right, highway number 10.

Machine Shop Foreman Paul Theisen went to the cities February 9 to take in the auto show. What kind of a car will it be?

Air Brake Foreman Joseph Brown of Hill-yard visited the local shops January 17. Joe formerly worked at our point and we sure were glad to see him.

John Prodoehl, veteran janitor of the wood mill, spent January 27 shopping at Minneapolis.

Sheet Metal Supervisor Peter F. Meinz and Eleanor Vossberg were quietly married at St. Mary's Church February 4. Rev. Fr. Luke performed the ceremony. Mr. and Mrs. Meinz left immediately after the ceremony for Milwaukee, Wis., Chicago and Detroit, Mich. They will make their future home at Waite Park.

Fireman John Christen has ordered a new Chevrolet coach.

System Chairman G. E. Frank was pleasantly surprised by a party of friends February 8, the occasion being Gust's fifty-third birthday.

Sympathies are extended to Veteran Painter Lawrence Cleall at the loss of his mother-in-law, Mrs. E. P. Wellington. The aged lady had been making her home with her daughter and son-in-law.

Carman Local No. 3 gave a card party and dance January 27. Music was furnished by Forborg's five-piece orchestra. Prizes at cards were awarded to Mrs. Phil Keller, Marie Tomczik, Leo Hollinger and Otto Akervik. Refreshments were served.

Mary Schroeder of St. Cloud and Marie Lambert, Magdalen Schroeder and Marcus Bolting, clerks, St. Cloud stores, spent Sunday, January 15, with Mr. and Mrs. C. T. McLain (Ermalinda Kost) of Sauk Center and report a very enjoyable time. Mrs. McLain was until a short time ago timekeeper at St. Cloud stores.

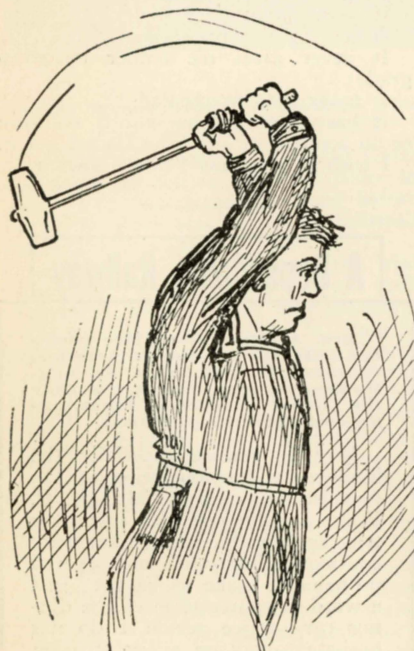
Magdalen Schroeder and Marie Lambert, stenographer and clerk, respectively, accompanied by Mary Schroeder and Francis Drinkwine of St. Cloud, went to Minneapolis, January 29, to see "Blossom Time" and also "King of Kings."

B. of R. & S. Clerks had a meeting January 20. After the meeting cards and lunch were enjoyed. Prizes were awarded to Frank Fishbeck of Minneapolis and Marie Lambert, St. Cloud stores.

E. J. Nelson had his tonsils removed recently.

Friends of Pensioned Veteran Car Inspector James Robertson will be glad to hear of his recovery from his recent illness.

Millwright Joseph Gruber spent February 5 and 6 visiting with relatives at the Twin Cities.



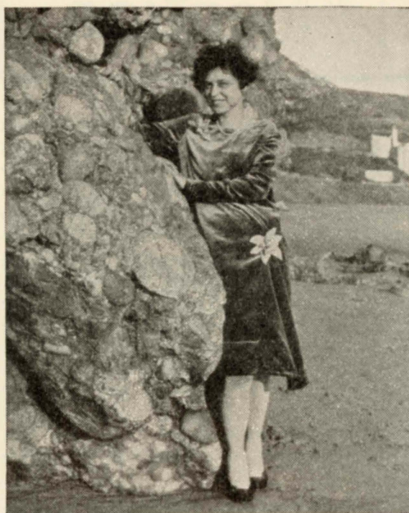
Frank Wawak

Frank Wawak, when working on steel under-frame cars, often has to take off all, or part of the siding, and it is said that no one can knock off more siding than our Frank. He surely wields a wicked sledge.

Special praise is due Sergeant Isidore Rozmark for the part he played in the recent performance, "Buddies." He had to act the role of a bashful lover. Now the humorous part of the affair was that everyone knows that Isidore is anything but bashful in the company of the fair sex.

March, 1928

During the recent slippery spell when every walk resembled a huge skating rink, "Safety First" lost some of its effectiveness, as some of its strongest supporters had to bow to the "inevitable."



Mrs. Jerome Scharenbroich

It is a pleasure to present Mrs. Jerome Scharenbroich, wife of Car Repairer Jerome Scharenbroich. The above photo was taken at Santa Monica, California, near the edge of the Pacific while the young couple were enjoying their honeymoon. They are living in their love nest at 217 Fourteenth Avenue South, St. Cloud, Minn.

Friends of Carman Fred "Spatz" Reber are congratulating him on becoming the daddy of a nice big baby girl. Spatz says there is nothing like being a father.

Carman Tony Fischer is sticking his chest out some on account of being the daddy of an eight-pound baby girl. Wonder how Tony would have acted had it been a boy.

Carman Gerald Uriel is back on the job again after an illness of eleven months.

Some class to Carman Lawrence Barlow as he is the proud owner of a 1928 Chev. Lawrence is wondering when some of the boys will be driving their new Fords.

The lovers of clean sport were furnished an unusually rare treat on February 10 after the regular carmen's meeting. This consisted of

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**ENDS
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\$22 A DAY to DEMONSTRATORS

Amazing new invention gives keen, velvety shaves forever and no more blades to buy. KRIS-KROSS—the marvelous blade rejuvenator—prolongs the life of any brand razor blade for months and even years. Cleverest machine you ever saw. Fits right in palm of your hand. Entirely automatic. Men everywhere say it is almost human. Absolutely different! Sells on sight. Brings salesmen the biggest money of their lives.

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RHODES MANUFACTURING COMPANY, Dept. C 2742
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a very clever wrestling match between Alphonse Horn of St. Joseph, Minn., and Jack Mork of Minneapolis. As a preliminary Ferdinand Mousky and Jack Koslowski, both of the car department, staged an exciting bout. The reason the staff has interested itself in the success of these athletic doings is to help provide clean and healthy entertainments as they create more interest in the manly art and thus divert the leaning of our young men from some of our more undesirable shows. Both Mousky and Koslowski weighed in at 135 pounds, Koslowski taking both falls, the first in four minutes and the second in seven minutes. Horn tipped the scales at 162 pounds and Mork at 170 pounds. Both of these men demonstrated their cleverness, displaying unusual flashing speed that kept the audience at hairbreadth expectation as to which of the two experts would take the first fall. Horn of St. Joe took both falls in twenty-two minutes each. Another one of these entertainments will be held in the near future.

General Safety Supervisor C. L. LaFountaine presided at the St. Cloud shops' safety meeting held on February 9.

SUPERIOR

The shop and roundhouse employees at Superior have put on some wonderful dancing parties and entertainments, but that of February 13 was just a little better than any of the others, which would seem impossible to anybody who had attended the previous parties. The shop quartet was again on the job, and sang until they were hoarse. The clown act by Messrs. Burns and Codden would



St. Cloud Painters, 1896

IN THIS PICTURE (left) you will see left to right, back row, Victor Johnson, resigned; Edward Sudrihus, resigned; A. L. Wenstrom, veteran painter foreman, St. Cloud. Front row, Ben Sterling, deceased; Henry Boyed, deceased; Lambert Sheepers, veteran painter, St. Cloud; Fred Sheepers, vet-

eran, painter, St. Cloud; George Stager, resigned; Charles Maynard, deceased; Oscar Gustafson, veteran leading painter and weighmaster, Jackson Street freight yard. Through the kindness of Mr. Gustafson we were able to borrow the picture and print it here.

Our Advertisers are Patronizing Your Magazine

be a credit to any vaudeville stage. The luncheon served at midnight by the ladies, more nearly resembled a banquet, and the dance orchestra was at its best. The party was scheduled from 9:00 P. M. to 1:00 A. M. but the orchestra becoming imbued with the spirit of the evening did not stop until nearly 2:00 A. M. The entertainment committee, comprising Messrs Rossetter, Jurgens and Froelich, are to be congratulated.

Charlie Erickson, Albin Wiberg, and Leonard Engstrom have put in orders for new Fords. Engstrom tells us that he will be able to reduce his time between Superior and Boylston Junction by twenty-five minutes. We know another party in the shop here who tried that, and the Judge reduced his bankroll to the extent of \$25.00.

John Cahill tells us that, "them New Year resolutions" of Harry Nethercott's didn't mean anything.



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| <input type="checkbox"/> Roundhouse Foreman | <input type="checkbox"/> Cost Accountant |
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| <input type="checkbox"/> Machinist | <input type="checkbox"/> Secretarial Work |
| <input type="checkbox"/> Boiler-maker | <input type="checkbox"/> Good English |
| <input type="checkbox"/> Pipefitter | <input type="checkbox"/> Telegraph Engineer |
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| <input type="checkbox"/> Coppersmith | <input type="checkbox"/> Gas Engines |
| <input type="checkbox"/> Electrician | <input type="checkbox"/> Airplane Engines |
| <input type="checkbox"/> Toolmaker | <input type="checkbox"/> Plumber |
| <input type="checkbox"/> Painter | <input type="checkbox"/> Roundhouse Machinist |
| <input type="checkbox"/> Carpenter | <input type="checkbox"/> Common School Branches |
| <input type="checkbox"/> Apprentice Training | <input type="checkbox"/> High School Subjects |
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| <input type="checkbox"/> Civil Engineer | <input type="checkbox"/> Car Inspector |
| <input type="checkbox"/> Bridge Building | <input type="checkbox"/> Mechanical Drawing |
| <input type="checkbox"/> Concrete Work | <input type="checkbox"/> Surveyor <input type="checkbox"/> Chemistry |
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Meritorious Mention

A credit mark has been placed with the name of W. S. Ledbetter, brakeman, Interbay, Wash., on account of his discovering cracked wheels and broken flange on WFE 62541 at Scenic, Wash., on January 20, extra 3356 west.

On coming into Granville, N. D., on the local branch recently, Brakeman Ed. Olson, of Minot, discovered smoke on the depot roof near the chimney. He immediately notified the depot force and stopped the engine opposite the depot and put out the fire without any damage except a few shingles burned. His watchfulness and prompt action undoubtedly saved the building from destruction.

V. O. Musselman, brakeman, Glasgow, Mont., has been commended for his attention to duty on account of discovering and reporting a broken arch bar on GN 121749 in train 2nd 447 at Snowden, on February 13. The car was set out and accident or damage prevented. He was also commended for discovering broken arch bar on B&O 165892 in extra 1781 at Blair, Mont., on January 12.

While in charge of train 229 on siding at North Fork, Mont., to meet extra 3244 east on January 5, Conductor D. McKinty, Engineer L. Dunham and Brakeman R. L. Hinrichs observed a broken arch bar on FGE 44758 in extra 3244's train. The train was promptly stopped and car set out for repairs, and the crew of 229 were commended for their watchfulness. Mr. McKinty was also commended for discovering a hot box on No. 2 at Sprole, Mont., from his train on siding on February 4. This might have resulted in a serious accident as the evidence was slight, but when the train was stopped at the next station a journal on the diner was found very hot and the brasses changed. Great Northern operating men certainly keep their eyes open!

Ray Hill, carman, Republic, Wash., has been commended on the courtesy shown to Mrs. Jessie Doolin, who had missed her train. As her journey was important to her, Mr. Hill drove her in his car to the junction where the train was waiting. This was a fine brand of courtesy.

On January 18 at Rexford, Mont., Engineer R. L. LaByer, who was not on duty at the time, discovered a hot box on No. 27 as it passed through. He reported to the operator at Rexford, and the train was stopped and the trouble remedied. Mr. LaByer has been commended.

Conductor B. E. Overacker recently found a broken rail between Edinburg and Union, N. D., and immediately notified the section foreman and repairs were made. This undoubtedly prevented an accident and Mr. Overacker has been commended for his watchfulness.

Commendation has also been given to Brakemen Roy Chalmers and L. L. Roy who noticed and reported broken arch bars on GN 33563 and 121260 at Doyon, N. D., train 413, on January 26, while inspecting train.

When extra 3225 west, Conductor McKennett, passed Verendrye, N. D., a short time ago, Agent G. J. Butterfield noticed broken truss rod about twenty car lengths from head end. The broken pieces were pointing west. He rang Simcoe and had conductor examine car and same was repaired. Mr. Butterfield's prompt action very likely avoided an accident and appreciation of his watchfulness has been expressed.

On extra 3128 east, January 21, Brakeman J. M. Eubanks found a cracked wheel on S. L. & S. F. 1805, empty refrigerator. He had car set out at Wal-lum, Mont., and his action probably avoided a serious derailment. He has been commended.

Brakeman G. R. Wickens found a broken wheel on C. B. & Q. 112713 at Cushman, Mont., January 23, train 435. He reported the matter to Conductor Jones who set the car out of the train. A credit mark has been given him.

When instructed to pick up four cars of cinders at Fort Benton, January 13, Conductor P. R. Janetski, in charge of extra 3117 west, found a broken arch bar on GN X-2478, one of the cars to be picked up. His careful inspection of the cars to be picked up very likely averted a derailment of serious nature, for which he has been commended.

Brakeman G. W. Holmes found a broken arch bar on GN 43238, wheat, for Minneapolis, in train 679, at Shelby, Mont., on January 23. The defect was reported and car was set out until the defect was repaired. Mr. Holmes has been notified of credit mark on his record.

Not So Good

I have a car.
It never breaks down.
It never skids.
It never gets a puncture.
It never gives me bother up steep grades.
It never gets overheated.
It has never got me into a collision or an accident of any kind since I got it.
I wish to goodness I could start it.

—The Farmer.

A Dependable Railway

Mrs. A. Starr Best, vice president, Drama League of America, Chicago, Ill., writing to Mr. A. J. Dickenson, regarding a trip over the Great Northern Lines, expressed herself as follows:

May I mention especially the kindness and co-operation of the two head stewards, Mr. J. P. Weiss and the one with us on the trip out from St. Paul. They were courteous, interested and spared no pains to make us happy. Just a word in appreciation of the dining car service which I do not hesitate to say on every occasion is far superior to that on other roads on which I have traveled. I shall always be eager to testify my enthusiasm for the Great Northern and am an ardent supporter of the road because of its efficiency and the service which it renders, but even more because of the delightful spirit of good cheer and kindliness.



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