

Great Northern Semaphore



August 1927

Now!

GOODWEAR Tailored to-Order Clothes

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

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

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

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

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

THE GREATEST VALUES IN AMERICA TODAY

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

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

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

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

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

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

The GOODWEAR Selling Outfit

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

No experience necessary No investment required

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

Men have made good with us who never sold a thing before in their lives. Professional men—storekeepers—railroad men—insurance men—office men—farmers—men from all these walks of life and a great many others, have made good and are making good with us today. We showed them the way. We made their success possible.

We can do the same for you, no matter who you are, where you live, how young or how old you may be. Just so you are ambitious, willing and able to work. And you don't have to give full time to start. If you have a certain amount of spare time you are anxious to turn to account and so add to your income, we're willing to start you, if you can show us that you are in earnest.

We supply everything necessary and show you the way

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

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

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

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

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

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

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

Whether you are experienced or inexperienced, sign coupon below and get our book, "Your Opportunity in a Great Industry." It is yours free, and without obligation. Address Dept. 162

GOODWEAR Chicago, Inc.
West Adams Street at Peoria CHICAGO

MAIL THIS COUPON TODAY!

GOODWEAR Chicago, Inc.
West Adams Street at Peoria, CHICAGO, Dept. 162
Gentlemen: Without obligation, please send me a copy of your book, "Your Opportunity in a Great Industry." Also give me the full facts about your proposition and tell me how I can become the District Salesman for your line in my territory.

Name.....
Street and No.....
Town..... State.....

Concerning Our Responsibility

The Mercantile Trust and Savings Bank of Chicago will tell you that we have been in business for 18 years, that we do an annual volume that runs well into the millions, and that our credit standing is of the highest. The Chase National Bank of New York will tell you the same thing. Likewise the Union Trust Bank of Chicago, or any other bank or commercial agency in the United States.

How would you like to be the man to get this opportunity for your district?

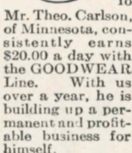
Professor Schommer—
eminent Professor of Chemistry at Armour Institute of Chicago says that GOODWEAR goods are all pure wool.

ALL PURE WOOL
UNION MADE
Guaranteed

\$23.50



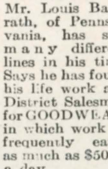
Mr. T. G. Fitzsimmons earns as high as \$40.00 a day as GOODWEAR District Salesman in a small town in Kansas. He has been with us for four years.



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



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



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

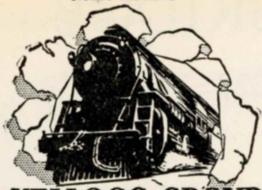


Mr. W. P. Griffin, is a railroad man in Oklahoma. He handles the GOODWEAR Line in his spare time. With it he makes as much as he does on his regular full-time job with the railroad.

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



MEMBER



The KELLOGG GROUP

418 S. Market St., Chicago

Here and There Along the Line

A Regular Fellow

THE FOLLOWING LETTER is such a brave, fine, manly one, that we cannot resist the impulse to let every one of our readers see it. When eight-year-old American boys have this spirit, the future of the Republic is certainly safe:

"Dear Editor:

"I am sending you my photo as I wish to be shown with the other Great Northern boys in the SEMAPHORE. I am eight years old and my father is relief section foreman on the Kalispell division (Hugh P. Douglas, now foreman at Pinnacle, Montana). I was going to school every day and studying to be a good railroad man, until the latter part of February I met with an accident and am now just




getting off my crutches, but I am going to be alright again.

"I was playing on the ice near the schoolhouse, when two larger boys, who were playing with me, jumped on my back just as I slipped on the ice and my foot caught on something as I went down. The pressure of the two boys' weight, caused a fracture of the femur bone, and I was laid up in the hospital as Kalispell, Mont., for two months, and then I got out on crutches. I want others to know that it is very dangerous to jump on a boy's back, as anything is likely to happen, such as a hip dislocation, displaced vertebra or broken legs.

"I studied all the time that I could,

August, 1927



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

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

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

All employees are invited to contribute articles and items for the SEMAPHORE. Contributions should be typewritten, double-spaced, and on one side of the paper only. Photographic material is especially desirable, and will be returned if requested. All matter for publication must be received at the office of the SEMAPHORE not later than the 18th of the preceding month.

so that I could pass my examinations, but I was absent so long from school so I didn't pass in geography, but I got my credits in all my other studies.

"I wonder what those other boys, who have their pictures in the SEMAPHORE are going to be when they grow up? I am going to be a superintendent and have a nice car and a stenographer and be a good scholar, so that I can dictate strong letters. I know the names of all the SEMAPHORE boys and suppose they will all be railway men. When we grow up I expect to meet them all and we will make the Great Northern the best railroad in the United States, but the operator here says it IS the best now."

*Junior Douglas,
Red Eagle, Montana.*

B. L. of E. Honors Former Great Northern Call Boy

ALVANLEY JOHNSTON, who was a call boy on the Great Northern at Grand Forks from September 8, 1892, to June, 1893, stenographer at Barnesville, in the master mechanic's office, for about a year following, then locomotive fireman, pile driver and switch engineer, and engineer on the Dakota division, and afterwards locomotive engineer at Superior from May 1, 1900, to September 12, 1911, was recently chosen executive officer of the Brotherhood of Locomotive Engineers.

Mr. Johnston has been connected with the Brotherhood since leaving the Great Northern in 1911. He is well known to many Great Northern employes.

THE LEWIS AND CLARK BRIDGE

Dedicated at Williston, N. D. on July 1, 1927

By Donald MacRae

WHEN THE FIRST WHITE men entered the Northwest the rivers were their highways. By canoe, bull boat, keel boat and perioque they threaded the numerous waterways, following unknown rivers into unknown lands, leading the way where countless thousands were to follow. After them came

about three and one-third per square mile. On the other side of the Missouri and served by the main line of the Great Northern is Williams County, about the same size as McKenzie but not so favored as to good soil conditions, yet Williams County has a population of better than eight per square mile, a dif-

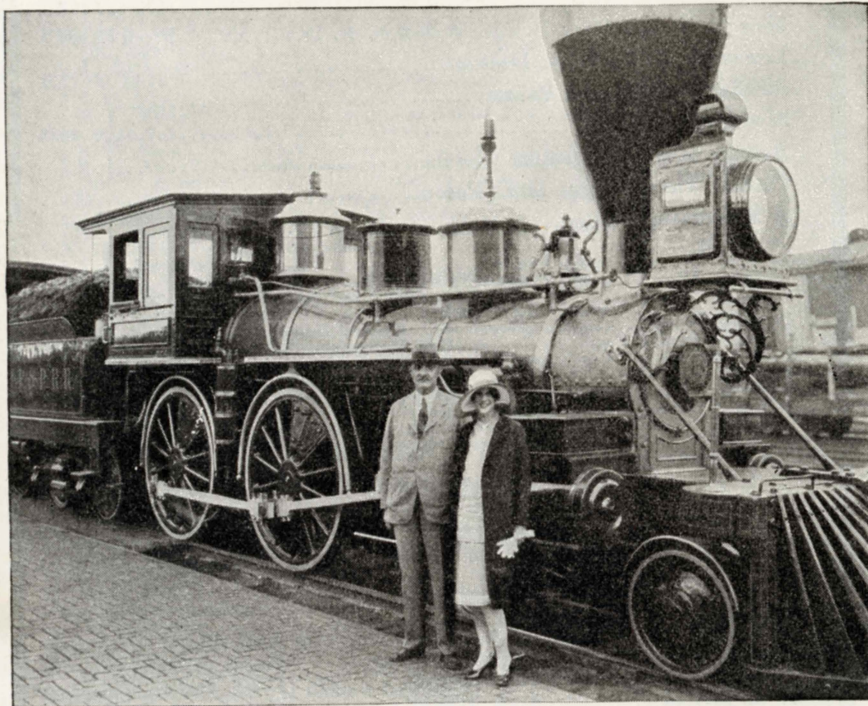
county has easy access to adequate rail transportation.

It was to overcome these difficulties of transportation and to provide an outlet across the Missouri River to the Bad Lands scenic region to the south, that the state legislature authorized, in 1925, the building of a bridge across the river near Williston. A site, located about seven miles west of Williston, was selected and the bridge rushed to completion at a cost of nearly three-quarters of a million dollars. When it was nearing completion Governor Sorlie of North Dakota announced that the bridge would be known hereafter as the Lewis and Clark Bridge, in honor of those intrepid explorers who were first to blaze the way up the Missouri River and across the mountains to the Columbia and the Pacific.

In the meanwhile the people of Williston, aided by the citizens of Williams and McKenzie Counties, laid plans for a two-day celebration to announce the opening of this new bridge. Many notables from all over the country were invited to attend, among others: Dr. Meriwether Lewis Anderson and his daughter Sarah, Governor Sorlie, Professor O. G. Libby, R. H. Torrey, and President Ralph Budd and other officials of the Great Northern.

The Andersons arrived in Williston on the Oriental Limited the morning of June 30 and that evening the celebration was formally opened with a banquet and reception in their honor. Dr. Anderson, by the way, is the great, great, grandnephew of Meriwether Lewis, and his daughter was selected to christen the bridge in honor of their illustrious kin.

Friday morning, July 1, the whole populace of northwestern North Dakota and a goodly portion of northeastern Montana assembled at the bridge to wit-



Dr. Meriwether Lewis Anderson and his daughter with the William Crooks.

the fur trader, the miner, and finally the settler. The steamboat superseded the keel boat and the earlier day watercraft, and for years the river still remained the principal highway into the Northwest.

In the latter part of the nineteenth century the railroad spread westward and with its coming river transportation disappeared as of overnight. No longer was the river the main highway of the West, in fact it became a barrier, for those areas situated on the wrong side of the larger rivers from the main routes of the railroads were hampered by the very streams that had once been their main highways. Ferrying was slow and inadequate and for many months of the year, particularly in the spring and fall, the rivers were impassable.

One of these areas was McKenzie County in North Dakota. It is bounded on the north and partly on the east by the Missouri which separates it from all railroad transportation except a small branch of the Great Northern that extends part way across the county from Fairview in Montana. There are railroads to the south but they are some distance beyond the county boundaries. This county has many acres of good farming land and thousands more of grazing land and is especially noted for the quality of the seed potatoes it raises, yet the density of population is only

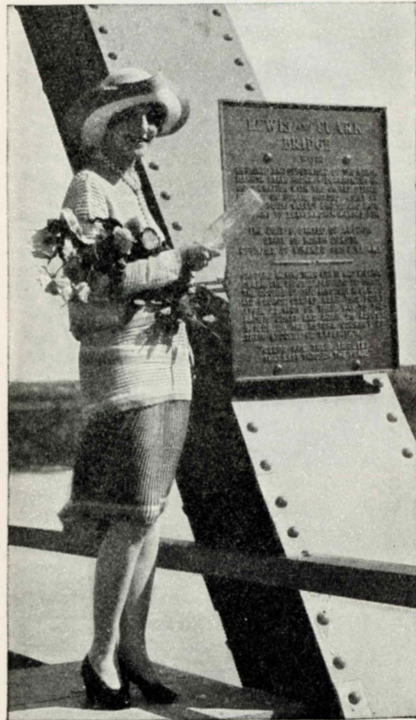
ference in population that can be charged directly to the fact that the northern



Governor A. G. Sorlie of North Dakota greeting Mrs. Mercer, oldest settler of Williams County. Mr. Marmon, oldest settler of McKenzie County is standing behind them.

ness the christening. Here a simple but impressive ceremony had been planned, the festivities opening with a delegation starting from the south bank of the river, led by Mr. L. M. Marmon, the oldest settler in McKenzie County, and marching across the bridge to meet a similar delegation from Williams County, led by Mrs. Lena Mercer, who came to Fort Buford in 1872 as the bride of a sergeant then stationed at that place.

After greetings had been exchanged between the two delegations and Governor Sorlie, Miss Sarah Anderson christened the bridge the Lewis and Clark Bridge in the name of the people of McKenzie and Williams Counties, the State of North Dakota and the citizens of the United States, using a bottle of Missouri River water for the purpose.



Miss Sarah Travers Anderson, great, great, great grandniece of Captain Merriwether Lewis, the famous transcontinental explorer, about to christen the new Lewis and Clark Bridge at Williston.

All this time ominous clouds were gathering in the Northwest. The remaining part of the program was speeded up but was barely under way when the clouds opened and a brisk downpour brought the dedication to an end. A glorious scramble to get back to Williston ensued, yet before the last car had left the grounds the July sun was shining brightly on the dampened spectators.

The remainder of the day remained clear and cool and the many things planned for Williston went off without a hitch. One of the features that proved very popular was an "old timer" that had made a special trip from St. Paul to attend the bridge dedication. This was the William Crooks, first engine used on the Great Northern.

In the afternoon and again in the evening a historical pageant of the upper Missouri was presented by the Williston people, 500 persons taking part. It was an elaborate affair depicting the history of the upper Missouri country from the earliest beginnings down to the present day and was divided into seven episodes. The first episode was an introductory

August, 1927



The Wayzata Celebration, August, 1867

By C. A. Cavender, Tacoma, Wash.

THE SEMAPHORE HAS asked me for a brief reminiscence of the "Wayzata Celebration" that honored the progress to date of the pioneer St. Paul and Pacific Railway. Although sixty busy years have since elapsed, I still count this event as one of my pleasant recollections.

In August, 1867, construction on the Breckenridge line, gradually working westward from St. Paul and Minneapolis, had reached Wayzata, and the road was ready for operation thus far. This out-of-doors celebration on the shore of beautiful Lake Minnetonka, was organized and very successfully carried out through the joint efforts of the St. Paul and Pacific Company and the citizens of St. Paul, Minneapolis, St. Anthony and the Minnetonka district.

A special train composed of two coaches, a combination, and several flats that did duty as open air observation cars, made the run out and back. Horace Breed was the conductor. I was in charge of the baggage, having recently been promoted from brakeman on the St. Cloud branch.

In this party the wealth, the politics, the religion and the society of St. Paul and vicinity were all finely represented: bankers, civic officers, prelates, fair ladies in abundance. Among the many prominent people present, I particularly recollect the Thompsons, the Uphams, the Burbanks, the Blakeleys, Rev. Neil, and

Bishop Whipple. There were various mayors and aldermen. Representing the St. Paul and Pacific there were in attendance President Geo. L. Becker, Col. Wm. Crooks, Edmund Rice, Superintendent F. R. Delano, Col DeGraff, and the construction contractor.

At the lake, a picnic, quite elaborate, was staged. Numerous worth-while speeches were made by the citizens and the railway officers. Congratulations were tendered the St. Paul and Pacific, fitting replies were spoken by the officers, and glowing prophecies were voiced as to the future of the new railroad and its territory. Lively music was supplied by Cypher's band of Minneapolis. Altogether an interesting affair, and certainly a very jolly one.

My own connection with the St. Paul and Pacific continued until 1878, during ten years of which period I ran as passenger conductor between St. Paul and Breckenridge. Retiring from railroad-ing to enter other business, I removed in 1886 to Tacoma, where I have since been located.

Harking back to the speech making at Wayzata, I well remember how enthusiastic were the orators as to the bright promises held by the years to come, but I venture to say that no one there in the least visioned the splendid Great Northern Railway that was to develop from the St. Paul and Pacific that I knew.

one in which Miss Williston gave a short address of welcome to the visitors. The second episode was purely allegorical and showed the dawning of Creation. Next in order came the Northwest under the rule of the Indian tribes, while the following two dealt with the explorations of Lewis and Clark and the coming of the first settlers. Episode six showed the later frontier days, emphasizing the first wedding in Williston and travel by stage-coach. The final act of the pageant was another allegorical scene in which a large number of people dressed in the costumes of various nations brought out the idea of the Northwest as a melting pot of the many races. A display of fireworks concluded the first day's program.

The second day's program was under the direction of the American Legion of Williston and was predominantly athletic, featuring an aerial circus and ball games during the day and ending up with a boxing show at the Armory in the evening.

Except for the fact that the latter part of the bridge dedication was halted by rain every event on the two-day program was run off like clockwork and the celebration as a whole showed that

the people of Williston and of Williams and McKenzie Counties must have worked long and hard to provide such an entertaining two days.

An excellent picture of the new bridge is reproduced on the front cover, showing the Great Northern tracks in the foreground. The photograph was made by Frank Arver of the Ray-Bell Film Co., St. Paul.

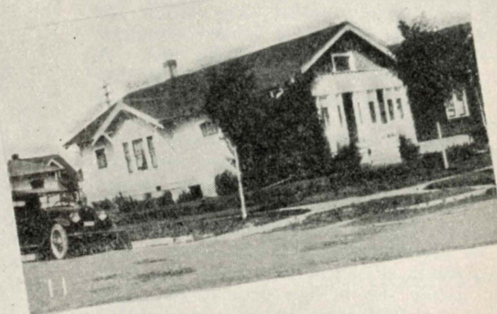
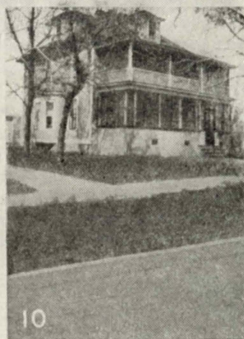
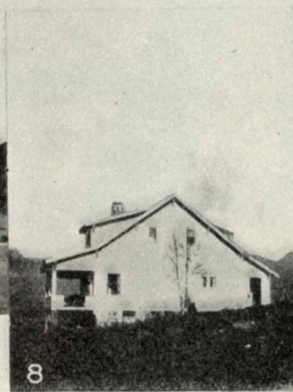
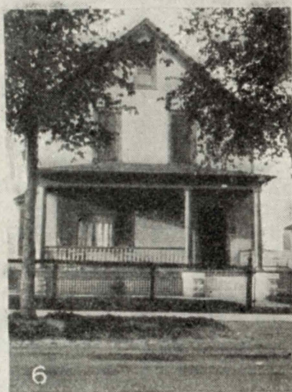
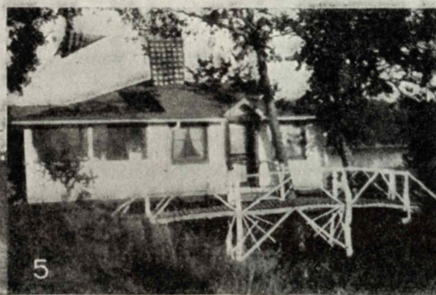
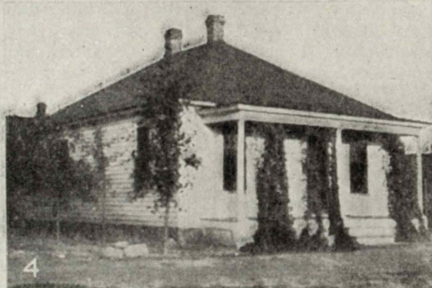
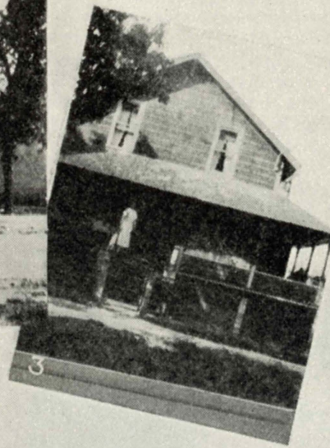
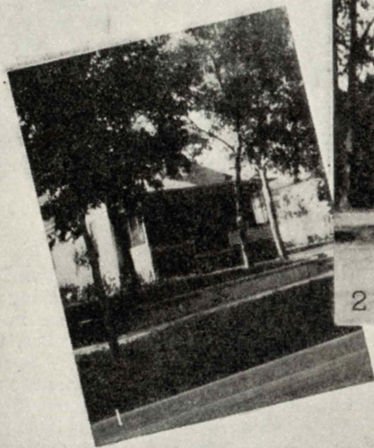
Worth Talking About

THE GREAT NORTHERN HAS a lot of mighty fine agents—men who know their business and carry it on commendably and produce results. But we cannot refrain from saying a word or two about one of them who is surely in the front rank in the matter of interest displayed as exemplified by several items which will make good reading for our family.

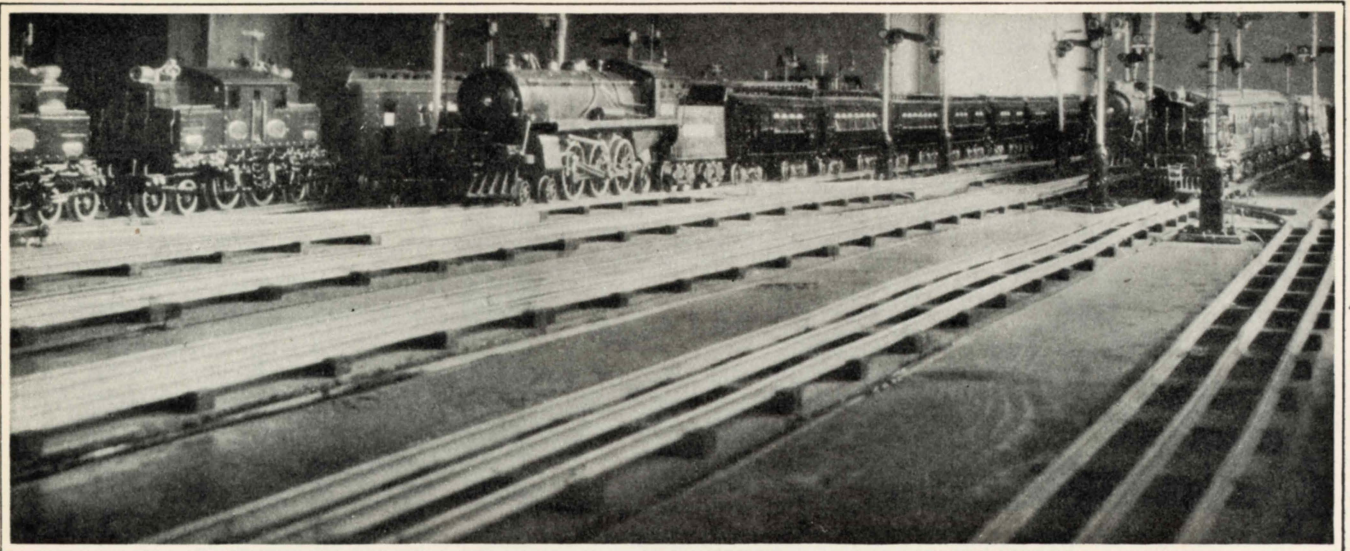
J. H. Schott, agent at Breckenridge, Minn., doesn't let many things stand in the way of getting business for the company, and so when several cases arose in June where passengers had to be taken to Fergus Falls to take the Oriental Limited, Agent Schott drove them over

(Continued on Page 38)

SOME HOMES OF GREAT NORTHERNERS



1. J. E. Perry, brakeman, Williston, North Dakota; 2. William P. Schmidt, car foreman, St. Cloud, Minnesota; 3. Joseph Belfrey, agent, Rockport, Washington; 4. John Goldie, pensioned veteran assistant locomotive foreman, Great Falls, Mont.; 5. E. S. Gillette, conductor, St. Paul, summer home on Lake St. Croix; 6. Ernest Teske, machinist, Dale St. Shops, St. Paul; 7. F. B. Slavin, roundhouse foreman, Wenatchee, Washington; 8. G. A. Scanlon, car distributor, Whitefish, Montana; 9. Peter Westergard, roadmaster, Rugby, North Dakota; 10. Robert J. White, conductor, Williston, North Dakota; 11. Lawrence G. Levitte, chief clerk general agent's office, Great Falls, Montana.



Union Depot on the Miniature Railway. Pictures and Article Adapted from *The American Magazine*, with Permission

Remarkable Miniature Railway

American Magazine Tells of Hugh Newsom, Famous Composer's Junior Railway Club

THAT AN AVOCATION is a perfectly legitimate complement to the vocation of a man or woman, and by affording the necessary change of thought and action contributes to the greater success of one's regular work, is graphically portrayed by an article in the June issue of the *American Magazine*, which describes the miniature railway trains built and operated by Hugh Newsom, famed musician.

The "yards" where grown men, as well as boys, forget their grown-up responsibilities, and play at railroading for evenings at a time, are located in the basement of a New York apartment house on Riverside Drive.

The trains are exact reproductions in every detail of those that travel in and out of every railway station in America, one of them being an exact scale model of the Oriental Limited, which for weeks attracted the attention of thousands in a show window on Fifth Avenue.

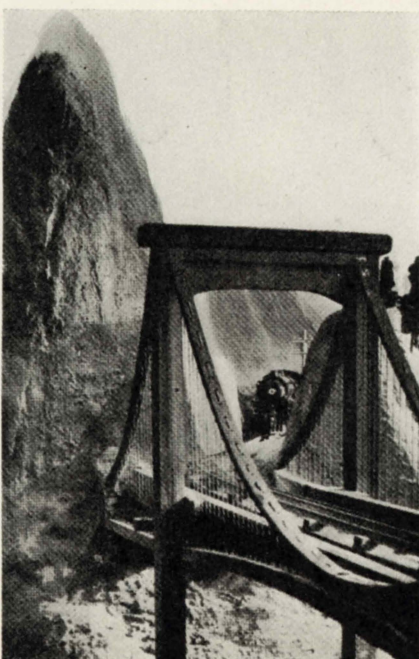
It was when he found his health breaking under stress of constant study and work, that Mr. Newsom remembered his childhood's most cherished ambition to become a locomotive engineer, and conceived the plan of building in miniature and operating replicas of various trains. In the working out of this unique enterprise he found an opportunity for boy welfare work, as it gave him the means of forming a more vital contact with a Sunday school class of boys that he was teaching.

It required a year of time, and the expenditure of seven thousand dollars to build his toy railroad system. By the time it was ready for operation there were fifty boys demanding railroad jobs. As they could not all work at once, groups for certain afternoons were organized, and as the number of applicants increased, more track was laid and stations built, and additional equipment provided.

At first there were no fees and no regular membership. But before the system had been in operation a month it was found necessary to limit the num-

ber of applicants, and calling together the original dozen boys who helped build the road, Mr. Newsom organized the Junior Railway Club two years ago. A membership fee of \$5 was fixed, which entitled a member to a shop card, thus solving the problem of admission at the door. Lack of membership fee, however, never keeps a boy out of the club, Mr. Newsom's interest providing for such contingency.

This being a boys' club, the question naturally arises as to how the grown-ups get in. The first adult member was the father of one of the boys who had dropped in to ascertain why his son was always late for supper on Saturday night; he spent the entire afternoon at the "yards," and ended by bidding in



A Bridge Scene that Reminds One of Our Northwest

the job of switchman, and that night both he and his son were late for dinner.

A policeman on the beat, while investigating the reason for the crowd around the basement windows of the apartment house housing the "yards," became fascinated at the exhibits stretched out on long waist-high tables in the large L-shaped room, forming a great trunk line railway system in miniature. There were within his view, eleven stations, complete even to the crews of tiny motor trucks and taxis lined up beside the track; also rows and rows of telegraph lines, and modern signal towers, as well as every known type of locomotive, from the old coal burner to the newest electric engine. There were also twenty-two locomotives and hundreds of cars of every kind, Pullmans, observation, mail, club, parlor, baggage cars and day coaches, as well as reproductions in scale of oil tankers, coal cars, flat cars, stock cars, refrigerator cars and cabooses. There were tunnels and bridges of the arch, trestle, suspension, and cantilever types, all of which drew the policeman on the beat into the "yards," and caused him to proffer his help and later he assisted Mr. Newsom in building the model of the Oriental Limited.

Other grown-ups in the club are a professor from Columbia University, a tailor whose son was one of the original members of the club, a doctor, and several others, making a total adult membership of eighteen men, a late recruit among them being the chief engineer of a big electrical house.

So near to being real has the play railroading become that when a motion picture company required a scene showing two monster locomotives crashing into a head-on collision on a high bridge, Mr. Newsom and his boys staged a wreck which the motion picture people "shot," the scene proving a tremendous success.

Nick Has a Sundae

Teacher (to Italian boy)—Nick, the word "semaphore" is a railroad term, and I want you to show the class how you can put it into a sentence.

Nick—A nice-a gal I take for walk. I say "Have-de soda, Marie?" She say, "Sure-a, Mike, maka me sundae." I say, "Semaphore me."



Storekeepers' Annual Meet

THE FOURTH ANNUAL MEETING of the Great Northern Railway Stores Association was held at Havre, Montana, June 23, 24 and 25, 1927.

This Association comprises all of the storekeepers of the Great Northern Railway, chief clerks and general foremen.

There were thirty storekeepers in attendance, and numerous other store department employees, representatives from the purchasing agent's office and from the mechanical and operating departments.

Control of the Association is in the hands of a general committee, chosen by the members each year. The general committee for 1927 is as follows:

G. R. Watland, district storekeeper, St. Cloud, general chairman; E. E. Pike,

division storekeeper, Minneapolis, and J. E. Cullen, division storekeeper, Whitefish.

The program included a number of very interesting and instructive papers, involving standard practices in the store department and improved methods for carrying on the work. Interesting discussions followed the presentation of these papers.

Interest in these meetings has been steadily increasing since the organization was formed five years ago, until it has become a difficult matter to complete, within the allotted time, the scheduled program.

The results of the meetings held in the past have been very gratifying, and plans are under consideration for an even better meeting next year.

Representatives of other departments are taking an increased interest in the matter each year, attending whenever possible, and taking part in the discussions. This has had a very beneficial effect in promoting good relations and cooperation with other departments.

Many of the storekeepers were accompanied to Havre by their wives, who have come to look forward with interest to these annual meetings.

Entertainment of the guests was cared for by the chairman of the local committee, T. J. Clancy, district storekeeper at Havre. Following the first day's session a banquet was served to about ninety people, and followed by a program consisting of addresses and music supplemented by dancing.

Other entertainment provided included automobile trips about the city; to the oil wells at Kremlin; to Fort Assiniboine and to the Little Rocky Mountains.

Selection of the meeting place for 1928 has not yet been made.

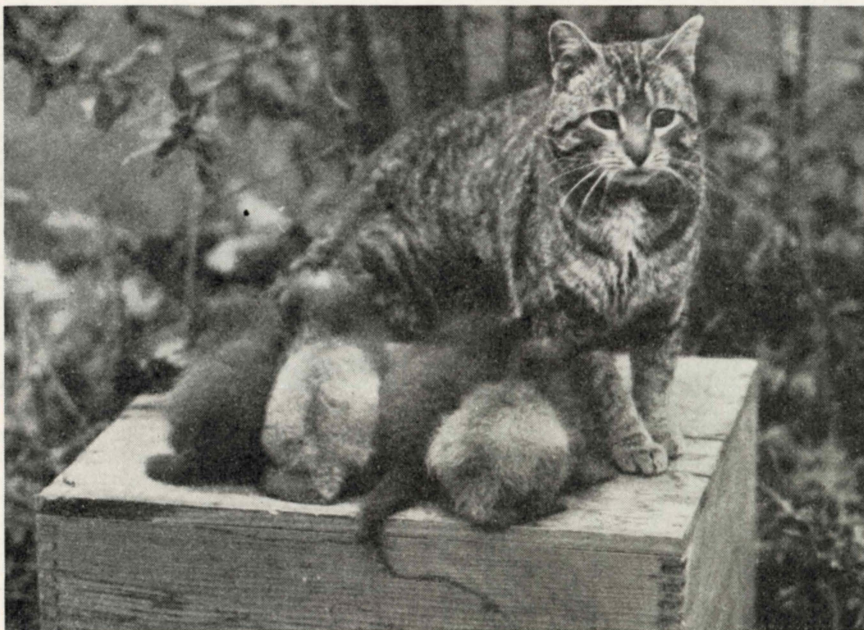
The general committee chosen for the year 1928, is as follows: R. Steel, district storekeeper, Great Falls, general chairman; T. J. Clancy, district storekeeper, Havre, and G. H. Abendschein, storekeeper, Redland.



Jean Black

Great Northern Razor Travels Far

ONE OF THOSE SOUVENIR Great Northern safety razors is now caressing the thoughtful chin of the premier of Italy. And it came into his possession from the hand of an American girl, Jean Phylliss Black, class of 1920, Broadway High School, Seattle. Miss Black, who is enjoying the benefits of the Eleanora Duse Fellowship at the University of Rome, is specializing in Italian History, and wanted to secure permission to consult the archives at Turin. This could be given by Premier Mussolini alone, and this clever American girl secured the much coveted interview with the Duce, and in the course of it, literally sprung the Great Northern razor on him. It fitted in very well with his recent ruling that the beard and the mustache must go. Miss Black is the daughter of Mr. and Mrs. David G. Black, Mr. Black being connected with the traffic department of the Great Northern Railway at Seattle.



No, They Are Baby Foxes—Not Kittens!

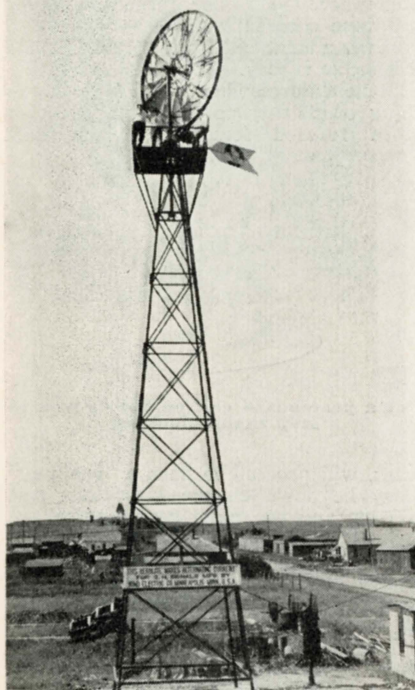
IN THE PICTURE ABOVE, Mother Cat is acting as guardian to a litter of baby foxes, an adoption which occurred recently on the Monte Carlo Fox Farm, which is on the Glacier Park-Kalispell Federal Highway, about three miles from Kalispell, Montana. Madame Feline appears perfectly happy with her strange progeny, and we have every reason to believe that the youngsters are entirely satisfied with their new foster-mother. This fox farm also has an island farm off the coast of Alaska, and produces a large number of these interesting animals whose fur is so much in demand by Milady.

Aerolite Makes Alternating Current for Great Northern Signals

Manufactured by Wind Electric Co. Minneapolis, Minnesota

FOR THE FIRST TIME in history, moving air, as wind, is being harnessed by a railway, the Great Northern, to provide means of protection and safety for its passengers and traffic. This is done through the medium of the Aerolite, a special wind turbine and alternating current generator designed by George Manikowske, of Minneapolis.

This turbine drives an alternating current generator at a constant speed, regardless of the wind velocity after it passes above a certain point. The generator is a specially designed, 60 cycle, 220 volt, self-excited, inherently-regulated, alternating current machine. The armature is carried on a large shaft which turns on ball bearings. A special seal is used to keep the lubricating oil and grease in the bearings and keep the dust and moisture out. It is a six pole 1200 R. P. M. machine developing 1½ Kilowatts. It uses 90 watts in the field circuit. The field will stand double voltage, in case of governor failure, without damage.



The current is taken from the generator through five collector rings as shown on the photograph. The two upper ones carry the 220 alternating current. The next two carry 325 direct current, and the lower one carries the generator regulating current. These collector rings are insulated with mica tubing and spacers. The entire collector ring assembly is covered with a housing which protects the current take-off, from the weather. The current is carried from the wheel to the signal box shown at the foot of the tower. This signal box contains a switchboard, lightning arrestor, instruments, distributing switches and generator regulator. After the current passes through this switchboard it then passes out onto the line, and travels sixteen miles in one direction and ten miles in the other.

The line is tapped at every signal

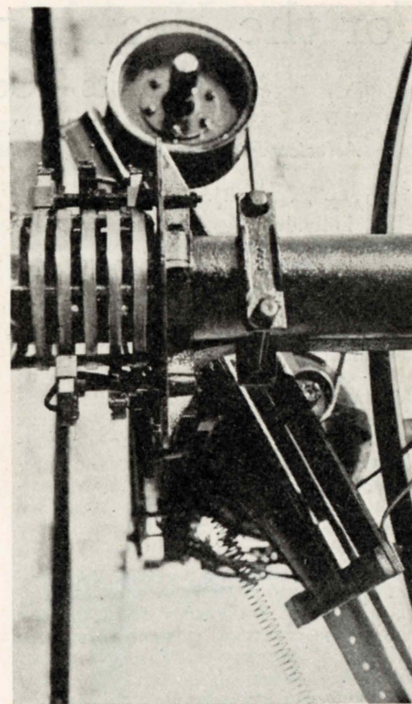
location and brought in to the transformers, which changes the current from 220 A. C. to 9 volts A. C. It then passes through the vibrating rectifiers which change it from A. C. to D. C. Here it charges the local storage battery which operates the relays, signals and signal lights.

The turbine is a unique piece of apparatus in that it has great area. It can be quickly furled, or taken out of action, thereby exposing very little area to the wind, should it be necessary, due to the action of storms, or other wind disturbances. On account of this great area it pulls a load in a very light wind, and due to its governing feature, it will stand up in a great storm. The wheel is run continuously and gives practically a floating charge on the signal storage batteries. It has few moving parts, which is conducive to long life.

Due to the belt drive the over-all efficiency is very high, and the wheel is silent throughout its life. The generator is not subject to gear vibration, nor is the equipment subject to any gear troubles. All parts run on ball bearings in a bath of oil. The equipment has to be oiled once a year. On account of the design the installation has long sustained efficiency.

Sleet and snow do not affect the governor or the drive as this particular method of drive has been in use over ten years. The governing mechanism on the wheel is very sensitive and can be kept to a very closely predetermined maximum speed. Since the wheel governs by lessening the effective area of the blades, there never is an excessive load put upon the tower, due to sudden gusts or over load. The maximum speed of the wheel in any wind velocity never goes beyond 28 revolutions per minute.

There are numerous installations on farms in North Dakota, which have been running 6 to 10 years continuously. Mr. Manikowske has been working on and driven equipment for a period of over 15 years, and has practically founded a new industry.



Here is a case where a waste product which comes prepaid to everyone's door, a product which is not affected by strikes, transportation, taxes or the whim of man, which has been here since time immemorial, is now being utilized to guarantee safety to thousands of people who ride the coaches of the palatial trains which cross the continent. Here the movement of the wind passing through the turbine generates the electricity which feeds the storage batteries which are ready to signal danger, or caution or safety, for the protection of life and property, which may be speeding over steel to reach its destination.

Here the breath of air that moves the trees passes through a mechanism of sheet steel and iron, gives life to the nerves of the system which controls the automatic block signals.

*E. P. Manikowske,
Inventor and Owner,
Minneapolis, Minn.*



Waite Park Shops in 1906

THE ABOVE PHOTOGRAPH, received through the courtesy of A. R. A. Clerk William Kirscht, shows the first unit of the shops as built in 1891. Since then the following additions have been made: Machine shop, sixty feet in

1915; wood mill, two hundred feet in 1918; repair shop, three hundred feet in 1918, and three hundred and six feet in 1923.

The present repair shop is 150x906 feet and has room for ninety 80,000-pound capacity cars.

For the Health of Your Children

Habits—Good and Bad

By WALTER R. RAMSEY, M. D.

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

EACH OF US IS BORN with his own individual features, his own particular temperament, and a certain individual degree of intelligence. These we will carry through life, and although they may be greatly modified by our surroundings, they will not be fundamentally changed.

But equally important in making us what we are as grown-ups, are the habits which we develop. They are to a large extent artificial and will differ, depending upon the country, or even the community and the home in which we happen to be placed. While the traits we are born with may not be changed very greatly, the things that custom and habit do to human beings as they grow may, to a considerable extent, be controlled.

Beginning directly after birth, human beings, like other animals, are creatures of habit. Take for example the rather important matter of eating. The new born baby may easily become accustomed to having its food at two, three or four hour intervals, and after a brief period, provided it gets enough food in the twenty-fours, will be as content with the one regime as with the other. Later,



If baby won't eat the food he should, take it away from him until the next meal

when other foods such as cereals and vegetables are added to the milk, the baby takes them at first under protest because the taste is different; habit, however, soon overcomes the difficulty and they are eaten as a matter of course.

The giving of the prescribed food, whatever it may be, to infants and children under two years of age is comparatively easy. It is after this age, when the child begins to have individual opinions regarding its likes and dislikes, that the mother meets with greatest difficulty in creating and maintaining proper habits of eating. It is at this time when the practical common sense of the parents, not only the mother but the father, too, will be brought sharply to the test. The difficulty of having children eat the proper food is of very frequent occurrence. It is more common in an only child, although it is not at all uncommon in a family where there are several children, the offending one frequently being the youngest, who, of course, is frequently indulged by the whole family.

Again and again young mothers, usually of the well-to-do class, will bring them, boys and girls of three or four years, to the office of the physician, because they are underweight, have lost several pounds, or are at a standstill. "He simply won't eat any cereal for

breakfast," she says, or, "he won't eat any vegetables," or, "he won't drink any milk. I coax him for hours and it doesn't do any good; he only gets worse and worse." Of course he gets worse and worse. You can lead a horse to water but you can not make him drink. Neither can you make a child eat by coaxing him.

There is only one way to make a child eat the proper things, and it always works—let him get hungry. A child will eat anything if he is hungry enough. The trouble is that most mothers are afraid that if the child does not eat every meal he will starve before the time for the next one comes. No child, any more than any other animal, will starve if there is food around. If a child does not eat the plain food, which should always come first, the food should be taken away until the next meal, and then given again without comment or coaxing.

When a child is coaxed to eat it gets the idea that it is doing some one a favor. When one hears a mother say, "My child can not eat this or that vegetable, and I never could," or, "his father never eats carrots," you may be sure there is a real reason why Johnny does not eat carrots—not an inherited distaste, but an acquired one due to a bad example.

Except in a very few cases where there is an individual or family idiosyncrasy (sensitivity) to a certain food, such as exists occasionally against shellfish or strawberries, the eating of the proper food is with children the result of routine or habit. When they "get off" a good habit, a little hunger period will soon get them back on again. There is no question but that the adage, which one finds in all the languages, "Hunger is the best cook," is a quick remedy for hunger strikes the world over.

Following on the heels of good habits relative to eating, is the habit of proper elimination. Perhaps the most important thing after eating good food is to see that the waste is properly taken care of. Constipation is ninety-nine times in a hundred the result of improper food, insufficient roughage, the vicious habit of taking cathartics, combined with the bad habit of being irregular about the time of going to the toilet. Whoever heard of a little rabbit having to have castor oil or a suppository? Then why should a baby? Constipation is a bad habit and can only be corrected by the eating of proper food and regularity and the elimination of cathartics.

Another very common bad habit is thumb or finger sucking. It is true that many of the things which become bad habits are quite natural indulgences and it is only when they persist and are capable of producing physical or moral deformities that they become "bad."

It is the most natural thing in the world for babies to suck their fingers. Some never do it at all, or so little as not to be noticeable, and most babies discontinue it when they are weaned or before. Some children suck their fingers, usually two, the index and middle finger, or they suck their thumbs, one or both alternately, and continue to do this for

hours each day and frequently during their sleep.

The result of persistent thumb sucking is particularly bad; it deforms both the upper and lower jaws so that when the teeth come through, the upper ones protrude beyond the lower ones, since the pressure from the thumb has pushed the lower jaw in and the upper one out. This deformity if not corrected, and it is very difficult to correct, will last throughout life, with the characteristic protruding front teeth and the receding under-jaw.

The way to stop thumb sucking is to "stop it." If you put a pasteboard cuff on the arms, the baby can not put its fingers in its mouth. If it were a calf who had a bad habit your husband would soon find a way to correct it, but if it is the baby—no, that's impossible. Of course, it's a shame to have to break the baby even of a bad habit, but babies must be "broke" just the same as broncos, and the earlier the better.

One of the very important things a child must learn is obedience. No child should ever be asked to do anything which is not reasonable, so in this as in everything else, be sure you are right—then go ahead. After having asked a child to do a thing, insist that it be done. Don't threaten unless you intend to fulfill your threats. In a cheerful, firm atmosphere the routine duties and chores are done cheerfully; in other words, it becomes a habit and work is just as much a habit as is play.

Some children when asked to do something which they do not want to do, or when refused something which they



Put a pasteboard cuff on baby's arm to stop thumb-sucking

want, will proceed to have a "tantrum." They lie down on the floor, kick and scream, and the more people there are around the better they like it and the more "variations" they work in. If mother or grandmother is foolish enough to try to avoid these tantrums they come all the surer.

Tantrums in smart children, and they rarely occur in dull ones, are as easily cured as the bad habit of not eating. When Jenny has a tantrum, just close the door and go away and leave her to herself. No tantrums are ever successful for long without an audience. Some one asked Jenny why she got up so soon after the door was closed. "Well," she said, "there wasn't any one around."

There are no end of good and bad habits which children acquire. Both good and bad habits are pretty much the result of training. I generally ask two questions before deciding whether a child will probably be a normal man or woman. The first question is, "Are the parents healthy, normal people?" The second is, "Is the child intelligent?" These being answered in the affirmative, and other things being equal, I would not worry much about the future of that child. He may not become the president of the United States, but he will at least be a good, useful citizen.

SAFETY FIRST

The First Six Months

SUCCESS HAS ATTENDED our efforts for the first six months of the present year in bringing about a fifty per cent reduction in personal injuries to employes as compared with the same period in 1923. If we do as well for the remainder of the year as we have for the first six months we shall have attained the goal of 50 per cent that we were hoping to reach by the year 1930. And why put off until 1930 what we can so easily accomplish in 1927 and which means so much to the employes and their families.

The St. Cloud division has made a remarkable showing and is leading the other divisions, both for the month of June and for the first six months with an accident ratio of 11.40 per million man hours worked. The Willmar division is second with an accident ratio of 14.26, with the Dakota division a close third.

Devils Lake shops has worked a total of 175,300 man hours without a lost time accident to an employe for the first six months which puts them in first place. Jackson Street shops is in second place with an accident ratio of 4.71 per million man hours which is highly commendable for a shop of this size. Delta shops is in third place with an accident ratio of 5.92.

With proper training and supervision on the part of the officers, foremen and supervisors, together with the co-operation of the employes in the rank and file, we shall finish the year with the lowest accident ratio to employes per million man hours in the history of the Great Northern.

"A Daniel Come to Judgment"

THIS IS THE STORY of a motorist who failed to obey stop signals at a railroad crossing. Joe Motari, switch foreman at Great Falls, Montana, who believes that "stop" means to cease moving for EVERYBODY who gets the order to stop, and Judge Sheppard of the Municipal Court of Great Falls.

The motorist failed to obey the warning of a flagman to "stop," while a switching crew was working over Central Avenue crossing in Great Falls, one day last spring, and Mr. Motari, who was in charge of the crew, swore out a warrant against the driver of the offending car on charge of reckless driving. In Court, Mr. Motari explained to the Court that the Great Northern instructs its employes in safety first methods for the protection of the public and the employes, and that very little co-operation is received from the public. He claimed that the employes were entitled to protection from the public, at crossings where they were properly flagged, and Judge Sheppard found the driver guilty of reckless driving.

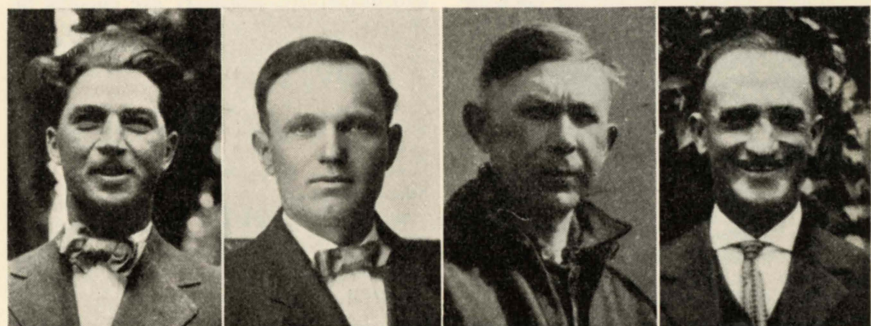
In imposing a suspended fine as sentence, Judge Sheppard said, "This Court considers this a grave offense, and feels that the railway company and the rail-



Safety Among the Signal Maintainers

DURING 1926 THE SIGNAL performance record on the Spokane and Cascade divisions was exceptionally good. In that year no avoidable block signal failures occurred between Spokane and Wenatchee. The signal maintainers who made this record are shown in the group above, and their names from left to right are: F. E. Baugh, Wenatchee, Wash.; G. A. Knutson, Wilson Creek, Wash.; A. Reini, Quincy, Wash.; A. Heidenreich, Ephrata, Wash.; Frank Tate, Harrington, Wash.; R. J. Collins, Odessa, Wash.

On the Cascade division, a perfect record was also made, and the signal maintainers shown in the four-portrait strip below were responsible for the splendid showing in their respective territories. From left to right, their names are: Ray Mosher, Index, Wash.; Michael Zinter, Everett, Wash.; C. W. Stevens, Silvana, Wash.; F. S. Heimbaugh, South Bellingham, Wash.



way employes are entitled to the protection they ask. I suspend this fine for the reason that this is the first case of this nature in my Court, but will impose a heavy penalty upon any violators in the future."

A Little Thing

He caught his hand, a little thing,
He hardly felt the sting.
He could not stop for iodine, so—
Five weeks in a sling.

He ran a splinter in his knee,
Why, what is that, I beg?
He could not stop to fool with that.
The Doc cut off his leg.

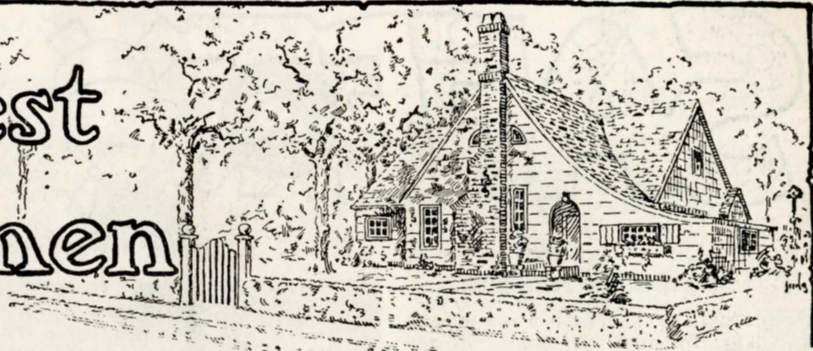
He got a cinder in his eye;
Removed it with a knife.
He goes around half blind now,
But he's glad they saved his life.

He grabbed a piece of foreign wire
In quite a careless way.
The flowers were most pretty
At his funeral, they say.

He climbed to fix a cable,
On a ladder with a crack.
We're standing six feet over him,
He's flat upon his back.

We're always hoping for the best
When we should fear the worst.
It's best to tend the little things
With "First Aid" and "Safety First."
Bell Telephone News.

Of Interest to Women



Conducted by MRS. J. MABEL DILHAN

HAPPY IS THE BRIDE the sun shines on," and the sun will usually continue to shine through all the days to come if her previous training and experience enable her to take hold of her new job with the ease and poise which comes from having acquired the necessary knowledge of the fundamental principles of housekeeping and home-making. On the other hand, it is pretty nearly impossible to estimate the extent of her humiliation and suffering, if her husband discovers that she has to begin at the beginning and learn all the details which he had supposed she knew. Her reaction may well be translated in terms of despair when she hears him say, "Why, don't you know that? I thought all girls knew those things!"

Perhaps the most critical test of all comes with her first entertainment, either formal or informal. One of our Great Northern brides has asked us to publish some rules for serving, which will enable her to go ahead without embarrassment, knowing that everything will be quite correct when she invites her friends to dinner in these first doubtful days.

SETTING THE TABLE of course comes first. A "cover" marks the individual place and includes all the silver for one person. From 20 to 25 inches of length and 15 or 16 inches of depth are allowed for each cover. Plates, silver, and napkins are placed one inch from the edge of the table in order of service, the silver for the first course being farthest from the plates. Place the knife on the right hand side of the plate with the cutting edge of the knife turned towards the plate. The spoons are placed next to the knife on the right side in the order in which they are to be used, the spoon for the first course being farthest from the plate. The forks are placed on the left side of the cover. The fork to be used first during the meal being farthest away from the plate and the dessert fork nearest the plate. The tines of the forks are always turned up. The number of pieces of silver depends upon the foods to be served.

The napkin is placed to the left of the forks, with the corners of the napkin towards the edge of the plate and the lower edge in a straight line with the row of silver and plate.

The bread and butter plates are placed at the left, at the top of the forks. Put the butter spreaders on the plates with the handle convenient to the right hand. Place the tumbler for water at the right hand side, at the end of the knives, and the individual salts at the top of the cover in the center.

STYLES OF SERVING.—There are two ways of serving meals: *a la Russe*, or *Russian style*, where only flowers, silver,

and china are placed on the table at the beginning of the meal. The several courses are served from the side, each person helping himself when the dishes are passed; or the plates are served in the kitchen and placed before each guest. This style is best adapted to serving in large numbers.

The English style of serving is used at small dinner parties and in the home. The host carves and serves the meat and vegetables and the hostess serves the soup, salad, dessert, and coffee. Only one course appears on the table at a time. Bread, butter, pickles, and relishes are placed on the table and passed by the waitress. The waitress also passes the plates and dishes served by the host and hostess.

In many homes the service of the meal is a combination of both the Russian and the English service. That is, one course such as the soup or perhaps the salad or dessert is served from the kitchen and the meat course at the table by the host. This is sometimes spoken of as the *Compromise* service.

SERVICE WITHOUT A MAID.—The average home cannot afford a maid and many homemakers who can afford one prefer to do their own work. It is quite necessary that every girl should learn to do for herself and be able to assume the duties of cook, hostess, and maid, easily and gracefully, whenever she chooses to do so.

Rules for serving remain the same for all meals and at both the formal and informal occasions. Where there is no maid to attend to the wants of the guests at the table, much of the table service is performed at the table by the host and hostess very successfully and with added hospitality.

Rules for Serving without a Maid

1. Warm all dishes used for hot foods, and chill all dishes used for cold foods.
2. Fill water tumblers three-fourths full, just before guests sit down. Keep the glasses filled.
3. Place butter on butter plates just before guests are seated, replenishing when necessary.
4. Use a small round tray covered with a doily or a folded napkin for serving and removing dishes.
5. Cut the bread just before serving, so that it will not dry out. Hot breads should be covered with a clean folded napkin or linen square to keep them hot.
6. Be sure that all silver is in place at each cover and at the place of serving of both host and hostess.
7. Have all dishes for each course ready for serving.
8. Boys as well as girls should be taught to wait on table correctly and

take their turn serving so that mother may be relieved of duty. Mother is the hostess and her place is at the table.

9. The hostess assigns each guest to his or her chair at table. Guests should take their places quietly.

10. Keep all hot dishes hot by allowing them to remain in the oven with heat reduced.

11. Leave nothing cooking which requires the attention of the hostess to make her uneasy.

12. Creamer and sugar with cups and saucers should be arranged on a large tray on the side table ready for the coffee pot. The tray should be set before the hostess at the time to serve the coffee.

13. Some other member of the family may have such duties as filling water glasses and serving vegetables or cereals at the table.

14. Remove soiled dishes from the hostess's cover first. Then each cover to the right in turn.

15. If the hostess waits on the table, she removes the soiled dishes from the cover at her right first, then each in turn around the table.

16. In removing dishes stand at the left side of a guest, pass the left hand over the shoulder and remove the dish from the table, using the left hand. Transfer the dish to the right hand to carry it to the kitchen.

17. In placing dishes to be served, carry dishes to the table in the right hand, then, standing at the left side of guest, transfer the dish from the right to the left hand, and place it over the left shoulder in front of the guest.

18. Remove dishes containing food, one at a time first, in each course, then the soiled plates and silver of each cover in turn and carry them out of the dining room.

19. Remove everything pertaining to one course before serving the next.

20. Use a folded napkin and small tray to crumb the table, if crumbing is desired.

21. Fill the finger bowls one-third full of warm water. Finger bowls are necessary if fresh fruit is used.

22. Never reach in front of a guest.

23. Never stack dishes in front of a guest.

24. The member of a family who waits on table should rise quietly to perform her duties, leaving her napkin partially folded at the left side of her plate while she is serving.

25. Left hand service for all dishes except the beverage is now regarded as the best.



Some Luther League girls beside the engine of the special.

A Dependable Railway

Here is a copy of a letter which speaks volumes of friendliness for service performed:

**THE YOUNG PEOPLE'S
LUTHER LEAGUE**
425 SOUTH FOURTH STREET
MINNEAPOLIS

A resolution of appreciation and thanks

The passengers of the first section of the special train on the Great Northern Railway, to the Fourth International Young People's Luther League convention, to be held in Seattle, June 25-30, wish to express their appreciation of the excellent accommodations afforded by the Railway Company on this enjoyable trip, and the unfailing courtesy of all the employees on the train, from the beginning to the end of the journey. Mr. Michkils, Mr. Lindblad, Mr. Martinson, and all porters and waiters have evinced a most gratifying desire to make the trip one that the passengers will always remember with pleasure. Splendid meals have been served at very reasonable rates and in a most appetizing manner. Nothing has been left undone to minister to the comfort and pleasure of the passengers. The trip was a **SUCCESS** in every way, and for this the passengers express hearty thanks.

(Signed) OSCAR L. OLSON,
President of Luther College,
Decorah, Iowa.

(Signed) J. C. K. PREUS,
Secretary of the Young People's
Luther League, Albert Lea, Minnesota.

On board train,
June 25, 1927.

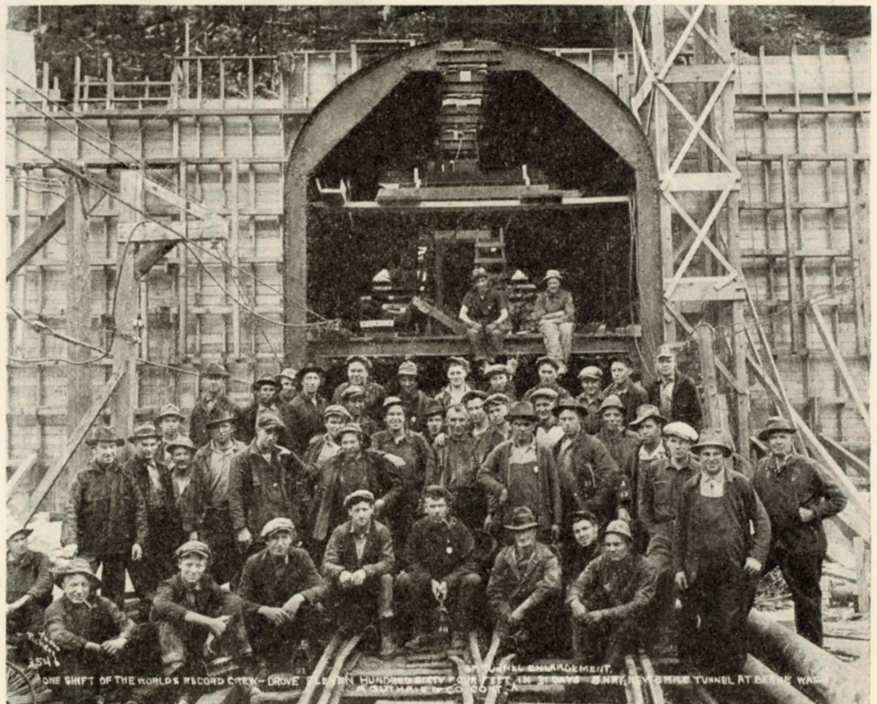
Travelers Prefer Coffee

As an illustration of the taste in beverages of the traveling public, it is interesting to note that the Great Northern dining car department purchased in the year 1926, 44,840 pounds of coffee and 200,000 individual portions of tea. As this amount of coffee would make approximately 600,000 pots of coffee, the ratio of coffee to tea is about three to one.

August, 1927

Cascade Tunnel Crews Make Fourth Record

THE FOURTH WORLD'S record at the Great Northern Railway Company's new eight-mile tunnel from Scenic to Berne was established at Berne in June, when 1,164 feet of tunnel enlargement was drifted at Berne in thirty-one days.

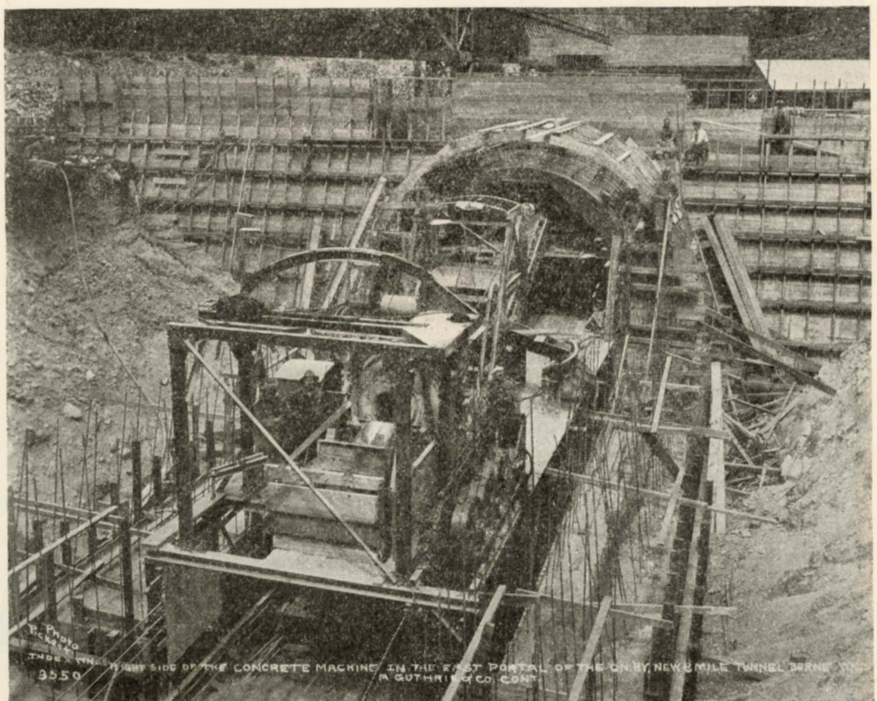


The tunnel enlargement or full tunnel is a single track standard railroad tunnel eighteen by twenty-six.

The first record was made at Scenic in August, 1926, when they established a new world's record by drifting 937 feet of eight by nine tunnel in the pioneer tunnel.

The second world's record was made at Berne in September, 1926, when they drifted 984 feet in a ten by ten center heading.

The third world's record was made at Scenic in October, 1926, when they drifted 1,157 feet in an eight by nine Pioneer Tunnel.



The Pioneer Tunnel is a working tunnel eight by nine feet and sixty-six feet from center to center to the right of West Portal on a sub grade seven feet above the true grade of the main tunnel with cross cuts to center heading every 1,500 feet.

The Center Heading is a ten by ten tunnel in the center of the main tunnel also seven feet above the true grade of the main tunnel or enlargement.

Our Honor Roll

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



- 461 Peter Marsolek, section foreman, Waverly, effective May 1, 1927.
- 462 Patrick Hough, weighmaster and clerk, St. Paul, effective May 1, 1927.
- 463 Willard E. Bradbury, engineer, St. Paul, effective May 1, 1927.
- 464 Herbert Craswell, locomotive foreman, Sioux City, effective June 1, 1927.
- 465 Alexander Pepin, machinist helper, St. Paul, effective June 1, 1927.
- 466 John Lind, section foreman, Minneapolis, effective May 1, 1927.
- 467 Owen Gallagher, machinist helper, Hillyard, effective June 1, 1927.
- 468 Geo. H. Kerridge, contracting freight agent, Minneapolis, effective June 1, 1927.
- 469 John Blackowski, carman carpenter, St. Paul, effective June 1, 1927.
- 470 Mike Connors, section foreman, Minneapolis, effective June 1, 1927.
- 471 Michael Coughlin, gang foreman, Minneapolis, effective June 1, 1927.
- 472 Harry Lawrence, towerman, Ardley, B. C., effective April 1, 1927.
- 473 Oliver Johnson, laborer, Hendrum, Minn., effective June 1, 1927.
- 474 August Linn, section foreman, LaBolt, S. D., effective May 1, 1927.

DECEASED

- 154 Patrick Hough, weighmaster and clerk, retired May 1, 1927; died May 14, 1927.
- 155 Frank X. Betz, switch foreman, retired January 1, 1926; died June 3, 1927.
- 156 Nels J. Mortenson, paint foreman, retired January 1, 1925; died June 23, 1927.
- 157 Wm. Doyle, engineer, retired January 1, 1925; died June 24, 1927.
- 158 Jas. A. Thomas, sleeping car conductor, retired May 1, 1926; died July 12, 1927.
- 159 John Treacy, blacksmith foreman, retired January 1, 1924; died July 12, 1927.

Total pensioners now on rolls.....314
The amount paid out in pensions to June 30, 1927 is.....\$724,642.29

PETER MARSOLEK

Born April 27, 1857, at Bruitz, Germany. In 1882 he began his service for the Great Northern Railway as section laborer at Howard Lake and has worked as laborer, foreman, and extra gang foreman on the Willmar division ever since. For a short time in 1904 he was acting assistant roadmaster, and since 1904 he has been located at Waverly, Minn. April 27, 1927, he was retired on account of age limit and pensioned, effective May 1, 1927, with forty-five years of service. His address is Waverly, Minn.

WILLARD E. BRADBURY

Born August 26, 1875, at Hastings, Minn. For five years previous to his Great Northern service he worked in various capacities as machinist helper,

farming, street car conductor, and power plant engineer. In November, 1898, he was employed as fireman at Minneapolis and was promoted to engineer in 1902. He was retired on account of permanent incapacity and pensioned, effective May 1, 1927, with 28 years of service. His address is 195 Fuller Avenue, St. Paul, Minn.

HERBERT CRASWELL

Born April 20, 1858, on Prince Edward Island, Canada. Was employed by the Great Northern Railway as machinist at Willmar in December, 1882. In 1898 he was transferred to Breckenridge as locomotive foreman and in 1900 he became master mechanic at Havre. In September, 1900, he became locomotive foreman at Sioux City and held this position during the remainder of his service except for the year 1916 when he was master mechanic at Sioux City. He was

retired on account of permanent incapacity and pensioned, effective June 1, 1927, with forty-four years of service. His address is 6757 Fourteenth Avenue N. W., Seattle, Wash.

ALEXANDER PEPIN

Born January 2, 1857, at St. Francis, Canada. He entered service of the Great Northern Railway October 11, 1890, as wheel pressman at St. Paul shops and remained at this place until he retired. He also worked as machinist helper, wheel borer, and axle and wheel checker. He was retired June 1, 1927, with thirty-six years of service. His address is 98 Manitoba Avenue, St. Paul, Minn.

JOHN LIND

Born April 29, 1858, in Sweden. He worked for two years as railroad laborer in Sweden, and as laborer and foreman for different companies before he came to the Great Northern Railway as section foreman at Lester Prairie, Minn., in May, 1896. In June, 1902, he went to Minneapolis as section foreman and remained there, except for the period in 1903 when he worked on section "A" at St. Paul. He was retired on account of permanent incapacity and pensioned, effective May 1, 1927, with thirty-one years of service. His address is 1106 East Twenty-second Street, Minneapolis, Minn.

OWEN GALLAGHER

Born May 15, 1857, in Mayo, Ireland. He worked for several years as wiper and fireman on another railroad, also as stone cutter in British Columbia. He began his Great Northern service in 1901 as laborer at Marcus, Wash., and became section foreman at Laurier. From July, 1917, until he retired he was machinist helper at Hillyard. He was retired on account of permanent incapacity and pensioned, effective June 1, 1927, with twenty-six years of service. His address is E 3008 Wellesley Avenue, Spokane, Wash.

GEORGE H. KERRIDGE

Born June 10, 1859, in London, England. He was employed by the Great Northern Railway as check clerk in October, 1881. In October, 1885, he was made foreman of freight house and in August, 1891, soliciting freight agent at Minneapolis. Since April, 1899, he was contracting freight agent. He was retired on account of permanent incapacity and pensioned, effective June 1, 1927, with forty-six years of service. His address is Lake Sarah via Loretta, Minn.



Another Group of Recent Pensioners

Left to right: Hagen L. Anderson, carpenter helper, Seattle; Erick Hendrickson, section laborer, Howard Lake, Minn.; George H. Moore, car distributor, Minneapolis; Peter J. Schanks, yard foreman, Jackson Street shops, St. Paul; James Oredson, section foreman, Brook Park, Minn.

JOHN BLACKOWSKI

Born May 14, 1857, in Poland. He was employed by various companies as laborer at St. Paul before he came to the Great Northern Railway as car repairer at the Jackson Street shops in August, 1905. He worked also as laborer and truck repairer at the same place until he was retired on account of age limit and pensioned, effective June 1, 1927, with twenty-two years of service. His address is c/o Frank Glesky, R. F. D. 4, Box 72, Appleton, Minn.

MIKE CONNORS

Born June 24, 1857, in Ireland. He has worked for the Great Northern Railway since 1879, beginning as section laborer at Minneapolis and since 1882 as section foreman at Minneapolis. He was retired on account of permanent incapacity and pensioned, effective June 1, 1927, with forty-eight years of service. His address is 1027 Central Avenue, Minneapolis, Minn.

MICHAEL COUGHLIN

Born September 30, 1856, in Ireland. He began his service for the Great Northern Railway in 1884 as night inspector at Minneapolis. He has also worked as car foreman, car repairer and repair track foreman. He was retired on account of age limit and pensioned, effective June 1, 1927, with forty-four years of service. His address is 255 Fremont Avenue North, Minneapolis.

HARRY LAWRENCE

Born February 18, 1852, at Toronto, Ontario. For four years previous to entering Great Northern Railway service he was a transfer conductor at West Superior. He entered service May 11, 1898, as brakeman on the Eastern Minnesota Railway. On account of an injury shortly after entering service he was employed as interlocking operator and towerman, and worked at Grand Forks, New Westminster and Ardley, B. C. He was retired on account of age limit and pensioned, effective April 1, 1927, with twenty-four years of service. His address is Ardley, B. C., Canada.

OLIVER JOHNSON

Born May 7, 1857. His service for the Great Northern Railway began May 1, 1898, as section laborer at Hendrum, Minn., and he was in this service up to the time he was retired on account of age limit and pensioned, effective June 1, 1927, with twenty-nine years of service. His address is Hendrum, Minn.

AUGUST LINN

Born December 26, 1858, in Sweden. He began his service for the Great Northern Railway as section laborer at LaBolt on the Willmar division in April, 1896. In 1901 he was promoted to section foreman at this place. All his service for the company has been performed on the Willmar division as laborer and foreman. He was retired April 27, 1927, on account of permanent incapacity and pensioned, effective May 1, 1927, with thirty-one years of service. His address is Box 71, LaBolt, S. D.

In Memoriam

PATRICK HOUGH

Born November 7, 1860, in Scotland. He entered the service of the Great Northern Railway as weighmaster in June, 1888, and has worked under the

following agents: T. H. Dickson, W. F. Myron, P. J. Pheeny, B. S. Merritt, G. A. McQueen and E. C. Harrison. Was retired April 30, 1927, on account of permanent incapacity and pensioned, effective May 1, 1927, with thirty-nine years of service.

He died May 14, 1927, at 624 East Rose Street, St. Paul, survived by widow, three sons and three daughters and one sister.

FRANK X. BETZ

Born November 11, 1866, in Germany. He was a shoemaker in the old country before coming to this country in 1889 where he started to work at farming near Richmond, Minn. He began work for the Great Northern Railway as a section laborer at St. Cloud in 1894, later transferring to car repairer at St. Cloud under Wm. Feaster, foreman. In 1910 he was transferred to switchman and has since worked as switch foreman and night yardmaster at St. Cloud. He was retired on account of permanent incapacity and pensioned, effective January 1, 1926, with thirty-two years of service. He died at 608 Twelfth Avenue North, St. Cloud, Minn., on June 3, 1927.

NELS J. MORTENSON

Born in Denmark, December 23, 1854. He worked in the old country as a painter for several years, and served four years in Danish Army. He came to America in September, 1885. He worked at his trade for different employers as painter. On August 20, 1899, he entered the employ of the Great Northern Railway from which date he worked up to December 23, 1924, when he was retired on account of reaching the age limit and was pensioned, effective January 1, 1925. Died at 266 Stinson Street, St. Paul, June 23, 1927.

WILLIAM DOYLE

Born December 8, 1857, at Dover, Canada. His railway service began as a helper for the F. & P. M. Ry. at East Saginaw, Michigan, under T. J. Hatswel, M. M., and served as fireman and engineer for this company until November 9, 1883. For two years after this he was engineer for the C. & M. R. R. at Grayling, Michigan. He started as engineer for the Great Northern Railway, October 23, 1887, on the Northern division under Mr. C. H. Jenks, superintendent. All his service has been as engineer, and he has worked on the Northern and Dakota divisions. He died at Crookston, Minn., June 24, 1927.

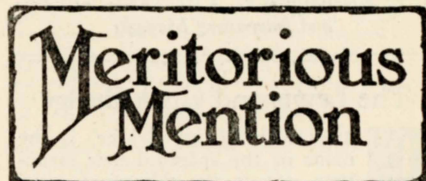
JAMES A. THOMAS

Born August 17, 1856, at Oberlin, Ohio. He was employed by the Pullman Company as porter previous to coming to the Great Northern Railway in August, 1884, as porter. In 1902 he became dining and sleeping car conductor and worked in that capacity until April 30, 1926, when he was retired on account of incapacity and was pensioned, effective May 1, 1926, with forty-two years of service. His address was 165 North Dale Street, St. Paul, Minn. He died July 12, 1927.

JOHN TREACY

Born May 28, 1854, in Scotland. Before coming to the Great Northern Railway he worked as foreman for other railroads in Cheyenne, Wyo., and Canton, Ohio. He entered service as blacksmith foreman at St. Paul shops, Dale Street,

November 1, 1903, and remained in this position until he was retired on account of permanent incapacity and pensioned, effective January 1, 1924, with twenty years of service. He died July 12, 1927, at 1098 Grand Avenue, St. Paul, Minn. Interment was at Calvary Cemetery.



Credit mark has been placed with the personal record of C. A. Gallagher, Willmar, Minn., for discovering a brake beam down on train 401, passing Montrose, Minn., June 22, and causing the train to be notified at Waverly, where brake beam was removed before trouble resulted.

F. S. Wanous, agent, New London, Minn., has been commended for discovering brake beam down on ATSF 41488, train 518, while the train was passing his station July 1. His signal to the conductor caused the train to be stopped and possibly serious trouble to be averted.

On May 24, R. E. Zurbrugg, brakeman, discovered at Nighthawk, Wash., a broken arch bar on a car of concentrates for Tacoma. The car was set out for repairs, and the possibility of a serious accident may have been prevented by Mr. Zurbrugg's attention to duty.

Our fill near Hendrix Cut, Wash., settled due to high water in the Columbia River, on July 4, and E. E. Knight, operator from the Spokane relay office, who was visiting relatives at Bossberg, noticed this, and brought the conductor of train 260 to Marcus, where report of the settling was made, and arrangements made to handle the traffic. His care and attention very likely prevented serious trouble.

Conductor R. E. Cripe, of the Kalispell division, has been officially commended for his close attention to duty in discovering a broken wheel under car Pa. 572223, at Nimrod, Mont., May 28, 1927. Mr. Cripe's painstaking inspection prevented what might have been a serious accident.

Section Foreman John Lindell, Libby, Mont., has been commended for interest displayed in discovering and reporting dragging brake beam in passing train, and thus avoiding what might have been a serious accident.

Official commendation has been given Rae Baenon for discovering and reporting a dragging brake beam on passing train, and making it possible to take steps to remove the possibility of accident.

At about 11:00 P. M., June 9, as train Extra 2011 East was passing over track at a point about 250 feet east of Tower Avenue crossing, Superior, Conductor C. F. Jones felt a slight jar. He immediately notified C. J. Welch, brakeman, and they both made an inspection of the track in that vicinity. Brakeman Welch found a broken angle bar and one end of rail lapped over the other end at the rail joint. Mr. Welch immediately stopped the following train and notified section crew, who made repairs. Had it not been for the prompt action of Mr. Jones and Mr. Welch, a derailment would no doubt have occurred.

AUGUST, 1927

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

The Lewis and Clark Bridge

LEWIS AND CLARK Bridge, is the name of the splendid new structure across the Missouri, near Williston, North Dakota, which was recently completed and dedicated. In thus designating this new bridge, the people of North Dakota paid a well deserved tribute to Captains Meriwether Lewis and William Clark, those intrepid explorers, who, in the spring of 1805, on their way to the Pacific Ocean passed up the Missouri River which was to become a great highway, to be linked forever with the early history of our country. True, the Missouri was even then carrying settlers, goods and merchandise for several hundred miles from its entrance into the Mississippi.

A bronze plate on the bridge contains this paragraph: "Captains Meriwether Lewis and William Clark, the first explorers to trace the course of the Missouri River to its source, camped near this point April 22, 1805, on their way to the Pacific Coast and again on August 5, 1806, on the return journey of their successful expedition."

The value of the service performed by Lewis and Clark can hardly be realized today, any more than their daring bravery and fortitude, which should always remain an example to "Young America," of what can be accomplished by diligence, perseverance and hard work.

The new bridge links Williams and McKenzie Counties, and its completion is a great forward step in northwestern North Dakota transportation. It is of inestimable value to North Dakota, and especially to the counties mentioned. It is estimated that several million dollars' worth of grain and produce will be hauled across it annually. These two counties of McKenzie and Williams comprise 5,075 square miles, while the states of Delaware and Rhode Island contain within their boundaries only 3,618 square miles, and the state of Connecticut but 4,965.

Williams and McKenzie Counties, in addition to their great value as agricultural and stock grazing counties, contain under their rich soil enough lignite coal to supply the United States for years, and may one of these days be more celebrated for the production of coal and its valuable by-products than agriculture. We realized this recently when viewing the great shale mining plants in England and Scotland, for from shale, in these countries, is now being taken a portion of the motor spirits used in these countries.

Neighbors

LOVE YOUR NEIGHBOR as yourself," is a splendid rule for the other fellow, because if he loves his neighbor as much as he loves himself, and you or I happen to be that neighbor, we are the ones who will profit by that commandment. But do we always realize

Summary of Operations for the Six Months Ended June 30, 1927

Statistics for the first six months of 1927, 1926 and five-year average, 1922-1926 are given below:

	1927 (June, Estimated)	1926	1922-1926 Five-Year Average
Revenue from freight transportation.....	\$37,170,000	\$36,567,967	\$35,693,857
Revenue from passenger transportation.....	6,025,000	5,921,517	6,467,593
Revenue from mail, express, and other sources.....	4,795,000	4,708,567	4,836,533
Total railway operating revenues.....	\$47,990,000	\$47,198,051	\$46,997,983
Railway operating expenses.....	36,665,000	36,007,001	37,760,688
Net revenue from railway operations.....	\$11,325,000	\$11,191,050	\$ 9,237,295
Taxes	4,635,000	4,474,092	4,283,413
Equipment and joint facility rents (credit).....	230,000	305,984	647,810
Net railway operating income.....	\$ 6,920,000	\$ 7,022,942	\$ 5,601,692
Other income.....	5,920,000*	5,832,835*	5,427,236
Total income.....	\$12,840,000	\$12,855,777	\$11,028,928
Interest and other deductions.....	9,440,000†	9,102,263†	8,828,198
Balance available for dividends.....	\$ 3,400,000	\$ 3,753,514	\$ 2,200,730
Net railway operating income for twelve months..		\$31,280,429	\$25,153,298

* Includes \$4,150,900 dividend from C. B. & Q. stock.

† Includes \$4,025,000 interest on bonds issued for purchase of C. B. & Q. stock.

In commenting on his report, President Budd states that in the last six years \$93,000,000 have been expended for additions and improvements to roadway and equipment and better terminal and shop facilities, and also to improvements in the existing equipment and the acquisition of larger and better locomotives and cars; and that the savings from these improvements have to some extent made it possible to handle the increased volume of business without increase in operating expenses.

that we are our neighbor's neighbors, and that the rule applies to us also, and requires us to love him as much as we love ourselves?

As neighbors we should not complain when the neighbor's dog is howling, unless indeed, he is at the same time engaged in throwing the proverbial boot-jack at our cat if it happens to be singing grand opera on his back yard fence.

Is it our neighbor's radio that always interferes with our reception, or does ours sometimes interfere with his?

Do we always return the borrowed article, or is it our neighbor who forgets, and with possession as nine points of law, acquires title to the monkey wrench or hammer?

A good friend is one of life's greatest blessings; a good neighbor should be that, and more.

Whether our neighbors are good neighbors to us, depends pretty much upon whether we are good neighbors to them.

The 1926 Annual Report

THE GREAT NORTHERN RAILWAY Company's Annual Report for the year ended December 31, 1926, which has just been issued, contains much interesting information. During 1926 in the company's shops, there were constructed 1,000 box cars, 426 stock cars, 14 Mikado type locomotives, 14 Pacific type locomotives, and much other equipment. Five hundred general service cars were purchased, 12 gas-electric motor cars, and several electric locomotives. Three thousand one hundred thirty-seven freight cars were equipped with steel underframes; 800 box cars were equipped with metal roofs. It is contemplated that in 1927, 2,000 freight cars will be provided with steel underframes, and 1,000 with metal roofs.

Thirteen freight locomotives were converted into switching locomotives. Fifteen will be converted in 1927. Twenty-five compound Mallet locomotives were

converted to simple articulated type and equipped with new style superheaters. Twenty-eight will be thus converted in 1927. Two hundred fifty-three miles of main track were relaid with 130-pound, 110-pound, and 90-pound rail.

Four thousand one hundred thirty-five lineal feet of new steel bridges were constructed and one hundred twelve miles of right-of-way fence. Near Glacier Park 11,829 lineal feet of line were changed, reducing the distance about one-half mile, or 2,594 feet. In this change were eliminated 263 lineal feet of bridges and five curves. Between Dartmoor and Bedford, North Dakota, 24,100 lineal feet of grade were reduced from 0.4 per cent to 0.3 per cent.

From Peerless to Opheim, Montana, 28.73 miles of main line were built. Many changes were made in equipment and on the line, carrying out the Great Northern's plan of improvement to perfect its already dependable service.

As the SEMAPHORE has already stated, the Great Northern purchased through its subsidiary, the Spokane, Coeur d'Alene & Palouse Railway Company, all the physical property of the Spokane and Eastern Railway and Power Company, and the Inland Empire Railroad Company, comprising 179 miles of main track and also second track and side track, making a total of 238 miles.

The Great Northern Railway Company has also purchased the Shevlin-Hixon Railway, extending approximately twenty-five miles south from Bend, Oregon, leaving only about forty miles to build to Paunina; and the company has been able to arrange for the use of the Southern Pacific's line from Paunina to Klamath Falls. Also the company has been able to arrange to purchase from the Southern Pacific at cost, a one-half interest in the Oregon, California & Eastern (Strahorn Line). Great Northern employees will be very pleased to learn that it is expected that barring delays in securing right-of-way, in less than a year, the Great Northern should be operating trains into Klamath Falls.

VETERANS' CORNER

CHARLES A. AFFLECK

Department Editor

Removal of Maximum

AN INTERESTING announcement was made during the Veterans' Convention, of interest to those who are or may later be eligible for pensions. The maximum limit for pensions has been removed and will not hereafter be operative as has formerly been the case.

From Goldie of Great Falls

JOHAN GOLDIE OF GREAT Falls, Montana, wrote this department some time ago and said that the most interesting men he had met in the service were Vice-President C. O. Jenks and John F. Stevens. He became really humorous himself when he said that the most amusing thing in his experience was that he worked for the Great Northern from August, 1892, to November, 1926, and in that time had never been more than 180 miles away from Great Falls.

Mr. Goldie entered the service of the railway as a fireman, and was subsequently machinist helper, engine inspector, hostler and machinist. In 1907 he was made night roundhouse foreman, and since then has been work foreman and assistant foreman, in which capacity he was employed at the time of his retirement in 1926.

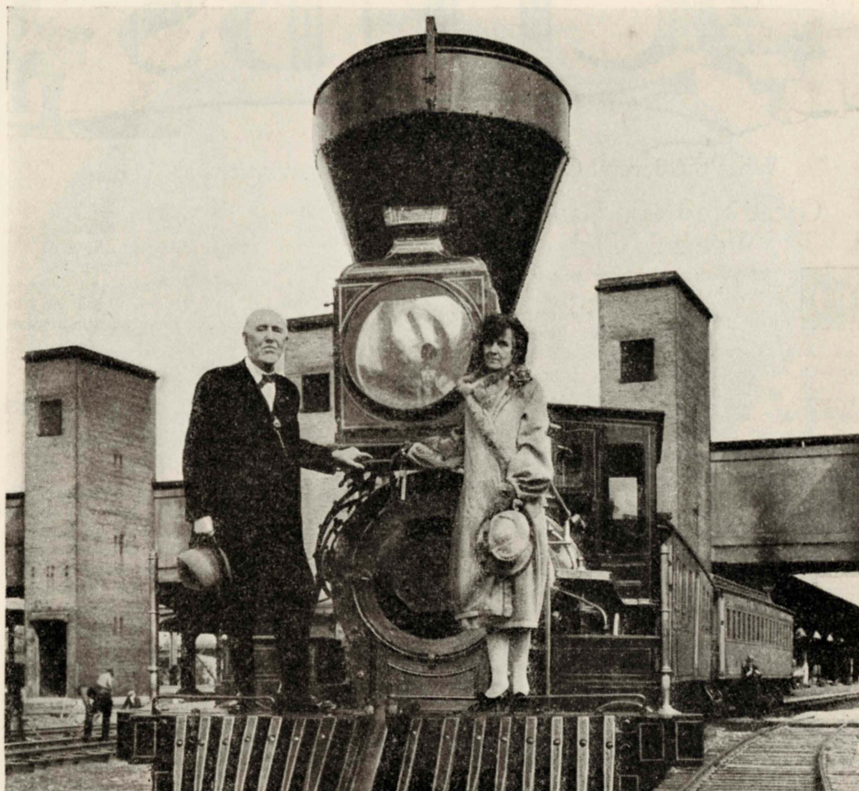
An interesting experience of Mr. Goldie's occurred back in the days when R. E. Holt was roundhouse foreman at Great Falls. Mr. Holt went to work at 6:30 A. M. and Mr. Goldie at 7:00 A. M. One morning Mr. Holt said to Mr. Goldie, "We will double the 64 (switch engine) this morning," and Mr. Goldie replied, "I don't think you can, as the piston head is loose on the rod." Mr. Holt wanted to know how Mr. Goldie could know this when he had just come to work and Mr. Goldie told him that while he was in bed he heard the pounding and so he tried the engine and found the head was ready to fall off and she couldn't work for a week. Pretty good, we say, for a man to be able to keep his mind on the job, even when he is in bed.

Mrs J. A. Pursley Passes Away

THE MANY FRIENDS of Mrs. Olive Pursley of St. Paul, will be deeply grieved to learn of her death on June 28. She was greatly beloved by all who knew her and will be sadly missed. Funeral services were held at St. Paul, on June 30, and she was subsequently laid to rest in the family plot at Willmar, Minnesota.

Mrs. Pursley was the widow of James Alexander Pursley, formerly Great Northern conductor, who lost his life in the performance of duty at Breckenridge, Minnesota, in 1911. Mr. Pursley was also an inventor of more than ordinary ability, and was well known for devising the "Pursley frog," a wrecking frog which has been standard on the

A Memorable Meeting



Miss Zona Gale, famous authoress and W. J. McMillan, president of Great Northern Veterans' Association.

IN THE PICTURE ABOVE from left to right are W. J. McMillan, president of the Veterans' Association of the Great Northern Railway, William Crooks, first and much-beloved engine of the Great Northern system, wearing on its breast the membership button which it was awarded at the Minot convention in 1926, and Zona Gale, celebrated author.

Miss Gale's father, C. F. Gale, was an engineer back in 1872, and many times was at the throttle of the little "One Spot." The engine and its tiny cars were brought over from its home in St. Paul, especially to be inspected by the daughter of one of the pioneer railroad men of the northwest, and Mr. McMillan came over from the same city to greet the daughter of an old friend.

Great Northern and other railroads for a number of years.

Mrs. Pursley is survived by two sons, John, of San Francisco, and Richard, of Portland, Oregon, and two daughters, Mrs. R. A. Dale and Margaret of St. Paul, the latter having been with the Great Northern for several years in the office of the auditor of passenger receipts, and active in the Women's Club.

Veteran Thomas Passes On

JAMES A. THOMAS, GREAT Northern veteran dining and sleeping car conductor, passed away at his home in St. Paul, 165 North Dale Street, Tuesday, July twelfth, at the age of seventy years, after a lengthy illness. Funeral services were held at the Listoe and Wold chapel, 150 West Fourth Street.

Mr. Thomas was in the employ of the Great Northern 43 years, having entered the service of the company on August 4, 1884. He was extremely proud of his eight gold stripes, one for each five years of service. His mind was a veritable storehouse of entertaining reminiscences, which he was always glad to draw upon for the diversion of anyone who asked him to relate some of the experiences in his long career of railroading.



Three Agent Pals

ABOVE YOU SEE THREE veteran pals, Agents A. L. Poffenberger of Delano, Minn., W. G. Michaels, Montrose, Minn., and H. A. Steen, Kerkhoven, Minn., who with their families corralled most of the "big ones" on a fishing trip near Monticello, a few weeks ago.

These veterans, although still in their primes, have rounded out together around one hundred and seven years of faithful service with the Great Northern. Frequently they arrange a week-end get-together, at which they devote considerable time to recalling experiences of the early days of "our" railroad.

CLUBS

What the Several Chapters and Allied Organizations are Doing

Great Northern Railway Women's Club

OF EXCEPTIONAL INTEREST was the monthly meeting of July 14, at which William F. Sailor, formerly reporter for the St. Paul *Daily News*, *Pioneer Press* and *Dispatch*, and numerous papers in leading Eastern cities, was the speaker.

While Mr. Sailor covered a subject that was exceedingly entertaining and enlightening, it was apparent that it was not only the subject but his forceful personality that merited the keen appreciation which was displayed at the close of his talk. We were told of the intimate contacts and friendships that exist between the speaker and the many noted characters of the business, political, social, and cinema world, and the course that is followed in securing a publicity story about them. It was particularly interesting to learn that Mr. Sailor was entirely responsible for the stories that appeared in the newspaper regarding the affairs of Mr. James J. Hill during the last eight years of his life, as Mr. Sailor was assigned by his paper to cover the Great Northern Railway Building. We were impressed with the cleverness of his operations in all of his experiences, but perhaps because the Great Northern means so much to us, and because Mr. Hill made the Great Northern, were we especially interested to hear how the stories about him and his railroad were gotten. He also told us how he obtained facts regarding the construction of the St. Paul Union Depot, Governor Johnson's illness and death, and why the sinking of the *Lusitania* and Colonel Lindbergh's flight to Paris, were the greatest newspaper scoops published in recent years. In closing, Mr. Sailor promised to come again next fall, and while we wondered at first if being spoken to "as he would speak to the men" would be very enjoyable, we are now convinced that it should be no other way when he comes again.

More talent from within our own walls was discovered in hearing Frances and Lillian Auger, daughters of David Auger, of the auditor freight receipts office, who so charmingly entertained with a group of violin and piano selections. Katherine Hoffmeister of the Schubert Club, with Dorothy Holmes at the piano, thrilled the members of the Club with the richness and power of a beautiful voice and the selection of an unusually lovely group of songs.

A pillow was the attendance prize at this meeting, and was drawn by Ruth Brown of the Dale Street shops office.

ON SATURDAY AFTERNOON, June 18, the Great Northern Service Unit held its first program at the Gillette State Hospital for Crippled Children at Phalen Park.

To these kiddies, who cannot frolic and play as kiddies should, the entertainment brought to them by the Unit provided a holiday that was heralded with joy many days in advance. The Great Northern band in gay colored uniforms, gave the appearance of toy soldiers on dress parade, and while they were very good to look at they were equally as good to listen to, a fact proved by the hearty cheers of several hundred young voices. Agnes Thompson, in her usual charming manner, gave a group of readings, which were delightful, and Harold Kilgore of the auditor car records office, impersonating a clown, thrilled these youngsters to the utmost. A demonstration of the Black Bottom and Charleston was well done by him, but his antics as a clown were simply excellent. Harold frolicked the whole afternoon, affording the kiddies a great deal of pleasure, and at the close of the program, distributed the confections which were brought to the children by the Unit.

Mae Needham is the chairman of this new branch of the Great Northern Women's Club, and at a recent meeting Elizabeth Lee of the law department, was chosen to act as vice chairman, Mary Jordan of the signal department as secretary, and Lucile Budd of the auditor miscellaneous companies office, as treasurer.

Great Northern Club Women Greet Descendant of Meriwether Lewis in St. Paul

MEMBERS OF THE GREAT NORTHERN Railway Women's Club had a special honor conferred upon them on June 29, when they were asked to send a delegation to the Union Depot to welcome Miss Sarah Travers Anderson and her father Dr. Meriwether Lewis Anderson, the latter being a great, great, grand nephew of the sister of Captain Meriwether Lewis, who with William Clark, commanded the famous Lewis and Clark expedition to explore the headwaters of the Columbia River. The Andersons arrived on the Oriental Limited, and were on the way to Williston, North Dakota, to christen the new Lewis and Clark Highway Bridge there, across the Missouri River.

The Club members presented Miss Anderson with flowers, candy and a set of Indian photographs in a bound portfolio, as a reminder of the days when her celebrated ancestor made the trip over the same ground. The girls in the party were photographed with Dr. and Miss Anderson and Mrs. W. Robert Mills, wife of the general advertising agent of the Great

Northern, and are shown in the reproduction above. Subsequently accompanied by President Budd and Mr. Mills, in their cars, the party took the Andersons for a drive around the Twin Cities, including the famous Summit Avenue, St. Paul, the University Campus, Minneapolis, and returned the guests to the Oriental Limited in Minneapolis for a continuance of the journey westward.

NOTE.—We were not able to secure the name of the young man of the Orient who posed himself in the picture just above the word, "Oriental."

SPOKANE

Dinner for Misses Needham and Kellar Given by Spokane Women's Club

ASIX O'CLOCK DINNER at the Davenport Hotel on July 7 complimented May Needham, former president of the Great Northern Railway Women's Club of St. Paul, and Alice Kellar, former president of the Twin City Railway Business Women's Association, when the Great Northern Women's Club turned out en masse to greet the St. Paul visitors.

The huge banquet table in the Elizabethan Room, perfect in appointment, with giant pink sweet peas, pink candles in silver candelabra and pink rosebud corsages marking places for the guests of honor, was circled with girls eager to hear of the activities of other clubs.

They were not disappointed, for Miss Needham and Miss Kellar, notwithstanding they were still on a vacation partly spent at Banff, Lake Louise and Glacier Park, spoke seriously and entertainingly, stressing the human-interest side and educational features of the club work. Both young women have decided charm and personality and members of the Spokane Club, still in its infancy, feel that they received inspiration and zest from the contact.

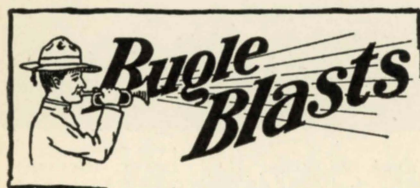
Elizabeth Pugsley, president of the Spokane Club, presided, and covers were also laid for Clara Foster, Stella Johnson, Opal Smith, Dorothy Carle, Julia Loquiam, Beatrice Spores, Vera Vollinger, Nettie Archer, Jennie Bixby, Winifred Spores, Evelyn Courchane, Cora Mer-



From left to right: Peggy Smith, treasurer; Esther Hupfer, vice-president; Genevieve O'Brien, Florence Bunnell, Dr. Anderson, Mrs. Mills, Miss Anderson, Ellen Donahue, president; Agnes Manning, Mrs. Olivia Johnson, president, Railway Business Women's Association, and Mrs. Georgia Emmel, secretary of the Club.

A black and white portrait of a woman with short, dark, curly hair. She is looking slightly to the right of the camera with a gentle expression. She is wearing a dark, possibly velvet, jacket over a light-colored, possibly white, top. A large, light-colored flower is pinned to her left shoulder. She is also wearing a thin necklace. The background is a dark, mottled grey.

Ann Brandt, publicity secretary of the Great Northern Women's Club of St. Paul.



Railroad Post 416
The American Legion

AXEL (JAKE) JACOBSON, our genial ex-gob who recently graduated from the St. Paul College of Law, now that he is no longer required to study and stay out late at night, decided to take unto himself a wife, and on Saturday, July 2, at St. Cloud was married to Una Halladay. We understand that Jake met her during the Legion Convention at St. Cloud. Jake says he will furnish us later with his new address and invite the gang to his home.

Another Post member, Frank (Dice) Zengal of Omaha fame, is to be married to Hazel Mayer of the Great Northern law department. Miss Mayer will lay down the law after August 2. The wedding is to be held at 1115 Reaney Street and all Post members are invited. The Post firing squad will fire a salute and Bugler Janis will blow taps.

Our meeting of July 12 was rather a sad affair when Commander Nolting, with tears streaming down his cheeks, announced that Jake was gone and Dice was going. As usual, Jack Snyder monopolized the meeting and did not give Hank Doh a chance to talk but once. The following delegates were elected to represent the Post at the state convention at Hibbing, August 8, 9 and 10. W. C. Nolting, H. Dumas, Tom O'Connor and Dewey Gilbertson. Alternates elected were: Geo. C. Williams, Steve Kasinak, Louis Wolf and A. G. Mozelte. All right, gang, get going for the big time! Let Commander Nolting know if you expect to go. Johnny Walker Dumas will lead the gang. At the first meeting in

September, Past Commanders Snyder, Young and Doth, with Commander Nolting, will exemplify the ritualistic work of the American Legion.

It is with regret that we have to report the death of Comrade Lester Winegar. Comrade Winegar was at Norfolk, Va., on his vacation and was killed during a storm by a falling tree. He served with distinction during the World War in the U. S. Navy. He was employed by the Northern Pacific Railway as city freight agent at Minneapolis. Interment was at Escanaba, Mich. The American Legion Post at that place, acting for Railroad Post, gave our departed comrade a full military funeral and members of that Post also acted as pall bearers. This action on the part of Escanaba Post is certainly appreciated and is a working demonstration of the service to which the American Legion is dedicated.

The next Post meeting will be August 23.

MINNEAPOLIS

THE MINNEAPOLIS Great Northern Railway Employees' Club entertained with a short program and dance at Cataract Hall on the evening of June 29. This was one of the "hot" nights and as a consequence the audience was considerably smaller than usual. The hall, however, is equipped with an ice-cooled ventilating system and was comfortably cool.

The program opened with a showing of a Great Northern travelogue through the courtesy of the advertising department. This was followed by Catherine and Timothy Sullivan, who pleased the hearers with their rendition of several readings. These are children of Police Officer Timothy Sullivan of the passenger station. Bud Sullivan's Serenaders then took the stage and rendered several musical numbers, punctuated with a Black Bottom by Harold Kilgore, which were well received. This talented group consists of Bud Sullivan, Harold Kilgore, Stanley Lundquist, Jimmy Gaylor and Corinne Hall, all of the auditor of car records office, St. Paul. Agnes Thompson of the superintendent's office, Dale Street shops, delighted the audience with two readings. This part of the program was procured for this occasion through the kind offices of the president of the St. Paul Men's Club.

The floor was then cleared and turned over to dancers who enjoyed themselves to the strains of music furnished by the club orchestra. Fred Chinquist, with his corps of assistants, was on hand to dispense frappe with the usual liberality. Owing to an urgent call for his services elsewhere, President Jones was unable to be present and preside, and Secretary J. A. Johnson acted in his place.

The Club will hold its picnic this year at Columbia Park, grounds No. 3, on Sunday, August 28, and committees have been selected and are at work arranging a program of races and amusements of various kinds.

SPORTS

Great Northern Kittenball League

THE SCHEDULE HAVING been completed and the result being a tie between the Local Freight, Jackson Street, and the Auditor of Disbursements kittenball teams, it was necessary to play two postponed games in order to determine which team is the champion. The Local Freight team met and defeated the Auditor of Disbursements team by the score of 8 to 2. McGuinn, pitching for the Local Freight, was master of the game at all times and as a result he fanned fourteen of the opposing batsmen and allowed but four hits.

The Jackson Street team met and defeated the Engineers team by a score of 11 to 2. George Flahave kept the opposing batsmen well

in hand and fanned eleven men, allowing but two hits.

These results create a two-way tie for first place. This tie will be played off Friday, July 22, and the winner will be declared champion.

The box scores are attached:

Engineering Department

	AB	R	H	P	A	E
Schoen, ls.....	2	0	0	0	2	0
Hanson, c.....	3	1	0	4	0	0
Ryan, cf.....	3	0	0	2	0	0
Nadeau 3b.....	3	0	1	2	2	1
Jorgenson, p.....	3	0	0	0	1	0
Peterson, 2b.....	3	0	0	0	2	0
Schafer, rs.....	2	0	1	0	2	1
Morey, lf.....	2	0	0	1	0	0
Hart, rf.....	2	0	0	1	0	0
McDonough, rb.....	2	1	0	11	2	1
	25	2	2	21	11	3

Jackson Street

	AB	R	H	P	A	E
Moore, c.....	4	2	3	12	0	0
Christensen, rf.....	4	0	1	0	0	0
Tucci, 3b.....	4	2	0	1	2	1
Carroll, 2b.....	4	2	2	1	1	1
Flahave, p.....	3	2	1	1	0	0
Miller, cf.....	2	0	1	0	0	0
Rongitsch, ls.....	4	0	0	0	2	1
Dittuch, lf.....	3	1	1	0	0	0
Saum, rs.....	2	1	0	0	1	1
Swoboda, 1b.....	3	1	1	6	0	0
	33	11	10	21	6	4

Strike outs—Jorgenson, 3; Flahave, 11. Two-base hits—Moore, Swoboda, Nadeau. Home runs—Carroll, Moore. Left on bases—Jackson Street, 6; Engineers, 5. Bases on balls—off Jorgenson, 7; off Flahave, 2.

Engineering Dept.	0	0	0	2	0	0	0	—	2	2	3
Jackson Street	0	1	4	1	1	4	0	—	11	10	4

Batteries—Engineering Department: Jorgenson, Hanson; Jackson Street: Flahave, Moore.

Local Freight

	AB	R	H	P	A	E
Lane, cf.....	4	0	1	0	1	0
McGuinn, p.....	4	0	1	0	1	0
Oakes, 2b.....	4	1	2	2	1	0
Emerson, ls.....	4	1	2	0	0	0
Sullivan, c.....	3	2	1	15	0	0
Tschida, 1b.....	3	2	2	3	1	0
Trapp, rs.....	3	1	2	0	0	0
Amlee, rf.....	3	1	0	1	0	0
Trichel, 3b.....	3	0	2	0	0	0
Yrinner, lf.....	2	0	1	0	0	0
	33	8	14	21	4	0

Disbursements

	AB	R	H	P	A	E
Theisen, 1b.....	2	1	1	11	0	1
Wedoff, 3b.....	3	0	1	2	4	1
Row, 1s.....	3	0	0	0	1	0
Powers, c.....	2	0	1	4	4	0
Gutz, 2b.....	3	0	0	0	3	0
McMahon, cf.....	3	0	1	0	2	1
O. Johnson, rf.....	3	0	0	0	0	0
Ohlander, lf.....	3	0	0	3	0	0
Merwin, rs.....	2	0	0	1	2	0
Post, p.....	0	1	0	0	2	0
Moen, p.....	0	0	0	0	2	1
	24	2	4	21	20	4
				R.	H.	E.
Local Freight.....	1	0	3	3	0	3
Disbursements.....	0	0	2	0	0	0

Two-base hits—Wedoff, Sullivan, Tschida. Three-base hits—Powers, Oakes. Double plays—Merwin to Theisen, Merwin to Wedoff. Bases on balls—off Post, 2; off McGuinn, 4. Struck out—by Post, 1; by McGuinn, 14. Time of game, 45 minutes. Umpire—Mulcrone.

JOHN POWERS,
President of League.

Baseball

GREAT FALLS

The two Great Northern teams entered in the City League are giving a good account of themselves, and making a hard fight for the pennant. It is a matter of regret that the members of the G. N. Club and other company employees at Great Falls do not turn out in large numbers and give the boys who are devoting their time to the success of these teams, the support they deserve. Two hundred G. N. boosters should be in attendance at every game, and give our teams the encouragement that only a big bunch of enthusiastic rooters can. We hope the Great Northern employees will attend these games in large numbers, and help our teams get to the top and stay there.

At the time of this writing, July 10, the standing of teams in the City League is as follows:

	Won	Lost	Per cent
Bootleggers (Independent)	5	0	1000
Oriental (G. N. Clerks)	4	2	667
Tufty-Ely (Tufty-Ely Oil Co.) ..	3	2	600
Conocos (Continental Oil Co.) ..	3	4	429
Goats (G. N. Shops)	1	4	200
Calperts (California Petroleum Co.)	0	4	000

Outlaws Beat Goats

On June 17, Lowney's Roundhouse Outlaws took revenge on Brown's G. N. Goats (shopmen) by clouting the offerings of the three Goat pitchers all over the lot. During one of the opening games of the season, the Goats defeated the Outlaws by a score of 16 to 1 and did a lot of unnecessary bleating about it. Naturally enough, the Outlaws were out to get the "nanny" of the Goats and judging from the work of Tony Lopach, the Outlaw pitcher, they were also out to shoot their stuff. Lopach allowed only five hits and struck out twelve Goats.

The Goats evidently did their best, but they couldn't butt in on the stuff that Tony used to roll the pill over home plate. As far as the infield was concerned, the Goats seemed to "hold the big sack" all right, but they couldn't hold the ball. The Goats' outfield did quite a few short-turns and encores, but they couldn't stop the stuff which came their way. Outlaws will rob and they have evidently learned how to "cover" their victims.

This is the eighth consecutive "stick-up" that has netted a profit in eleven "jobs" that they have "pulled" this year. Since there is no law to prevent this kind of robbery, except the proper policing of the old diamond, we look for Lowney's gang to "plunder" some more of the local nines and bring home the "swag." Batteries were Krall, McElliott and Taras, Bobo and Matz for the Goats; Lopach and Sulantich for the Outlaws.



1. Chester, son Wm. Smith, carman;
2. Agnes, daughter E. J. Barry, carman;
3. William, son Oscar Mortenson, carman;
4. Ruth, daughter George Lakie, engine hostler;
5. Carl, son Charles Schumacher, engineer;
6. Lilly, daughter P. F. Cuddigan, switchman;
7. Charles, son Charles Bach, conductor;
8. Elva, daughter Thomas Gardner, B. and B. foreman;
9. Norman, son Robert J. White, conductor;
10. Harry J., son Harry Burton, conductor;
11. James, son Peter Bjornstad, extra gang foreman;
12. Flora, daughter George Martin, section laborer; all the foregoing of Williston, N. D., and graduates of the high school there.
13. Phyllis, daughter L. G. Truax, Bellingham, Wash. (Whatcom High School);
14. Margaret, daughter F. P. La Flame, conductor, Minot, N. D.;
15. Catherine, daughter James McDermott, machinist, Havre, Montana;
16. Roderick, son Alexander D. Chisholm, machinist, Havre, Montana;
17. Marjorie, daughter, W. A. Snarr, engineer, Havre, Mont.;
18. Clifford A., son George W. Banks, machinist, Havre, Mont.;
19. Charles E., son C. L. Jarrett, agent Bowdoin, Mont. (Malta High School).

A Great Northern Booster

THE PICTURE AT LEFT is of Bob Casey, son of our veteran agent at Hillyard, P. Casey. This young man, while attending Gonzaga University at Spokane, solicited the students vigorously in the interests of the Great Northern, and succeeded in routing a number of passengers our way. While we could not ascertain the exact number due to Bob's efforts, we did learn of four to Portland, one to Seattle and one to Stockton, California. His interest is deeply appreciated as is that of Joe Hurley, Jr., son of our shop superintendent at Hillyard, who was also instrumental in having a number of his schoolmates use the Great Northern.

A Word from Kahlotus

SEVERAL WEEKS AGO WE had a nice letter from W. W. Main, agent at Kahlotus, Washington, among other things telling us that he heard the

last Great Northern program from WCCO radio station. He also calls attention to the satisfactory adjustment being made between Canadian and United States officials as to conflicting wave lengths in the Northwest.

In his letter, Mr. Main inclosed two bits of humor which are certainly worth repeating. One was heard in Windsor, Ontario, Canada, when a man in the yards of the Grand Trunk gave the following order: "Donald, switch the van on the layby." Most railroaders, especially in the Northwest, can translate that into United States.

The other referred to a conductor in Michigan, who came forward at a stop and handed up orders to his engineer and told him to "Whoop her up." The superintendent of division was standing behind the conductor and asked him what he had said to the engineer, and the conductor, who stuttered replied, "Per-per-perced with caution."

Great Northern Semaphore

Our Business Getters

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



Askew, C. B., traveling auditor, St. Cloud, Minn., two passengers, Minneapolis to San Francisco, via Great Northern to Seattle, P. C. S. S. Co., Seattle to destination.

Boltman, Cliff, freight claim department, general office, St. Paul, two passengers, St. Paul to Seattle, and return.

Brewster, Fred, painter, roundhouse, Breckenridge, two passengers, Howells, N. Y., to Portland, Oregon.

Burrill, Walter G., machinist helper, Hillyard, Wash., two passengers, Spokane to Sioux City, Ia., and return.

Delougherty, C. J., watchman, St. Paul, Minn., one passenger, St. Paul to Vancouver, B. C.

Fehland, Margaret K., right-of-way department, St. Paul, Minn., one passenger, St. Paul to Portland, Ore., and return.

Garland, C. De Chenne, pipe fitter, Spokane, Wash., two passengers, Spokane to Seattle.

Haggart, W. E., engineer, Spokane, Wash., one passenger, Spokane to Brookings, S. D., and return; two passengers, Spokane to Lincoln, Neb.; one passenger, Spokane to Eau Claire, Wis.; one passenger, Spokane to Seattle; one passenger, Bremerton to Spokane; one passenger, Spokane to Portland, Ore.; one passenger, Washington, D. C., to Spokane.

Hanlon, Joe, brakeman, Grand Forks, N. D., three passengers, Grand Forks to Detroit, Mich., and return, and three half fares same trip.

Herzog, Anne, clerk, Butte freight office, one car beer, Milwaukee, Wis., to Butte.

Hickey, W. L., Vancouver, B. C., two passengers to Amarillo, Texas, via Great Northern to Billings.

Hitchcock, Mrs. Grace W., telegraph operator, Fort Wright, two passengers, Sandpoint, Idaho, to Seattle and return; one passenger, Spokane to Des Moines, Ia., and return; one passenger, Spokane to Seattle, and return.

Hoelzel, Carl, freight received clerk, Great Falls freight office, one carload furnaces, Minneapolis to Great Falls.

Jackson, P. M., news storekeeper, Spokane, one passenger, Spokane to St. Paul and return, destination Boston; one carload beverages, Spokane to Great Falls.

Johnson, Stella, stenographer, Spokane, two passengers, Spokane to New York and return; two passengers, Spokane to Minneapolis, and return; two passengers, and one half-fare passenger, Spokane to Breckenridge, Minn.

Johnson, John O., section foreman, Evansville, two passengers, Chicago to Evansville, and return; one passenger, Spokane to Chicago and return.

Kelly, Charles, superintendent, Great Northern news service, two passengers, St. Paul to

San Francisco and return, routed Great Northern Railway one way via Seattle.

Lau, Jake, brakeman, Mesabi division, two passengers, St. Paul to Duluth and return.

Main, J. G., fireman, Everett, Wash., one passenger, to Kansas City, Mo., and return, the purchaser of this ticket to be accompanied on his return by three other persons from Kansas City, via Billings and Great Northern.

Marty, J. J., clerk, Mississippi Street coach yards, two passengers, St. Paul to Seattle and return.

McFee, J. K., switchman, Minneapolis, one passenger, Minneapolis to Portland, Ore., and return.

McGurren, J. A., car inspector, Hillyard, one passenger, Spokane to Chicago and return; one passenger to Washington, D. C., and return.

Moe, Alfred, operator, Delta, Wash., two passengers, Seattle to New York and return, and three half-fares for same trip.

Morrison, J. A., pensioned conductor, Hillyard, Wash., one passenger, St. Paul to Spokane and return.

Murray, W. A., chief clerk, Hillyard store, one passenger, Spokane to Boston and return.

Naser, Mrs., wife of Locomotive Engineer Tony Naser, Anacortes, Wash., two passengers, Seattle to Memphis, Tenn., and return, and one passenger, Seattle to Toronto, Ont.

Needham, John, conductor, St. Cloud division, two passengers, St. Paul to Portland, Ore., and return.

Parker, Ira S., box car painter, Delta shops, one passenger, Everett, Wash., to Nevada, Mo.

Peterson, Roger L., rate clerk, Great Falls freight office, one carload automobile springs, St. Louis, Mo., to Great Falls.

Pratt, engineer, Grand Forks, two passengers, Grand Forks to Seattle and return; one passenger, Grand Forks to Tacoma.

Rasmussen, O. W., car foreman, Fridley, two passengers, Minneapolis to Seattle.

Reardon, D. M., accountant, Spokane, one passenger, Spokane to New York and return.

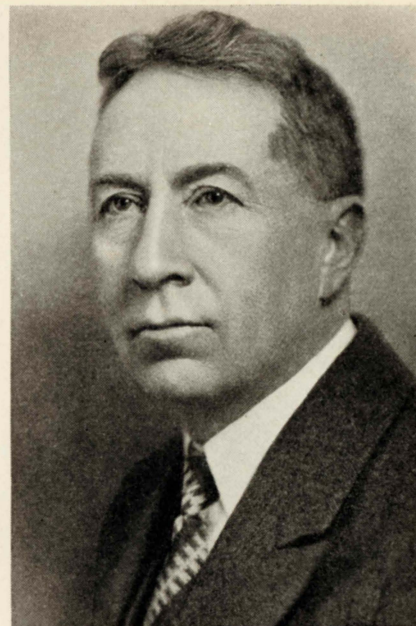
Remley, R. S., night roundhouse foreman at Delta, one passenger, Everett, Wash., to Grand Rapids, Mich.

Riley, William, yard clerk, Como yard, one passenger, Portland to St. Paul.

Sexton, Frank, chief clerk, four passengers, Spokane to LaFayette, La.

Sowle, Mrs., wife of John Sowle, conductor, Grand Forks, two passengers, Grand Forks to Seattle and return.

Van Nest, Fred, draftsman, Duluth, one passenger, Kansas City to Duluth, via C. G. W. and Great Northern.



Grady Photo, Seattle

C. W. Mahoney

C. W. Mahoney Honored

THE SEATTLE PASSENGER Association recently elected as president for the ensuing year, C. W. Mahoney, district passenger agent of the Great Northern Railway Company, at Seattle. Other officers chosen were E. W. Brown, passenger agent at Seattle for the Nippon Yusen Kaisha Steamship Co., vice-president, and R. J. Griffiths, general agent for International Mercantile Marine, secretary-treasurer.

A Dependable Railway

The Dollar Line steamship "President Taft" arrived at Seattle, May 9, having on board a number of missionaries and their families from China, en route to their homes in various parts of the United States.

These people left China on account of the unsettled conditions there. A number of them used the Oriental Limited, from Seattle to St. Paul, and the following is a copy of a telegram signed by nine heads of families, expressing their thanks and appreciation for courtesies received from the entire Great Northern staff, and complimenting our unexcelled dining car service:

Fargo, N. D., May 11, 1927.

Wesley Young,
General Agent,
Great Northern Ry.,
Seattle, Wash.

Please accept our grateful thanks for all your personal kindness to our party and appreciation of the unfailing courtesy received from all the Great Northern staff—service unexcelled—dining car exceptionally fine. Cordially,

(Signed) Bell, Currie, Fraser,
Junkin, McMullen, McFodyen,
Oliver, Vinson, White.

Business Getters by Division*

EAST		WEST	
Mesabi	2	Montana	0
Dakota	5	Butte	3
St. Cloud	12	KalisPELL	0
Willmar	0	Spokane	23
Minot	0	Cascade	8
	19		34

*Whenever a sufficient number of such reports justify the publishing of the list, the totals will be shown in this manner. At the end of the year, grand totals will be shown.

The list of business getters is intended to consist of only those whose duties do not include directly or indirectly the soliciting of either passenger or freight business for the railroad.

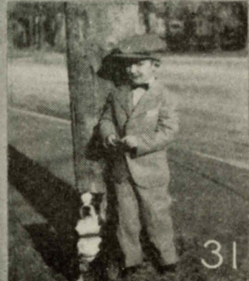
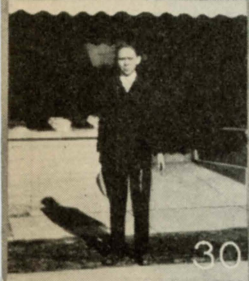
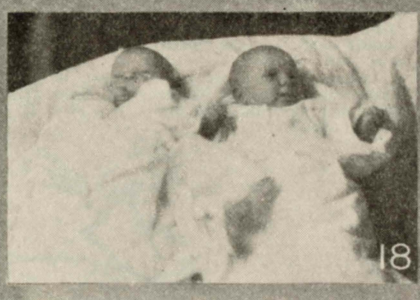
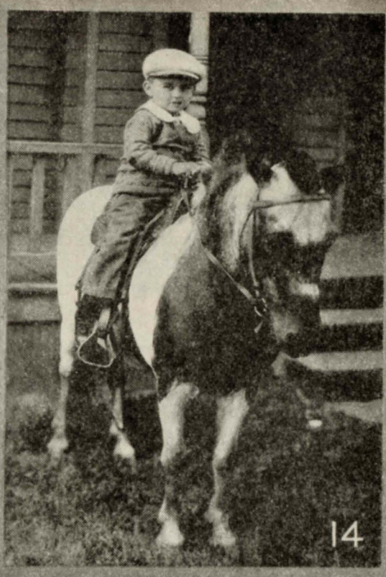
The company appreciates deeply the earnest endeavor of its freight and passenger representatives to secure business, but it can easily be seen that if all of those who do this were listed it would require many pages in the SEMAPHORE each month to enumerate them. Therefore the list must be restricted to employees engaged in other work, who go out of their way to induce people to travel and ship goods over our lines.

On some other railroads these lists run well over a hundred each month, and it would be very gratifying if those, not connected with the Traffic Department, who secure business for the railroad would either use the cards enclosed in the SEMAPHORE, or otherwise report the prospective or actual business secured by them, as well as the names, positions and addresses of others of whose activities they may know.

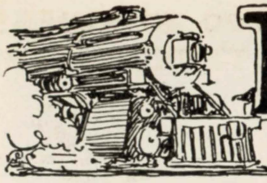


1. Alvin Roger, son, George C. Arneoux, warehouseman, Ft. Browning, Montana; 2. Joseph Stickel, son, Roy Bolyard, conductor, Cloud, Minnesota; 3. Alice Marie, daughter, James Myers, hostler, Interbay, Seattle, Washington; 4. Jerome Richard, son, Frank Dakota; 5. Margaret Mary, daughter, J. A. Mayer, conductor, Havre, Montana; 6. Conductor J. F. Getsey, and granddaughter, Minnesota; 7. Melby, Bobbie, and Stephen, sons, H. A. Blanchard, carman, Fridley, Minnesota; 8. Mabel, Charles, and Helen, 14. F. Ardmore, son, Frank Vitulli, extra gang foreman, Superior, Wisconsin; 15. Gordon William, son, W. H. Killian, car dist Rome, switchman, Devils Lake, North Dakota; 16. Doris Loraine, and Dorothy Geraldine, twin daughters, Ernest Spadoni, secti Fred, Mathilda, Dorothy, Marie, Philip, Frank, Raphael, Cyril, and Bernadette, children, Paul Waldorf, baggageman, passenger d Long, manifest clerk, yard office, and Roberta Jane, daughter, Edward Casey, wrecker foreman, Cut Bank, Montana; 23. June and daughters Maybelle, Rose Marie, Helen F., and Evelyn L.; 25. James Harrison, son Arthur L. Scott, assistant city passenger a A. Johnson, agent, Sandstone, Minnesota; 28. George W., son, George Roach, machinist, Interbay, Seattle, Washington; 29. Adell 31. Jack, son, Howard Heenan, machinist, Great Falls, Montana; 32. Billy Warren, son, William Luebke, machinist, Delta, Wa prentice, Hillyard, Washington, and granddaughter, R. L. Seavitt, veteran engineer.

Great Northern Semaphore



1. Minot, North Dakota; 2. Trudy, daughter, J. McKenna, agent, Hoople, North Dakota; 3. Robert, son, Alex. Heurung, painter, St. Vitulli, extra gang foreman, Superior, Wisconsin; 4. Margaret Alice, daughter, W. H. Killian, car distributor, Grand Forks, North Dakota; 5. Bonnie Beth, daughter Mr. and Mrs. R. A. Jackson, Oroville, Washington; 6. Delores, daughter, Fred Reber, carman, St. Cloud, children, R. W. Bergen, carman, Hillyard, Washington; 7. Mary Phyllis, daughter, J. E. Brunk, conductor, Devils Lake, North Dakota; 8. tributor, Grand Forks, North Dakota; 9. Lois Edna, daughter, Lewis Helgeson, operator, Poplar, Montana; 10. Helen, daughter, George on foreman, Marlin, Washington; 11. Patricia Ann, daughter, Paul Turgeon, steam fitter, passenger station, Minneapolis; 12. Henrietta, epot, St. Cloud, Minnesota; 13. Jack, Noel and Marvin, sons, H. N. Prentice, engineer, Havre, Montana; 14. Betty May, daughter, Al. De- Florence, daughters, Ernest Spadoni, section foreman, Marlin, Washington; 15. A. E. Bodey, engineer, Spokane, Washington, and gent, Seattle, Washington; 16. Lucille and Loraine, daughters, Ed. Schlicht, operator, Rugby, North Dakota; 17. Harland, son, H. ne, daughter, Albert Flicek, clerk, New Rockford, North Dakota; 18. Billy, son, W. J. Vradenburg, conductor, Spokane, Washington; 19. Josephine Elizabeth, daughter, A. O. Sargent, agent, Pateros, Washington; 20. Patricia, daughter, Melvin Seavitt, ap-



Division News

BUTTE DIVISION

Associate Editor

ELZA TWAY

Great Falls, Montana

Great Falls entertained the Great Northern Railway Surgeons' Association at their annual convention held June 23 and 24. Dr. A. F. Longeway, of Great Falls, has been president of the association for the past year, having been elected to that position at the last annual convention held at Winnipeg. Dr. R. C. McDaniel, of Portland, is first vice president, Dr. E. P. Rise, of Breckenridge, second vice president and Dr. W. H. Schnell, of Superior, third vice president. Dr. C. B. Lewis, of St. Cloud, is secretary-treasurer.



The convention was attended by 150 surgeons from all parts of the Great Northern system. Among prominent outside speakers in attendance were Dr. James Morley Hitzrot, professor of clinical surgery at Cornell University, and Dr. Paul B. Magnuson, associate professor of surgery of Northwestern University. Papers were read by several members of the association, including Dr. E. M. Larson, of Great Falls, Dr. James E. Reeder, of Sioux City, Dr. E. G. Sasse, of Lidgerwood, Dr. Arthur Kahala, of Crookston, Dr. J. T. Phillips, of Newport, Dr. N. K. Hopkins, of Arlington, Dr. James Fleming, of Cloquet, Dr. Arthur C. Dean, of Crookston, Dr. C. J. Glaspe, of Grafton, Dr. H. W. Powers, of Conrad, Dr. J. C. Cunningham, of Spokane and Dr. Archie Beard, of Minneapolis.

At the annual banquet held in the Palm Room of the Rainbow Hotel on the evening of June 23, addresses were delivered by Governor J. E. Erickson, of Montana, Mayor H. B. Mitchell, of Great Falls and General Superintendent W. R. Smith, of the Great Northern. Governor Erickson, in his address, dwelt at length upon a review of past events in Montana, and a forecast of the future. He paid special praise to Great Falls, calling attention to the beauty of the city, the falls in the Missouri and the extensive industrial development which has followed the harnessing of this vast water power. He referred to Butte as the greatest mining camp the world has ever known, a modern city on the surface, with 2,700 miles of underground passage ways, where ten thousand men work. Two billion dollars of wealth have been removed from five square miles of area, and as yet there is no sign of exhaustion. Mayor H. B. Mitchell, in his address of welcome, made the interesting statement that the citizens of Great Falls almost consider the city as a part of the Great Northern system, owing to the prominent part taken in its early history by the founders of the road. General Superintendent W. R. Smith, in a characteristic address replete with pathos and humor, talked at length upon the cordial and happy relations existing between the Great Northern and the people whom it serves.

Dr. C. B. Lewis, of St. Cloud, secretary-treasurer for the past year, was elected president of the association. Dr. Lewis is a brother of Sinclair Lewis, noted American novelist. Dr. Edward Hayden, of Cashmere, was chosen first vice president, Dr. Louis H. Kermott, of Minot, second vice president, and Dr. E. M. Gans, of Judith Gap, third vice president. Dr. Roscoe C. Webb, of Minneapolis, chief surgeon of the Great Northern system, succeeds Dr. Lewis as secretary-treasurer. The selection of the 1928 convention city was left to the executive committee, to be decided later, both St. Cloud and Minneapolis being mentioned with favor.

General Passenger Agent A. J. Dickinson, and Assistant General Freight and Passenger Agent J. F. Pewters, were visitors in Great Falls on June 18.

C. M. Boyce, district manager, and R. R. Heath, chief traveling agent, Western Weigh-

ing & Inspection Bureau, Minneapolis, were callers at the Great Falls local offices June 20.

C. H. Jeffries, credit manager for the firm of Garlinghouse Brothers, of Los Angeles, was calling on old acquaintances at Great Falls June 22. Mr. Jeffries is a brother of Mrs. E. J. Daly, and Elizabeth Jeffries, of the Superintendent's office force, and was employed here by the Great Northern a few years ago.

Earl C. Warren, traveling freight and passenger agent for the Great Lakes Transit Corporation, and P. J. Flynn, traffic representative of the Nickel Plate, were visitors at Great Falls July 1.

Brakeman E. L. Sjaholm left for Rochester June 27, where he will receive medical attention. Mr. Sjaholm expected to be gone thirty days or more.

John Ryan, conductor on the local between Helena and Butte, plans to accompany his daughter, Thelma, to Buehl, Idaho, where they will spend a short vacation.

Transportation Inspector P. J. Pohl, and wife, returned July 3 from a two weeks' vacation trip to Chicago, and Minnesota points. On the return trip they visited Mr. Pohl's brother Robert, at Remer, Minn., and report a very enjoyable time.

Trains 43 and 44 are now running to Glacier Park during the summer months and Conductor H. S. Robinson and Brakeman Ray McCauley are with us to run out mileage accrued over the Kalispell Division.

Nelson Maxwell, third trick operator at Judith Gap, laid off May 24, expecting to make an automobile trip to the coast, which would require five or six weeks. On account of muddy roads he was compelled to give up the trip, and resumed his duties on June 3.

Norma Stewart, senior operator in Great Falls yard, left for Minneapolis June 22, to spend her vacation with her sister, Mrs. C. T. Vandover.



Loftus and His Robin

Few Great Northern men enjoy a more general and system-wide acquaintance with the personnel of the road, than Freight Agent W. D. (Bill) Loftus, of Great Falls. Not alone, with the rank and file is he well and familiarly known, but with the official family as well. In all problems pertaining to station management at heavy points, he is a recognized authority. In the protection of company interests through claim prevention, and the advantageous disposal of salvage, he is a past-master. His counsel in such matters is sought by his superiors with every confidence, and his opinions are usually put into operation. Although this fact is not so generally known, he is a keen student of nature, and a great lover of the birds. In the summer of 1925, a pair of robins built their nest in a tree in the park in front of the freight office, and reared their brood of young. Bill was not long in discovering the peculiar fact that one of the mates had at some time in its life met with an accident, and had one leg which was shriveled and useless. In spite of this serious handicap, the little brood was successfully raised, and when the autumn winds began to sigh through the tree tops, the little family chirped its benefactor a sad farewell and flew away to the South. When the robins returned in the Spring of 1926, Bill looked vainly for his crippled friend of the previous summer, but she failed to put in an appearance.

He decided she had fallen victim to some prowling cat, or other one of the countless enemies of song birds, and gave her up for dead. One bright morning early in June of the present year, while observing from his office window the birds feeding on the lawn

in front, his attention was attracted to a robin with a familiar limping movement, hobbling about in search of a breakfast. It was undoubtedly his "one-legged" friend of 1925. She had survived the dangers and vicissitudes of two years of bird life, and returned to her old haunts in Gibson Park, where she is now busily engaged rearing another family of youngsters to help combat the threatened extinction of her race. It is perhaps fanciful, but easy to believe, that the recognition was mutual, and that she was as glad to see her old friend as he was to see her.

Conductor Lines is back from Michigan where he and his family spent their annual vacation. Mrs. Lines and children will remain there for several weeks longer and then return to their home at Everett, Washington.

Afton Manion, daughter of Trainmaster I. E. Manion, arrived home June 15 to spend the summer vacation with her parents. Miss Manion has completed her second year at the University of North Dakota at Grand Forks. She will take an extended trip through Colorado and Kansas, before returning to school. Mr. Manion's son Rex is working at the Great Falls freight station during the summer months.

Dispatcher H. E. Bailey, who has been sick since June 15 with Flu, is taking a six weeks' leave of absence to recuperate, and is being relieved by Dispatcher W. C. Bremigan, who came to us from the Northern Pacific at Glendive.

Conductor R. W. Watson left for California July 5 to supervise the harvest of his peach orchard.

Mrs. Mary Ellen Lowry, mother of Third Trick Operator Isabelle Lowry, of Basin, passed away on June 2, and burial was made at Basin. Miss Lowry has the sympathy of the SEMAPHORE and a large circle of friends, in her bereavement.

Brakeman H. H. Bain was seriously injured at Goodman Siding, June 27, when he was thrown from the top of a box car. At present he is resting nicely at the Deaconess Hospital.

Foreman F. S. Smith returned to work after five months' absence due to an injured foot. Frank seems to be able to switch cars as well as ever.

H. P. Hendrickson, formerly employed at Great Falls by the Western Fruit Express Company, and at present working for the Crystal Ice Company, suffered the loss of three fingers of his right hand, on June 26, by getting it caught in the pulley while hoisting ice.

Conductors Pat Burke and H. Lascelles were the only Butte Division conductors present at the Veterans' Convention at St. Paul. They report a good time and an up-to-date convention, even if it was made up of old timers.

Dispatcher J. H. Mayer left June 2 for his annual vacation. He attended the Great Northern Veterans' Convention at Minneapolis. Where he also visited his daughter. He returned to work June 17.

Conductor E. L. Shields was a visitor in Helena June 15 and 16. He attended the Veterans of Foreign Wars' Convention in that city and also renewed political acquaintances.



Roy Pohl

The above picture is one of Roy Pohl, 14-year-old son of Robert Pohl, of Remer, Minn., and a nephew of Transportation Inspector P. J. Pohl, of the central district. One bleak November day of last year Roy took down the trusty Winchester, and strolled out into the Minnesota woods in search of a deer. A

day of real adventure was in store for young Pohl. Wandering quietly about with no luck in the way of game, he suddenly came upon a family of five bear. The old daddy of the bunch calmly looked the lad over, and deciding he would make an excellent Thanksgiving feed for a family of five, he set upon him with the apparent intention of acting upon the idea. Roy was unable to see the matter in that light, and was not long in getting the Winchester into action. When the smoke cleared away, the five bears lay dead upon the field, while the nifty young huntsman was uninjured. Robert Pohl, father of Roy, was formerly a brakeman on the St. Cloud Division.

Mrs. O. A. Roberts and children, Lois and Arthur, arrived here July 3 to spend their vacation among relatives and old time friends. Mr. Roberts was a conductor on this division several years ago and the family made their home here at that time. Many of the trainmen will remember Art Roberts. He is now braking on the S.P. out of Stockton, Calif. The family returned to their home at Stockton July 23.

Conductor J. W. Comer is sojourning on the Coast for several weeks. Get all the rest you can, John, because it will take a lot of pep to move all the wheat we expect to get this year.

Thomas Garney, son of Brakeman P. A. Garney, left for St. Cloud, July 2, where he spent the summer with his grandparents.

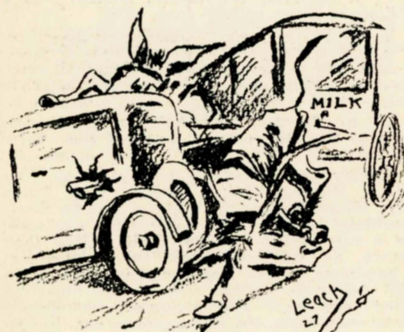
Dispatcher Clyde Foster left June 17 for a trip to Southern California. He is being relieved by Extra Dispatcher William McNally.

Conductor Ed. Provost moved his family up to Sweet Grass a short time ago. Mr. Provost says that the city is no place to raise kids and that he wants them where they can get plenty of fresh air, and play in the dirt.

Clifford P. Ryan, formerly messenger for the Postal Telegraph Company at Great Falls, was employed as second trick operator at Stanford on June 2. He relieved Operator T. E. Ingling, who resigned to enter the service of the Western Union.

Conductor Wm. Tobin left for Rochester June 25 for the purpose of receiving medical attention. Mrs. Tobin and daughter Leona accompanied him there.

Mrs. Agnes Schuster, second trick operator at Broadview, left June 2 for a thirty days' leave of absence. She was relieved by C. W. Hargrove.



Nick says gasoline and milk will mix

Milk and Gasoline Mix

It is indeed a pleasure to meet in the stormy pathways of the business life of today, a man who really loves his work and grapples with its problems for the sheer joy of accomplishment. Nowhere in the railroad world could be found a more enthusiastic and dynamic worker than Trainmaster N. F. (Nice fellow) Seil. He carries with him at all times an atmosphere of optimism and determined energy which quickly reacts upon all workers with whom he comes in contact, and is constantly reflected in results obtained. When Robbins Brothers' big circus came to Great Falls on June 9, Nick was naturally a busy man, with a world of details of service to be looked after. Arising early, as is his regular habit, he drove rapidly down First Avenue South in his beautiful new Chrysler, bound for division headquarters. We say "rapidly," but strictly within the city speed limit, mind you, for Nick is a careful driver, and when at the wheel, as under all other circumstances, he is fair minded and careful in his observance of the other fellow's rights. A cantankerous team of mules hitched to one of Mayor Harry Mitchell's Ayrshire milk wagons was galloping up Park Drive as Nick entered the intersection, but how could he have been expected to think for a minute that a pair of ornery mules and a milk wagon would dispute the right of way with a prominent official of the Great Northern Railway?

The idea was ridiculous and absurd, and for an instant Nick gave the approaching mules slight heed. Then he realized the impending danger, and stepped on the gas, but a thousandth of a second too late to avoid the collision. Rumors that the off mule was occupying the front seat beside the driver when all became quiet after the crash, are entirely unfounded, as the picture clearly shows one mule performing a somersault, and the other one climbing to the top of the car. Nick says that in the future, when he observes a team of Missouri mules and a milk wagon in the offing, he intends to pull up to the curb, and go up a telephone pole until they are safely passed, for you never can tell what a mule will do.

Conductor T. F. Richardson and Brakeman Ray Ford went on a two weeks' vacation and are motoring through Canada. Their principal object is to see the new Prince of Wales Hotel.

Mrs. Fay Bailey, second trick operator at Power, resumed work June 17, after laying off since May 30 on account of the serious illness of her mother at Pipestone, Minn.

Conductor Ed. Viden is taking several weeks off to rest up before the big wheat movement starts.

Mrs. C. A. Rooks and daughters, family of Conductor Rooks, were called to Los Angeles on account of the serious illness of Mrs. Rooks' mother. They planned to spend about six weeks there, and then return home by way of Portland.

Local Freight Agent W. D. Loftus was called in to St. Paul June 25 to attend a conference of agents and officials, arranging the new merchandise schedules. Mr. Loftus stopped off on his return trip, for a few hours visit at Glenwood, Minn. with his brother, T. C. Loftus, who is a trainmaster on the Soo Line.

Conductor Ed Vought took his usual annual vacation beginning July 1. This time he went fishing. While we didn't need to wish Ed much luck, we thought it would stand us well in hand to breathe a silent prayer for the fish.

Mrs. E. J. Schrapps, wife of Brakeman Schrapps, is planning to spend a few weeks at Woodside, Montana, visiting relatives.

Helena

Mrs. R. M. McGregor, wife of Brakeman McGregor, removed here from Judith Gap after school closed in June, and will make Helena her future home.

"Nick" Smurro has been placed on third trick at Helena yard, which position he bid in on last month's bulletin. We understand Operator A. J. Guy, at present on first at Hobson, has been assigned to second trick, which position is at present being very ably filled by Operator Stombaugh, who is here temporarily, doing relief work. We will be glad to have Mr. Guy back here again, as he worked here before when these positions were created, and is a very capable man for the position.

Eighteen miles north of Helena, the Missouri River, during the past centuries has cut a canyon ten miles long through the Big Belt mountains and the rock formation in the canyon is the Madison limestone, which generally underlies the surface from 2,000 to 3,000 feet. In the Big Belts the Madison limestone has been thrust upward about 3,000 feet, and the walls of the canyon rise straight upward from the water. In 1805 members of the famous Lewis and Clark expedition on their historic exploring trip, were much impressed by the beauties of this canyon and Captain Meriwether Lewis called it the "Gates of the Rocky Mountains," which name it still retains. Both from a historic and scenic point of view the Gates of the Mountains is one of the most famous sights of the Northwest. The best way to see the beauties of the canyon is by the boats of the Gates of the Mountains Transportation Company, which is owned by the citizens of Helena, and they run daily, Sunday included, during the summer months. The Burlington Tours have the Gates of the Mountains on the schedule of their "A" tour, and every Saturday during the summer hundreds of eastern tourists will be able to view one of nature's most scenic spots. Helena is indeed fortunate in having such a wonderful tourist attraction so close to the city.

Kolin

Brakeman Ben Egan, on the Lewistown local, was presented with another baby boy on May 31, at the St. Joseph Hospital.

Agent Chas. Taylor, of Monarch, Engineer Armstrong, and Mrs. Chas. Sells, wife of Agent Sells, of Kolin, have all purchased Essex cars this summer.

J. H. Bell, traveling grain inspector, inspected the various elevators at Kolin and Rossfork recently.

Special Agent Keith of Great Falls made a business visit at Kolin on May 23.

Hughie Wilkins, agent at Rossfork, made a flying trip to Moore on May 26.

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Messenger Ferris took a thirty-day leave June 20, and with his family departed for the west coast. He is being relieved by Messenger Lockwood.

Billings

C. M. Boyce, district manager of the Western Weighing & Inspection Bureau, and R. R. Heath, chief traveling inspector, of Minneapolis, were Billings visitors June 14.

A. J. Dickinson, passenger traffic manager, and J. F. Beckett, traveling passenger agent, were in Billings June 15.

Mrs. Wilson, formerly stenographer and clerk in this office relieved Miss Rowlen, who visited various points of interest in California during her vacation. Miss Rowlen returned to work July 1.

Butte

Ann Herzog, clerk in the freight office, is spending a two-months' leave of absence with relatives in Chicago, and other eastern points.

Joe Heimes, former cashier at Sunburst, bid in the checker job at Butte freight. He arrived in Butte with Mrs. Heimes, on June 27.

Gertrude Leslie, rate clerk at Butte freight, is spending a ninety-day leave of absence in Seattle and other coast cities.

Jack Swenson spent 10 days at the Spanish War Veterans' Convention at Helena, and a few days at Alhambra Springs.

Switchman Chas. Lanterman and family started on a week's trip to Yellowstone Park. Somewhere enroute, his car was crowded off the road and turned over. None of the occupants were seriously injured. What Charlie thinks of Road Hogs is plenty.

Roundhouse Foreman Wm. McIntosh and family, together with his brother and family from Pasadena, Calif., are spending their vacation in Yellowstone Park. Ross Opie is acting foreman in Mac's absence.

Fred Woolmer spent the Fourth of July at Lincoln, Mont.

Arthur McMahon, son of Agent Dan McMahon, is spending his vacation with his parents in Butte. Arthur has just completed his second year of study in Westinghouse school and Carnegie Tech. at Pittsburgh, Pa.

Great Falls Stores

The employees of the Great Falls Store have always looked forward to the blossoming forth of a certain straw hat as the surest sign of summer. The first half of the month of June passed into history without this certain straw hat being seen. We were beginning to fear that summer had been delayed, and when each succeeding day brought no relief to our expectancy, we felt that summer was never coming. The darkest hour is indeed just before dawn, for when we had almost given up in hopeless despair, Lo! the straw hat appeared on June 17, adorning the brow of our District Storekeeper, Mr. Steel. Summer is here!

Russell Oliver, who helped us with our annual inventory last year, has returned to us to accept the same position this summer. Mr. Oliver is ably assisted by Wayne Simpson, our other inventory clerk. Both of these boys are local products, so we should have no trouble in striking a balance.

One of our new lady clerks, that is, she is new to the genteel art of railroading, saw a locomotive driving tire the other day and wanted to know if it was a washer. If it is, we would like to see the bolt over which it fits and the nut which would hold it on. (Editor's Note: We have never seen a nut that big outside of a "bug-house.")

Another of our stenographers wasn't sure just where the tender was on a locomotive, so we had to explain to her that the engine had a tender behind.

CASCADE DIVISION

Associate Editor
D. O'HEARN
Seattle, Wash.

Mrs. A. Wolfe has been visiting a few days in Seattle, at the home of her parents, Relief Agent and Mrs. Griffin. Mrs. Wolfe was formerly O. S. & D. clerk in the division superintendent's office.

Georgiana Conley, stenographer in the division superintendent's office, was the victim of an automobile accident on June 11 sustaining bruises of the arm and shoulder to an extent which forced her to give up her duties in the office for two weeks, during which time she visited her mother at Havre, Montana. We are glad to see her at her desk again, and to learn that she has completely recovered and is feeling fine. She was relieved during her absence by Gertrude Knutson.

Among those who spent the Fourth of July on outing trips up at Index and Alpine, were Hazel Pedersen, comptometer operator in the superintendent's office, Walter Nelson, clerk in the superintendent's office and Mrs. Nelson. Upon inquiring as to the reason for the absence of Orville Bittorf's smiling face from the superintendent's office for a few days, we learned that he had the measles.

Leo Oszkewicz, clerk in the division office, accompanied by Mrs. Oczkewicz and their daughter Dorothy, spent the Fourth of July visiting relatives at Everett.

Mrs. Myrtle Harris, exchange operator at King Street Station, is on leave of absence. She is being relieved by Alice Sullivan.

Mrs. Wood, wife of J. O. Wood, clerk in the division superintendent's office, has been quite ill and was confined to the hospital for several days. We are pleased to learn she has greatly improved and is well on the way to recovery.

Bellingham, Washington

J. Roberts has resumed his duties as foreman of the section crew at Bellingham, Wash. after having been in charge of extra gang No. 14 during the spring months, the extra gang having been disbanded on June 22.

William Barricklow is back at his old job with the section crew at Blaine, after relieving J. Roberts at Bellingham while he was in charge of an extra gang.

A. Wilms, section foreman at Ferndale, took a short vacation recently being relieved during his absence by Wm. Barricklow, of Blaine.

Eddie Shea, of Blaine, who is managing the baseball team at White Rock, B. C., was accidentally struck with a baseball bat during a game between the White Rock and Fraser Mills teams. He was hit in the face and we understand lost several teeth. Mr. Shea is very well known and liked by the railroad men who regret his accident. We are glad to state that he is now recovering nicely.

N. Sato, section foreman, recently took his family to Vancouver, B. C. for a short visit.

Ross Woodruff, foreman of the freight house at Bellingham, took his vacation a short time ago and spent his time in taking various short trips around Bellingham, in his new car. One of the trips to which he particularly refers was east from Sumas, up the valley from Huntingdon, B. C., where the country is so beautiful that he intends going up there again.

Guy Beck, switch foreman, and Art Donaldson, switchman, recently purchased automobiles. Mr. Beck now driving a Pontiac, and Mr. Donaldson a Dodge. They don't get much rest now, between riding around on the footboard all day, and out on the highway at night.

W. J. Moore is relieving Ray Fowler as foreman of the night switch engine, while Mr. Fowler is taking his vacation. He plans to visit points of interest along the coast.

W. H. Law and Al Hush, brakemen, recently spent a few weeks in Bellingham, relieving switchmen on leave of absence.

Harry Reifke was in charge of the day switch engine, while Guy Beck took his vacation.

L. L. Otis, of Everett, relieved Art Donaldson two weeks, while he was on his vacation.

Fireman J. F. Smith is now on the day

switch engine at Bellingham, and intends making his home there in the future.

Earl Lego, of Gold Bar, visited a few days at the home of his daughter, Mrs. J. F. Smith.

Vancouver, B. C.

Fred Hutchinson, clerk, Concrete, Wash., accompanied by Mrs. Hutchinson, were visitors over a week-end the early part of July. This being their former home, and their parents residing here, they make the trip quite often.

Paul Davis, clerk, and Otto Treichler, cashier, Concrete, Wash., were visitors here over the Fourth of July.

Conductor McRae, of 719-720 had two weeks' vacation in July. Conductor Olsen relieved him.

W. P. MacMillan, of the car service department, spent the first week in July on a fishing trip around Hope, B. C. Tommy Bradbury, assistant cashier, and Jack Smith, switchman, tried this same country the latter part of June, but all three of the boys returned with only stories of the big ones that got away.

J. S. Bock, general agent, Spokane, Wash., and Mrs. Bock, were visitors in July.

Theodore Rudy, signal maintainer, has been transferred to Spokane, Wash. Fred Maxwell, Monroe, Wash. has been appointed to fill the position at this point.

Lawrence Swan, welder, of Skykomish, accompanied by Mrs. Swan, were visitors over the Fourth of July. Mrs. Swan's parents are residents of this city, and upon their return home her sister went with them for a few weeks' visit.

E. Thomas, son of section foreman at this point, has been transferred to the track welding gang at Skykomish.

L. K. MacDonald, night baggageman, is spending the last two weeks in July camping at Scheldt, B. C.

The truth will out, even if after a severe struggle. Bobbie Heaton, car clerk, announces that in September he will be the happiest fellow in Vancouver, when he takes Elsie Adams, of this city, as his bride. Congratulations, Bobbie, let us all know the date, so we can come to the wedding prepared. Their honeymoon is to be spent on a trip to Chicago.

Mrs. H. E. Cook, wife of yard clerk, Delta, Wash., made several trips here in June and July, to visit with her father who is ill at the general hospital. Sincerest sympathy is extended to the family, and we trust he will soon be quite well again.

Paul Tillisch, newly appointed transportation inspector, was a visitor for several days the early part of July.

Sid Manuel, rate clerk, city office, spent the middle two weeks in July camping at Cultus Lake, B. C. Sid claims to be another one of our fish catching experts. Funny thing about these fishermen, they seem quite proud of the fact that they are going out fishing, but on return if you ask them what luck they had, the reply is usually something like this—"Oh yes, enjoyed myself immensely, the scenery in that part of the country is lovely." Mrs. Manuel is spending the months of July and August camping at this same spot.

F. E. McGarry, conductor, was a visitor here the greater part of July, although Mac is just recovering from a severe illness he is looking mighty fine. Trust we shall soon see him back again on one of his former runs.

Teddy Kibble, conductor on the Owl and 360 was off several trips early in July, during which time he made a trip to Portland and Tacoma. Conductor Brigham Young relieved him. Aside from the exceptional ability Teddy has for telling a story, and usually a new one, he has many other splendid points which make him one of the best liked conductors on this line. This also applies to Brigham.

George A. Gray, of the engineering staff, Scenic, Wash. formerly of this city, surprised the fellows here the other day by introducing a very fair young lady as his wife, the wedding having been solemnized at Odessa, Wash., on June 21. We must congratulate the former Miss L. M. Hopp and George on their mutual good judgment. Their honeymoon was spent at Seattle, Wenatchee and Vancouver. All Great Northern employees wish the newlyweds the best possible luck.

J. L. Miller, agent, Union Station ticket office, Portland, Oregon, was a visitor here the latter part of June.

Mrs. E. W. Zamzoe, wife of agent, Ada, Minnesota, accompanied by her daughter, was a Vancouver visitor for two days in June while enroute to California.

Sincerest sympathy is extended to Mrs. Bob Miles, wife of engineer on the Owl, upon recent death of her brother.

George Lally, traveling freight agent, accompanied by his wife and two sons, were visitors here the early part of July.

Mrs. D. P. McCrea and Ruth, wife and daughter of Clerk McCrea at Cashmere, Wash., were visitors for several weeks in July.

Mrs. Davis, wife of Brakeman Bill Davis, of the 719-720, was a visitor for a week early in July.

Sincerest sympathy is extended to E. V. Miller, chief clerk in the city office, upon the death of his sister, Mrs. Edith Annie Cates which occurred on July 10.

We were all very sorry to learn of the death of John Shinnick, inspector for the Board of Railway Commissioners of Canada, which occurred on July 11. Mr. Shinnick was well known and liked by all with whom he came in contact on the Great Northern and elsewhere.

W. L. Paquette, car foreman, had the first two weeks of July for his annual vacation. We haven't been advised just where he went and as we have many ideal vacation spots around here, he may have found it difficult to pick the best one.

C. B. Selley, cashier, Great Northern dock, Seattle, accompanied by wife and children, were visitors here over the Fourth of July.

Tim Morarity, roadmaster, Pacific Coast Railway, formerly roadmaster with our company, was a visitor the early part of July. While Tim is not now one of our boys, his heart certainly is with the G. N., because once a man has the Great Northern spirit, it is a hard thing to shake.

Allen Lusk, towerman, Burrard Inlet, who was reported in last month's issue as being away for several days sick, was absent over a month. He is back again now and feeling fine.

Jim Robinson, assistant general freight agent, St. Paul, visited us the latter part of June.

John Hultberg, electrician and his wife, of Devils Lake, were with us for several days the middle of June.

E. Thomas, section foreman, was a visitor in Seattle the latter part of May.

Frank Ubil, second trick operator and Herman Kisso, towerman of Burrard, visited at Everett, the latter part of June attending an O. R. T. meeting.

Sincerest sympathy is extended to R. E. Heaton, car clerk, on account of the recent death of his uncle, Roland Heaton, on June 25.

Alex Morton, machinist, accompanied by his wife, made a trip to southern California in June.

Mrs. Pearl Simmons, telephone operator, accompanied by her daughter Bernice, sojourned in San Francisco for a short time in July. Pearl had been planning this trip for some time and we trust she enjoyed herself. Jeanette Wheelhouse relieved her.

F. J. Sanders, storekeeper, Seattle, was a visitor the latter part of June.

C. E. Costello, general agent, Hong Kong, and Mrs. Costello visited here in June.

Mrs. Jeff Barrett, wife of Engineer Barrett, Tacoma, Wash. was a Vancouver visitor in July.

H. E. Douglas, agent, Fernie, B. C. was with us the latter part of June and also visited Victoria.

A very pretty wedding took place on June 22, at Hastings United Church, when Laura May Hicks, became the bride of Charlie Slack, machinist helper. Their honeymoon was spent on a trip to Los Angeles, Calif. Upon their return, the newlyweds were the recipients of a handsome present from the roundhouse force. Bill Ashworth, hostlers helper, says numerous other gifts were also presented, including a sink, wash basin, old shoes, gloves, etc., but we can not vouch for this. Anyway, the best of luck to our newlyweds and may every happiness be theirs. Best of luck.

SEATTLE ITEMS

Associate Editor
A. L. SCOTT
Seattle, Wash.

Everybody feels better now that our old friend Danny Flynn is back at his accustomed place in the claim department. Dan had a long battle but sure looks to be on the upward climb to good health again.

Most of the representatives of the legal department are spending their summer in Wenatchee, in connection with the Chelan Development work. Messrs. Alberts, Matthias and Clynch and Miss Northern have been over east of the mountains most of the time during the last two months, but not on vacations by any means.





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tachable too—can be used
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send his name and 25c for full
assortment of 3 sizes, 3 colors.
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Dept. 3903. Louisville, Ky.

Ralph A. Nichols, accountant, went east to attend the Veterans' meeting and reports a most pleasant time visiting with his old friends from the east end.

It never fails—I. O. Pedersen, chief clerk in the purchasing department, always takes his vacation the first of July and has, as usual, departed for realms unknown. "Pete" promises to let us all in on the secret some day.

Larry D. Kitchell has finished up his annual lecture tour through California, Florida and New York, and is now back on his old job traveling for the passenger department out of Seattle.

C. W. Meldrum claims that he is now a regular commuter as he has moved to his summer home on Vashon Island.

J. Wesley Young, general agent, accompanied the Northwest Nile Shrine Special to Atlantic City in June.

"Steve" Peterson, stenographer in the passenger department, is now sporting a new Ford sedan. Walter "Speed" Cooper of the freight traffic department, is running around in a similar rig. Sure ought to give some of the girls a chance to ride home after work, as both the boys are young and eligible.

Walter Schultz, of the passenger department, says that he gets two vacations—one when he doesn't work and another when his manager takes her vacation. Mrs. Schultz is at present spending a month with her parents in Montana.

Among the Great Northern representatives who accepted the invitation of the Southern Pacific Railway to visit Klamath Falls on June 26, were Messrs. Edward F. Gerlach, Stephen Peterson, Walter Schultz, Mark C. Sandstrom, David Van Wyck, James G. Coleman, Harry M. Beyers and Arthur L. Scott of Seattle; Morris Reading of Wenatchee, Herb Stephens of Everett, Frank Herbert and Mose Seabrook of Tacoma, Henry Dickson and George Dunlap of Portland, Chester Griffith and Charlie McNaughton of the ticket office and Clarence Cook, stationmaster at King Street Station, were also in the party as was Ed. Tinning of the Tacoma Union Depot.

"Abe" Arrivee, traveling passenger agent, has returned from Alaska and seems as live as ever. Some of the fellows thought Abe was going to Alaska on his honeymoon, but it looks as though the girls up there had just as little luck as many of them here.

Hayden H. Scruggs, chief clerk in the traffic department, left for Alaska on his vacation on June 17.

George Bremer, diversion clerk, is sporting a new Chevrolet sedan and plans to use it as a means of transportation for his annual vacation trip.

Dennis Brady, of the export and import department, went to St. Paul in June to visit his folks. Most of the local employees thought he was going to bring back a bride, as he had insisted that June was the only time for him to take a vacation.

George F. Hardy, formerly with the S. & I. E. in Spokane, is now in Seattle doing some special work in connection with the taking over of the Spokane, Coeur d'Alene and Palouse Railway.

The boys in the traffic department can be called on the carpet literally as well as figuratively in the future, as the office floor of the western traffic manager, M. J. Costello, is now sporting a new covering.

Maude McCarty, of the freight traffic department, is planning on changing her name to Mrs. Arthur Ramsdun, and is sporting a big diamond as the symbol of her intentions.

Chuck Whims, contracting freight agent, is back on the job after enjoying a week's vacation on Hood's Canal with his family. He said he fished a lot but had no luck, which shows that he is at least more truthful than a lot of fishermen.

Bill Bourke, contracting freight agent, spent his week's vacation in an effort to learn the painting business and now claims he can do as good a job as any interior decorator.

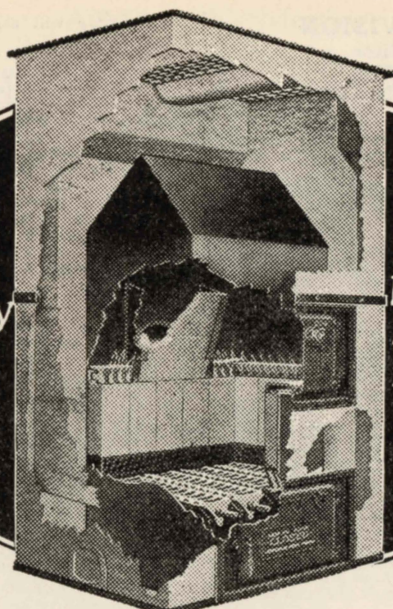
Harry Costigan, general agent of the freight department, spent the Fourth of July at Paradise Inn playing in the snow.

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Burns Any
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Less of It!



The Bulldog New and Better Furnace!

Here is the latest and greatest advance in heating. It comes completely erected and you can easily install it yourself. It circulates fresh, warm air evenly throughout every part of your home. The greatest fuel saver ever invented. Burns almost ANY kind of fuel—hard coal, soft coal, coke, wood—and LESS of it! Keeps a wood fire over night. Gives greater satisfaction than furnaces costing TWICE as much! Factory connections in both East and West. We ship from nearest point.

3 Tons Heats 8 Rooms!

"My furnace has been in use for 3 years and our eight room house is always warm, including floors. I used 3 tons of hard coal last winter to heat our eight room house. You can

use anything that will burn in the Bulldog. We often warm and remove the dampness during a stormy period in summer with waste paper." —Leon F. Coons, Ellenville, N. Y.

Cuts Coal Bills in Half

"I had a hot air furnace in our 7-room house before I got the Bulldog and our house was always cold. With the Bulldog it only takes half as much coal and we had weather below

zero, and the house nice and warm. We never have the draft on more than half an hour at a time, and it has the place red hot." —Jess T. Conrad, 1211 W. Arch St., Shamokin, Pa.

Keeps Home Cozy With Less Fuel Than Stove

"I am sending a snapshot of my country home in which we installed a Bulldog Furnace. Will say that with the severe

winter our house has been cozy at all times, with less fuel than was used for one stove." —A. E. Durgins, Rt. 4, Cumberland, Md.

Heats 8 Rooms Instead of One

"My 8-room house has seven windows on northwest side downstairs, so it takes SOME heat. The Bulldog doesn't burn very much more coal than my old stove used

to, and it heats the whole house, where my stove would heat only the one room it was in." —Ernest H. Marzoll, 72 South Street, Milford, N. H.

"Does the Work of 3 Stoves"

"This is my third winter with the Bulldog. It does the work of 3 coal stoves that I used, which only warmed up part of the house and not very well at that. My Bulldog not only does that, but also heats 3 rooms up-

stairs, with great satisfaction. My house is located in a very cold place, with no protection at all. It is the easiest furnace to handle I have yet seen." —E. C. Diplock, 105 Elm Street, Camden, Me.

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Write at once for our Free Book and our "Pay Nothing Offer." Also get the wonderful record of Bulldog Success. Find out how others are saving half their fuel! You can too! Send the coupon TODAY!

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DAKOTA DIVISION

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

Engineer Paul Busch and Mrs. Busch left early in July for an extended motor trip to western points. They intend to visit in Montana, Oregon, Washington and California.

Engineer O. L. Yowell, who has been seriously ill for the past few weeks, is reported to be recovering rapidly, and expects to be back on the Hannah line passenger in the near future.

D. K. Taylor, formerly agent at McCanna, has been appointed agent at Calvin, N. D. J. B. Reese of Crystal is acting as agent at McCanna temporarily.

An extension to the present storehouse at Grand Forks is being made, to provide additional space. New lumber sheds are also being erected.

Work on remodeling the depot at the University of North Dakota station is expected to get under way shortly. The depot will be brick veneer, with tile roof, and when completed, will be one of the beauty spots on the University grounds.

Kathryn Bennett, stenographer, superintendent's office, is spending her vacation at points in Montana, Oregon and Washington.

Mrs. A. L. Ludwig, wife of Conductor Ludwig, and daughter Kathleen, left July 1, for White Salmon, Wash., where they will visit for some time with Mr. Ludwig's mother.

Conductor J. P. McDonald spent several days visiting his father at Dixon, Ill.

Lewis Thompson, master mechanic's clerk, is spending his vacation, visiting with friends and relatives at St. Cloud, Minn.

F. E. Lee, switchman, recently left for California where he expects to spend some time.



brother. He will also visit his son at San Diego, Cal.

Brakeman William Kee and family expect to leave for Denver, Colo., where they will visit relatives for a few weeks.

Ted Kraker, son of Mark Kraker, road clerk, superintendent's office, who recently underwent an operation for appendicitis, is reported to be recovering rapidly.

"Cy" Young, timekeeper, superintendent's office, is spending his vacation taking in the State Fair at Grand Forks.

Prospects for a bumper crop in this section of the state are excellent, and present indications are that one of the largest crops in years will be harvested this fall.

Breckenridge

Car Repairer Frank Krause recently joined the ranks of the benedicts when he was united in marriage to Elsie Kliengbill of Wahpeton. His many friends wish the newlyweds the best of luck.

The car department is very much elated over the return of coach 2602 for the wrecker outfit. Jimmy Gray, switchman, recently received his Spanish-American War pension. This with back pay and increase in wages will help "Posey" to take a trip to Europe.

Geo. Hunkins Jr., clerk at Wahpeton, passed around the cigars announcing the arrival of Geo. Hunkins III.

Conductor A. H. Willard has returned from a trip to points on the Iron Range. While there he met Pete Nelson, former conductor at Breckenridge, and spent several days with him on a fishing trip.

Trainmaster D. G. McCarthy has returned from a trip through the East. He visited New York, Pittsburgh and Washington, but reports that Minnesota still looks good to him.

Traveling Engineer Donaldson is spending his vacation fishing at the lakes. "Don" brought in three new kind of fish for some of his friends, but after all the trouble that he went to packing them in ice, it was found that they were dog fish. "Don" disappeared before the fish story got out.

Henry Busko, roundhouse clerk, had his Ford car that was stolen some time ago, returned to him last week, so that his friends now have their choice of riding in a Ford or a Star.

The employees at Breckenridge are very proud of the new wool bunting flag which has been purchased for use at the passenger station.

Theo. Dahn, warehouseman, spent several days visiting friends at Barnesville.

Bob Chestney, switchman, is busy taking in all of the ball games. The House of David team recently played at Breckenridge, which was in the nature of a reunion for Bob.

Fred Hansen, car clerk, recently made an extended trip to Mora Minn., by auto.

Pat Keough, night roundhouse foreman, is spending his vacation at the lakes, and at points on the range.

Devils Lake

Fireman H. J. Myers has returned to work, after an absence of two weeks on account of being sick.

Engineer Edward Holt and wife have returned from a two-week trip, which they spent visiting with relatives at Decatur, Indiana.

Mrs. Fred McCarthy, wife of roadmaster, and Mrs. S. P. Flumerfelt, wife of baggage-man, spent a couple of days at the Brandon fair at Brandon, Man.

Mrs. M. H. Brainerd, wife of Brakeman Brainerd, has returned to her home at Fargo, after spending a month visiting with friends at Devils Lake, and with Mrs. Brainerd's parents, Mr. and Mrs. W. H. Belford of Webster, N. D.

"Buster" Harvey Molitor, son of Engineer H. J. Molitor, who is off work on account of a broken arm which he suffered in a recent automobile accident, is reported to be getting along nicely. All extend their best wishes for his speedy recovery.

Janice Demell has returned to Chamberlain, S. D., after spending two weeks visiting with her parents, Mr. and Mrs. George Demell, store department foreman and wife.

Mrs. Bert Halliday, of Great Falls, Montana, is spending a couple of weeks visiting with her parents, Mr. and Mrs. Gilbert Newgard on Kelly Avenue.

Eunice Flumerfelt, daughter of Baggage-man Flumerfelt, is spending the latter part of her vacation visiting with relatives and friends in Fargo.

Mrs. H. Stubjoen, wife of brakeman, spent a few days visiting in Devils Lake with friends, en route to her home at Brandon, Man., from Park River where she has spent the past month visiting with her parents, Mr. and Mrs. Rinhart.

Joe McMahon, local yard master, has just returned from Oak Lake, Man., Canada, where he spent a week fishing. They made the trip by car and Night Foreman Pinkerton relieved McMahon.

Machinist Helper MacMiller has been off work for the past week on account of sickness.

Locomotive Foreman W. S. Newgard has returned from his two-week vacation, which he spent around Devils Lake. Newgard was relieved by Engine Inspector Charles Worrall.

Mrs. Fred Raymond, wife of locomotive carpenter, has returned from a couple of weeks visiting with relatives at Fargo, N. D.

Verva Flumerfelt, roundhouse clerk, spent a couple of days at the Brandon fair at Brandon, Man.

Fred Fixel and Frank Walt, machinist helpers, have returned from the annual encampment of the National Guard held at Camp Grafton.

Mrs. Mike Burckhard, wife of machinist helper apprentice, who has been confined to St. Joseph Hospital at Minot for the past month, was able to return to her home last week. She was accompanied home by her husband, Mike Burckhard, and her sons, Went and Jack.

Waldo Weaver, roundhouse boilermaker helper, is spending a couple of weeks visiting with relatives and friends at St. Paul and Rochester, Minn., before going to Chicago, where he will make an extended visit.

Miss Lucille Miller, daughter of Max Miller, roundhouse machinist helper, has arrived in the city from Minot to spend her vacation with her parents in the Ideal Flats.

Frank Yager, fire lighter, has left the roundhouse gang and returned to the repair track. We were all sorry to see Frank go.

Charles Worrall, engine inspector, has gone to Minneapolis to spend a couple of weeks visiting with relatives and also looking after business interests.

Mrs. Andy Alexander, wife of machinist, will leave soon for Delano, Minn., where she will make an extended visit with relatives.

Mrs. John Harris and sons, Jack and Delmer, wife and sons of machinist, left on June 15 for Minot where they were called by the serious illness of Mrs. Harris' sister.

HEADQUARTERS

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

They say that every girl is looking for a home of her own. Edith Olson, of the advertising department, is evidently a firm supporter of this theory for she has already "Cederholm" and is wearing a large diamond in consequence of it. The lucky man's first name is Hilmore.

Helen Bartelheim, of the freight claim office, and Irene Willis, of the office of auditor of disbursements, have become ardent "Waltonites." Wearing the latest in bathing suits and equipped with a supply of "Ye lowly worm," they sallied forth on Lake Osakis to get some "poor fishes." Viewing a picture of the catch we were unable to find the fish. Blame for their failure was placed upon the boatman, a "nice young man" from the general office, who volunteered for the "heavy" work, and was rewarded for his labors by an attempt on the part of the two young ladies to drown him. We hope they have better luck and a better boatman next time.

Lyle Shane, traveling field accountant, is now stationed at Chiwaukee, Washington. Rufus Gingras, traveling field accountant, of the office of auditor of capital expenditures, has gone to Scenic, Washington, to relieve Frank Wukawitz, who returned to St. Paul. Traveling Field Accountant Ekwall recently suffered the loss of his father by death. Our sympathy is extended to him and his family. Leroy R. Daniels has been sick for several weeks and we hope for his speedy recovery. Louis Schmitt, traveling field accountant, recently came in from the "big bore" and was observed to be busily engaged in confidential conversation with Mary Dillon. What the conversation was about was not ascertained, but we surmise.

Mitzi Wolter is laboring under a severe handicap these days, carrying around a ring with a setting as large as a curbstone.

Art LaMere is sporting a new eighty-ninent cap, thereby arousing the envy of Julius Caplan.

Ann Schwarz and Esther Nelson of auditor of disbursements office, entertained at a dinner and shower June sixteenth, at the Great Northern tea rooms, complimenting Helen Aicken, of the same office, who was one of our June brides.



Alex Maurer

This picture of Alex Maurer, shows that a fellow can manage a big horn while he is going through the business of acquiring an education, which in itself is a "big" job. Alex is sixteen years of age and is a member of the Grand Forks High School band; he is also a member of the Grand Forks Municipal band. He is a senior at the high school and is the son of S. Maurer, coal dock foreman.

Brakeman Mike Rempher expects to make another trip to St. Paul shortly. These trips are becoming regular, and we are beginning to wonder what the attraction is. Let us in on it, Mike.

C. L. Green, O. S. & D. clerk, superintendent's office, has been granted a leave of absence, to go to St. Paul, to be with his mother who has been seriously ill. Olive Belle Heligas has been appointed O. S. & D. clerk.

Ernest Arneson has accepted the position as general clerk in the superintendent's office.

Conductor E. A. Gilmore left recently for Durango, Colo., where he will visit with his

Friends of Hazel Maher of the law department, and Frank Zengel of the engineering division, were delighted to learn of their marriage on July second. Hazel, who was formerly employed in the engineering offices, has endeared herself to a host of friends. Frank has been in the bridge engineer's office since before the beginning of the war, in which he saw service overseas, and has convinced his co-workers that he is dependable and steady. Their many friends wish them Godspeed and unalloyed happiness on the sea of matrimony.

On June eleventh, Harleigh R. Atwood was united in marriage with Mrs. Edith E. Harrington. Mr. Atwood, who has been a train baggageman for a number of years, is at present running on trains 3 and 4, St. Paul to Williston, N. D.

A very attractive wedding was solemnized on Saturday evening, July ninth, when Alice Josephine Affleck, daughter of Mr. and Mrs. H. F. Affleck, of 914 Aldine Street, was married to Hans John Huckleburg of North St. Paul, at the home of the bride's grand parents, Great Northern Veteran Charles A. and Mrs. Affleck, 1534 Thomas Street, St. Paul. The service of the Episcopal Church was read by the Rev. E. H. Eckel, Jr., rector of St. Paul's Church on the Hill, in the presence of members of the families and intimate friends of the bride and groom, numbering forty persons. Many beautiful presents were received by the happy couple.

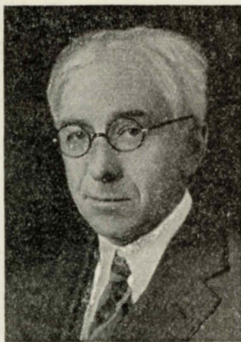
The office of the auditor of freight receipts lost one of its most valued, as well as most popular employes on June twenty-fifth, when Helen Nelson was married to Leo Ruether, St. Paul attorney, at a quiet home wedding. Following the ceremony a wedding supper was served at the home of the bride's parents, Mr. and Mrs. Alfred Nelson, 1415 Portland Avenue, St. Paul, to relatives and close friends of bride and groom. Mr. and Mrs. Ruether went north on a honeymoon trip, visiting Port Arthur, Can., Ely, International Falls and Itasca Park, Minn. They are residing temporarily at 4638 Blaisdell Avenue, Minneapolis. Mrs. Ruether is a member of the Glacier Park Riding Club, ranking among the best equestriennes of that organization, having been one of the original ten, the class which started in October, 1925, under Mrs. Dilhan's instruction, and from which the club has grown to its present large membership. A wedding present, consisting of a chest of silver, was presented to Mrs. Ruether by her fellow-workers.

KALISPELL DIVISION

Associate Editor
J. A. MINCKLER
Whitefish, Mont.

Dispatcher and Mrs. H. H. Maher and son Rollin, were guests of Mrs. Edith G. Pitschow, operator, at Kootenai Falls one Saturday last month.

The Lady Conductors of Whitefish entertained their husbands and friends at the Lewis Hotel on June 18. The main event was the big dinner at six o'clock. Following that, cards were enjoyed in the lobby, while many remained to take in the dancing throughout the evening. The following were present: Mr. and Mrs. W. J. Powers, Mr. and Mrs. Grover



Bowen, Mr. and Mrs. E. A. Bronson, Mr. and Mrs. Lester Bernard, Mr. and Mrs. E. H. Miller, Mr. and Mrs. I. Edwards, Mr. and Mrs. Clinton Amsbaugh, Mr. and Mrs. Fred Gregory, Mr. and Mrs. F. H. Moore, Mr. and Mrs. H. H. Armstrong, Mr. and Mrs. F. H. McClench, Mr. and Mrs. H. A. Swisher, Mrs. C. B. Manwarring, Mrs. C. C. Dooley, Mrs. H. D. Webster, Mrs. L. McCauley, Mrs. R. E. Boyer, Mrs. J. C. Bailey, Mrs. J. D. Donaldson, Mrs. O. L. Reeves, Mrs. C. A. Weber, Miss June Gregory, Miss Maybelle Donaldson, Miss Virginia Gowdy, Mr. Vincent Dooley, and Mr. Joe Cremens.

Fireman S. Swanson was a delegate to the state American Legion Convention at Helena. Mrs. Swanson, who is clerk in the assistant superintendent's office, was delegate to the auxiliary convention which held forth at the same time.

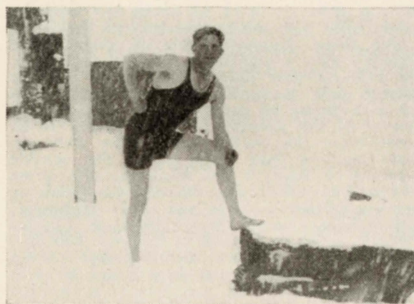
Mae Allen, comptometer operator in the superintendent's office, is away on her vacation, visiting coast points. Her place is being filled by Yvonne Burns of Spokane. They call her "Jimmie" for short.

August, 1927



Mr. and Mrs. Dally

Vincent Dally, who really belongs to the Kalispell division B. & B. crowd, but just now is helping out over on the Cascade, got into Fernie somehow without letting the rest of the gang know about it and was married to Evelyn Dodd of that city. The boys have been sort of expecting something like that and had plans made to give the couple a fine send-off, but Vincent threw away his pass and even passed up a chance to ride on the old G. N., buying a ticket over another road and got away. However, Vincent cannot stay away from the Kalispell division very long and of course Mrs. Vincent will return with him; and then the boys' chance will come. There will certainly be a reception.



Joe McGregor

Master Carpenter Thomas J. Martin thinks he has a B. & B. outfit on the Kalispell division that is some outfit. One of his foremen, Chet Johnson, of crew No. 6, sends in this picture as an example of the general make-up of a Kalispell division B. & B. crew. They bathe in Jim Hicken's ice lake along with the fur-bearing fish and eat buffalo meat raw for breakfast. The subject of this study is Joe McGregor. If Mack Sennett ever gets his eye on this, Tom will lose a good carpenter.

"State of Montana,
"County of Flathead—ss.
"Whereas, it appears that a complaint has been duly filed on behalf of the girls of the superintendent's office in the city of Whitefish in the said county and state, to-wit: That H. H. Potter, Joe Dashbaugh, Andy Fontana, Scap Scanlon, Dallas Stocking (alias "Socks"), E. N. Dunwiddie and sundry other and diverse persons unknown to affiant, did wilfully, maliciously, fraudulently, secretly, conspire to take, steal, carry away, conceal and purloin numerous and sundry links of that species of human food known as "weenies" or "hot dogs," and that pursuant to said conspiracy the above named, and other persons unknown to dependant, did take, steal, carry away, the above mentioned property for their own benefit and use and against the interests of the said girls, and did appropriate the said property to their own use and benefit, and the above act was done fraudulently, maliciously, secretly, and with intent to deprive the said girls of their rightful use thereof. That by reason of the malicious acts above complained of, the said girls had to go to a dogless supper. By reason of the above it has been ordered, decreed and adjudged and otherwise stipulated that Joe Morgan buy the girls aforementioned a fresh supply of hot dogs."

Brakeman and Mrs. Frank McDonald spent their vacation motoring in Canada, taking in the rodeo at Calgary.

Traveling Engineer and Mrs. William Morrison spent their vacation motoring on the west coast.

Mabel Gilliland of the superintendent's office, spent two pleasant weeks resting at points on the coast.

Hazel Woolf, office stenographer, visited for a week at Seattle and Spokane.

The employes on this division were deeply moved on learning of the death of Eugene Van Dyke, which occurred in an accident in California. He was a son of our old time engineer, C. S. Van Dyke, and was well known and well liked by the entire community. Many will remember him as a carman apprentice on our repair tracks several years ago.

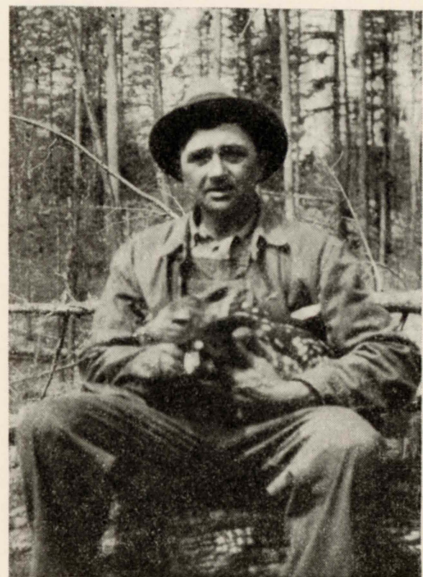
C. V. Coe, of the superintendent's office, and family are spending their vacations at Avalanche Lake in Glacier Park.

Mike Joyce spent his vacation visiting old haunts away down east in New York state.

Derrick Foreman and Mrs. Ross Bergery have returned from a visit with their son in the East.

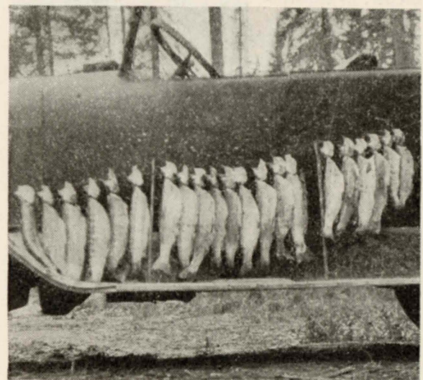
Assistant Car Foreman William Monger spent his vacation visiting the old home in Tennessee.

Al Vining, over there at Havre, may be some golfer, but you have yet to hear about our man, J. E. Cullen, over here. Of course, they have a little advantage over us in that they have an artist, but if we had the artist we could show Cullen missing an easier one than Vining did and missing it harder.



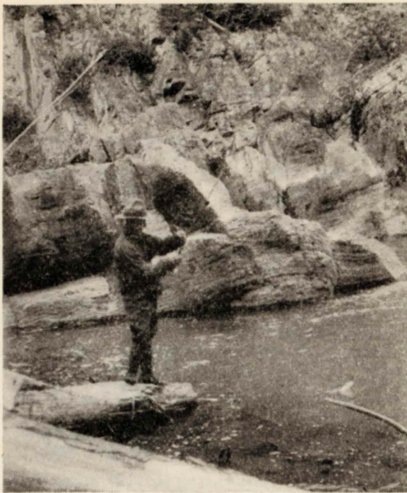
O. J. Mackenroth

Assistant Roundhouse Foreman O. J. Mackenroth recently took a trip up the North Fork to Quartz Lake. We have here a picture of Mr. Mackenroth with a little fawn which he picked up in the woods just to get its picture. When he wasn't catching fawns, he seems to have done a little fishing. Below is a string of native trout taken in a few hours' casting with fly from the lake shore.



L. A. Ashton, of the general superintendent's office at Great Falls, with his family, is camping in the A. B. Ford cottage on Whitefish Lake.

Mr. and Mrs. Henry Irwin announce the arrival of a baby boy at their house.



K. Sagen

How anybody "down East" can look at a picture like this one of K. Sagen, section foreman, Columbia Falls, just landing one of the speckled beauties in one of the thousands of shady nooks on the South Fork, and resist the impulse to secure a reservation on the Oriental Limited, is more than we can understand.

Wesley Kelly, of the store office, was elected grand chief de train in the state convention of the Forty Men or Eight Horses. Presume his duties are to mix the horse medicine.

A baby boy has joined the family circle of Hulet Williamson, machinist helper.

Division Agent and Mrs. J. E. Cole are on a six weeks' vacation. Operator Fizer is holding down the job while Mr. Cole is away.

We are indebted to L. T. Dugan for the following item which will be of interest to Rexford people:

"The popular manicurist of engines at Rexford, Mr. Fred Marks, has recently enlarged his activities. What with practicing on the harp in expectation of leading the choir in the heavenly land, and his experiments as to the most economical and expeditious way to skin a hog, Fred has been fairly busy. However, he has recently gone into the bird business and claims that his birds are trained to sing their songs to the harp accompaniment. We are all anxiously awaiting the outcome of a recent sale of one of the trained birds as Fred has admitted that he does not know whether he was a he or she was a she. If it turns out to be one of the "harpy" birds, everything will be all right, but if it starts to lay a few eggs, Fred's reputation as a bird fancier will be 'blooey.'"

MESABI DIVISION

Associate Editor
I. G. JORSTAD
Superior, Wis.

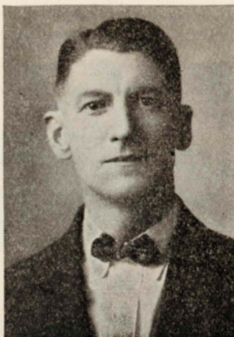
William Lindberg, engineer, motored to Fort Frances on July 4. On returning he struck a bad stretch of road and his car became sadly mired. As luck would have it, William R. Powers, assistant time-keeper, superintendent's office, who was also on a motor trip, came upon Mr. Lindberg in his plight.

With his high-powered Hupmobile, Powers was easily able to release the mired car, and Engineer Lindberg continued his return journey to Superior without further mishap.

Frank Heinen of the general yardmaster's office, and Mrs. Heinen, are receiving the congratulations of their friends on the arrival of a baby boy at their home a short time ago. Mrs. Heinen was formerly Josetta Connolly, switchboard operator.

J. H. Steen, chief clerk to general master mechanic, spent his vacation during the first part of July visiting relatives and friends in Jackson County, Minnesota. While there he was successful in capturing several messes of trout.

Harry "Dyke" Erickson is holding down first base position on the Superior police depart-



ment ball team, and is gathering in everything that comes his way; would not be surprised to hear of "Dyke" going into faster company within a short time.

Among the business getters this month will be noticed the name of Jake Lau, brakeman. We understand that Jake not only succeeded in routing two passengers over the Great Northern, but also entertained these people during their stay at Duluth; this may be said to be the proper spirit.

O. C. Carlson, agent, Warba, is enjoying a two-week vacation. During his absence the station is in charge of S. J. Simonson.

We are informed that Engineer Mike Egan spent several evenings the latter part of July at the Tri-State fair grounds, trying to figure out why the hounds could not catch the rabbit. After watching several races and giving the matter much thought, he finally came to the conclusion that the rabbit was faster than the hounds, and that was the reason he had not been caught.

Dan Byrnes, of the general yardmaster's office, was one of the principals in a recent wedding. Mr. and Mrs. Byrnes have our congratulations and best wishes for a long and prosperous married life.

C. J. Goff, night chief dispatcher, Willmar, accompanied by Mrs. Goff, recently spent several days visiting relatives and friends in Superior. Joe is looking well, and we cannot see that the hot weather, which has prevailed in Minnesota, took him down to any extent.

Alice Klassen, of the general master mechanic's office, has returned from a vacation spent in St. Paul, St. Cloud, and Pittsburgh, Pennsylvania.

Engineer F. B. Rainsford and Mrs. Rainsford are touring the West, visiting friends and relatives at Spokane, Portland and Seattle.

Van Cushway, switch foreman, who recently sustained an injury to his shoulder, has been released from St. Mary's Hospital and on July 20 attended the St. Paul-Yankee game at Lexington Park, St. Paul. Others who attended this game were William Axt, cashier, Superior freight station; Leonard Rickstrom, fireman, and Henry Hartson, coal chute operator.

A. R. Hawley, chief clerk to master mechanic, spent his vacation at Solon Springs and Chicago. While at Solon Springs he put in practically all of his time golfing. Archie is an ardent golfer, and could he spare more time for the sport we have no doubt but what he would rank with the top-notchers on the links.

The Great Northern girls of Duluth and Superior have organized a diamond ball team. On July 14 they played against the Leamon Bakery girls' team, the game being called in the fifth inning on account of the curfew law, several of the younger members having to be home when the curfew rang. The girls are fast rounding into form under the capable coaching of Manager Jack Holohan. The game was well played throughout, and the following umpires officiated: First base, J. E. McKenna; second base, George Dow; third base, Charles Pollock, while C. J. Goff of Willmar officiated at the plate. Joe got along alright calling balls and strikes until the third inning when at a critical moment of the game his decision was not well taken, with the result that Joe has lost his taste for eggs. The feature of the game was the fielding of Elinor McNeil and the batting of Mary Dungan, who with the bases full in the fourth inning hit a circuit drive, tying the score, and the tie was unbroken when the game was called.

William Hanson, formerly agent, Central Avenue, is now employed as operator at Superior freight station. Central Avenue now being in charge of Alvin L. Thompson, formerly of Foreston.

C. E. Tester, agent, Marble, returned July 21 from a three-week vacation.

Gertrude Skamser, stenographer, superintendent's office, spent July 4 in Chicago, visiting her brother Clarence, formerly of Superior.

C. E. Lundholm and Gust Anderson of the superintendent's office, can be seen every evening engaged in a game of barnyard golf. They are practicing with the hopes of entering the International Horseshoe Tournament, which takes place in Duluth next month.

MINOT DIVISION

Associate Editor
CARL CARLSON
Minot, N. D.

The Northwest Fair came to a close Saturday, July ninth, and from all reports, was the best fair ever held. Attendance was large except for a day or two of rainy weather, which held some back. The exhibits were as fine as can be seen at any fair; side shows and free entertainments were all high class, and the races were also of the highest order and hotly contested. The Fair Association is to be highly complimented for the success of the fair.

It was rumored around the yard office that Jack Tolliver, our footboard artist, has been seen out in Riverside Park at 5 A. M. How

are the animals, Jack? Pretty much dew at that hour, Jack, to be out walking.

F. B. Benedict, agent, Guthrie, N. D., and Mrs. Benedict were Minot visitors over the week-end of July ninth, and while here enjoyed the entertainments at the Northwest Fair.

Dispatcher W. T. Hiatt was called to Los Angeles, California, recently on account of the death of his son, which occurred in an auto accident. Bill, we all sympathize with you.

Fred Worth, an old time dispatcher at Minot, dropped in on us recently to renew acquaintances. Fred looks the same as he did when he left here, seven years ago.

Wm. F. Cox, freight service conductor, left recently for the East. The boys all wonder if he will get farther than New Rockford this year. Good luck anyway, Bill, if you don't.

Geo. Switzer at the yard office, "horseshoe demon," took all the boys for their "comps" to the carnival. He was out there going big on Junior Cross, call boy, and the rest of the gang.

Mrs. J. B. Carroll returned to the city after a visit to her home near Devils Lake. She visited in St. Paul and Minneapolis and had a very pleasant time.

Leo Troitier, the old reliable switchman, by using his eagle eye found a C. O. D. express package in the yard.

Yard Brakeman Frank Buick is giving his house a coat of paint. He is also considering taking out a card in the "Painters' Local."

Switch Foreman William O'Brien was sent to Buffalo, New York, as a delegate to the Switchmen's Convention. His wife and children accompanied him to Wisconsin, and he is to stop there on his way home.

George Gathman, signal supervisor, must have had something alive or valuable in his coat, as it was noticed tied to a post at Tioga a few days ago.

Mrs. A. L. Cattnach, wife of District Lineman Cattnach, accompanied by her son Leonard, has gone to Frankfort, Ind., for a visit to her old home.



Mrs. E. J. Gardner

Photograph, introducing Mrs. E. J. Gardner, formerly Margaret Archer. Mrs. Gardner was married at Minot, July second to Elmer Gardner, of the engineering department. They have many friends around Minot who wish them all the good luck they can possibly have and know they will make many more friends in their new home at Willmar, Minn.

Irene Hawley, trainmaster's clerk, will leave for her vacation July sixteenth. She plans to visit at Portland and Seaside and to take a number of short jaunts while on the coast. Have an enjoyable time, Irene!

Dollie Mower, stenographer in the superintendent's office, is touring Yellowstone by auto-

mobile. She is being relieved by Mrs. Dewey Powell.

William H. Wetch, B. & B. clerk in the superintendent's office, is "vacationing" in Yellowstone Park, accompanied by his sister, Mrs. Stangler of Jamestown, making the trip in her Studebaker.



A Fine Catch

The picture above shows a nineteen-pound Northern pike, caught at Oak Lake, Man., by the crew on the Devils Lake to Brandon, Man., passenger train recently. It was landed by Baggageman Wimpheiner, assisted by Brakeman Stubjoen and Conductor Bryant. This is only one of the many large fish that are being caught in Oak Lake this year.



Duncan Ritchie

This little "baby face" is that of our reputable and congenial roundhouse foreman, Duncan J. Ritchie; not one of his latest, however, but rather one of his earliest "settings." You will note that he still keeps that "innocent look." Never mind, D. J., we'll never tell.

It is with sincere regret that we convey the sad news of the death of Norman, six-year-old son of Mr. and Mrs. A. N. Sheridan, traveling engineer and wife. Norman unfortunately got hold of some candied medicine which had been a family remedy, and liking it so well took an overdose, which resulted in his death. We extend our heartfelt sympathy to the family in their bereavement.

Engineer Charles Fero has been called to the bedside of his father in Seattle. We wish your father a speedy recovery, Charlie.

Mrs. Alex Bell, wife of roadmaster's clerk, is visiting relatives and friends at Portland. She expects to be gone about three weeks.

Mrs. McHugh, wife of Agent McHugh, was operated upon at the Mayo Clinic a few weeks ago. Mr. McHugh spent a few days at Rochester, with his wife. We hope Mrs. McHugh will soon return to Minot, greatly improved in health.

The boys of the Minot division are wondering who the "figure" is, for whom Phil Daveau was gathering the tiger lilies on the Fargo-Surrey line.



Mr. and Mrs. Herr

The above picture is that of Coal Chute Foreman Gottlieb Herr and his bride at New Rockford, N. D. The wedding took place June twenty-second at the bride's home in that city. We all join in wishing Mr. and Mrs. Herr a long and happy wedded life.

Fred Bauers, conductor on the Fargo-Surrey line, who served in the Quentin Roosevelt Aero Squadron in France in the late war, and who also presented the Minneapolis Aero Club with pieces of Roosevelt's wrecked plane, has been granted a life membership in that club.

It is reported that Brakeman William Haley is getting very careless with his money. He spent thirty cents at the Minot fair having his fortune told. The boys have been wondering what was bothering him.

Williston

Agent S. S. Caswell spent his vacation at Grand Forks and Litchfield, Minn., visiting friends and relatives.

Otto Fiering spent two weeks at Lanesboro, Minn., where he says he got his share of the trout fishing.

W. R. Abendschein took in a day of the Northwest Fair at Minot, accompanied by Mrs. Abendschein and her sister, Miss Kuehn.

Lloyd W. Bailey, that efficient clerk at the storehouse, spent his Fourth of July at the Sidney celebration.



This is Frank Walt, Jr., machinist helper at Devils Lake roundhouse, son of F. Walt, Sr., leading carman at the same point. The picture was taken while Frank was attending the annual encampment of the North Dakota National Guard.

Machinist S. E. Ellis is at Alhambra Hot Springs taking treatments.

Elmo S. Brynjolfson is now the proud daddy of another daughter, born to Mrs. Brynjolfson at Willow City a few weeks ago.

O. A. Hovind, for many years a familiar sight handling a truck at the freight house, has been laid off on account of having passed beyond the age limit.

Receiving Clerk Ben Benson at the freight house, is the father of a twelve-pound boy, born on June twenty-eighth.

Some pep that boy, Sam George, has. His machinist being unable to give him enough to do, he spends his spare moments shadow boxing and doing setting-up exercises. Put him in the cinder pit these warm days, say we.

President Budd and Vice-President Jenks were among the notables who attended the dedication of the recently completed Lewis and Clark Bridge across the Missouri River at this point. The "William Crooks" engine and equipment were also on exhibition during the two-day celebration.

Frank Kneisel, at the freight office, spent recently two weeks visiting at Glenwood and Benson, Minn.

Having been caught taking an ink well from Fleming's desk, Car Foreman Smith was forced by Fleming, through this leverage to buy the "Nuisanceberger" which has been on sale at the freight house all summer. Fleming, Nels Flaggett and John Merklein then got together and through Fleming's disposition of the "Nuisanceberger," agreed to call the nine-cent difference between them and tranquility, square. Now peace once more reigns at the freight house.

New Rockford

To enumerate the who and the where and the when of all employees who enjoyed vacations would be almost like calling the roll, so we are drawing the blue pencil through the list we had prepared, and thus saving the editor the trouble. Suffice it to say, nearly all have returned, lighter in spirit and pocketbook and ready for another fifty weeks of the stuff that does not make "Jack a dull boy."

The owl is a wise old bird, and this must be the reason why Carman George Gifford chose a fat box of "White Owls" as an announcement of his desertion from the ranks of bachelorhood. Congratulations, George!

The dust which has hung like a pall over surrounding territory ever since Machinist John Zahm got his classy new Buick, was just beginning to settle, when Car Inspector Wilshusen bought a new Nash and now it is all kicked up again. It begins to look as if the anchor is starting to slip on a couple more of our pseudo woman-haters.

George Tauer, special agent, returned recently from one of his trips to "parts unknown." We all feel safer with George back on the job guarding G. N. lives and property, and chasing hoboos off the right-of-way. The latter is George's favorite pastime, and those who have observed him in action claim his technique greatly resembles that of his illustrious namesake of Revolutionary fame. First comes a rapid flanking movement, followed by a sudden attack on the rear, the objective being the contact of George's right "Florsheim" with an important part of the hobo's wardrobe. One of the car inspectors advises that he observed a little scene in the yard one morning, wherein George played the role of "attacker," and the contact took place on George's wardrobe instead of the hobo's. But knowing George as we do, and also how car inspectors can sometimes trifle with the truth, we subscribe a large question mark after this latter statement.

Mrs. Ray Gerris, wife of Boilermaker Gerris, has returned from a pleasant visit with his parents at Great Falls, Mont.

Carman John E. Tobin has returned from a sixty-day leave of absence, which he spent farming at Oakes, N. D. He began work July first, compelling Paul Klein to take an enforced vacation, which he hopes will not be of very long duration.

Operator Haley has moved his family to Minot, where he has been working as dispatcher for the past several months.

MONTANA DIVISION

Associate Editor
JOHN C. KOERNER
Havre, Mont.

Superintendent A. E. Knights and wife returned July 3 from a vacation trip to Los Angeles, Cal., where he visited relatives, and reported a fine time.

Her many friends are pleased to learn that Mrs. E. Ringwald, operator at Trenton, N. D., has recovered from an injury sustained nearly a year ago, and resumed work.

Conductor Pat Sheehan on the Williston-Wolf Point local, has been laying off for some time, being relieved by Conductor Ramer.

Trainmaster J. E. O'Brien spent a week recently with his family at Minneapolis, making arrangements to remove to Havre.

Conductor John Coolen, who was injured recently in doing some repair work around his home at Havre is now able to resume his run on the Skidoo between Havre and Bainville.

Car Foreman P. L. Sowa, Havre, has returned to work after spending his vacation with his family in the mountains south of Havre; Assistant Car Foreman Frank Mason was in charge during his absence.

Trainmaster T. E. Callahan, upon his return from a vacation spent at Des Moines, Iowa, reported having had a very pleasant time and announced that he was feeling fine for the fall rush.

D. McGougan, shop superintendent, Havre, is spending his annual vacation with his family in the mountains south of there.

The death of Mrs. Otis Mullikern, wife of Agent Mullikern, Rudyard, which occurred following an operation in the hospital at Havre for appendicitis, was a great shock to their many friends, who extend heartfelt sympathy to the bereaved husband and two small children. The funeral was held at Hingham, the home of Mr. Mullikern's parents.



The pictures show Selba Richardson, operator at Culbertson, Mont., and H. W. Anderson, operator at Brockton, Mont., two of the stalwarts of the Montana division.

Conductor Bud Owen, one of the veterans on the mail between Havre and Williston, is taking an extended leave of absence for the benefit of his health and his hosts of friends wish him a speedy recovery. His run is being manned by Conductor Hillsabeck.

Dispatcher Sid Irvin returned recently from a vacation trip to Missouri, and reports having had one grand time with some of the "old timers" around his old stamping grounds.

Dispatcher E. I. Blair returned from his annual vacation spent in visiting the coast cities.

Assistant Chief Clerk Frank Covell spent the Fourth of July fishing in the mountains north of Belton and has related some harrowing tales anent his success. He asserts that in his first two casts he caught five trout, establishing a record for some of the local nimrods to duplicate. Knowing Frank as we do, and having been fortunate enough to sample some of the trout he brought home, we are inclined to think his fish story is all right.

Dispatcher Joe Kringbring attended the Train Dispatchers' Convention at Chicago, July 18, 19 and 20, as one of the delegates for the Great Northern system. He reports a very pleasant trip and the convention as having been very successful.

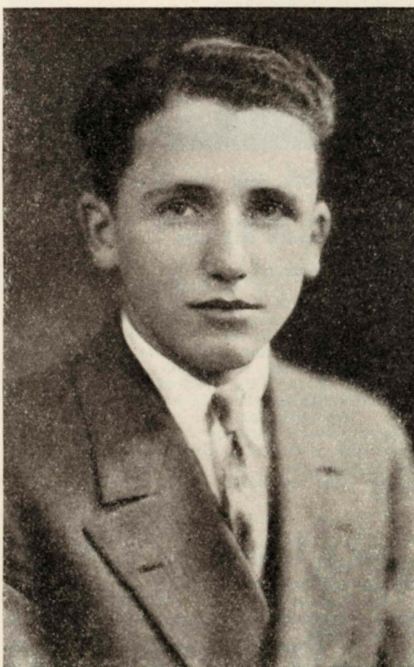
Mrs. D. E. Carlin, wife of yardmaster, Havre, recently returned from Rochester, Minn., where she went through the clinic, and we are pleased to report that she was considerably benefited thereby.

Water Service Inspector Geo. W. Bradford, Bainville, who became the happy father of a seven-pound boy June 23, was stepping high for several days thereafter.

L. G. Armstrong, carpenter, rip track, Havre, and wife were visitors at Seattle on June 12 and 13 where they attended the graduation exercises of 1,350 students at the University of Washington, among whom was their eldest son, William, who received his degree from

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the College of Administration. Earl J. Nelson, son of former Engineer John Nelson, who will be remembered by the old timers on this division, was also one of the members of this class who received a similar degree. These two boys graduated from the Havre high school, class of 1922, and entered the university together, lived together during their four years of university life and received their "sheep skin" together. They have decided to enter a partnership in the exporting and importing of oriental goods, and have gone to China and Japan to make a comprehensive study of this business. Good luck to them both!



C. M. Trumbull

We take pleasure in presenting once more, Charlie M. Trumbull, son of W. H. Trumbull, agent at Lothair, Montana; this time in the role of honor graduate student of Lake Forest Academy, noted Illinois preparatory school for boys. High honors were his on the eventful day that marked his passing as an alumnus, when he was the recipient of various prizes and words of commendation.

He received the time honored Arthur Somerville Reid gold medal for second place in general high scholarship average during his junior and senior years in the academy, from which there were fifty-two graduated this year; the class award of the German II class, having mastered two years of German during the past term; an imposing trophy for having broken the academy record for the mile run; a medal for first in the mile in finals preliminary to Stagg's; a contestant's medal in Stagg interscholastic meet at Soldiers' Field, Chicago; other insignia of less import for first in the mile in all elimination contests in which he participated, and a life saving certificate by the athletic board of his alma mater.

Charlie is in his eighteenth year. He has nineteen high school credits certified by the Academy. He has had the benefit of an all-expense, four-year scholarship at Lake Forest. He will be a student at Intermountain College at Helena this coming year, which institution his sister Beatrice has attended the past year.

Leon Davis, trainmaster's clerk and his bride, who returned recently from their honeymoon spent in Minnesota and Wisconsin points, have the best wishes of their many friends around the offices.

During "ye scribe's" recent trip to New York City, where we spent our vacation, we visited the Great Northern ticket offices and were delighted with the beautiful office. We were surprised at the absence of the customary counter, which is generally a part of the furniture in such offices. The office is so inviting that one can readily see why such good business is done at New York. The furnishings

all correspond to the interior furnishings of the Oriental Limited, and the many easy chairs for the comfort of prospective customers, are a decided improvement upon the old style of standing up to the counter. John E. O'Connell, city ticket agent, and M. M. Hubbard, general passenger agent, were both very courteous in showing us the office and we were highly pleased with our visit. On our trip we heard many remarks from seasoned travelers upon the high standard of service received on the Oriental, and from our own observations, we say without hesitation that it surpasses anything we saw on our trip to and from New York.

The Montana State Eagles' Convention which was held at Havre, July 4, 5, 6 and 7, brought a great many visitors to the city. The success of the entire convention was largely owing to the untiring efforts of Andy Darnell, B. and B. carpenter, Havre, who is one of the past presidents of the local aerie, and who was on the job 24 hours a day. The picnic trip to Canada the last day of the convention, was enjoyed by all who attended.

Many of our readers doubtless do not realize to what extent the SEMAPHORE is read by outside parties. We have just received a letter from a former Great Northern conductor, B. S. Robertson, Kalispell division, who is now in government employ, with the Interstate Commerce Commission at New York City, wherein he stated that he had just completed reading the SEMAPHORE, and mentioned some of the articles in same. This should be an incentive for all employees to send in any news items that come to their attention so they may be published in the current number of the magazine. We can never tell who will read them and the pleasure they may afford to some employee of the system. Send in the "dope," we will fix it up to conform to the chief editor's instructions.

Dispatcher J. H. Josslyn is enjoying a visit from his parents, who live at Denver, Colo.

Conductor H. B. Atkinson and family and Master Mechanic D. O'Neil and family are spending their vacations camping on Clear Creek, south of Havre.

Agent D. J. Shults, Inverness, has returned from a vacation spent in visiting at Marion, Ohio, Chicago, and the Twin Cities.

Ivan Taylor, operator, Hinsdale, recently returned from a vacation trip to the coast, and reports having had a fine time.

T. J. Clancy, storekeeper, Havre, spent his vacation camping on Beaver Creek, south of Havre.

O. E. Forde, operator, Havre relay office, recently returned from his vacation spent visiting at his old home at Hillsboro, N. D., and Janesville, Wis. Ole drove a new "Chev" sedan home.

On Sunday, June 26, the Brotherhood of Railway Clerks held their first annual picnic on the Beaver Creek camping grounds, and a very enjoyable time was spent by those attending. Cars left the superintendent's office at 8:30 A. M., conveying the picnicers to the grounds. Sports of all kinds, including the "Old Timers'" horseshoe pitching contests, women's nail driving contest, women's pie eating contest, sack races and foot races, as well as various races for the children, were the outstanding features of the delightful day. Prizes were given to the lucky winners. A kitten ball game was played between the superintendent's office and station, yard and storehouse employees. The game was very closely contested, being tied several times, and furnished considerable merriment for the spectators as well as the players. At a critical point in the game, the score being a tie, with two men on bases, E. O. Smith, assistant material clerk, playing second base for the superintendent's office, fielded a stinging grounder, and in his excitement threw it to T. J. Clancy, storekeeper, who was coaching on the third base line, and let in two scores by his misplay. Two innings later Clancy being on second base for the opposition team, duplicated the play, letting in two scores by throwing a fielded ball to the coacher, instead of the baseman. These two plays added zest to the remarks made by some of the players. The fracas finally ended with the score 22 to 16 in favor of the superintendent's office and all the players winded. Batteries were Wood and Vining for superintendent's office; Mottard and Sprague for opposition. A delicious picnic luncheon consisting of hot dogs, salads, cheese, lemonade, cake, ice cream and pie, served by the ladies was keenly enjoyed.

During the women's pie eating contest, which was very fiercely contested, Mrs. A. L. Vining fainted, causing considerable excitement. Although she insisted that it was caused by the excessive heat, we have been informed that it was really because some of the awful grimaces of the fair contestants were too much for her to stand. Altogether the affair was a huge success.

Jas. Ring, clerk, superintendent's office, Havre, recently returned from a trip to New York City, Washington and other eastern points and was present when "Lindy" arrived at New

York. Jim says the crowd was nearly as large as those they have at Harlem during a Fourth of July celebration.

W. S. G. Kaste, enginemen's timekeeper, and G. G. Greybill, material clerk, superintendent's office, Havre, recently spent their vacation motoring through the Yellowstone Park with their families, and report having had a splendid time. As an illustration of the progress in railroading during the past 25 years we might relate a dream which one of our enginemen, now handling one of our most important trains, had 23 years ago when he was firing an engine into Glasgow, Mont., as follows: He arose one day from a sound sleep, after having been on the road for 60 hours, and informed a bunch of the boys who were in the boarding house that he had had a strange dream, in which he had seen a train a mile long, being handled by an engine as large as the coal chute which was then in use at Glasgow. When we think of the small engines and cars in use at that time, and compare them with our 125-car trains nearly a mile in length, and the locomotives of the present, nearly as huge as the old coal chutes they had in those days, it will be seen that the dream was a veritable revelation. Don't know if Ben Davidson will remember this, but it was told to us by Frank Wolfe, water inspector, upon his recent visit to Havre to attend the Knights of Columbus meeting.

In "reminiscing" recently of by-gone days, Conductor Wm. Goggins, who handles the Oriental between Havre and Williston, told us of some happenings back in 1905, at the time of the operators' strike. Bill was in freight service at that time, between Williston, Glasgow, and Mondak, now called Fort Union, and which in those days was the principal distributing point for beer shipments for North Dakota points, as will perhaps be remembered by the old timers. He had on one occasion two carloads of the frothy fluid and since no agents were working, owing to the strike, he did not know what to do with it. Finally the consignee persuaded him to leave the cars at Mondak and collect the freight, as they were getting short on beer back in North Dakota. The freight amounted to something over four hundred dollars and after collecting it Bill could not get rid of the money, as there was no one to whom he could turn it over. That night, after arrival at Glasgow he was rather apprehensive about having so much money in his possession, and when he went to bed in the caboose, he got a hammer and nails and nailed his trousers to the caboose seat before he made his bed over it. He figured any one who might endeavor to steal the money would have a hard time carrying off the entire caboose seat to get it. Bill sent the money into the general offices the following day, and relieved his mind.

Mrs. A. C. Mueller, operator, Havre, who was called to Davenport, Iowa, recently by the serious illness of her sister, has returned and we are pleased to be able to announce her sister's complete recovery.

Traveling Engineer P. Merwin recently returned to work, after spending his vacation on a fishing trip to the head waters of the Missouri River, and he reports having had fine sport and enjoyed a good time.

We are sorry to report the death of "Buddy" Harmon, son of former roundhouse foreman, John Harmon, of Wolf Point and Williston. The young man was 21 years of age and had suffered for the past two years from rheumatism for which there seemed no relief. His many friends sympathize with Mr. Harmon and his family in their loss.

M. O. Wood, formerly chief clerk, superintendent's office, Havre, and now connected with the statistical department of the Interstate Commerce Commission, recently paid a visit to his family in Havre during his vacation. Monty was around renewing old acquaintances on the railroad, and his host of friends are pleased to learn that he is getting along so nicely and wish him continued success.

ST. CLOUD DIVISION

Associate Editor
JULIUS A. JOHNSON
Minneapolis, Minn.

Car Foreman Peter Spoden and wife, of St. Cloud, recently enjoyed a trip to Ann Arbor, Michigan, and to Winnipeg.

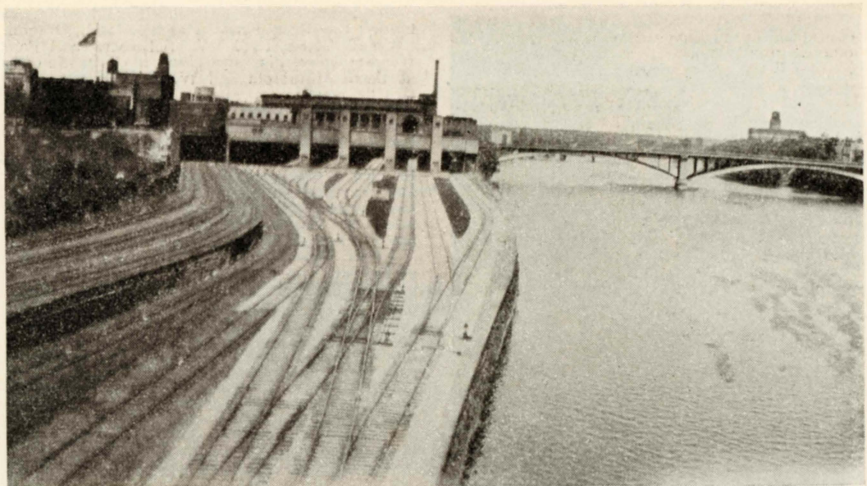
Sympathy is extended to Engineer Roy M. DeLosier of St. Cloud, on the death of his mother, Elizabeth DeLosier, who passed away suddenly July 8.

Agent E. C. Harrison, St. Paul, is back at work after a two-week vacation. A recent visit to his lake home at Mound discloses the fact that he was not idle when he was away from the job. There is not a weed to be found in his rather spacious garden.

Inspector William Law, of Union yard, has been laid up with illness since June 9; his co-workers hope for his early return to work.

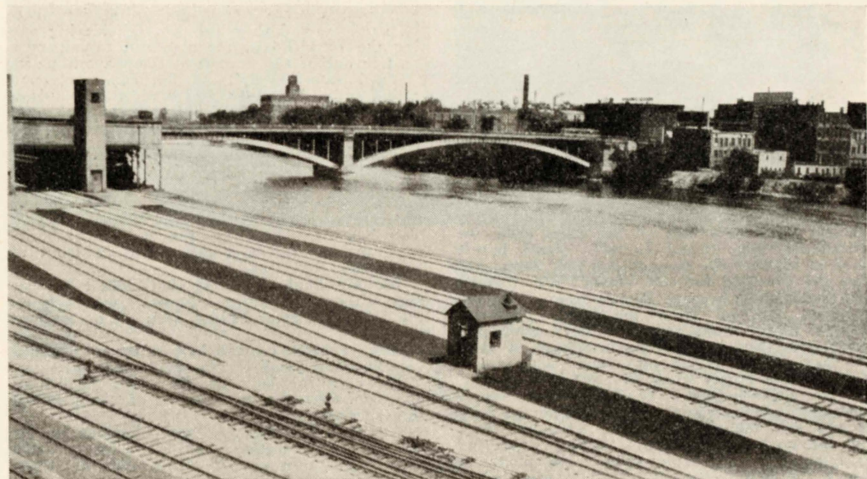
Yardmaster John P. Gaetz, St. Cloud, and family spent their vacation along the east shore of Lake Michigan, stopping at Muskegon, Michigan.

August, 1927



The accompanying pictures give two views of the G. N. tracks at the east end of the Minneapolis passenger station, with their new

dressing of washed gravel, as applied by Roadmaster John Czock. This gravel came from the pit of the Landers-Morrison-Christensen Company at Hopkins.



The committee in charge of arrangements for the Minneapolis Great Northern Railway Employees Club picnic this year announce that it will be held Sunday, August 28, at Columbia Park on grounds No. 3, this being convenient of access to all wishing to attend.

Chief Clerk H. A. Hemberger, St. Cloud freight, motored to Mason City, Iowa, over the holidays.

William Trapp, clerk at St. Paul freight, was united in marriage with Ellen Marie Otum of Mondovi, Minnesota, June 29. They spent their honeymoon at Sugar Lake, near Annandale, where Mr. Trapp's parents operate a summer resort.

O. S. & D. Clerk Arthur P. Zweiner has a baby boy at his home, born April 14. The new arrival has been named John Harvey.

Brakeman John B. Hirschfeld and wife recently made a trip to Great Falls, to visit friends and relatives.

Trainmaster J. R. Miller and Yardmaster T. L. Hendry are spending their vacations at Pelican Rapids, Minn.

Jimmie Zapp, stationary fireman at St. Paul freight, spent the Fourth at Faribault. He reports a good time, which was made doubly so by the relief he felt at being freed from the responsibility of two baby kittens, which he had been rearing in the cellar, and for which Stenographer Lola Sokolouk finally found a home after spending the better part of a week in the quest.

Frank Kromy, laborer at Fridley, is to be married on Sunday morning, July 17, at Clayton, Wisconsin. This makes the second man from this department to be married there, and

explains the frequent visiting between here and Clayton.



Mr. and Mrs. Cyril McCoy

Above we reproduce pictures of Mr. and Mrs. Cyril McCoy of Barnesville, Minn., where Mr. McCoy is a boilermaker in the Great Northern shops. This couple was recently married and enjoyed an extended trip to Portland, Oregon, by way of Devils Lake, Havre, Butte and Spokane. Mr. and Mrs. McCoy are now residing in Barnesville, and their many friends wish them a long and happy married life, in which wish the SEMAPHORE heartily joins.



Pearl Poppy

Not long ago, we came into possession of a picture of Pearl E. Poppy, daughter of Baggageman John H. Poppy at Wayzata, Minn. This picture showed Pearl with her fox terrier, and as the "four-legged friend" had a perfect black horseshoe on his white back, we christened him "Good Luck." Pearl hasn't told us whether she has adopted that name, nor has she divulged his real name. We couldn't use that picture because Pearl's face was in the shadow, and we knew the Great Northern family would want to get really acquainted with her. So she was good enough to send another which is shown above which was taken at the Poppy home on Lake Minnetonka.

Invoice Clerk Burton W. West of the superintendent's office, resigned his position on July 9 and left the next morning with his wife, by automobile for Houston, Texas, where he will enter other employment. He plans to break the trip by stop-overs at several points on his route. He first went to work for this company in 1913, and his friends now wish him plenty of good fortune in his new field of endeavor.

Trainmaster S. R. Mortinson and wife have returned from a vacation trip along the north shore of Lake Superior.

Assistant Cashier Lillian L. Nahan, St. Cloud, spent her vacation visiting relatives at Sioux Falls and Watertown, South Dakota.



The above picture shows the artist's idea of Traveling Engineer P. G. Fritz "catching" a prize-winning bass at Coon Lake, July 4, 1927. "Nuf sed."

Conductor Frank Hirschfeld and wife attended the Rose Festival at Portland, Oregon. Chief Clerk Fred W. Scheiber, St. Paul freight office, is spending his vacation in northern Minnesota and Wisconsin, making the trip by motor.

Roadmaster Hans Forberg has fully recovered from the complications which set in following an attack of influenza last March, and is now as hale and hearty as ever. He was at El Paso, Texas, convalescing for several weeks, and returned the first of the month, resuming his duties July 4. John Mooney, who was doing the relief work during his absence, has again taken charge of his section at Menahga.

Violet Bloom, clerk in car foreman's office at Fridley, was married June 22, and the happy pair motored to Los Angeles on their honeymoon.

John Schrenker, who is C. B. & Q. bill clerk at the St. Paul local, was married to Lucille Seidow, June 21. Their honeymoon was spent at Duluth, Oshkosh and Chicago.

When Mike Connors on Section A-2 was retired on pension, Foreman John Bartell of Sauk Center bid in the vacancy, and has moved to Minneapolis. Clifford Olson is the new foreman on Section O-15.

Two of the girls in the superintendent's office had practically completed arrangements to take over a cottage at Tonka for a term of six weeks during July and August, and had issued lavish invitations to friends, cautioning them to bring their own fishing tackle, bathing suits and cats. All these arrangements were canceled, however, and the invitations regretfully withdrawn when they learned that daily trip passes were no longer being issued to lake points, and they are now considering asking the Park Board for a permit to put up a tent in one of the numerous Minneapolis parks.

Yardmaster Al Fritz of Barnesville recently called at headquarters, and made the rounds to shake hands with friends when passing through Minneapolis on his way back from his vacation trip.

Mississippi Street Coach Yard

We are in receipt of about seventy-five plants from Monroe, Washington, which Foreman Tetu had planted between the commissary buildings, around the root cellar and in front of his office.

We are glad to report that Albert Carrier and Wilbur Courtney, cleaners, are back on the job again after having been off on account of illness.

Jack Johnson, carman helper, recently traded his Overland coach for an Oakland coupe.

Many of the boys at the coach yard have gone on fishing trips and all of them report fair success.

Assistant Foreman Hjalmer Lindgren is now away on his vacation, and is trying to catch some big fish in one of Minnesota's ten thousand lakes.

Melvin Berg, clerk, and family are spending their vacation at Park Rapids.

Fred Daman is again working and we are glad to see him back.

Electrician Albert Benjamin purchased a new Chevrolet sedan, but is still driving his ancient Ford touring car to work, and keeping his "Chev" for a pleasure car only.

Chester Larson, carman helper, is now driving a new Whippet coach.

SPOKANE AND MARCUS DIVISIONS

Associate Editor
FRANK W. SEXTON
Spokane, Wash.

Helma Peterson of Methow, was married June 27 to Birger Hemstad, B. & B. foreman. Their many friends wish the young couple every happiness.

F. H. Holmes, assistant general passenger agent of St. Paul, was a Spokane visitor in June. Another visitor was W. C. Thorne, district passenger agent of St. Paul, who accompanied one of the Luther League specials.

Gail Jackson, switchman, Sandpoint, was called to Pocatello, Idaho, recently by the death of his father.

Wm. McIntyre is relieving as switchman at Sandpoint, T. E. Dowling having been called to Wenatchee as night yardmaster, relieving J. W. Hunt, who is off duty on account of sickness.



Ernest Henry, fireman, has moved his family to Marcus, and is renting the Roy Faulkner home.

A. W. Smith, conductor, has moved his family from Northport to Marcus.

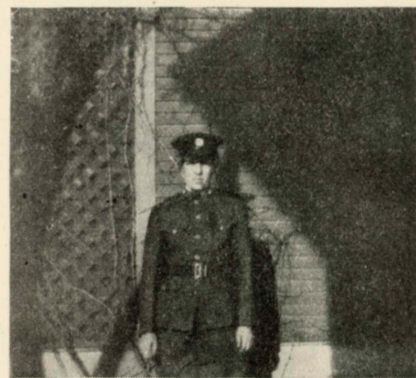
C. J. Dahl, assistant master carpenter, has moved his family from Marcus to Spokane.

A wedding of interest to Marcus division employees was solemnized in Spokane in June. Leon Wurzburg one of the Marcus pioneers and for many years an employee of the division office at that point, was the lucky man, the bride being Martha Maloney of Rolla, N. D. The young couple will make their home in Marcus, where Leon will join his brother in business.

O. H. Green, formerly agent at Riverside, now at Brewster, has returned from a motor trip over the Okanogan-Caribou Trail. He reports a wonderful trip.

Nellie, daughter of Coach Builder Dominic Ressa of the S. C. & P. shops at Spokane, has gone to Oakland, Calif., to visit relatives for three weeks.

Otis (Bud) Anderson, S. C. & P. motorman, has been summoned to Berkeley, Calif., on account of the serious illness of his father.



Giles Hamblin

Above is shown Giles Hamblin, of the Spokane freight office force. Giles enlisted in the One Hundred and Sixty-first Infantry, National Guard, and has just returned from a two-week encampment at Camp Murray, American Lake.

Mike Ulsacker from the St. Paul claim office, who has been busy around Wenatchee for some time, has settled all the outstanding claims and has left for St. Paul. It is reported that the fair ones of Wenatchee are praying for more claims so he will return.

Bob Casey, son of the popular agent at Hilliard, was united in marriage with Miss Dorothy Young at Coeur d'Alene on June tenth.

A. E. Manarey, jeweler, of Oroville, has been appointed watch inspector for the company at that point.

Gertrude, daughter of M. L. Reed, agent at Oroville, on May 26 established a new speed record in typewriting for Oroville, typing 73 words a minute for fifteen minutes. On May 7 she won the county typing contest at Okanogan.

Sam Koyama, section foreman at Chewelah, returned July 7 from a trip to Japan.

We are pleased to report that the outlook for a real bumper wheat and apple crop was never better at this time of the year. Refrigerators in large numbers are now being moved toward Wenatchee—the apple center of the world.

Cement foundations have been completed for the new steel structure at Bridge 318, Nemo.

Engineer David Grant, of the Appleyard-Quincy helper, accompanied by his family, is spending a thirty-day leave visiting relatives in Minneapolis.

G. W. Dishmaker, superintendent of parks, has completed a very restful and inviting parking around the water tank at Trinidad.

Up to and including July 15 we have moved over 125 carloads of cherries out of Wenatchee for the eastern markets.

Engineer E. A. Leavitt and family spent a two-week vacation in Portland and other coast points in July.

Engineer Ed Lenz and family are spending their vacation on an extended motor tour which will include Yellowstone Park and North Dakota points.

Jack Johnson, fireman, and family are also motoring to Yellowstone Park.

Harry Crook, fireman, and family have returned from an extended motor trip.

O. R. Day, engineer, who has been a resident of Leavenworth for many years, has moved to Hilliard.

"Doc" Wycoff, engineer, has returned to work after undergoing an operation for tonsillitis.

Several firemen who had been cut off the board have been called back to replace men laying off.

Machinist Ross Morrow, of the roundhouse force, and Mrs. Morrow have returned from an extended trip to Pennsylvania.

Engineer A. E. Bodey, and family, spent their vacation in July motoring to the coast. "Skyrocket Bill" Boehme, engineer, who was off for two weeks on account of illness, has returned to work.

Engineer R. Merchant spent a few weeks enshrouded in mosquito bar while he held down the K-V local. He finally decided he couldn't kill all the mosquitoes along the Kootenai, so he gave it up and is now working on the extra list out of Hillyard.

Fireman John R. Hoffman laid off a few days in July to go fishing.

A. A. Peterson, fireman, recently motored to Seattle, where he visited friends and relatives.

Engineer R. E. Webb was off for a few days in July, suffering from an attack of flu.

H. E. Christopher, fireman, laid off a few days in July on account of the illness of his little son who was confined to St. Luke's Hospital.

Wm. Wonsetter, roundhouse machinist, spent a two-week vacation fishing in Idaho.

Mrs. H. W. Soike, wife of Leading Carman Soike, and two daughters are taking a trip to Seattle and other coast points.

"Jack Rabbit" Smith, motorman, S. C. & P., on June 26 attended the golden wedding anniversary of his sister at Pasco.



Billy Wirsch

Billy Wirsch, welder, S. C. & P., accompanied by his wife and son left July 15 for a trip to North Dakota points.

Billy is shown above. A hot job on a hot day; no wonder the famous smile is missing. Waldo Medford was in on the picture but lost his head as the camera went into action.

On July 9 the new interstate bridge spanning the Pend Oreille River at Newport was formally dedicated. This bridge, built at a cost of \$225,000 is 1,250 feet long and is an important point in the National Parks Highway. The Great Northern, by building a special spur track, was able to deliver material at the site ready for use without the necessity of rehandling, and this feature contributed greatly to the speedy completion of the imposing structure.

Engineer N. L. Keeler of the Troy local, accompanied by his family, spent the month of July visiting relatives in Oregon.

J. J. Murphy, conductor of the W-O line passenger, is visiting his mother in the East.

Paul Bergh, brakeman, who was injured in May, has recovered and taken a run on Trains 1 and 2 west of Spokane.

The following roundhouse employees spent the last two weeks in June with the National Guard at Camp Murray, American Lake: Harry Gibson, John R. McGurran, Paul Pickard, Eugene Carter and Lyle Mitchell.

Inspector A. P. Sheridan has returned to work, after a thirty-day leave.

James Cantlon, machinist, accompanied by his two daughters, visited relatives at Great Falls in July.

Boilermaker Phillip Putnam is spending a sixty-day leave visiting relatives in Mississippi.

Phillip Kapfer, boilermaker, has returned to work after a short vacation.

Roundhouse Foreman James D. Davis has returned to work after an enjoyable vacation spent traveling to New York; thence to Montreal, returning via Winnipeg. Jim has put on considerable weight and his trousers fit a bit snug around the waist. He advises that he ate very well in Canada.

Hostler Charles Long has returned from his honeymoon. We wish Charlie all the luck in the world.



James C. Doyle

James C. Doyle, son of J. M. Doyle, superintendent, was graduated in June from the medical department of Northwestern University. Jim will spend the summer in Spokane, and in the fall will enter the Los Angeles County Hospital as an interne. His teachers at Northwestern predict a brilliant future for him, in his chosen profession.

Mike "Doc" Smith, fireman, wears a pleasant grin these days. Doc has caught several trips to Appleyard lately and this seems to have brightened up his spirits a lot. Must be some very great attraction at Appleyard, but guesses are barred.

George McLean Jr. and family have returned from a ten-day motor trip to Yellowstone Park.

Wm. Somerville, assistant roundhouse foreman, Hillyard, spent part of July at Newman Lake, resting up for the busy season.

Cecil Johnson, extra operator, has become the proud father of an eight-pound boy.

A. E. McKane, agent, Marlin, and Mrs. McKane, have returned from an extended visit in the East. M. E. Anderson, who relieved Mr. McKane, has gone to Sandpoint.

George Ingersoll is now acting agent at Curlew, relieving Monroe Bailey, who is on a short vacation.

W. J. Forsyth, extra operator, relieved at Dean during July on account of the illness of Joe Wallace.

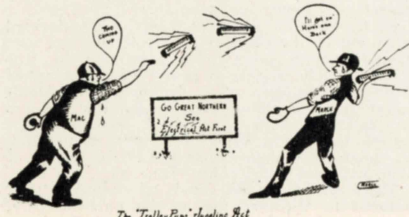
A. L. Brooks, operator, Odessa, has returned from a sick leave.

Melville Morice, second-trick operator, Odessa, was off for a short time in July, being relieved by Operator Erickson.

Roy Harrington is acting as agent at Dover until the return of Ray Zapell, who is on leave of absence. Roy Hamilton, former agent, has bid in operator's position at Omak.

Fred Norcross, agent, Wilson Creek, has been seriously ill in the Sacred Heart Hospital at Spokane. The station work was handled during his absence by W. J. Bennett, whose trick was filled by Operator Crofford. Fred is now back on the job.

Harry Holt, operator, Omak, has been transferred temporarily to the position of cashier-operator at Coeur d'Alene, relieving C. R. Gastineau, who has bid in the newly-created position of relief agent on the S. C. & P.



Since the S. C. & P. trains started operating out of the Great Northern depot on May 10 they have attracted more or less attention from employees who heretofore regarded steam as the only motive power worth mentioning. Cartoonist March has his own ideas as to the handling of electric cars. Charlie got Yardmaster McDaniels, and himself in the picture. In order to make it complete he

should have included Bill Graham's blue hat-band and Ed. Hedrick's smile.

F. L. McCrea, agent, Brewster, spent the month of July on leave of absence, being relieved by C. E. Frazier.

F. E. Strong, agent, Naples, was called to Spokane by the sudden death of his father-in-law early in July. W. J. Forsyth acted as agent during his absence.

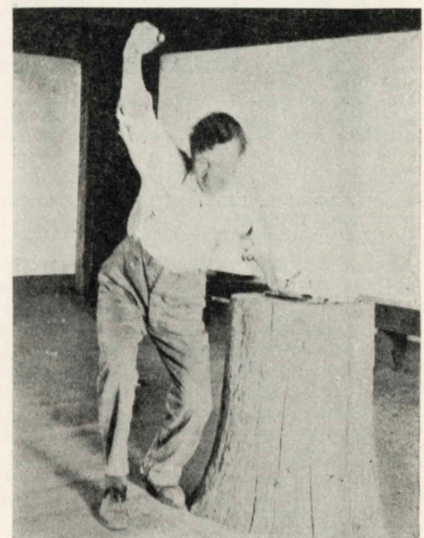
We are glad to report that Mrs. Hanche, veteran matron of the Spokane passenger station, who has been ill for the past two months, has recovered sufficiently to return to work.

Mrs. C. A. Manthe, wife of Trainmaster Manthe, has recovered from a serious illness.

The entire division was shocked by the death of I. E. Allen, B. & B. foreman at Hillyard, which occurred June 19. "Slim," as he was familiarly known, had been in service since 1907, for the last twelve years having been in charge of the terminal crew at Hillyard. The sympathy of the SEMAPHORE is extended to Mrs. Allen.

H. W. Morrill, pensioned engineer, called at the office early in July to say "good-bye." "Dad," who is now seventy-four years old, motored to his new home in California. The long trip seemed to hold no terrors for him, in fact on the eve of starting he had as much pep as a boy. Good luck to you, "Dad"!

Mrs. P. McLean Jackson, wife of news storekeeper, Spokane, who recently suffered a severe attack of ptomaine poisoning, has now recovered.



Anthony Blomeke

Above is shown Engineer Anthony Blomeke of the Cascade division. The picture shows "Tony" making his famous speech twenty years ago at Leavenworth, while the most exciting mayoralty campaign that town has ever seen was in progress. Tony was an advocate of "bigger and better jails for Leavenworth."

Appleyard

Wedding bells rang merrily early in July when Arthur Gaston, air man helper, took unto himself a bride. Gaston is a good fellow and the bachelors' society hated to lose him, although the cigars were some consolation.

Roundhouse Foreman F. B. Slavin spent his vacation touring Canada. . . . No, you're all wrong; Frank doesn't even drink.

R. E. Short, of the rip track, was called to Indiana recently by the death of his mother.

Hostler R. A. Wilson has enjoyed a ten-day vacation.

"Jack Rabbit" Bill Cornell had a short vacation in July.

Ed. Chesnik, car foreman's clerk, is "up in the air" because no one will buy his books on aviation.

We are all glad to see Machinist Ed. Borgen back on the job, having fully recovered from a long siege of sickness.

Jess "Dad" Maston has returned from St. Paul where he attended the Shop Crafts' convention.

H. A. Nelson, traveling M. C. B. clerk, spent a week at Appleyard in July.

Mrs. Dominic Elam certainly knows how to put up lunches for Otis; in slang vernacular "She knows her Oats."

Machinist Bill Douglas has purchased a home in Appleyard.

Machinist Garth Overpack has returned from an extended trip, which included St. Paul, Milwaukee, Chicago, St. Louis and Yellowstone Park. While in Wyoming he purchased

a brand new Chevrolet, and motored from there to Wenatchee.

Hostler Helper Joe Stafford spent a ten-day leave of absence at Tacoma visiting a certain party.

WILLMAR DIVISION

Associate Editor
L. A. JORSTAD
Willmar, Minn.

We understand that G. J. Dougherty, agent Vienna, S. D., is great on perch fishing in Lake Pelican, near that point, and gets so enthusiastic in the art of angling that he forgets to smoke. Pelican is apparently the place to go if you wish to cut down on your tobacco bill.

H. C. Risch, of Aberdeen station force, recently returned from a vacation trip through Minnesota and Missouri and doesn't look any worse for his little jaunt.

Bill Donovan, main line conductor, recently purchased an eight-dollar pair of shoes in a Minneapolis bootery, after which he crossed the street to a men's furnishing establishment to complete his shopping, leaving the new shoes on a show case at his elbow. After purchasing a few ties, raincoat, etc., Bill unconsciously reached for his new eight-dollar pumps and to his surprise found they had disappeared. Bill is still looking for the guy that needed shoes worse than he did.

Brakeman L. K. Hollman, J. E. Neitzel and family of Aberdeen, have just returned from an auto-tour of northern Minnesota. With a complete camping outfit and fishing paraphernalia, they had what they call a "real vacation," and gave the "muskies" a merry chase.

Next time you are in the twin cities, just glance over the ads in the street cars until you find "Krank's Lather Cream" displaying a G. N. emblem with photos of three well known engineers, the Maher brothers, with a combined service of 132 years. We are particularly interested in this publicity as two of these veterans are in service on the Willmar Division and the third on the St. Cloud Division.

Conductor Mehalsick and family, Sioux Falls, made an automobile trip to the Black Hills the week of July 4. We understand Matt gave President Coolidge a few pointers in trout fishing, which accounts for the trout being larger than those previously caught by the President.

Assistant General Freight Agent F. H. Parker has lost all fear of riding in aeroplanes since his visit to Sioux Falls a few weeks ago.

D. B. Drysdale, is working third at Delano now, and says although he doesn't think much of night work, it's a great vacation at that, after handling the business at Grove City during the time the paving crew was there.

H. C. Sherin, mail carrier, postmaster and G. N. booster, of South Shore, recently returned from a two-week sojourn in the Black Hills. He says words can scarcely describe the beauty and grandeur of the hills district. Sherin attended several festivities while there, given in honor of Mr. Coolidge and says anyone wishing to see the beauty spot of the earth will make no mistake in spending a week in the Black Hills of the sunshine state.

Engineer Hawkins, Watertown, recently returned from a two weeks' sojourn in the Black Alaska. While there he chanced to meet W. C. Grandjean, former Willmar division conductor, who is still in the game, being employed by the Government Railroad Company of Alaska. Hawkins well enjoyed his vacation in the north and says it's a real place to go for healthy recreation.

W. J. Doyle, veteran conductor, on the Benson-Huron line, is back from a two-week vacation, spent in the State of New York. During his absence his place was ably filled by Conductor H. W. Larson of Willmar. Hank knows his stuff, although he may require a little brushing up in the art of administering to the comfort and safety of fair passengers, in order to keep up to the usual standard in that respect.

It is with sorrow that we report the death of our popular and well known Sioux City conductor, Bert E. Philby which occurred at Lester, Iowa, on the night of July sixth, at the age of 41 years. It has not been determined how Philby met death. He was missed shortly after leaving Lester, and his lifeless body was found there.

Bert E. Philby was born in Lincoln, Nebraska, and at an early age moved with his parents, to Leeds, Iowa, where he spent his boyhood days, later moving to Sioux City, where he entered service with the Great Northern in the freight office in August, 1904 and a year later entered the train service, where he has been employed ever since. He is survived by his widow, a son Loren, sixteen years of age, a daughter Nadine, who is thirteen, and his parents Mr. and Mrs. J. W. Philby, of Sioux City. We extend our deep sympathy to the bereaved family in their loss. It is needless to say that Bert will be greatly missed by his fellow workers and large number of friends.

Second trick operator Joe Larson, Sioux Falls, took a two-week vacation, from July 4 to 18, being relieved by extra operator H. E. Whelpley.

Erwin S. Lehman, second trick telegrapher, Willmar, spent a much enjoyed two-week vacation at his paternal home at Wadena, Minnesota, making the trip by car. So far we have heard little about fishing luck in that vicinity, there apparently having been no catchable fish. However, he has gotten the fever, and since his return an alarm clock has been forced to make some very early calls. "Leh" had a nerve wrecking experience while on a fishing tour not so long ago,—according to static—he evidently got a bigger "catch" on his new "Daredevil" bait than he anticipated, and was seen to drop the rod, reel and all in his rush to get away. The lost articles were recovered after much anxiety on "Leh's" part. Our advice to "Leh" is "catch 'em and keep 'em."

Operator Kennedy and his Delano ball team are not doing so well this season. Mike, you had better tough them up a little.

Conductor G. W. Kagel, Watertown, spent a few days including the glorious Fourth with friends at Springfield, Minnesota, W. F. Peterson relieving him on 529 and 530.

Switch Foreman B. L. Parker and family, Sioux Falls, took a week's vacation, July 3 to July 11, at Brandt Lake, where they have a summer cottage. Bert did not mention how he put in the time, but we have a pretty good idea.

An additional telegrapher has been added to the force at Watertown, in order to handle the increasing volume of business at that station.

Russell and Stanley Knudsen, sons of Agent, and Mrs. Knudsen, Yankton, S. D., just returned from a two-week vacation in Northern Minnesota with a result that H. D. has been receiving a supply of fresh fish every two or three days. Although the fish are free, the boys nevertheless wired their dad for money two or three times.

Frank Jirasek, the lightening slinger at Yankton, is looking at tuxedos and plaited-bosomed shirts. When asked what he intended to do with them, he replied that it was nobody's business but his and that of the other party—so there you are.

R. F. Benzer, section foreman, Volin, S. D., who underwent an operation in a Yankton hospital some time ago, is well on the way to recovery.

J. A. Loughlan, agent, Norcross, is now enjoying a month's leave of absence. He expects to make a tour through the iron mining district of the northern part of the state, and afterward to visit with relatives at Mott, North Dakota. He is accompanied by his family, making the trip in his new Chev. sedan. We expect when Jim returns, that he will be able to tell us all about the mining and loading of iron ore. He is being relieved by Agent McDowell.

Jack Waldowski is back on the job after being off on sick leave for a year or more, and is now relieving Agent F. Anderson, at Johnson. Glad to see you back, Jack.

Paul Sandford, agent Elbow Lake, has installed a complete sprinkling device for his garden and ever-bearing strawberry patch, on the north shore of the lake, and will now be able to supply all Great Northern diners with strawberries the year around; that is when his sprinkling plant is not frozen up. Anyone who is looking for fancy strawberries (mostly straw) may write or wire Paul.

R. R. Morton, agent at Tintah, has decided to go out of the chicken business, and has now started raising geese. He says that he was able to hatch two goslings out of a setting of geese eggs under a white leghorn hen. Don't forget to give Ralph your order for ganders this fall.

Jack Garberick, superintendent's stenographer, passed the cigars and candy in honor of their new baby girl, born June 22.

Mr. and Mrs. I. W. Grade of Boston, Mass., motored to Willmar the middle part of July, for a ten-day visit at the home of Engineer August Swenson and wife. Mrs. Grade and Mrs. Swenson are sisters, and had not seen one another for thirty-five years, and their pleasant visit will long be remembered by both families.

Cathryn Lawler, clerk superintendent's office, is spending her evenings and spare time at their Eagle Lake cottage during the summer months and we understand she has mastered the art of swimming to such a degree that

she is a second Gertrude Ederle. Careful, Cathryn, don't lose too much weight.

Plans and specifications have been received for a 45½-foot extension to the west end, and a 51-foot extension to east end of present superintendent's office building at Willmar, to provide office space for master carpenter, division roadmaster, assistant engineer, trainmasters and yard forces, whose present quarters are in different locations around the terminal. Total length of building when completed will be 220½ feet.

Mr. and Mrs. Dan Dilly, Willmar, motored to Yankton July 16 for a week's visit with Dan's parents. Pearl (Mrs. Dilly) who is employed as clerk and stenographer superintendent's office, is all "gingered" up after her vacation, and it has been necessary to install a special oiling system on her typewriter to prevent it from running hot.

Walter Lang and George Nordstrom, connected with auditor disbursement's office, St. Paul, have taken the annual inventory of material on division, Nordstrom having left for Grand Forks July 5, where he is engaged in similar work. Walter is still with us, but expects to balance out by August 15 or 20.

Eva Nelson, chief clerk's stenographer, enjoyed a week's vacation at her home at Morris, adding to her "hope chest."

Yardmaster W. J. Lawler and family, Willmar, spent a week during July in and around Detroit Lakes, visiting relatives and enjoying some of Minnesota's ten thousand lakes.

In checking over July Sioux City payrolls, we failed to find the name of Meta Froelick, abstract clerk. Further check revealed a party working under that title by name of Mrs. Ralph Beardsley, which we assumed should read "Meta Beardsley." The SEMAPHORE extends congratulations in spite of the fact that we were kept in the dark,—but don't let it occur again.

Sioux City

Car Foreman Jack Bailey is back from a short vacation, spent in fishing and camping at Northern Minnesota lakes.

Carman C. H. Mustard recently had the misfortune to fracture his hip. He was taken to St. Joseph Hospital, and we hope for his speedy recovery.

Carman Vernon Kydney broke in a new Ford, by taking a fast trip to Winnipeg a short time ago.

Stephie Nachtman, our former expense clerk, took a leave of absence, and while spending this time in the east decided to stay there. She has secured a position as abstract clerk for the Grand Trunk Railroad, at Pontiac, Michigan. Marie Dyer, formerly assistant cashier, has been relieving on the expense desk since "Stephie" left.

Crossing Waterman John Rieper, at the Nebraska Street Crossing, has been laid up for the past few months, but is now able to get around with the help of a cane. We hope for his entire recovery soon.



About the SHOPS

DALE STREET

Elmer Okeson, machinist, is planning to move from Hazel Park (out in the sticks), to the city.

Mr. and Mrs. Eugene Graf and daughter spent July Fourth, fishing at Ashby, Minn.

Axel Dolen looks all worn out these days. It must be that the long walk which he is compelled to take to reach the street car is too much for him. Better move into town, Axel, and you may gain some weight.

Mrs. Moylan, wife of Machinist Thomas Moylan, has been visiting relatives in New Jersey. Thos. E. Langevin and family spent week of July 4, visiting friends in Missouri.

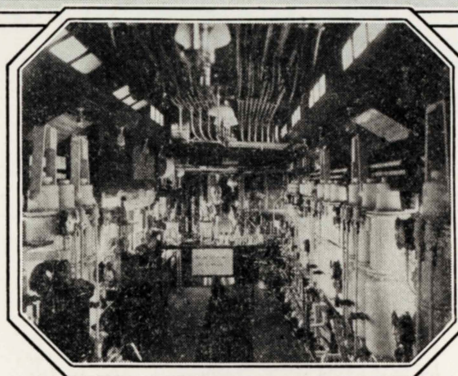
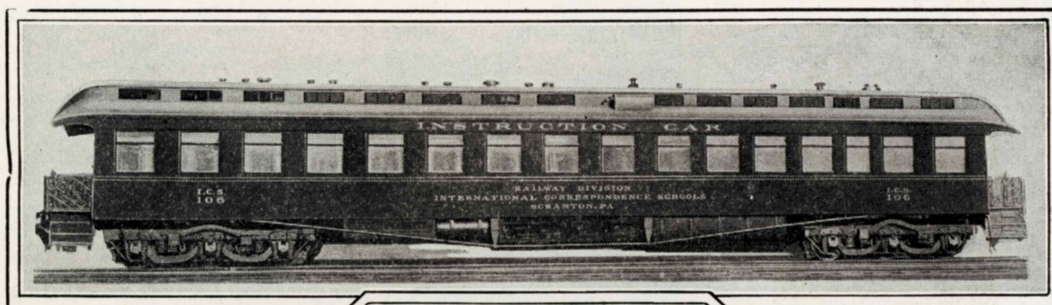
Mr. and Mrs. Peder Pedersen have returned from Seattle, where they visited Mr. Pedersen's father.

Steve Walsh, and daughter Irene, left St. Paul July fifteenth to spend two weeks at Glendive, Mont.

Machinist Joe Tauer and family enjoyed a short vacation on the Pacific coast, most of the time being spent at Tacoma, Wash., visiting his uncle.

While Marion Backus, first aid nurse, was unfortunate in having an automobile accident July fifth she was lucky in escaping with little damage to her car. She spent her vacation in the Okanogan Valley near Vancouver. C. T. Walters, general foreman, left on the same train with Miss Backus. They both report a very enjoyable trip, but Mr. Walters states he only went as far as Spokane.

(Continued on Page 36)



FOR twenty-eight years the International Correspondence Schools have been successful in teaching engineers, firemen, air-brake men, mechanics and apprentices, office men, station employees, telegraph operators and maintenance-of-way employees and other railroad workers.

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(Continued from Page 34)

Austin O'Connell, chief clerk to superintendent shops, has returned from a very enjoyable two-weeks' vacation.

Cora Drager of the superintendent's office, motored to Lake Mille Lac over the week-end of July 4, with a party of friends. They report an enjoyable trip, as the Indians were very kind lending them blankets and cooking utensils.

James Gillespie, machine shop clerk, spent his vacation with his parents at La Crosse, Wis.

Henry Kinderman, blacksmith shop clerk, and Steve Klein, tank shop clerk, visited friends at Duluth over July 4.

Conrad Mader, boiler shop clerk, the man with the high powered Ford and Ernest Streckler, machinist helper drove up to Rush Lake, Minn., spending the week-end of July 4, on a farm.

Agnes Thompson, superintendent's office, has become quite a baseball fan. During the Minneapolis series she was observed occupying a box around the first base, rooting for Dick Loftus since he received his promotion to first base, as she puts it.

Cady S. Corl, assistant chemist has just returned from a fourteen-day assignment as Federal Instructor in Chemical Warfare for the 135th Infantry at Camp William Colville, Lake City, Minn. Mr. Corl is a First Lieut. Chemical Warfare Reserve.

Axel Dolen, assistant boilermaker foreman spent the Fourth of July with his brother at St. Cloud, Minn.

Arthur Giertsen, assistant machine foreman and his family have returned from a two-weeks' vacation spent in motoring through Northern Minnesota.

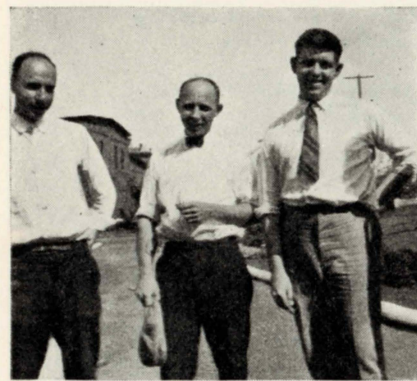
Mrs. Fred Conrath wife of tinshop foreman, is getting along nicely after an illness which kept her at St. Joseph's Hospital for some time.

Sympathy is extended to Harry Olsem, machinist helper, in the loss of his father, who passed away July 4, after a short illness.

A number of the boys from Dale Street were with the National Guard during their two weeks encampment at Lake City.

Sympathy is extended to Paul Bauer, air hose man, in the loss of his father who passed away recently.

John G. Treacy, pensioned blacksmith foreman, suddenly passed away July 12. Mr. Treacy started to work at Dale Street Nov. 1, 1903, and was pensioned Dec. 19, 1923. He is the father of John Treacy, general foreman at Devils Lake, formerly at Dale Street. The funeral took place on July 14, at St. Lukes Catholic Church, and burial was made in Calvary Cemetery. Deepest sympathy is extended to the family in their bereavement.



Three Musketeers

The above photograph is of the three musketeers of the Dale Street laboratory. Reading from left to right are: Ben Okoneski, Louis Peterson and Cady Corl. J. O. Meyer, chief chemist, refused to be photographed with these three, saying he thought it might reflect on his character. Anything irregular occurring at Dale Street can always be traced back to the three musketeers.

Oscar Johnson, tank shop foreman, wife and little daughter Winifred, spent an enjoyable two-weeks vacation on the north shore of Lake Superior.

Karl Kranewitter, laborer, in service since Dec. 1, 1915, passed away on July 9, after an illness of two months.

Nels J. Mortensen, pensioned painter foreman passed away June 23. Mr. Mortensen had been in service since Aug. 22, 1899 and was pensioned Dec. 23, 1924; he was 73 years old. Foremen from Dale Street acted as pallbearers. Sympathy is extended to the family of the deceased.

Axel Dolen, Ellsworth Coffman and Charlie Johnson are very busy these days, making sky hooks for their air service station. They say they will not only give service to aeroplanes but also to flying fish.



Mary Jean Mules

In collegiate cap and gown for graduation, we see above Mary Jean Mules, daughter of James H. Mules, shop accountant at Dale Street shops. Miss Mules was graduated recently from Derham Hall, College of Saint Catherine, Saint Paul, Minn.

DELTA

It is rumored that Knute Isaacson, machinist, has gone into the poultry business. Owing to the death of a number of chicks he is growing quite discouraged. Out of two hundred baby chicks fifteen have died from natural causes and six by accident (on account of getting under Knute's feet).

Bernard Oppenheimer, head timekeeper at the Everett store, returned the latter part of June after a three months' visit with relatives in Germany.

Anna Forrest and Georgia Griffith of the Everett store spent the Fourth of July holidays at Big Four Inn.

Shop Superintendent L. Gaul, accompanied by his son Henry, spent two weeks in July motoring in British Columbia.

Mr. and Mrs. Thomas Precious, blacksmith foreman and wife, are spending their vacation visiting at Lewiston, Idaho.

A lovely wedding was solemnized at the home of Mr. and Mrs. Frank W. Hayden, when Miss Geraldine Warren, daughter of Switchman F. E. Warren of Spokane, became the bride of Alec McLaughlin, July eleventh. Mr. and Mrs. McLaughlin were attended by Mr. and Mrs. F. Briggs of Spokane. After the ceremony, which was performed by the Rev. Robert Reid, Mr. and Mrs. McLaughlin left for an extended tour of British Columbia.

E. H. Roelofs, Sellers Injector Feed Water Heater representative, was at Delta, July 5 to 12, to supervise the installation of Sellers injector to class H-5 engine. This engine was moved to Montana division for service.

We are glad to see Ruth Illman, chief clerk, back to work after undergoing a minor operation at Providence Hospital several weeks ago.

The stork paid a visit to the home of Mr. and Mrs. Daniel Soriano, blacksmith helper and wife, on June 20, leaving a baby son, who has been named Joseph.

Roundhouse Machinist Oliver Lundby, who has been off on account of sickness since June 9, has had his leave of absence extended thirty days, his place being taken by Joseph Joyce.

Roundhouse Machinist Harry Meyers was off during July on account of illness.

James Ahearn, tankman, Delta roundhouse, returned from his vacation on July 25. Others who are vacationing are Machinist-Federal Inspector Geo. Bradford and family, and Engineer Moore at Los Angeles, Calif.

Engineer Mitchell returned to work after a thirty-day vacation which was spent in the East. He had the pleasure of visiting the Ford and Dodge factories while there.

Roundhouse Foreman Wm. McDonough has returned from a two-week vacation spent in California. He was relieved by Geo. Bradford.

Engineer Ross left July 9 for a tour of California in his baby Lincoln.

DEVILS LAKE

Sincere sympathy is extended to J. G. Treacy, general foreman, upon the death of his father, who was buried in St. Paul July 14.

Carl Kettwig, sheet metal helper, is still at Portland, Ore., visiting his brother. We thought it was Carl's intention to spend the Fourth out west, but we must have misunderstood; guess he said the "Twenty-fourth."

Martin Gorseth, tankman, spent a week on a fishing trip in the Turtle Mountain District, near Rolla, N. Dak. From all reports, the finest pike in the world are caught in Little Fish Lake, near the Canadian Border. Joe McMahon says so. Now you can use your own judgment.

We ought to have a "hearing" for Eddie Thompson, machinist. He probably got a "hearing," all right! Eddie took his wife out for a ride the other night and made her walk back.

Mrs. Peter Tuchscherer, wife of Car Repairer Tuchscherer will leave shortly for Aberdeen, S. Dak. Must take that fine, new boy, Freddie, to "show off" to the relatives.

Arnold and Ervin Thompson, sons of Eddie Thompson, machinist, are visiting at Minot, N. Dak., with relatives and friends, until the opening of school in the fall.

Long live the Ells! Mike Ell again became the "proud daddy" of a fine girl on June 9. Phillip Ell, likewise "proud," became the daddy of a boy on July 14.

Mrs. Jerry Mumm and son Ralph, wife and small son of Boilermaker Helper Apprentice Mumm are visiting at Billings, Mont. Ralph, aged eight paid a visit to the shops recently. He climbed right up into the cab of the engine where "Daddy" was working and asked if they needed another "MAN" around there.

Mrs. Gideon Nicholas and Gladys and Leo, wife and children of Machinist Helper "Nick," are visiting in Rolla, N. Dak.

Mrs. Wm. Lewis, wife of Machinist Lewis, have returned from a visit with friends at Grand Forks, N. Dak.

Mrs. Josephine Burckhard, mother of Frank Burckhard, sheet metal worker, is visiting at Aberdeen, S. Dak.

Alfred Thompson, machinist helper, spent a recent week-end at Barton, N. Dak., with relatives.

Frank Walt, leading carman, has his eye on the new Essex Super-Six sedan. As soon as he is offered just a little more than he thinks his "Hup" is worth, Frank will probably be driving the Essex.

And besides,—if you don't believe the Essex is the best car in the world, ask Herman Poole!

That brings up another argument. Harry Simpson, sheet metal foreman, and Jack Wolfe, pump foreman, have a new Paige sedan and coupe, respectively. "Nothin' like it!" shouted Jack from the top of the 100-foot flag pole, which he was painting the other morning.

Mrs. Herman Poole and Dona Marqueta, wife and small daughter of Boilermaker Foreman Poole, made quite an extended visit with friends in Seattle and Spokane. Mr. Poole drove them over to New Rockford in the new Essex; they went directly west on No. 3. It was pretty tough for Herman when little Dona Marqueta was away; he was "lost," but is all smiles again. They are home.

Florence Worrall, general foreman's clerk, and brother, Charles "Bud," laborer, spent the Fourth at their uncle's farm home near Wolford, N. Dak.

Any more seventy-foot axle turnings,—and Bill Lewis will be able to build pretty blue fences around all the shop gardens.

Jacob Ell, boilermaker apprentice, has returned to work after several weeks' absence as the result of injuries received while driving his car.

Mr. and Mrs. Frank Nash, and their two small children, are visiting at Claresholm, Sask., Canada, and other points across the line. They will return by way of Portland, where they will also visit with friends and relatives.

Mr. Nash is a blacksmith helper at this point. Helen Lahey, daughter of Car Repairer George Lahey, has accepted a position in the local Court House for the summer. She expects to return to the Globe Business College in St. Paul in the fall.

Not satisfied with the Whippet Six which he recently purchased, Tom Vold is now driving a Willys-Knight "70" a beautiful blue coach. You just can't keep a good man down, can you, Tom?

Only one thing keeps Charlie Lothen, sheet metal worker, from joining the "House of David," and that's a red beard in combination with dark hair. Charlie says that's the height of hard luck!

Edwin and Thomas Ridgedale, sons of Machine Foreman Ridgedale, spent a few days recently visiting at the farm home of their aunt, Mrs. Garske, near Garske, N. Dak.

Eddie Simpson and Ed. Meier think it would be nice of us if we would build an arena or a race-track for them so they can enjoy themselves during the noon hour.

Before the next writing, we hope to have some accounts of the games played by the newly organized shop and car department baseball teams. We understand that the Soo Park diamond is being trod by many future "Ty Cobbs," "Babe Ruths" and "Walter Johnsons." For further information, see Ed. Hochule.

Our new system for parking of cars is working famously. "Jake" Reich, however, gets "on the rocks," occasionally.

Take a look at the accident report bulletin and see where Devils Lake is! We're going to "stay put," too! Watch Devils Lake lead "the hul lot of 'em" throughout the year 1927!

Although owing to the numerous rains and the cold weather this spring, the flower gardens have been a little slow, they are now beginning to show their colors, and, we believe, will exceed in splendor the brilliancy of last year. The additional grass plot which John Hultberg has made to the power house garden is doing exceptionally well for the first year, and greatly enhances the appearance of the grounds. More and better pictures for the SEMAPHORE soon.

Herb Ridgedale is getting everything ready for his summer vacation. We note, especially, the new carrier on the back of the Studebaker.

John Hultberg, electrician, has returned from a vacation trip which took him to Portland, Vancouver, and Oakland, Calif. Mrs. Hultberg is still in the southwestern states visiting with relatives. She expects to return by way of Kansas City.

Saturday afternoons we hear shouts of "Gee!—Haw!" and "Whoa!" Really nothing to worry about, however. Only Pete Kondos running the crane. Pete is an apprentice now. But for being built too close to the ground, Pete says he'd feel "up in the air" about it.

Harry Palmer, machinist, is quite an impersonator (or imposter). Get him to tell some of his stories during the noon hour. Only yesterday he was a little, old, Norwegian woman. Tell 'em about the engineer, Harry, who kept his eye upon the throttle and his hand upon the rail, or something to that effect.

Mrs. Meier prefers a Dodge, so we see Mike has forsaken the old "struggle buggy" and is now driving a Dodge touring car. Did it for the wife and kiddies, eh, Mike?

Someone got rough with Joe Schuck's Pontiac lately and tore off a fender. Everything is O. K. now, though, and Joe is happy.

GREAT FALLS

Frank Newman, machinist, is the father of a baby boy, born last week. Joe Carte, carman, also became a parent about the same time. He also has a son.

Steve Petrenchak, one of the repair track apprentices, who on completing his time, took up chicken raising on a moderate scale, recently paid the boys at the shop a short visit. His chicken ranch is prospering and his flock is increasing rapidly. An invitation to a chicken dinner at his ranch was extended to the boys.

Pete Newman, air brake rackman, having spent ten days fishing in the Canadian Rockies at Lake Louise, reported some excellent catches.

Alex Ferguson, carman, and family, have gone to New York, where they will visit friends and relatives for several weeks.

J. E. Foster, carman, is visiting relatives at Portland. Carl Gens and William Nelson, are also numbered among the absentees from the repair track, being away on vacations, visiting members of their families.

Mrs. Frank Hardy, wife of Carman Hardy, is confined in the hospital on account of serious illness. We hope for her speedy recovery.

We learned with deep regret that the recent rain and hail practically laid to waste the beautiful flower garden of Wrecking Foreman, John Kopetski, which was so greatly admired. A great deal of damage resulted in other quarters from the same cause. A number of shopmen, residing on ranches in the vicinity, reported crop losses and other damage.

The Fraternal Order of Eagles held their State Convention at Havre on July 6 to 8. A number of the shopmen, belonging to the order were local delegates. The local drum corp and drill team, which are composed largely of the shop boys, displayed good form in exhibition exercises, and were out-pointed only a very slight margin by the Helena drill team.

Carman Frank Parker, and family, have returned to Great Falls, after an extended visit with friends and relatives at Saranac Lake, New York.

Machinist Charles Merklinger, who has been off duty for the past several weeks, owing to a sprained ankle, is reported as progressing nicely and will be able to return to work in a short time.

William Stenson, machinist, has resigned from the service of the company to go into business for himself.

HAVRE

Superintendent McGougan and family are spending a two-weeks' vacation in the mountains.

Gus Anderson, ship foreman, has returned to service, after spending two weeks visiting on the coast.

August, 1927

Arthur Shepard, machinist, has returned to work after being absent six weeks on account of a smashed finger.

Thomas McShane, machinist, is absent from duty on account of sickness.

Charles Uhrhammer, toolroom attendant, could not be convinced that an elephant can lie down, and in order to satisfy himself took in the last circus.

The foremen at Havre have in force the relay system of taking their vacations; by this method we are supplied with fresh fish stories during the entire vacation season.

Last month we reported the arrival of three baby girls, all in the same week. This time we have the privilege of reporting that Mr. and Mrs. John McFarlane, Mr. and Mrs. Charles Kimble and Mr. and Mrs. Welter Belkie have become the proud parents of baby boys, all born in the same week.

Gilbert Speer and family are spending a two-weeks' vacation on his father's ranch.

HILLYARD

A. Van Patten, supply car storekeeper, who has been seriously ill has returned from the hospital and is now well on the way to recovery. It will be some time, however, before he is able to resume his duties.

The sympathy of all is extended to Fred Kamm, of the store department, whose wife recently passed away.

Henry Johnson, of the store department, has returned from a vacation spent visiting his brother in Montana.

The pinochle tournament, which has been running during the noon hour for some months, has met with a slump owing to the vacation period, and the inability of R. Blum to choose a real pinochle deck. The gang say that he will be stuck for the entire cost of the cards, if he can't pick better decks.

George Preston finished up his new house while on his vacation.

On June 18 Anton Berche, foreman of the car department celebrated the twenty-fifth anniversary of the beginning of his service with the Great Northern.

Emma, daughter of Carman and Mrs. Carl Stohs, was the June bride of Morris Nelson.

James Ryan, carman, and family, have been confined to their home on account of sickness. We understand, however, that they are all very much improved, and we hope to see Jimmie on the job again soon.

With deep regret and profound sympathy we announce the death of Lenna M. Woodward, wife of veteran foreman B. A. Woodward. Beautiful floral offerings expressed the loyalty and sympathy of their many friends.

Boilermakers slogan "No more avoidable accidents."

Don't misunderstand the new sign in the boiler shop—we are not crowing on taking a "better than thou" attitude. We are just naturally proud of our record. No accidents since August, 1925, and we wish others to recognize real class when they see it. If our target affords an incentive for any other craft or individual, it will have accomplished its object.

Everybody reports a safe and sane Fourth. All the national guardsmen have returned from camp, and report this year to have been the best ever.

J. Peterson is a bachelor for thirty days, while his wife is visiting in Chicago and other eastern cities.

Wm. Wacholtz is going to advertise for an expert gopher and squirrel catcher; he says nothing will grow on his ranch until the big game is exterminated.

It wasn't safe around the punch shears for ten days. Reason—Jim Luthwood was doing his own cooking while his wife visited at Vancouver.



Mr. and Mrs. Phillipy

Roy Phillipy of the car shop and Inez Ridder were married on July 1. Our best wishes for success go to the happy couple.

Scotty Jenkins spent the Fourth in Canada—a lot of us were envious.

A number of shopmen attended the bridge dedication at Newport.

The Great Northern supervisors held their annual picnic at Lake Coeur d'Alene on June 26 with two hundred in attendance. The feature of the day was a ball game between Tom Clark's "Has Beens" and Joe Hurley's "Never Wasens," won by the former, by a score of 15 to 13. Batteries, Colville and Smith for the "Never Wasens," Watts and Brown for the "Has Beens"—Umpire Jesse James. J. M. Hurley was the hero of the day; with a home run reminiscent of Babe Ruth, he swatted the ball so far they never found it.

Verna Mellstrom of Grant Orchards, was married on July 1 to George Young of the car shop.

Arnet Thompson made a quick trip to Canada over the Fourth. How come, all these trips to Canada?

J. A. Taylor, assistant car foreman, recommends dancing to anyone wishing to reduce. Archie is down to 224 pounds now.

Ernest Scarber has returned from his first vacation in twenty-five years. Some record.

JACKSON STREET

Herman Giegold, car repairer and family, are spending a few days' vacation in New York state.

Bastion Hansen, our useful platform man, has been enjoying a three weeks' vacation at his summer home in the Northern part of the state.

Ask Mr. Sanft, platform foreman, why it is that his "Dort" refuses to be propelled into a crate of chickens. And the chickens are not dumb; when they saw the danger that they were in, they started going to church somewhere between Park Ave., and University Ave.

George Horwath, welder and family, spent a few days, around the Fourth of July, with relatives in Iowa.

William Bendorf, steel worker, tired of traveling alone, has acquired a life partner, and they are now traveling east and west on their honeymoon. "Good luck, Willie, and don't forget those cigars!"

Martin Johnson, steel worker, and family are visiting friends in the east.

Fred Cogswell, one of our honest fellowworkmen in the mill, found a bill-fold. Of course, we all knew the contents of it. "How about it, Fred?"

ST. CLOUD

Carman Conrad Kloskin and Aurelia Willenbrink were married July Fourth. They visited Duluth on their honeymoon trip. Best wishes.

Pensioned Veteran Woodmill Foreman I. H. Nobes, who now resides at Dunbarton, Ontario, called on the boys the early part of June. The Canadian climate apparently agrees with our veteran, as he is the picture of robust health.

Wood Machinist Peter "Scratch" Lacher and family, have returned from a week's visit with relatives at Kenora, Can.

We have been advised of the marriage of Laborer Francis Kuffel and Clara Fussy. Congratulations.

Woodmill Helper John Meemken has returned from a week visit at Minot.

Pensioned Veteran Engineer John Kuhn, of Breckenridge, is visiting at the home of his son Fred, at St. Cloud.

Laborer Frank Kosel and family, spent two weeks in July visiting in the neighborhood of Duluth.

Acetylene Welder Martin Hick and family, spent a week visiting with Mrs. Hick's brother at Racine, Wis.

Ernest Erickson, of the machine shop, spent the Fourth at Winnipeg, accompanied by his family.

Of course "Silly" and "Ole" had a good time fishing at Lake Winnibigosh. Having heard no "fish" stories, we conclude that luck must have been poor.

Tony Roeder and party made a trip to Bemidji, over the "Fourth."

Ursus Schaefer took in the Stearns County Fair at Sauk Center.

We extend our sincere sympathies to machinist Harry Larson, on the loss of his mother June 26. Harry and his family went to Galesburg, Ill. to visit with Mrs. Larson's folks. He returned to work July 11, but the family will remain a few weeks more.

G. E. Frank, Leonard Spaulding, Hubert Thielen, Arthur Brandes and Edward Pull spent the week of June 13 at St. Paul, attending the Shop Craft's Association convention.

Math Kometz, operator of the steam hammer in the blacksmith shop, surprised the boys by announcing the birth of an eight pound boy, born June 11.

Al Kirchner, blacksmith, and wife are rejoicing over the arrival of a son on June 18.

John Lauermann, blacksmith helper, better known as "Dolly" is the proud father of a son, born July 9. The boy weighed 7½ pounds. Bill Hoffman has been relieved of the night job in the machine shop, Ernest Erickson taking his place.



While the Great Northern has always been praised for the rating of its employees, we must all take off our hats to Woodmill Carpenter Nick Matz as being an ideal husband, the foregoing illustration proving his right to this title. Friend wife is out to a social gathering, and the youngsters being grown up, Nick pleasantly does the "daily dozen." He has been married thirty-two years, and has been in the service of the Great Northern seventeen years.

Bob Zierden recently purchased a Ford speedster. Between the speedster and kittenball, he hasn't much chance to go fishing any more. We used to get at least two good stories every season, but now we shall have to wait until Bob has a week off before we can expect a fish story.



The above cartoon of "Joe" Friederich of the Woodmill shows him not only "on time" but ahead of time, ready to move all the lumber and material which is to go out. Joe is one of the busy men of the Woodmill.

Some of our shopmen who attended the auto polo games on the Fourth of July at the Benton County fair grounds, came to the shops on the fifth with stories about the games that were not in conformity with our shop "safety first" rules.

Gang Foreman Wm. Goerger is spending his vacation at Tacoma, Wash. and other points in the west.

The result of the kittenball game at Big Lake between the Dinty Moores and a St. Paul team was 9 to 8 in favor of the latter. A large crowd from here attended.

On Sunday, July 10, the Carmen's Lodge had a picnic at Block Lake. While "Buja" was served plentifully, Tom Blissenbach and Fred Sowa had a job on their hands, as the crowd certainly brought their appetites with them. At 5 p. m. the supply was exhausted.

Frank Lauermann and Marie Hohman spent a week at McGrath, Minn., visiting with the Joseph Saudkamp family.

Fireman Ernest Christen is the proud dad of a ten-pound boy, born July 11.

Fireman John "Hap" Schneider has acquired a Chevrolet coupe.

Casper Junglen has returned from a two-week visit spent with his daughter at Seattle, Washington.

Erma Kost has returned from a visit with friends at New York. She reports a very enjoyable trip and visit.

Pat Harvey has accepted a position as timekeeper at Devils Lake. We regret very much to have you leave us, Pat.

Marie Lambert and Magdelene Schroeder have left for a trip through the east.

Gang Foreman Gust Olsheski and family, recently spent two weeks "vacationing" among Minnesota's ten thousand lakes.

Inspired by a new fancy in the fascinating game of auto polo, Carmen Leo Schmidt and Isadore Rozmark have been doing considerable practice work of late with their respective machines. While rehearsing on the Rockville road, they found themselves unable to continue, not having cars to replace those which were suddenly demolished.

Carman Apprentice Jerome Scherenbroich and his friend Ervin Urbaniak motored to Berthold, N. Dak. for the Fourth, and spent the week there. They say they certainly did justice to themselves in the way of having a good time, which included the riding of some difficult horses on the ranch.

Carman Henry Rennie became the proud daddy of a baby girl on July 7.

Upon returning to work after an extended honeymoon in northern Minnesota, Carman Edwin Weber passed cigars generously among his fellow workmen.

Carman Chester Freeburg is spending his vacation with his family at International Falls, Minn.

Carman John Murphy is now the delighted father of an eight-pound baby girl.

Friends and co-workers of Painter Clarence Scheil were surprised to hear of his marriage to Miss Florence Carlson of Waite Park. The young couple have our best wishes.

On Friday, June 24, the members of the Carmen's Lodge enjoyed themselves dancing to the music of a popular seven-piece orchestra, at the St. Cloud Armory, which was beautifully decorated. A record crowd attended. Frappee was plentiful and everyone had a good time.

WILLMAR

Al Kolb, labor foreman, recently returned from a trip down home in Illinois, and from his reports it seems as though he did not do much visiting at home, but instead was engaged in pitching hay for someone else, reasons unknown as yet. How about it, Al?

John Lee, machinist helper, has returned to work after being away for several weeks due to ill health. Glad to see you back, John.

The car force at Willmar has been increased preparatory to Fall business.

George Weber and family are back from a motor trip through the states of Iowa, Illinois, and Minnesota.

John Foster acted as relief labor foreman during Al Kolb's vacation and handled the job to perfection.

J. D. McCarl and family recently enjoyed a trip to the west coast, and Jim is back on the job all tuned up for the Fall rush.

Jack Bell, machinist, returned from a trip north with a tub full of sardines. Jack is making a home up in the woods so he will have a place to hang his hat when he chooses a little recreation.

Ralph Johnson and family recently returned from a trip to Evansville, Wisconsin.

SOMERS LUMBER COMPANY

Associate Editor

R. E. GAUTIER

Somers, Mont.

Mr. and Mrs. W. R. Ballard, and daughter Betty, left recently on an auto trip to California and old Mexico. They expect to be gone about two months.

The Somers Hotel is now under the management of H. T. Ratcliff, formerly located in Glacier National Park. Mr. Ratcliff is somewhat of a stranger here, but from what the boys say, Harry is doing nicely and we welcome him and his family in their new location.

On July 9, at eight o'clock, Margaret Ahlgren of the Somers Lumber Company's store force became the bride of Lawrence Drew, timekeeper for the company. The ceremony was performed by the Rev. John Dix at the home of the bride's parents, Mr. and Mrs. G. A. DeVoe, residing at the edge of town, in the presence of immediate relatives. The bride and groom are well and favorably known in this community, and we



wish them much health, wealth, and happiness.

The baseball season is now well advanced, and the Woodmen team, composed largely of Somers boys, is in the lead, having defeated the Dry Climates last night, 3 to 1. This is the result of a previous game that was protested by the Dry Climates on a technicality, and it goes to show that when these boys are put to a real test they are second to none. We desire also to mention at this time the progress that is being made by the Railroaders, another team in which several of the Somers boys participate. With a few changes, this team has been materially strengthened and we predict that before the season closes, they will be nearer the top of the list.

Harvest time is fast approaching in the Flathead, and unless hot winds or hail prevent, we shall reap one of the greatest crops ever harvested in this section. It is nothing unusual to see wheat standing high above the fence posts and it is reported to be of very fine quality. Potatoes are also doing nicely and if this crop actually materializes, it will not be surprising if many of the tillers of the soil in this vicinity will be spending their winters in sunny California.

Ed Flom, one of the important members of the Wanagan crew, has departed for Aberdeen, Washington, to spend several months with his parents, who recently left for the coast to make their home. "White Water Eddie," as he is familiarly known, proved to be very popular with the crew and doubtlessly will be greatly missed by them.

Alvin Rylander, formerly of this city, recently paid us a visit en route to his home at Oakland, California. Alvin is one of the principal members of the boat crew of the University of California and recently competed with other universities in the annual boat race held at Poughkeepsie, N. Y., in which they finished second. Alvin will graduate next year, and we understand with high honors, which has been quite characteristic of him as he finished at Flathead high school with highest honors in a class of over one hundred. Needless to say, we are proud of Alvin and his record as a scholar.

Mrs. R. H. Bergy of Whitefish visited Somers friends, July 15. Mrs. Bergy was formerly chief engineer of the tie plant and is now in charge of the wrecker at Whitefish.

The following item not written by the Associate Editor:

R. E. Gautier and family are leaving next Sunday morning on a vacation trip through Yellowstone National Park and Denver. Ray says that when he gets to Denver, among other things, he expects to see some real ball games, and if time permits, will climb Pike's Peak and visit the Cave of the Winds. We hope to have a full report of his trip in the following number of the SEMAPHORE.

Worth Talking About

(Continued from Page 3)

in his own car, which is a pretty good indication of the spirit which prevails on our lines. Schott not only sold the transportation, but he saw that the people got on the train.

While we are talking about that matter, we recall that Mr. Schott is also a flower grower of renown in his locality and that during the peony season he furnished many of the charming blooms that graced our dining cars. In the sweet pea season, he also furnishes them, and other flowers in their turn. We hope to have a picture before long of Mr. Schott's gardens when they are at their best, so all Great Northerners may see the scene of his avocation—his main job is boosting forty ways for the Great Northern—and he is doing it every day in the year.

Yodel This One

Teacher: "For what is Switzerland famous?"

Student: "Swiss Cheese."

Teacher: "Oh something grander, more impressive."

Student: "Limberger."

No Kick Left

Doctor: "Did the medicine straighten your husband out all right?"

Wife: "Yes, we buried him yesterday."—Stadium World.

Great Northern Semaphore



As Fautch Sees It

When Cartoonist L. V. Fautch, material clerk, superintendent's office, Spokane, "drops us a line," he makes sure there will be no mistake. He does it pictorially—by line drawing at that.



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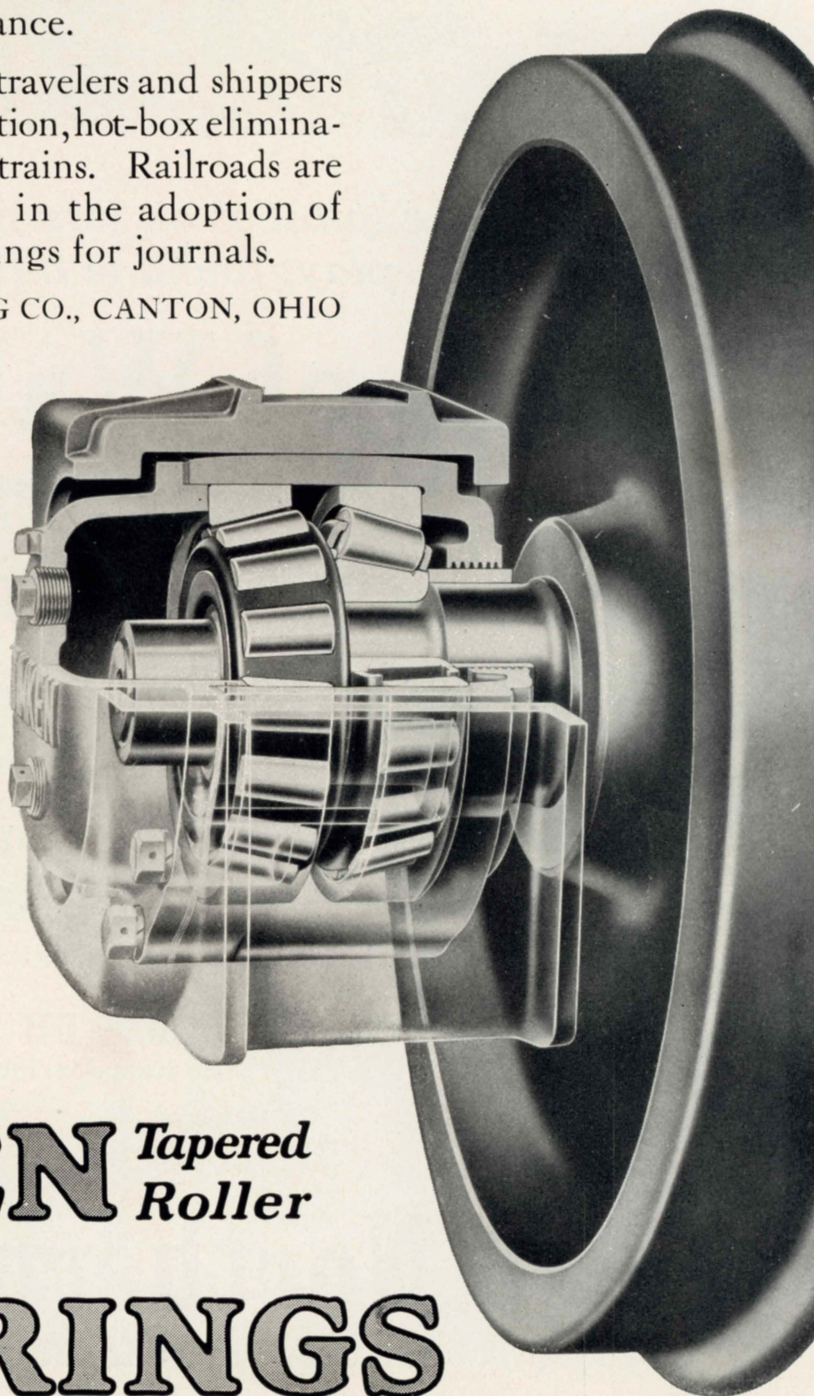
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