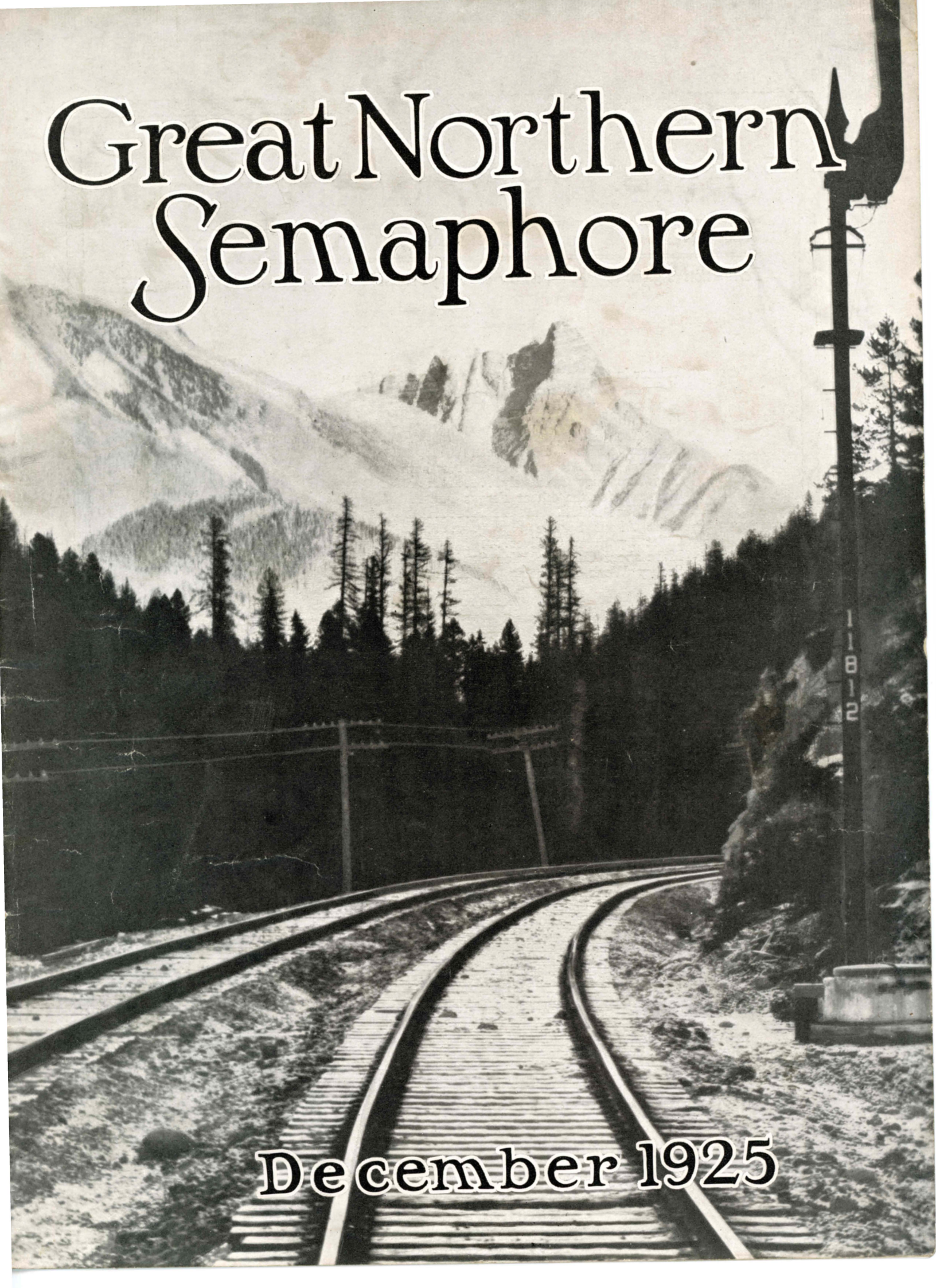


# Great Northern Semaphore



December 1925



# GREAT NORTHERN SEMAPHORE

VOLUME II

DECEMBER, 1925

NUMBER 12

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

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

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

# WASHED GRAVEL BALLAST

## Giant Crushers and Washing Plants at Warland and Chinook Pits Provide Exceptional Material and Will Increase Tonnage

During the week ending August 8 the railways of this country moved 67,661 carloads of sand, gravel and crushed stone. This was an increase over same week, 1921, of 31,042 cars. This was an increase over same week, 1923, of 9,334 cars. This was an increase over same week, 1924, of 4,380 cars.

Sand, gravel and crushed rock loadings constitute the second largest movement on railroads today, exceeded only by coal. This material and cement are gradually replacing other structural materials. As the western sections develop, so will this traffic develop, plus the increased demand occasioned by the new uses to which concrete is being adapted.

Obviously this use must be promoted and the materials must be available. Gravel plant investments are heavy. They must be constructed carefully. Material must be suitable and some other use must be found for plants until the surrounding demand equals the capacity of the plant.

With the advent of heavier power and faster movement of larger trains comes the need of better roadbed, and engineers differ as to which is the more important, rail or ballast. Some place ballast first; others argue for heavy rail, but ballast must hereafter receive the same care and preparation given to rail.

The difference in cost of properly prepared ballast and the ordinary kind is the difference between a first class job and an indifferent one. Good track must have stability and good drainage. Clean gravel ballast without sand produces both stability and good drainage.

The management of the Great Northern naturally wants a good job on our roadbed. They have been able, with the co-operation of the J. H. Shiely Company to make an arrangement by which the good track job can be acquired at cost, and additional traffic developed that would otherwise be lost to wayside pits with local truck delivery.

The program outlined by Vice President C. O. Jenks contemplates the development of plants at favored locations, and the first of these have been built at Chinook and Warland. These gravel washing plants were built by the railway company at its expense, the Shiely Company being employed as a contractor to build the plants, and when completed, to operate them for a period for the railway company in order

to permit the development of a commercial business.

The plants with the equipment used in carrying on the work represent an investment of nearly \$150,000 each.

These plants offer two contrasts in gravel pit development. Warland is the ideal pit; Chinook borders on the im-

cars of ballast daily, which, because of the amount of crushed material, is a very high-class product.

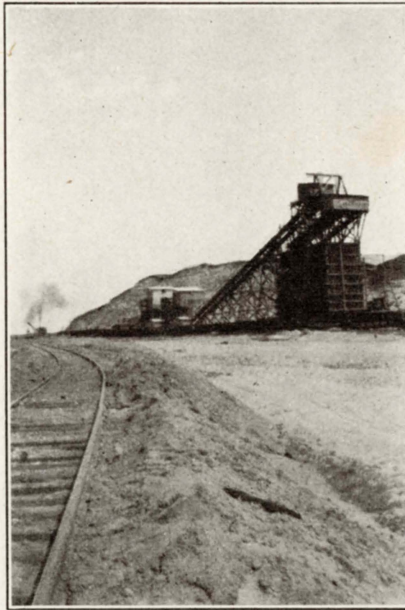
Chinook pit contains great quantities of lignite, shale, gumbo and silt in the deposit. These are waste, and must be separated from the desirable material. This is done by running all the material through a scrubbing process, taking out the good material and allowing the waste to run out a flume to adjacent waste property. Power at Chinook pit is obtained from the Montana Power Co. The capacity is fifteen to thirty-five cars of ballast daily depending on richness or leanness of the deposit.

Both plants crush, wash, size and load this material on cars by a series of electrically operated crushers, conveyors, screens and loading bins. Chinook has the scrubber feature added because of the amount of waste. Considerable demand has already been developed for this product in surrounding towns. Havre paving and the material for the sugar beet plant came from the Chinook plant. The highway department of Montana is having material shipped from time to time, all of which is new traffic.

It is believed that the saving effected on rail and ties by the use of the better ballast, plus the greater stability and cleanliness of the track itself, will justify the continual development of these plants, and that when the ballasting operations are completed there will have developed a commercial demand for the pits' output that will be a good traffic asset.

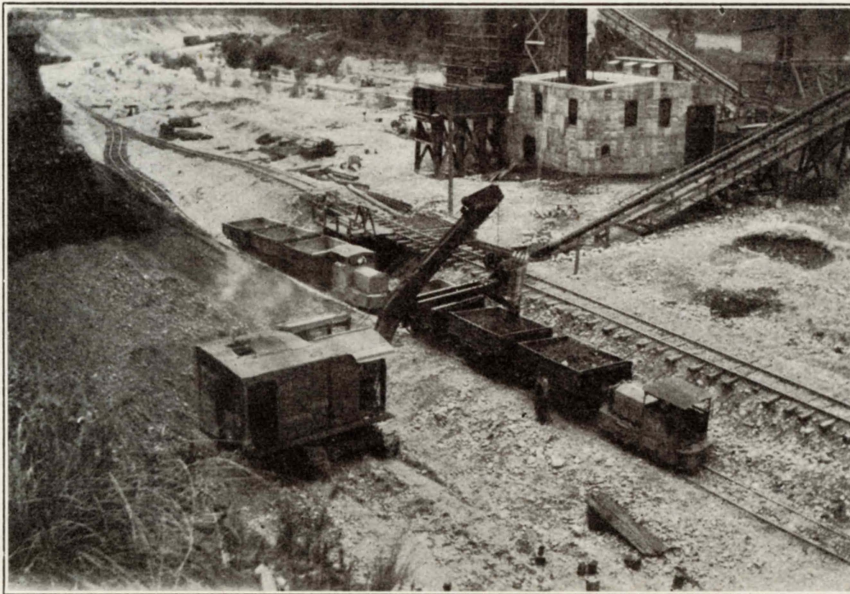
The two plants at Warland and Chinook are operated in the same manner, except that at Chinook, as has been stated, power is purchased from the Montana Power Company while at Warland power is produced from a steam plant constructed by the Railway Company.

In each case the gravel is dug from the face of the pit by a crawler or caterpillar type gasoline shovel and is loaded into small narrow gauge dump cars which are handled by gasoline locomotives. These locomotives handle the loaded dump cars from the face of the pit to a dumping trestle close to the gravel plant. From the pit beneath the dumping trestle gravel is moved by conveyor belt to the crushing plant and thence by conveyor belt to the washing plant proper where water is used, not only to wash or



The Chinook Crusher

possible. Warland pit has splendid gravel, but because of the amount of oversize, requires tremendous crushing capacity. A steam power plant had to be built by the company to furnish 300 H. P. electric current for the crusher motors. It produces thirty to forty

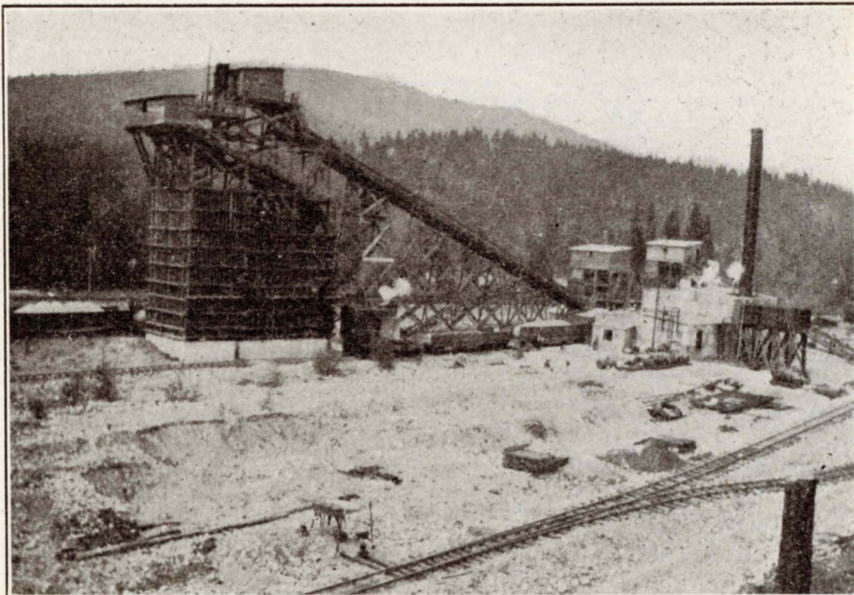


General view at the Warland Plant

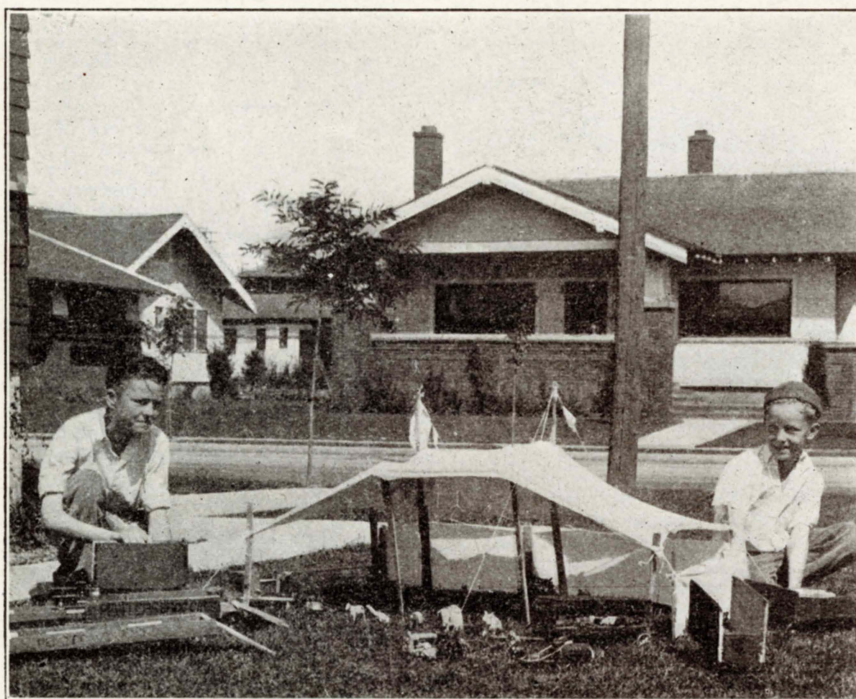
clean the gravel, as at Chinook, but to aid in separating the various sizes before the washed gravel or sand is placed in the various bins.

There is also an arrangement by which the gravel can be stock-piled in case cars are not available for loading out or in case reserve is desired to fill commercial orders or miscellaneous requirements of the railroad after the plant has been shut down. A traveling crane is used to handle the stock-piling and to load out cars when gravel is needed.

There are some gravel pits on the Great Northern which make, and have made, very satisfactory ballast without any special preparation but on the Montana Division it has been impossible to find any gravel sufficiently clean to make first class track without preparation and on the Kalispell Division the gravel is generally so coarse that it is difficult to handle unless crushed and graded and it is for these reasons that the first plants were built at Chinook on the Montana Division and Warland on the Kalispell Division.



The Crusher at Warland Plant



## "Under the Big Top"

Great Northern Boys Build Miniature Circus, After Trip With Real One

**D**ETERMINED NOT to be outdone by two boys who had built a replica of a Great Northern engine, Jack Pewters, age 13, and his brother, Edward, 7, have constructed a complete three-ring circus, which includes the main-top, animal cages, canvas and impedimenta vans, a ticket wagon and almost every other wheeled vehicle found on the circus grounds. The photographer found the boys at home, E1102 Illinois Avenue, as they were repairing guy lines and preparing the 'circus' for the afternoon show. During the early part of June the boys were guests of Manager Charles Cook of the Al G. Barnes circus on a three-day swing about the Inland Empire, and it is from that exciting experience they obtained their

ideas of building a circus in their own yard. The boys, sons of Mr. and Mrs. J. F. Pewters, are students at the St. Aloysius school.

Since this appeared in the *Spokane Chronicle*, Mr. Pewters has been transferred to Helena, taking the place of L. B. Woods, deceased. A sketch of his career with the Great Northern is given below.

## Well Earned Promotion

**J**F. PEWTERS, recently appointed assistant general freight and passenger agent at Helena, was born April 1, 1883 at Hamline, St. Paul, Minn. After finishing the grade school

he entered Mechanic Arts High School, leaving there after the first year to enter the employ of the Great Northern Railway as a water boy on a construction gang, Terminals Division, starting in August, 1897. In 1899 he was a messenger boy at Hamline Transfer under M. J. Dooley, agent, who is now general manager of the Minneapolis, Northfield & Southern Railway, Minneapolis. He remained at that point and worked up to car sealer, yard clerk, transfer clerk, bill clerk, abstract clerk, revising clerk and chief clerk, leaving there in 1909 to become chief clerk in the St. Paul local freight office, under P. J. Pheene, agent. He remained there until February, 1914, when he was appointed assistant agent at Minneapolis under R. Kyle, agent. In May, 1916, he was promoted to local freight agent, Great Falls, Montana, where he remained for several years. Entering the traffic department as general agent, March 1, 1920, he was transferred March 1, 1922 to general agent, Spokane, Wash., remaining at that point until he was appointed assistant general freight and passenger agent, Helena, effective October 20, 1925.

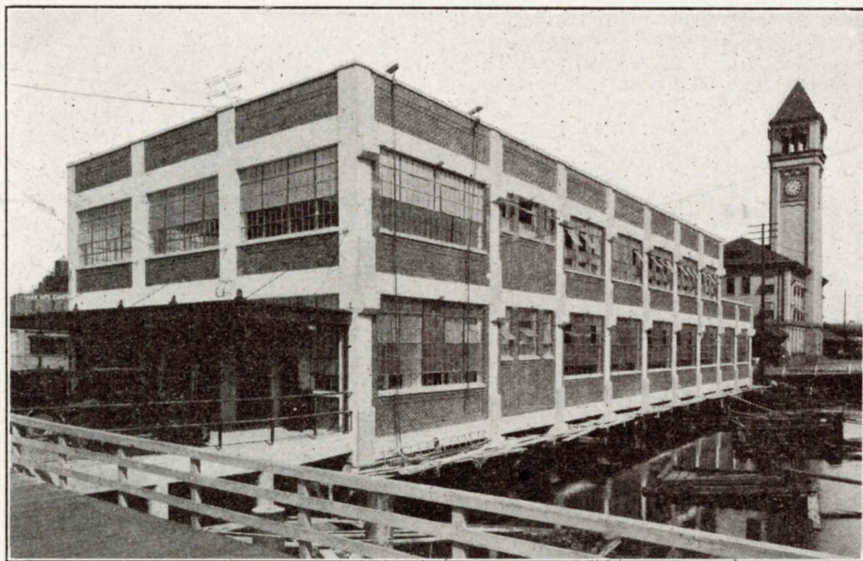


J. F. Pewters

Great Northern Semaphore

## New Railway Mail Terminal

### Great Northern Postoffice and Office Building at Spokane Completed



**T**HE NEW RAILWAY mail and office building at Spokane has just been completed by the Great Northern Railway Company. It is of concrete construction, two stories high, but designed to carry a future third story. About one-half of the building is over the Spokane River. The supporting piers are of reinforced concrete, those in the river portion resting on solid rock about twelve feet below the surface of the water.

The Great Northern, in its trains 27 and 28, is the only one of the northern roads to operate exclusively mail and express trains. It carries practically all of the through west bound mail. The building was built primarily to meet the needs of this service, the lower floor being occupied exclusively by the post office department. The front portion of the ground floor, in charge of Post Office Superintendent J. L. Lattimore, is equipped with a complete post office service, including the sale of stamps and

money orders. Here, also, is received all the outgoing parcel post of the city. The middle portion, which is in charge of W. C. Campbell, is used as a railway mail service terminal, where the parcel post is sorted and distributed for dispatch to the trains. The rear portion is a transfer office, in which is handled the Great Northern mail from and to the other depots. Approximately sixty government employees are employed in the building.

One side of the upstairs contains the offices of Charles S. Albert, Great Northern attorney for Eastern Washington and Idaho, and of J. W. Chatterton and D. F. Countryman, claim agents. The other side is occupied by the engineering department, recently transferred from Seattle to Spokane, and there consolidated with the Great Falls offices, in charge of E. E. Adams, district engineer.

The post office and railroad officers and employees using the building are highly pleased with their new quarters.

## It's Salad This Time. In What Next Shall we Excel?

**R**EADERS OF THE SEMAPHORE may be interested in learning that Arnold Shircliffe, caterer of the famous Edgewater Beach Hotel, Chicago, who is compiling a "Salad Book," thought well enough of our publication called "First Call for Dinner" to quote in his book several passages from our pamphlet, giving the Great Northern credit, and he is honoring our general superintendent of dining cars by naming one of his salads "Blair Salad,"—all of which is good advertising for the Great Northern, and we wish to thank Mr. Shircliffe for the honor paid us.

### Christmas Seals

**C**HRISTMAS SEALS have helped cut in half the tuberculosis death rate in eighteen years. Help cut it in half again. Buy Christmas Seals. This is the appeal of the National, State and local Tuberculosis and Public Health Associations in the 18th annual Christmas Seal sale, which opens officially Thanksgiving day.

The idea of translating the spirit of Christmas into health for all through the sale of penny "tuberculosis" Christmas Seals was conceived by a Danish postal clerk twenty-two years ago in an effort to raise funds for a hospital for sick children. His happy Christmas thought has resulted in our own annual Christmas Seal sale, which means the saving of thousands of lives each year.

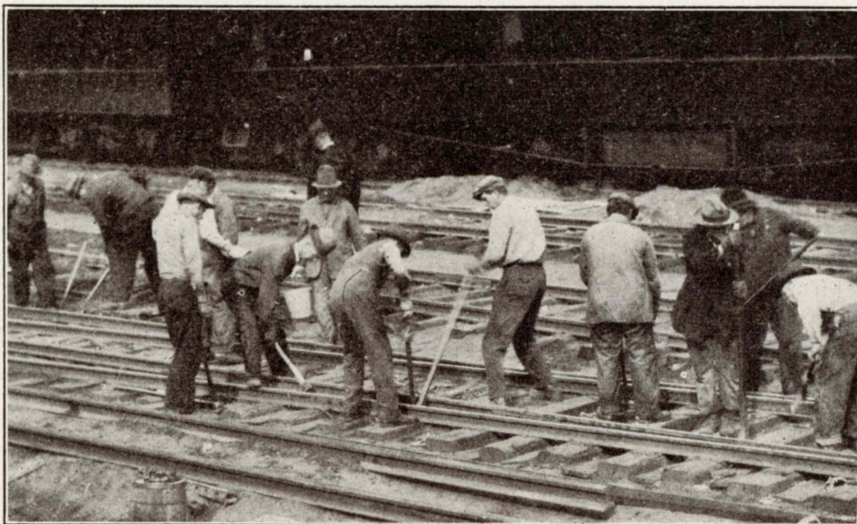


"Christmas Seal  
Your Christmas Mail."

### Improvements at Mississippi Street Commissary, St. Paul

**T**HIS PICTURE SHOWS construction crews working under orders to complete a spur track to parallel the commissary platform at Mississippi Street, St. Paul. The chief said, if the work wasn't finished by the time the new commissary was ready to get into action, somebody would say why. Consequently there was great activity around old Mississippi Street coach yard, and needless to say, when the store room opened up ready for business on Monday, October 12, the track was right there where it should be, and spotted on this track were bright and shining dining cars, waiting for supplies to send them on their way across the continent.

No more is it necessary for dining car crews to truck and haul all over the coach yards, food commodities necessary for issue to the big steel cars assigned to our transcontinental trains.



## Book Reviews

*SHORT HISTORY OF AMERICAN RAILWAYS*, by Slason Thompson, D. Appleton & Company, New York, \$2.00.

**W**HAT HAS LONG been needed—a readable, accurate story of the development of transportation on this continent—has at last appeared in the form of a “*Short History of American Railways*” from the pen of Slason Thompson. For nearly a quarter of a century Mr. Thompson has been the director of a Bureau of Railway News and Statistics. Before that he had achieved the reputation of one of the leading editorial writers in the country. So he came to the compilation of this *Short History* with unusual qualifications—a full fund of information on the subject and a fluent pen to present its different phases in concise and attractive form.

The result is a book of fascinating and satisfying interest. It takes the railways from the earliest picture (1550) of a car on rails propelled by one man, and carries them down through all the stages of development to the mighty 400-ton locomotives on the 120-pound rails of today. Along the way it tells how the rail cars loitered on wooden tracks until Watts’ improved steam engine provided man with the power that was to revolutionize transportation and other industries. It gives credit to Richard Trevithick of Cornwall for having invented the high pressure engine and built the first locomotive to run on a “tramroad” as early as 1804. Then follows the demonstration of a steam drawn train of cars on the Stockton and Darlington Railway, the centennial of which has just been celebrated in Great Britain on September 27 of this year.

Coming to America the *History* traces the beginning of rail transport in this country from the little tramway that carried stone for the Bunker Hill Monument in 1826 with a combination of gravity and horsepower, the chartering of railways in 1815, and the substitution of steam for horses on the Baltimore & Ohio, the Pennsylvania, the Charleston & Hamburg and other pioneer roads. The first locomotive to run on an American road was of English build, the Stourbridge Lion, on the Honesdale & Carbondale Division of the Delaware & Hudson Canal Company.

At first there was great rivalry between the promoters of canals and of railways, in which the latter finally won when the Erie, the New York Central, the Pennsylvania and the Baltimore & Ohio finally reached Lake Erie, Pittsburgh and Wheeling, as the objective might be, in the early 50’s.

It is an engaging story of how the railway prospectors and builders pushed the terminals farther and farther into the then undeveloped West. The first locomotive to reach Chicago was brought there by schooner in 1848, just as the first locomotive to reach St. Paul (the William Crooks, now in the Great Northern yards), was brought here by steamboat in 1860.

Then followed the era of transcontinental railways racing across the continent from St. Louis, Omaha and St. Paul, each achievement worthy of a history of its own.

Space forbids following the engrossing story, illustrated as it is by over 400 cuts, themselves a history of railway progress and expansion. The whole history takes the form of a narrative in which statistics are blended with what might otherwise be regarded as a fairy tale. It is told with a charming simplicity of style combined with the accuracy that leads one to keep reading when once started and impresses the memory with something akin to a vast panorama of human achievement. It might well be adopted in our public schools as a text book, for children take to it as a wonder book, and students can profit by Mr. Thompson’s explorations in the literature and statistics of American railways.

*POWER*, by Arthur Stringer. Indianapolis: The Bobbs-Merrill Co. \$2.00.

**W**HEN THE TIME really comes for the writing of the great American novel, the chances are that it will be linked very closely with our commercial life and prosperity. In all of our busy era of prosperity and industrial development, no one phase of the period looms more spectacular than the realm of transportation. Romance, poetry, adventure, vision, brains and hard work, yes, even love, have had their portion in the building of our great transportation systems. It is, therefore, fitting that a popular author, like Mr. Stringer, should seize upon these elements and weave them into a most readable story.

John Rusk, railroad trainman, general manager, president, financial wizard, tells the story in the first person, and the author has caught the language of the rails, especially in the somewhat disorganized period in which the greater portion of the story is laid. Rusk was a type of which many of our railroad presidents were made. Poor, hard working, not an over abundance of education (of the conventional kind, at least) a glutton for work—and brains. Starting in the humblest of positions he worked and molded his way until as president of his Middle West road he commanded the respect of men in all sections of the country and gradually welded his own road and others into a great railroad system. In doing that, he naturally made many enemies, but he aimed to be fair, aimed to give the other fellow a chance. How these things were accomplished, the means used to build up a successful career for himself and place the properties under his jurisdiction on a secure foundation, form the greater part of the story. Not all, however; for there is a touch of real pathos in the gradual weaning of the strong man from his family. Simply the lack of sympathy and understanding, which was the price that he paid for his success. Even Rusk was forced to admit, in later years, that it was a pretty big price to pay. Out of the wreckage of the home life he managed to salvage Tessie, his younger daughter. And Wallie, who was also very much interested in Tessie, thought that was a pretty big thing in itself—for he went in after the same thing and—O, well, read the book and find out.

Somehow, in reading the novel you get the impression that it isn’t quite all fiction—there is something that rings wonderfully true to the railroad life, as many of us who have been identified

with the railroads, know it. Many of the different lines mentioned in the book, are designated by their real names, many of the localities are also so brought to your attention.

Mr. Stringer has written a virile, interesting and altogether pleasing novel, sketching his characters with a real understanding, making fiction and fact work together, and making the reader desire to finish the story before laying the book aside.

A good novel, well worth reading.  
C. H. TREMBLEY.

*RAILWAY ACCOUNTING PROCEDURE*. 1926 Edition. Edited by E. R. Woodson, 886 pages, 6 in. by 9 in. Bound in imitation leather, illustrated. Published by Railway Accounting Officers’ Association. Distributed by Simmons-Boardman Publishing Company, 30 Church Street, New York. Price, \$3.00.

**T**HE 1926 EDITION of *Railway Accounting Procedure* has just been issued and is quite the most pretentious work of its kind yet attempted comprising nearly 900 pages. This book brings together the rules or recommendations of the Railway Accounting Officers’ Association and embodies many years of study and discussions by those in charge of the various departments of railway accounting all over the country.

The chief subdivisions of *Railway Accounting Procedure* are Freight Accounting, Passenger Accounting, Disbursement Accounting, Overcharge Claim Rules, Terminal Accounting and Statistics. The Freight, Passenger and Disbursement sections show separately the rules that are mandatory upon carriers, and those that are merely recommendatory. Following each section are the standard forms relating to that class of accounting work.

Although it presupposes knowledge of the basic principles of railway accounting, the book is to some extent utilized for educational purposes among clerks, agents and others.

A new feature of *Railway Accounting Procedure* is a bibliography of railway accounting covering pamphlets, books, periodicals and articles published on this subject during the past 90 years. These references are variously subdivided and arranged both chronologically and by subjects. This is the most ambitious attempt that has ever been made to compile a complete list of works dealing exclusively with railroad accounting, and comprises practically 100 pages of the book.

While the *Railway Accounting Procedure* is in no sense a theoretical treatise on railway accounting, it is a veritable storehouse of information covering the detailed methods and best practices of railway accounting in its various branches.

V. P. TURNBURKE.

## A Hearty Welcome

**H**ERE’S A HANDSHAKE and best wishes for “*Transportation News*” official publication of the Transportation Club of St. Paul, the first issue of which recently reached us. It is clean cut, attractive and well printed and we predict will fill a long felt want among the members of the energetic organization which it represents.

Great Northern Semaphore

## Not So Soft

**N**OT LONG AGO our photographer, William Bull, was taking pictures of the work of removing the big hill where the tracks lead in from the main line to the Eighth Street freight terminal, St. Paul. He happened on John Davern, car spotter for the steam shovel, and having a keen scent for the unusual, snapped the genial John, as you see him below.

John's job is to sit in the altitudinous easy chair and wave a red flag every two minutes, telling the locomotive engineer when to spot an "empty" for the steam shovel.

"That," said Bull to John, perched high in the air with his "piece o' pipe" and fishing for sunbeams with his long stick with a large consignment of frog bait on the far end of it—"that's my idea of nothing to do. Soft, I call it."

"Nothing to do?" says John. "Ye guessed it right away, didn't ye? Soft? Sure, an' come around some August afternoon when the thermometer is hittin' 110. Or ye might drop in an' pass the time o' day some morning late in November when the wind is hittin' thirty-five miles per an' pushin' a snow storm ahead of it. Soft? I'll say it is."



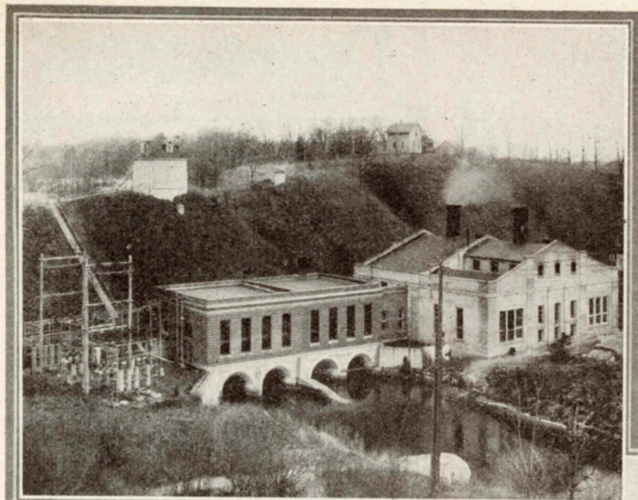
All of which goes to prove that when it comes to a soft job, "there ain't no such animule" on the railroad. They don't run 'em that way. The only soft job on the rails that we ever heard of was that of the fellow who told an inquisitive traveler he was a "car knocker's" helper. Asked what that signified, he replied, "See that little feller goin' along the train hittin' the car wheels with a hammer? He hits 'em an' listens an' tells whether they're cracked or not. He's a car knocker an' I'm a helper."

"I see," said the traveler, after pondering this bit of information. "But just what are your particular duties?"

"Oh," said the c. k. h., "I help 'im listen."

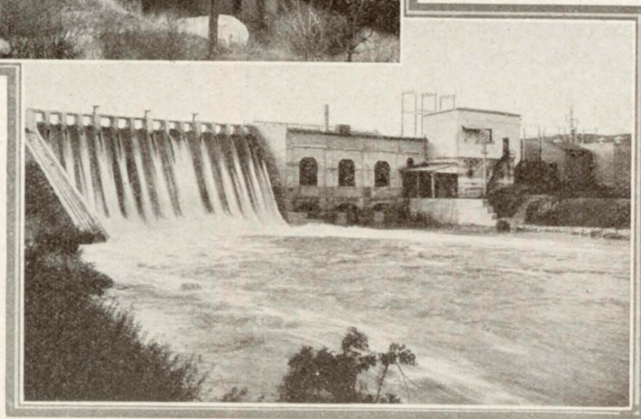
Breckenridge, Minnesota, all water used on that division is pumped by electrical energy obtained from the Otter Tail Power Company. The Otter Tail Power Company is the largest industry located in Fergus Falls.

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



Dayton  
Hollow  
Plant  
(Below)

(Above)  
Hoot  
Lake  
Plant



## Power Plants Along the Great Northern

**F**ERGUS FALLS, MINNESOTA, is called "The Dynamo of the Lake Region" because of the fact that the Otter Tail River in and around Fergus Falls drops 210 feet in a distance of 10 miles and this has been split up in a series of water power sites, consisting of five dams, owned and operated by the Otter Tail Power Company.

From these dams and their power plants, transmission lines radiate in all directions, serving the communities of Garfield, Brandon, Evansville, Ashby, Dalton, Fergus Falls, Carlisle, Rothsay, Lawndale, Barnesville, on the Fergus Falls branch of the Great Northern, and Pennoek, Kerkhoven, Murdock, DeGraff, Benson, Clontarf, Hancock, Morris, Donnelly, Herman, Norcross, Kidder, Campbell, Doran, Breckenridge, Wahpeton, Kent, on the Willmar branch of the Great Northern.

The harnessing of the water power on the Otter Tail River supplies electric energy to 135 towns in western Minnesota, eastern North Dakota and eastern South Dakota, besides supplying a great many of the prosperous farms located throughout the lake region.

The Hoot Lake plant of the Otter Tail Power Company is probably one of the most novel developments in this section of the country. The water is taken from the river three miles above the city of Fergus Falls by a diversion dam, which turns the water into an open canal. The open canal extends nearly 2,000 feet, where it encounters a hill and this hill is pierced with a 7-foot circular concrete tunnel, which runs 45 feet under the surface. After passing through the hill, there is a short open canal, which carries the water into Hoot Lake, which has been raised three feet and which is over

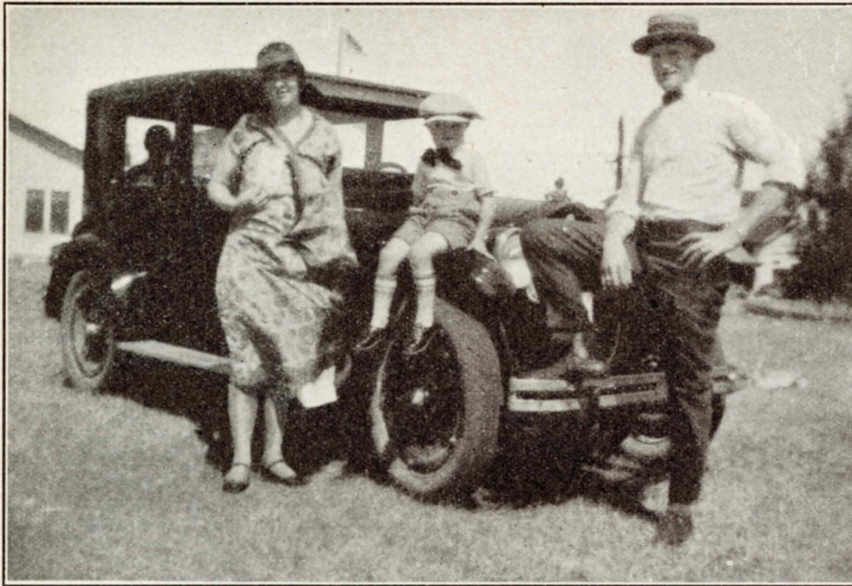
one-half mile in diameter. The open canal then carries the water to a natural reservoir over half a mile long and completely land locked. A concrete gate confines the water here, if desired.

The water then passes into the small natural reservoir where the city of Fergus Falls takes its supply for drinking. From this reservoir, the water is carried in an 8-foot concrete enclosed flume to the surge tank on the edge of the bank above the power house. From the surge tank, the water drops 60 feet in an iron penstock to the power house and has a further drop of ten feet through the draft tube, making a total fall of 70 feet. The water in Hoot Lake, all of the reservoirs and in the surge tank is on the same level. This project was completed and put into operation in 1914 and developed 2,500 horsepower by water.

Adjoining the Hoot Lake water power is located the main reserve steam plant. This was completed in 1921 and furnishes 4,000 horsepower.

The new project, called the Taplin Gorge dam, is being built above the Hoot Lake plant and is located ten miles from Hoot Lake. All material and equipment for this project, together with the machinery, was shipped over the Great Northern Railway to Elizabeth, Minnesota, and there transported by truck to the new dam site.

Seven miles below the Hoot Lake plant, the river has been dammed again and utilizes the water that has passed through the Hoot Lake plant. The dam is 36 feet high and develops about 2,000 horsepower. From these plants and the other plants of the power company, the Great Northern Railway obtains electrical energy for various purposes. At



### Mayer, Minn., Agent Lucky. Recovers Stolen Car

**A**BOVE WE REPRODUCE a picture of E. J. Chermack, agent at Mayer, Minn., with his wife and little son, Kenneth Allisen.

This photo was taken on recovery of their new Essex coach which was stolen March 6 last and was recovered June 16 by the county sheriff in St. Paul. The car was in good condition when found and the two thieves, both ex-convicts, are now serving their punishment in Stillwater, Minn., being given 17 and 12 years, respectively.

### Kind Words Like These Mean Even Greater Efforts to Excel

Mr. G. R. Martin, Vice-President,  
Executive Department,  
Great Northern Railway,  
St. Paul, Minn.

Dear Mr. Martin:

I want to tell you how very pleased I am to see "Thirty Years Ago" picture which you contributed on page 17 of the September GREAT NORTHERN SEMAPHORE. It brought back to memory a number of persons and is of especial interest to me because it was taken in the month in which I entered Great Northern service as your office boy. It was O. O. Winter who sent me over from Minneapolis to disbursement accounting department when I was looking for work.

The September magazine is even better than its predecessors and I judge that Otto Raddatz is of the same opinion. I notice the faces of my once associates Jimmy Docherty and Bill Smith, and yourself on page 20. On the whole the magazine is a very pleasing souvenir of the old days to me, and I am going to keep the copy which came to me through the courtesy of the editor. Usually, I send them out with other railway magazines to be read in turn by about forty employees of this unit from the Union Pacific System.

Kind regards.

Yours sincerely,  
FRANK B. GILL.

P. S. Our Howard Elliot has just sent me a second copy, so I may keep one and shall send the other out in my "circulating library."

F. B. G.

### Livestock Tour

Special Train Carrying the Junior  
Champions Visits 22 Towns

**A**GREAT NORTHERN train, in charge of E. C. Leedy, general agricultural development agent, carrying 16 youthful stock growers, with their state champions, left St. Paul at 11:59 p. m., November 17, on a six-day tour of the Northwest.

The expedition was arranged by the Great Northern and buyers of the champion animals shown at the Junior Livestock Show to demonstrate the value of diversified farming to the citizens of Minnesota and North Dakota.

The train visited 22 towns in its tour at each of which were demonstrations by the junior livestock growers who took their prize animals along.

The first stop was at Litchfield. Other towns were Willmar, Pipestone, Benson, Morris, Breckenridge, Fargo, Hannaford, New Rockford, Minot, Granville, Rugby, Devils Lake, Lakota, Grand Forks, Crookston, Ada, Barnesville, Fergus Falls, Alexandria, Sauk Center and St. Cloud.

The expedition returned to St. Paul, November 23.

### Awaiting Orders

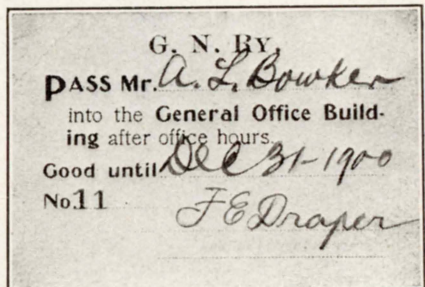
The station master of the East Indian Railway had been given strict orders not to do anything out of the ordinary without authority from the superintendent. This accounts for the following telegram: "Superintendent's office, Calcutta: Tiger on platform eating conductor. Please wire instructions."

—Jewelers' Circular.

## REMINISCENCES

### Couldn't Work Overtime Without a Pass

**P**ROBABLY A FEW of the veterans members of the general office force, will recall that in the old days, when the offices were down at Third and Broadway, it was necessary to secure a pass to re-enter the building when there was night work to be done. The employe, returning after supper (the evening meal had not then attained the dignity of "dinner") entered by way of the rear door and passed through the engine room, where the engineer, in the role of guardian of the castle and keeper of the gate, if the credentials were satisfactory, let down the drawbridge and lifted the portcullis, or something of the sort, and the employe was permitted to continue from the basement up to his particular office or desk.



On the reverse side is the following:

"Not good unless signed by the Head of Department in which holder is employed.

"Must be presented to the Night Engineer or Janitor at the door.

**Not Transferable."**

Among the employes of those halcyon days was A. L. Bowker, now connected with Robinson, Cary, Sands Company of St. Paul, then in the office of F. E. Draper, auditor passenger and freight receipts. After keeping the pass a quarter of a century, he very kindly has given it to us to preserve in our museum of ancient and historic documents of the Great Northern Railway.

Mr. Bowker began work with the old St. P. M. & M. Ry. Co., back in the eighties, when the offices were at Fourth and Wacouta Streets, when C. H. Warren, later general manager, was chief clerk to General Manager Manvel. C. H. Cannon had charge of the mails and the department had a desk or counter on the second floor. After a few years, Mr. Bowker left to go with Robinson & Cary, later accepting a position with the Great Western. After eleven years with that road he returned to the Great Northern in 1900, but within a few years turned his back on railroading to take up his life work with Robinson, Cary & Sands.

Great Northern Semaphore

## Cross Crossings Cautiously An Engineer's Appeal Born of a Full Experience

Written by H. E. Kemp



Locomotive Engineer

**W**E READ A GREAT deal on the subject of the foolhardy auto drivers at railroad crossings. Tons of paper and gallons of ink have been consumed in admonishing, advising, pleading with and imploring the motorist to be careful and not court death and dismemberment for himself and those in his care by taking chances at railroad crossings.

Not long ago I read in a magazine picked up in an idle moment—I do not recall the name of it or of the writer—an appeal to motorists to exercise care and caution at crossings. It was written from the viewpoint of a locomotive engineer, and as an engineman with years of experience dating back to a day before we had the automobile, I can say the author was right—as right as rain.

I often wonder whether the automobile driver ever gives a thought to the man at the throttle of the locomotive when he is racing to beat a train over the crossing. It is nothing short of madness to so take chances, to risk, as I have said, death and horrible mangling to every occupant of the car when the delay of a few seconds would let the train pass, and the tracks could be crossed with every one in the car safe and happy. As I see it, there is no possible excuse for a man's risking his own life, as motorists so often do, but when he has others in the car with him, the carelessness is criminal, and I believe any driver who recklessly imperils the lives of those in his car, by trying to beat the train over a crossing if an accident occurs and he escapes and an occupant is killed, should be prosecuted for manslaughter, for beyond any question, that driver is guilty of deliberate, criminal carelessness. If that man were caught in a crowded street fooling with a loaded gun, imperiling his own life and the lives of others, he would soon be taken care of by the police.

If you can picture yourself standing where you could see a little child running toward a river and sure to fall in and drown, and you were powerless to help it, then, said the writer of that magazine article, you might realize the position in which the engineer is placed almost daily, some times several times daily, by automobile drivers who *will* take chances. That writer may be a locomotive engineer, or he may not; he either knows or has clearly sensed the never absent strain on the engineer, and the heart rending experiences he constantly faces piloting the great machine over the rails with hundreds of tons behind it—an instrument of a mangling horrible death or mutilation to those who so foolishly defy its danger. And the train can not stop, with its tremendous weight; the engineer is powerless to stop it or avoid running down the hapless victims of the driver's recklessness. He rarely sees them in time to brake down to any appreciable extent, for the comparatively light passenger train is traveling at a high rate of speed

and the slower freight train is so heavy that neither can be stopped within hundreds of feet.

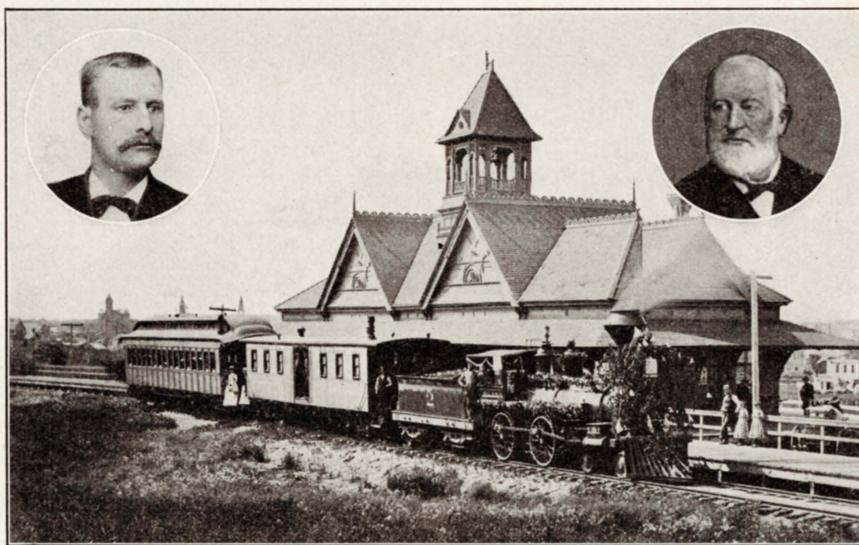
Why do they do it? Why do the drivers take chances? To save time? Experiments conducted widely over the country show how little time is saved in reckless driving. For given distances, competent drivers have speeded and violated all safety laws, and the saving of time over safe driving has been only a few seconds in most cases, and never more than a minute. It is equally true at railroad crossings. The longest and slowest freight train, one a half mile long, traveling at fifteen miles per hour, takes only two minutes to pass a given point. A passenger train goes by in about ten seconds. Why bet that little time against the chance of death?

The writer in the magazine said, too, and truly, that passenger trains are often mistaken for freight trains, and that in watching a train coming from one direction, the driver's attention has been taken from another train coming in the opposite direction. Some terrible

accidents have happened this way. Of course, this is not true of a single track crossing; but have not many engineers operating over double tracks or more, seen a man with wife and children in his car race to a crossing with all their attention on the train they were trying to beat, wave a hand at the engine crew as they got over after barely missing being hit by a train coming in the opposite direction?

There is a distance at which no auto driver can cross the railroad with safety, and at that distance the engineer will sound the warning whistle. But whistle, or no whistle, no driver should come up to a railroad crossing without having his car under full control, going slowly enough to stop in ten feet if necessary.

My experience is that most drivers are careful. It is those who are not careful to whom I would appeal. The engineer is in a position to know, Mr. Careless Driver, what desperate chances you are taking, because he all too often has seen the dreadful results in loss of life, in maimed bodies and wrecked machines caused by the same mistake you are making. When we give you warning with the engine whistle, please stop. We are not trying to scare you, but are using our best endeavor to avoid an accident. Won't you co-operate with us? It will cost you but little time, and surely your life and the lives of those dear to you are worth more than the poor little saving of time you may gain or the excitement and satisfaction you may experience in beating the train at the crossing.



### All Trimmed for the 4th

**T**HE ABOVE PHOTOGRAPH was taken July 4, 1885, of St. Paul & Pacific locomotive No. 2 in front of the old (up town) passenger station at Fergus Falls, Minnesota. This station has since been demolished and a new one erected down town.

This engine was named the "Edmund Rice" after the president of the St. Paul & Pacific Railway, whose portrait will be seen in the upper right hand corner. This was taken from a photograph of a painting salvaged from an attic and restored several years ago by Louis W. Hill, chairman of the board of the Great Northern Railway.

The other picture is of a nephew of the former president, also named Edmund Rice, who is now a retired engineer, residing in St. Paul. He began his service in 1877 and fired a wood burner to 1880. At that time Melrose was the end of the road. Mr. Rice was promoted to engineer in 1880 and for one year was pilot of the engine shown in the picture. The ladies shown are Mrs. Rice and Mrs. Masters, the latter the wife of George Masters, who was fireman on No. 2 with Mr. Rice. Mr. Rice also ran on the Pelican Rapids line for a time.

Mr. Rice tells many interesting stories of those old days when the foundations of the present great railroad were being established.

## Trainmen's Ball in January

**T**HE FORTY-FIRST ANNUAL ball of St. Paul Lodge No. 122, Brotherhood of Railroad Trainmen, assisted by the Ladies' Auxiliary Companion Lodge No. 32, for the benefit of its sick and disabled members will be held at Knights of Columbus Hall, 150 Smith Avenue, St. Paul, Minn., January 12, 1926, at 8:30 p. m. Music by Fred G. Albrecht and his orchestra, G. N. Male Quartette and the Girls' Sextette. The hall is to be decorated for the occasion by the Great Northern Railway.

President Budd and Vice President Kenney have been invited and will be asked to lead the grand march. Invitations have been sent to officials of the Great Northern, Omaha, and Great Western Railways, as well as to the officers of the Grand Lodge Brotherhood of Railroad Trainmen, Governor Christianson, and Lieut. Governor Nolan.

A most cordial invitation is extended to all railroad men and the readers of the SEMAPHORE.

The members of the committee on arrangements are O. A. Nordmann, chairman, W. J. O'Toole, H. R. Atwood, J. R. Robertson on the Great Northern, E. H. Varchminn on the Chicago, Great Western, and G. A. Hawkins on the Omaha Railway.

The officers of the St. Paul Lodge No. 122 are: President, John Kennedy; Vice President, John Farrell; Secretary, H. R. Atwood; Treasurer, J. R. Robertson; Chaplain, M. A. Flynn; Warden, Frank Brisson; Inner Guard, B. W. Fern; Outer Guard, B. V. Hogan.

## 'Tis Sweeter Writ in Rhyme

**T**HE PHOTOGRAPH is of Effie Hanson, daughter of Magnus Hanson, engine watchman for the Great Northern at Mound, Minn. Mr. Hanson was formerly engaged at farming at various points in the West and Miss Effie is a native of Spokane. The lure of the West is still potent so after graduating from the Mound High School, she went to the University of Idaho normal school at Moscow, Idaho, where she is now completing her education for the teaching profession.



## Our Portrait Gallery



**A**RE THERE any of our old timers who remember or can name the individual whose portrait adorns our gallery this month? Not many.

It is, we are told, a fine likeness of Charles N. Parker, who was the first master mechanic of the First Division of the St. Paul and Pacific, 1864—sixty-one years ago. Mr. Lewis H. Delano kindly let us have the original picture from which the cut is made. He too was long associated with the Great Northern and its predecessor companies, and his father it was for whom the town of Delano is named.

Mr. Parker left railroad work to engage in the foundry business. His first plant was located in St. Paul, on Cedar Street a short distance from Seventh Street, almost directly to the rear of what is now Husch Brothers store. Later he became identified with the St. Paul Foundry Company and in 1883 removed to Brainerd, Minn., where he organized and operated the Northern Pacific foundry until his death, December 20, 1911.

Mr. Parker was a cousin of George Emerson, who up to the time he went to Siberia with John F. Stevens, came along from boyhood in Great Northern ranks. Colonel Emerson is now at the head of motive power of the B. & O. Railway.

*We want pictures for our Portrait Gallery. Photographs of old time employes, or old time pictures of present employes—individually, or in family groups appropriate for this column will be gratefully received, carefully treated and promptly returned—Editor.*

Some time ago, Miss Effie composed a clever poem extolling the beauties of the country seen in traveling west on Great Northern trains. This was sent to us by one of our officials, but lack of space has made it necessary for us to discontinue verse in the SEMAPHORE. The decision has been made with regret, especially in this case. We have felt, however, that we would like to have our readers get acquainted with one who is so apt at the fascinating art of rhyming.

**"Mark  
Your Gift  
with the  
Health-hope  
Seal."**





### A Washington Family

**T**HE ABOVE GROUP is composed of Joseph and Mrs. Stacheli and their three little folks, Lucille, Richard and George. Their home is in Spokane, Washington, where Joseph is a Great Northern clerk. He entered the service in the assistant auditor's office in 1908.

It is very likely that this trio gives J. S. a merry time when he is on the premises and if they are like most normal, active children, they are "up and doing" from dawn to dusk, as probably Mrs. Stacheli can testify.



### Some String

This picture of a fine string of Lake Osakis fish came to us from H. F. Greeley, Great Northern agent at Osakis, Minn.

He did not need to claim that they prove the worth of Minnesota lakes—they speak for themselves.

### Don't Quit

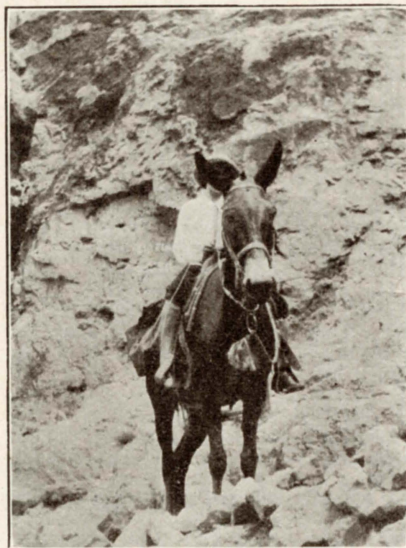
When things go wrong as they some times will,

November, 1925

When the road you're trudging seems all uphill,  
When the funds are low and the debts are high,  
And you want to smile, but you have to sigh,  
When care is pressing you down a bit,  
Rest, if you must—but don't you quit!  
—Selected.

### One Hundred Years Ago

**A**N ENGLISHMAN writing of his first train ride a hundred years ago, had this to say of the speed at which he traveled—23 miles an hour: "The quickest motion is to me frightful; it is really flying, and it is impossible to divest yourself of the notion of instant death to all upon the least accident's happening. It gave me a headache that has not left me yet."



### Who Is She?

**T**HE ABOVE PICTURE was taken in the Grand Canyon of the Colorado. The young lady is an employee of the Legal Department in the St. Paul general offices, but not being used to the association, as pictured above, she hesitated about affixing her name to the picture.

It would have been a good picture had she not carefully hidden her face behind the ear of her friend and burden carrier. Who is she?

### Neptune's Daughter!

**T**HE ACCOMPANYING picture is that of Alice McGarry, daughter of Phillip McGarry, section foreman, of White Rock, B. C. Alice is not yet six years old and yet she carried off first honors at the swimming and diving regatta in August under the auspices of the White Rock Amateur Swimming Association of that city.

The little lady was presented with a medal for being the youngest child to swim twenty-five yards unassisted in two minutes. This event was not a race but was included in the program to encourage young children to learn to swim. The accomplishment of this tiny tot was greeted with prolonged applause.

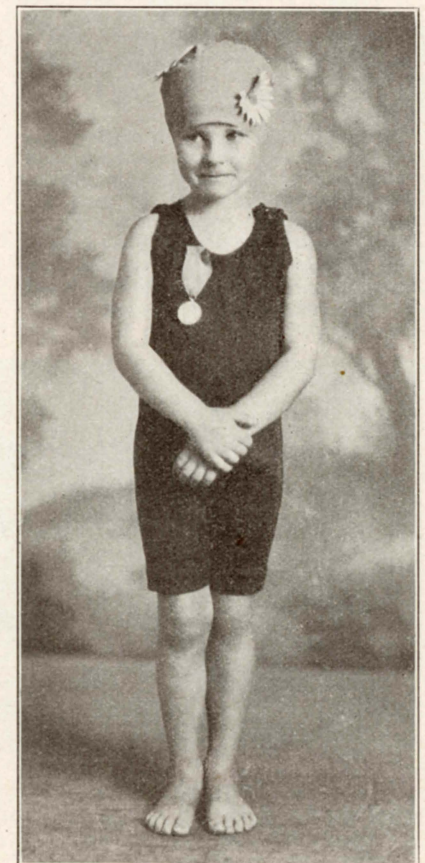
The SEMAPHORE is indebted to W. E. Johnson, sub-collector of Customs and Excise of White Rock—also a member of Vancouver Chapter No. 11—for this information, and we heartily join in congratulating the wee lassie.



### The Mother Miracle

**T**HERE MAY BE other sentiments that stir the human heart more deeply, but none so perfect in its sincerity and simplicity and none more exquisite to the observer than a mother's love for the babe and the confidence the tiny one displays in her.

The camera man has caught Mrs. Wm. Gray and baby Gloria in a charming pose that accentuates this thought and brings the scent of rosemary to each of us. Mr. Gray is yardmaster at Seattle, and you will remember the picture of the baby's six fine older brothers and sisters in the September issue.



# 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:

- 362 Michael Mohs, car repairer, St. Cloud, Minn., effective October 1, 1925.  
 363 Preston S. Clement, passenger conductor, Havre, Mont., effective Oct. 1, 1925.  
 364 Harry W. Walsh, train baggageman, St. Paul, Minn., effective October 1, 1925.

The Pension System of the Great Northern was established September 16, 1916. Since that date, the number of pensions enrolled has been..... 364  
 Of whom there have died..... 116

Leaving enrolled on the Pension List at this time..... 248

The amount paid out in pensions to October 31, 1925, is \$488,747.30.

## MICHAEL MOHS

Born September 14, 1855, in Germany. He worked as a car repairer at St. Cloud under William Feaster several different times between January, 1887, and November, 1895, and then went farming until he returned to the Great Northern in November, 1904, as a car repairer, for W. P. Schmidt. All his service has been at St. Cloud. In September, 1918, he became a gang foreman which position he held until he was retired, account age limit on September, 1925, and pensioned with 21 years' service. He lives at 227 15th Avenue N., St. Cloud, Minn.

## PRESTON S. CLEMENT

Born June 17, 1867, in Ohio. From April, 1888, to September, 1894, he was in train service of the Northern Pacific at Ellensburg, Wash. He resigned and went to Los Angeles where he worked a short time as switchman for the Southern Pacific. He then went to Jackson, Michigan, where he was canvassing for a year. He worked on a farm near Springport, Michigan, for one year and six months. From September, 1897, to April, 1899, he was engaged as a local preacher under Rev. L. E. Lennox, presiding elder at Reed City, Mich.

April 24, 1899, he was employed as brakeman on the Montana Division and was promoted to conductor in August, 1899. In October, 1906, he was promoted to passenger conductor. He remained in this position until he was retired in September, 1925, on account of physical incapacity and pensioned with 26 years' service. He lives at 636 3rd Street, Havre, Mont.

## HARRY W. WALSH

Born November 2, 1857, at Niagara Falls, Ontario. During the period from October, 1891, to October, 1897, he worked as passenger brakeman on the Soo Line at Minneapolis and the C. St. P. M. & O. Railway at St. James. Before coming to the Great Northern Railway he worked for short periods in a shoe factory at Newton, N. J., and Yerna's grocery in Minneapolis. In August, 1898, he was employed as a brakeman on the Northern Division under C. H. Jenks, superintendent. After a few months he was transferred to the Dakota Division. In August, 1901, he was transferred to train baggageman and remained in this position until he was retired in September, 1925, on account of physical incapacity and pensioned with 27 years' service. His address is 235 Aurora Avenue, St. Paul, Minn.

## Well Known Civil Engineer Crosses the Great Divide

**J**OHN CAMERON PATTERSON, for many years connected with the engineering department of this company, died at Los Angeles, November 6. He was born at Lawrence, Mass. March 10, 1858 and received his technical education at Maine State College, graduating there with the degree of civil engineer in 1878.

He came to Minnesota in 1879 and was employed for a few months in the city engineering department of Minneapolis.

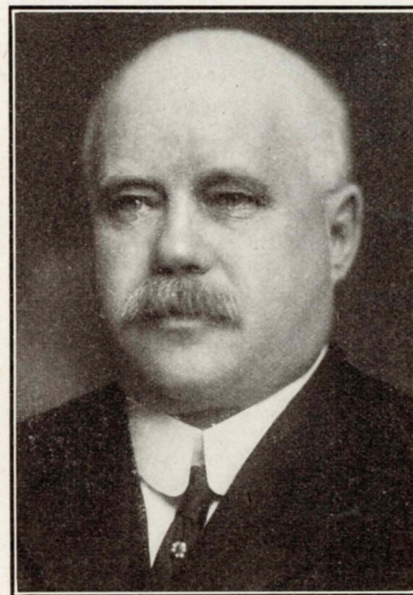
He entered the service of the St. Paul, Minneapolis and Manitoba Railway Company June 1, 1880, and from then until

the close of 1888 was employed on many of the new lines of the company in Minnesota and North Dakota as assistant engineer, making surveys and supervising construction.

From 1889 to 1895 he was in the employ of the Northern Pacific Railway Company as assistant engineer, surveying and constructing branch lines in the State of Washington.

From September, 1895, to March, 1902, with the exception of five months during the winter and spring of 1898-99, he was resident engineer of the Montana Central Railway at Great Falls.

During the five months of 1898-99, above mentioned, he was in the employ of the Butte, Anaconda and Pacific Railroad, in charge of construction at and near Butte.



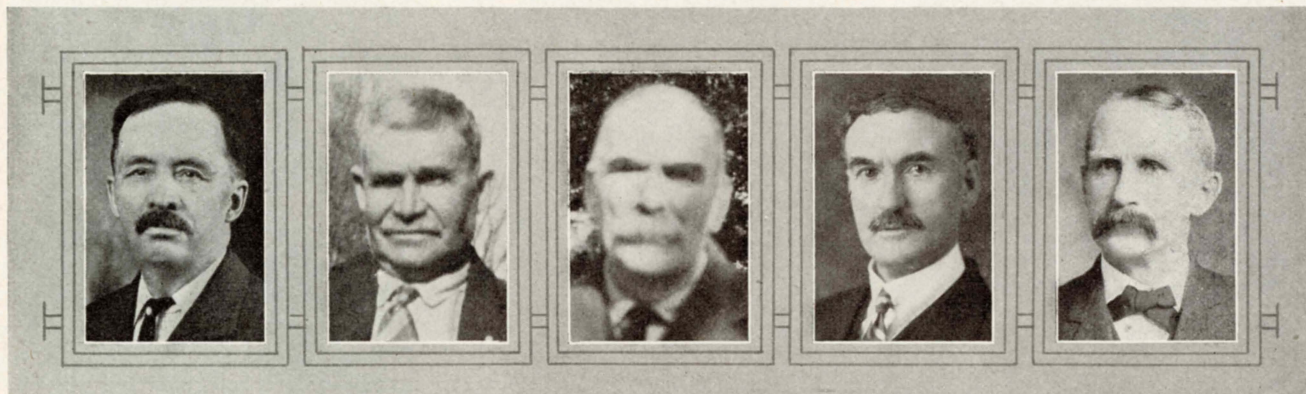
John C. Patterson

On March 5, 1902, he was transferred as resident engineer to St. Paul and on March 17, 1903, was made principal assistant engineer.

On January 1, 1906 he became assistant chief engineer, remaining in that position until May 1, 1913.

The greater part of the next three years was spent in the employ of A. Guthrie and Company, contractors and engineers, of St. Paul, handling various construction jobs on them.

(Continued on page 32)



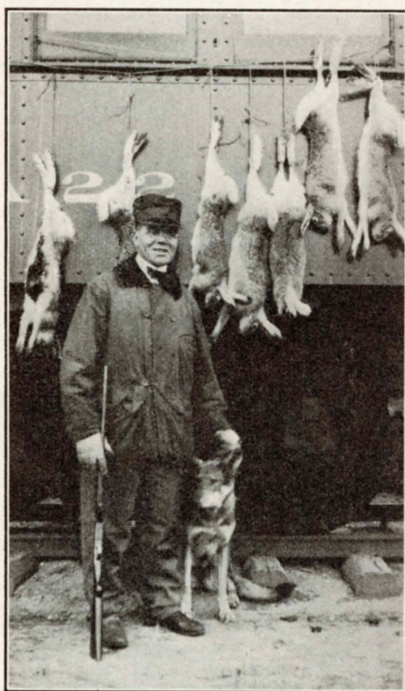
## Another Group of Recent Pensioners

From left to right: 1. Harry W. Walsh, train baggageman, St. Paul; 2. Claus Anderson, gateman, Wadena, Minn.; 3. Joseph Whalen, crossing flagman, Mounds, Minn.; 4. George McLean, engineer, Spokane; 5. Wm. S. Ransom, engineer, Benson, Minn.

## Dead Shot Bill

**F**OLKS, MEET THE "most reverend" William Whitener, who, in the capacity of head waiter on car A-22, presides over the gastronomic destiny as it were, of Chairman L. W. Hill when he journeys over the line. The A-22, if there is anybody along the line who has not heretofore made its acquaintance, is the chairman's business car.

William, or "Bill," as the most reverend is generally known, was snapped by the photographer on the occasion of his return from his annual "antelope" hunt in Glacier Park. From the size of his bag we should infer that Bill is the original dead shot. It takes a real gunner to bring down this particular breed of antelope on the wing.



In Bill's right hand is the trusty firing piece that spells death and disaster to the fleet denizens of the mountain fastnesses. At his left sits "Wow," Bill's prize winning antelope hound.

Bill is fast approaching the veteran limit—at the rate of 365 days a year. In about 23 years more of service he will be eligible. He is sure friendly to the Great Northern. You can see from the picture that he is perfectly at home, and you would never guess that he is lost. S'fact, though. You see Mr. Hill borrowed him about two years ago from President Turner of the S. P. & S. and has just kinder sorter mislaid Bill, so to speak. He is in the borrowed umbrella category. But it doesn't worry Bill anyway; leastwise he goes around singing "Let it rain," at his work. Just at present, however, neither the light of William's smile nor the merry strain of his song is abroad in the land; cause he is an enthusiastic supporter of the Washington, D. C., ball team, and bet his bank roll to back his judgment. Needless to say his song somehow has lost its lilt.

December, 1925



## Radiator Emblem Suggested

**F**ROM DEWEY A. MARTIN, telegrapher at Rexford, comes the suggestion that many Great Northern Railway club members who drive cars probably would be glad to be able to procure a radiator emblem similar to the club button. The idea appealed to us strongly, with the only qualification that probably there are many employees with autos, not members of the Great Northern Railway Club, who would be glad to secure a Great Northern emblem for the radiator of their car.

We have secured prices and the design which we reproduce here. For a 3-inch emblem made of brass with the design done in colors—blue background for border and red for the center, the price in 500 lots would be 75 cents each. This includes the initial outlay of \$85 for dies.

In any smaller quantity the price is increased out of all proportion, and we believe it hardly worth while to consider ordering less than 500. We can not order them without knowing in advance how many will be required. If you drive a car and would like one of these emblems notify the secretary of your chapter, if a club member; if not, write directly to the SEMAPHORE. Send no money, until we ask for it. If we find that enough are wanted, we shall order a sufficient quantity (500 or more) and notify you that they are procurable on remittance of the price, 75 cents.

## Safe and Sure

### September Train Performance

**T**HE RECORD FOR October shows two divisions with one hundred per cent again, being Dakota and Willmar, with Cascade and Minot tied for a close second with 99.2. The general average is seven full points better than last month. This is the second successive month that the Willmar Division has had a 100 per cent record. The tabulation follows:

Division	Trains	Per Cent
Mesabi	124	96.7
St. Cloud	310	98.4
Willmar	62	100.0
Dakota	186	100.0
Minot	124	99.2
Montana	124	95.2
Kalispell	124	96.8
Spokane	124	98.4
Cascade	124	99.2
Total	310	95.5

## Pullman Paragraphs

### Pullman Train at Fair

At the recent State Fair held at Syracuse an entire Pullman train was placed on exhibition and proved of great interest to a large number of visitors. Our statistical division compiled the following authentic record of the attendance.

Saturday, Sept. 12	4,520
Monday, Sept. 14	3,625
Tuesday, Sept. 15	3,574
Wednesday, Sept. 16	6,456
Thursday, Sept. 17	11,319
Friday, Sept. 18	7,829
Saturday, Sept. 19	8,940

Total Attendance .....46,263

Sept. 17 was the first clear day, and as it was about 9 a. m. before there was any appreciable attendance, and as the fireworks and other entertainments began at 8 in the evening, the bulk of this number passed through the train in those 11 hours, at the rate of more than 1,000 an hour.

### A Midnight Observer of Railroads

Most boys are interested in railroads. The overpowering grandeur of the locomotives, the roar of the trains, the appeal of the trainmen's jobs, are all calculated to stir juvenile interest. But Braddock, Pa., has an enthusiast of 12 years, Lyle Geiger, who from the vantage point of a home near the Pennsylvania main line, has collected and tabulated 1,350 Pullman car names. Not so remarkable, you say? Ah, but read this extract from his letter:

"Tomorrow's Saturday, and as there is no school, I will stay up tonight until 1 o'clock to watch for cars on the crack trains, and see if I can get names that are not on my list. I have a spotlight placed in the window with which I can read the names of the cars during the night."

### A Novel Feature

An innovation in Pullman Service was the using of Filipinos as club car attendants on the "Cuban Special," de luxe train, that carried Chicago crowds to Urbana, Ill., to attend the football games between Illinois-Nebraska and Illinois-Michigan during October. These men—all of whom have specialized in club work—were uniformed in white and not only made a natty appearance but scored a decided hit. They are now being used as club car attendants on the "Broadway Limited," and this service will be extended to other regular lines, as the Pullman Company desires to give the real club atmosphere to these cars, already provided with luxurious conveniences. Special uniforms in foresty green will be seen on attendants assigned to club or other service



### Apple Capital Freight Staff

**O**F ESPECIAL interest at this time will be the above picture of the Great Northern freight house at Wenatchee, Washington, and the freight department and fruit agent's staff, which has charge of assembling, shipping and billing the crop. Those in the picture are, from left to right: Harold A. Haight, chief clerk; Paul Spurgeon, operator; Burness Bethel, clerk; Harry Rickard, clerk; M. W. Hoyle, chief clerk, W. F. E.; Mrs. Minerva Tribble, clerk; Florence M. Brenner, clerk; Gertrude Commerford, clerk; John J. Beck, clerk; Mrs. K. Tworoger, clerk; James Morton, clerk; W. C. Pemberton, clerk; Mrs. Edna McCrea, clerk; Mrs. Mallen Williams, clerk; James Smith, bill clerk; Mrs. L. W. Mickle, clerk; L. W. Mickle, fruit agent; Mrs. Verna Smith, clerk; J. T. Bowen, clerk; Mrs. Maud Wegner, clerk; John James, trainmaster; Doris Bate, stenographer; John C. Melenbacher, operator; Ray Sterley, rate clerk; Clarence Redman, assistant cashier; George Seyster, demurrage clerk; Oroville L. Allen, cashier; A. A. Piper, agent.



### The Bear Facts

Editor SEMAPHORE:  
Kind Sir:

Being as how you're an editor, you sure must be for fair play, even though a much maligned and really kindly disposed bear is holding down one end of the argument. It's about the story that appeared in the August number of your esteemed and valuable magazine of how one Dan McLaughlin met up with me over here in the Cascades. For I'm the bear Dan is supposed to have mixed with. Now you printed a picture of Dan, and I don't want him to get all the publicity, so I got a fellow to draw my picture for you to publish. I first got what I supposed was a photographer to do it, but he turned out to be a Marathon runner, like Dan is. The feller that drew this may be not much of an artist but he isn't a runner at any rate.

Having seen my picture I ask you

if I look like a bear that would just nibble at Dan's hip pocket and let it go at that. As a matter of fact, I didn't—I couldn't. I never was close enough. Dan saw to that. When it comes to speed Dan gets the pink chrysanthemum. Your locomotive 2509 has nothing on Dan when it comes to eating up distance.

Now I want you to correct that story. It does me much injustice, and I'll tell the world right here and now that if I ever get close enough to that sprinter, I'll not stop with his hip pocket. I'll get his pants and Dan, too, if he stays in them. My advice to him is to do his hunting over on the Spokane Division and keep away from the Cascades.

Yours for Truth and Veracity,  
Ursa Major.

### Northwest Indian Congress

**A** VERY REMARKABLE congress relating to Indian affairs in the Northwest was held at Spokane, October 30, 31, under the auspices of the Spokane Betterment Association. Delegates from all Indian tribes in a dozen states met with agency superintendents, and others concerned in conserving the welfare of the American aborigines. Entertainment and sport programs, a "well baby" clinic, and many other features combined to make a marked success of a most interesting event.

In this connection the Omak (Wash.) Chronicle in its issue of October 30, says: "Through the courtesy and enterprise of the Great Northern Railway Company, twenty-five local Indians, their tepees, other equipment and horses will be a part of the big congress at Spokane. All transportation expenses are being borne by the company. The trip is sponsored by the Omak Commercial Club."

## COURTESY COUNTS

**W**AY BACK IN March 1898 they had big snows out in Montana and being snowbound on a transcontinental train was something to expect. Train No. 3 which left St. Paul at 1:30 p. m. on March 20 of that year encountered a severe snow storm while crossing the Blackfeet Indian Reservation and with its passengers was held up for four days.

Those on the train felt so keenly the kindness of the crew of the train that on March 26 they sent a testimonial to the Great Northern Railway Company which read, in part, as follows:

"Our object in sending you this testimonial, is to express our appreciation of the kindness and attention shown the passengers by the employees, who have charge of this train.

"The kindness of Mr. Ed. Logan, conductor, we wish especially to mention, for owing to his ceaseless care and attention, our position here in the snow has been relieved of the miseries usually attending such an experience.

"Mr. Logan was in every way assisted to the full extent of their ability by members of his crew, who vied with each other in seeing who could do the most to make us comfortable."

Previously, however, the passengers of Coach No. 22 had offered their own resolution on March 23, as follows:

"We, the passengers of Coach No. 22, wish to extend a vote of thanks to the managers of the Great Northern Railway Company, and to Conductor E. A. Logan and crew, of this train, for the kind and courteous treatment received while storm bound during the great blizzard of March 22 and 23, the company generously and voluntarily furnishing meals gratis during our delay."

Which just goes to show what an old idea railroad courtesy is after all.

UNITED STATES DEPARTMENT OF  
AGRICULTURE

Bureau of Agricultural Economics  
WASHINGTON, D. C.

G. N. trains Great Falls to Helena,  
Tues., Sept. 1, 1925.

Asst. General Passenger Agent in charge  
Personnel, Great Northern R. R.,  
St. Paul, Minn.

Dear Sir:

I wish to commend the kindness of the conductor on this train No. 235, Great Falls to Helena, Sept. 1. I found a little boy in the seat with me en route to Sheridan, Wyo., and surmised he should have changed cars at Great Falls. The conductor inquired how much money he had and having only one dollar, took him back for breakfast and gave him some money, then turned him over to the ticket agent at Cascade with a note to the conductor of the returning train and to the Travelers' Aid at Great Falls.

Such acts of kindness engender confidence in the railroad and a cordial feeling on the part of customers of your road.

Very truly yours,  
O. E. BAKER.

Great Northern Semaphore

# What They Say of Our Railroad

The following excerpt from a letter to Mrs. Dohner, wife of Conductor I. J. Dohner, written by Mrs. Bessie Lewis, acting president of Washington Federation, Business and Professional Women's Clubs, on the occasion of her trip to Portland, Maine, at a convention, is one more testimonial to the unexcelled service and equipment of the Great Northern.

"And right here I want to say, Bell, that I shall never regret deciding to patronize our own home business, the Great Northern, for in all this wonderful trip that took me through nineteen different states and two provinces of Canada, which necessitated my traveling over five different railroads and one steamship line, I found absolutely nothing that for courteous service, cleanly comfortable equipment, and well cooked food at reasonable prices, equalled our Old Great Northern. The Oriental Limited, to my mind, is the last word in travel comfort.

"I am enclosing the little booklet, 'First Call to Dinner,' which the steward on the O. L. gave me. All the passengers in our car were mailing them home. Thought they were the cleverest things yet."

Cleveland, Ohio. Sept. 8, 1925.

Mr. J. A. Blair,  
Gen'l Supt. Dining Car Service,

Dear Sir:

It gives me great pleasure to write you and express the appreciation of myself and friends for the lovely meals and wonderful service we received on the Great Northern during our recent trip to Seattle attending the Triennial Conclave with Holyrood Commandery No. 32 of Cleveland.

Your Mr. Baker and stewards accompanying us certainly won a place in all our hearts and did everything to make our trip a most pleasant one. I am frank to say that nowhere west of Chicago did we receive anything equal to the Great Northern. If it should not be our pleasure to make another trip over your line—there is one thing sure we will never get through talking G. N., and I assure you it will always be a pleasure to boost your line.

Yours very truly,  
WORLEY O. SHAFFER,

Chairman Fellowship Committee Holyrood Commandery.

## Our Constant Cartoonist

WHEN HE IS NOT doing anything else, Elmer Bullock, towerman at Wahpeton Junction, N. D., is drawing, and he specializes in cartoons. Every endorsement of the pay checks he receives from the company is accompanied by a pen and ink sketch, and we show one of his latest here. One of his cartoons was reproduced in our June number. People who know a good cartoon when they see it, say that Elmer Bullock's work ranks high and he would probably have won fame in that field except for the fact that he'd rather be a railroader.

December, 1925

## More About Service

I wonder how many of us practice the real meaning of service. We may be willing and eager to serve the company for its best interests at all times, but do we really practice as we should—away from the firing line? Do we encourage an inspiration to serve some one in some little way whenever we can by performing just a little act of kindness? Is it cold feet, thoughtlessness, or simply unconcern.

We have often heard the old saying that it is the little things in life that count. If we have not practiced them, just try it out and see how true is the saying. The one great outstanding feature about the Boy Scout movement that appeals to me and draws what little donations I am able to contribute, is the fact that they are taught to do at least one kind act every day if possible. That is what will make real men to rule the world long after you and I are forgotten. It makes one happier the rest of the day.

Let me give you two or three instances in my own experience in the last few days. One is a case of direct company service. Recently I was on some special work of solicitation in one of our large cities. At one corner I noticed across the street a sign that designated the office of one of our leading competitors and with it the name of the agent who is a foreigner, printed in his own language. His countrymen occupied stores and shops in the immediate district. While I felt that I was in a hot bed of competition I wanted to go over and meet him—size him up—to see if my wits would match his if possible in a fight for business. But I had cold feet.

While I stood there meditating and wondering whether he would want to throw me out or give me lukewarm reception, a big car came rolling by and in it one of our highest officials with several others hurrying to an important conference. The high official noticed me standing on that corner, spoke pleasantly and I presume thought it was pretty soft to be standing on a street corner, smoking a cigar and watching the sights like a rube.

That was because I hesitated—cold feet—my courage faltered. The passing of that auto never could have happened at a more opportune time. An inspiration came to me and short work was made of my faltering courage. The first thought that came to me was, Kitchell, would you be willing to face Mr. \_\_\_\_\_ and tell him that you had lost your nerve? That settled it. I went over there almost on a run. The foreign agent took my card, received me most kindly, and we had a fine little visit together. It developed that he had quite a little business offered to him by his countrymen he was unable to handle for his line in quite a few instances. He was perfectly willing to turn over this business to our line, and in fact was already giving it to one of our co-workers who was making frequent calls for such business. It proves that often we may develop business from sources in what may appear barren territory, and that service, courtesy, kindness and courage will win in the end.

Another case occurred where only the slightest effort did me a world of good. I was on my way to the depot with my heavy grip when I saw a blind man with a cane waiting at a very busy corner in Seattle. It was dangerous at that hour for a person with good eyes to cross. I watched the hurrying crowd of men and women for a minute or so, and not one of the care free throng whom God had given every blessing and faculty, gave thought to that unfortunate blind man who stood in danger of injury. I took him by the hand and led him safely to the other side. Although I had my heavy grip and it took me a bit out of my way, it was worth the little effort just to hear him say—"Thank you sir, I was a little timid about crossing."

Folks, it makes you feel just a little better all day long. If you don't practice little things like that, just try it one little time and see if it does not make you feel better in the region of the heart. And Oh, how little it costs!

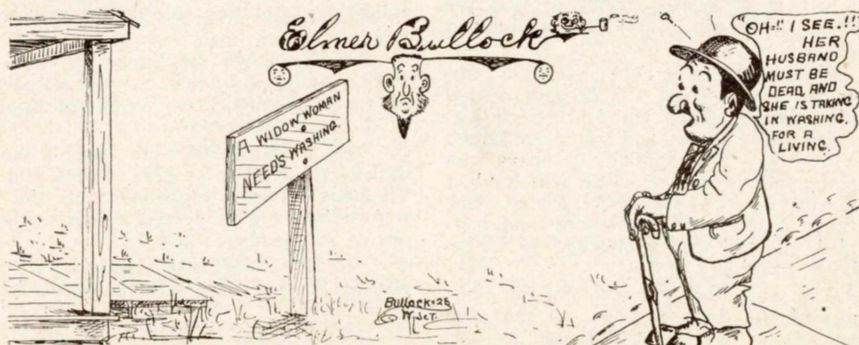
Not long ago I was riding in to Wenatchee with my old Dodge. We were about four miles from town when I saw a little chap about eleven years old trudging along toward town. It was hot walking and I stopped and said—"Want to ride, son?" He climbed in and nestling down in the seat said, "Thank you, mister; gee, I am glad you picked me up, because I had an operation on my side two weeks ago. I am still pretty weak and the wound was commencing to hurt. The doctor wanted to see me and mother wants me to bring out some things from town." Mine was a small effort, but did it pay? You bet it did, and besides if you were a little kid surely you would like to ride, even in an old Dodge.

A very old lady with a grip, too heavy for her to manage, got off the car with me at the depot a few days ago, to take a train for Yakima, but we don't sell to Yakima. That does not matter. I carried her grip from the car and took her down to the waiting room. You would have said it was worth while if you could have seen the expression of that good old Irish motherly face as she said—"Thank ye sor, y'er' very kind to an old lady." All I could say was—"I had a mother myself." It was just a simple easy little thing, folks, and required such small effort, but it made me feel better.

Are you tired of such sentiment? If not, here is just one more case. Yesterday on the sleeper attached to No. 4 there was a rather young, nicely dressed fellow seated opposite me. I called his attention to the fact that the clouds looked as though we were going to have bad weather. Not until then did I know that he was stone blind. When we reached his station, an important town, the porter of course had his passengers to handle, and I took my fellow passenger by the hand, carried his grip and escorted him from the train and placed him safely with the depot authorities with instructions to see that he was placed safely in the taxi for his hotel. He had been studying law and was going to that town to open an office. Can you imagine what a handicap, and yet he had the courage and the faith in his ability. I slept soundly last night thinking of him as I was lulled to my sleep. I wonder if that simple little act of such little effort did not make me rest better. Somehow I think it did.

Now, folks, I do not write this in a boastful spirit with any idea of trying to impress you with how good I am. God forbid. I am no better than the rest of us, only I did not seem to think of these little things in my earlier days. What little I have done in this kind of sentiment seems to have come to me in maturity and as I grow older. I wish I had tried to practice it more in earlier life. My only object in this article is to try and have all of us think more and more of these little things in life that count so much. The opportunities are about us; you will get a wondrous joy out of it, and you will find that for the very small effort a great reward will come to you within your own heart.

Larry D. Kitchell.



## IRON ORE ON ALLOUEZ

The First Train from the Mesaba Range Reaches the Docks.

## SEASON OF GREAT REJOICING

A Happy Banquet at the Euclid—Toasts to the Projectors of the Successful Enterprises.

Within a few miles of Superior and nearer to Allouez Bay than to any port on Lake Superior is the greatest iron ore field known in the world. Yesterday what may be fairly considered as the most important event in the commercial development of Superior occurred, when that great field was tapped and a train load of its product was delivered on the ore pockets in Allouez Bay.

The train hauled by No. 3 Duluth & Winnipeg locomotive, in charge of Conductor M. J. Flynn, arrived at the ore scales on Railroad Avenue east of the Nemadji River at 11:15 o'clock with nine cars of beautiful, clean ore from the Mountain iron mine.

The train was accompanied by Donald Grant, D. J. Foley and Archie Guthrie of the firm of Foley, Grant & Guthrie; A. Stewart, constructing engineer; W. H. Fisher, general manager of the Duluth & Winnipeg; Francis B. Clarke, vice president and general manager of the Consolidated Land Company; the "irrepressible, irresponsible fantasmagoria" and others. They were met by James Bardon, Frank E. Hanson, Engineer Dole and others.

The ore was weighed by Mr. Dole, car by car, the average being about twenty-two tons apiece.

With an unusual amount of snorting, whistling and bellowing the train was then pushed upon the high dock and out over Allouez Bay. Car No. 351, which formed the front of the train, was stopped over pocket No. 23 and dumped.

The ore is so soft and fine that it was packed into the cars firmly and therefore was not very easily discharged. The party, some of whom had never been on the dock before and who seemed to feel rather scary at the high gale that was blowing, then made an examination of the ore pockets and their machinery. The pockets are of such a size that each one comes exactly under a car in a coupled train, so that the entire train can practically be dumped at once.

Each pocket will hold about 200 tons, or ten cars of ore. It is built of big pine timbers, lined with three-inch seasoned maple planks, and bolted and bound with steel. The mouth is of heavy iron plate, and the chutes, which will conduct the ore down to the vessel, are of steel, thirty or forty feet in length, and handled by steel cables attached to Union hoist machinery.

The main dock, on reaching the summit of the dock, spreads out into two tracks, so that two trains side by side may be unloaded at once.

## Great Northern's Gulliver

OUR READERS WILL find in the old newspaper report of the first ore train into Superior which we reprint in this issue, reference to something or somebody or other as "the irrepressible, irresponsible fantasmagoria." That had us going until we learned that the reporter had in mind Conductor M. J. Flynn of Duluth, now running on the "Gopher" between St. Paul and the "Zenith City" and whose picture, taken on duty, and starting his train on the minute as usual, we reproduce below.



Just why Flynn should be described as a sort of magic lantern show or stereopticon exhibition is somewhat involved. We opine that the reporter must have meant "fantasmagorist," which Webster says is a chap who propounds fantastic theories as founded in fact, or words to that effect—mostly. Probably the reporter thought, "Why stop with five syllables when I can soak him with six?"

Our reason for this deduction lies in our genial conductor's reputation as a

spinner of yarns. He is nationally celebrated for his "Whogag," "Hide Behind" and other wild animal stories—wied tales of wierder beasts "that never were on land or sea." Once having listened to them, you will not wonder that the newspaper fellow committed a wild assault on the dictionary for a multisyllabled appellation to fit our imaginative Mike.

## Burlington 75 Years Old

IN SEPTEMBER, 1850, the first train of what is now the Chicago, Burlington and Quincy Railroad was operated between Aurora, Illinois and Turner Junction (now West Chicago), a distance of twelve miles. Beginning as a local enterprise of citizens of Aurora when the entire railroad mileage of the country was 9,000, the Burlington has grown with the rail transportation industry until upon its "diamond" anniversary, it comprises a system of 11,500 miles extending into eleven states.

The progress of the Burlington is another outstanding demonstration of the value of service—the great stock raising and agricultural sections of the territory between Chicago and the Rockies owing much to the faith of this great railroad in the future of that territory and the unremitting efforts to develop its resources and co-operate with its people. Hearty congratulations are extended to our sister system.

## Great Feats are Told Afar

THE DECEMBER issue of *Popular Mechanics* on page 887 shows a picture of the Great Northern engine 2517 and the train it pulled from Seattle to St. Paul. An accompanying article describes the journey and the return trip of the same engine pulling the mail to Seattle. This article and picture feature the performance of 2517 as a record on American railways, which it undoubtedly was.

### AMERICAN INSTITUTE OF CONSULTING ENGINEERS, INC. NEW YORK

W. S. KINNEAR, President  
HARRISON P. EDDY, Vice President

P. W. HENRY, Secretary and Treas.  
111 Broadway

October 16, 1925.

Mr. Ralph Budd,  
President, Great Northern Railway,  
St. Paul, Minn.

Dear Sir:

The members of the American Institute of Consulting Engineers, particularly those who know Mr. John F. Stevens personally, were very much gratified to learn of the erection by your company of a statue in his honor.

The Council of the Institute, at its meeting on October 7, 1925, passed the following resolution in relation thereto, which I take great pleasure in transmitting:

"WHEREAS, the Great Northern Railway Company, by erecting in Marias Pass a statue of John F. Stevens, discoverer of the pass and a former chief engineer of that company, has recognized appropriately a great engineering achievement of a great engineer;

"BE IT RESOLVED: THAT the American Institute of Consulting Engineers desires to express to the officers and directors of the Great Northern Railway Company its high appreciation of the honor thus conferred upon a distinguished representative of the engineering profession long identified with this Institute as one of its members; and

"BE IT FURTHER RESOLVED: That the Secretary be instructed to transmit to the President of the Great Northern Railway Company a copy of these resolutions."

Very truly yours,

PHILIP W. HENRY, Secretary.

Great Northern Semaphore



## A Few More Features of the New Union Station at Chicago

**A**MERICA'S LATEST triumph in rail-roading—the new Chicago Union Station—is now open to the traveling public.

With its many shops and restaurants, the new terminal is virtually a city in itself. Those who planned it considered the service of the traveler of the utmost importance, and following a thorough investigation, selected Fred Harvey, with a half-century of distinguished service to American travelers, to operate all restaurants and shops.

The main restaurant is located across the waiting room from the ticket office, and an excellently equipped lunch room adjoins to the north. These facilities are supplemented by another restaurant located in the train concourse building.

(That this restaurant is far above the average is confirmed by our assistant editor, who recently tested its food and service. He learned that Chicago has also discovered its worth, many dinner and after-theater parties taking advantage of its appetizing viands, attractive surroundings and attentive staff.)

Adjoining the main waiting room is the "Shoppers' Mart," comprising a drug store, in charge of a registered pharmacist, soda fountain, news stand, and various other shops catering to the multifarious needs of the traveler.

An ever growing need in the big terminals for efficient and adequate taxicab service has been fully met in the new Union Station. Two inclined cab drives, entering beautifully designed portals at the Adams-Clinton and Jackson-Clinton corners, furnish convenient access to the waiting rooms, ticket office and train concourse.

Centrally located in the main building, the majestic waiting room (shown in the picture), has a floor space of 26,500 square feet, the arched ceiling rising to a height of 111 feet above the floor level.

The walls are of marble imported from Travertine, Italy. Large recesses in the walls are emphasized by marble columns. The upper part of the walls in each end of the waiting room is of glass, while almost the entire ceiling consists of skylights. The large Information Bureau, artistically designed, is located in the center of the waiting room.

West of the main waiting room is the ladies' waiting room, beautifully designed and comfortably furnished, and in charge of a matron and attendants ever ready to assist ladies traveling alone or with small children.

One of the remarkable features of the new terminal and one certain to be greatly appreciated by travelers is the complete separation of the passenger and the baggage platforms; passengers are not inconvenienced in any way by the interference of baggage trucks.

The new Chicago Union Station takes its place among the world's foremost terminal structures, not only from the viewpoint of immense size and architectural magnificence, but also because of the exceptionally convenient location on the one floor level of its many facilities for serving the public.

*Received through the courtesy of James P. Anderson, chairman, Chicago Union Station Committee.*

## New Broadway Limited

**R**ECENTLY THE Pennsylvania Railroad equipped its Broadway Limited anew and invited the public at various points to look it over. The editor appreciated an invitation to attend the exhibition at Chicago Union Station on November 6 and 7.

They say "imitation is the sincerest flattery" and Great Northerners cannot but be glad that other railroads are constantly striving to improve passenger facilities, so that in the end every train in America will be as nearly as possible the equal of the "Oriental Limited." Congratulations to the Pennsylvania!

## Land Bank Commissioners Travel

### Great Northern on Inspection Trip

**I**N OCTOBER MEMBERS of the Federal Land Bank Commission made a trip of inspection through the Northwestern states, traveling to the Coast via Great Northern Railway and returning to Washington, D. C. by way of California, Texas and Louisiana.

Those in the party were: Judge Charles E. Lobdell, chairman, Federal Land Bank Commission, in charge of party; Governor Robert A. Cooper, Federal Farm Land Commission; Senator George P. McLean; Senator O. E. Weller; Senator Walter E. Edge; Senator H. D. Stephens; Senator P. Norbeck; Congressman L. T. McFadden; Congressman J. G. Strong; Congressman E. H. Fenn; Congressman Otis Wingo; Congressman W. F. Stevenson; Congressman F. H. Gillett.



## Honeymoon at Glacier

**Y**OU WILL SEE by the background that it really is Glacier Park and we can vouch for the fact that the happy couple is composed of Jos. Aukofer, clerk in the superintendent's office at Minneapolis, and Mrs. Aukofer, who recently acquired that title. Best wishes to you both.



## Editorial

The Editors and Staff of the Semaphore  
extend to all its readers hearty good wishes for  
a Merry Christmas and a Happy New Year.

### A FINE TRADITION

**O**CCASIONALLY WE have had to sit and listen to some uninformed but none the less opinionated relic of the period when it was the style to excoriate the railroads assert that the railroads have found that courtesy pays, and as a consequence, the attitude of railroad employees toward the public has undergone a decided change from the order of the old days. As yet, we have encountered but one of these self-constituted critics who could give an instance of specific discourtesy, and that one could cite but one such occurrence. The others' complaints, when shorn of their ill will and brought down to bald facts, resolved themselves into chagrin over railroad employees' refusal to treat seriously their unreasonable demands or criticisms.

The truth is that the courtesy of railroad employees is proverbial. The "call of the rails" always has drawn to the service men of fine character and high ideals. Apparently the very bigness of the railroad has engendered a bigness of heart in those who have made railroading their career. Possibly it were better to say that the game offered to men of fine caliber wider opportunity for the exercise of the kindly attributes inherent in them. We say this from the vantage of a traveler and observer rather than an employee, for we were for many years engaged in other pursuits that occasioned wide travel, and our conviction was born then. Subsequent affiliation with the Great Northern organization has but served to strengthen this conviction.

Kindness and courtesy are a tradition on the Great Northern. The testimonials appearing in another column from the passengers on our No. 3 marooned for four days at the time of the great snowstorm of March, 1898, are ample proof that it is so—that kindness and consideration were the order then as now. Courtesy always has been the inborn trait of the man who is kind without motive—the sort of man you will find from "headquarters" to the farthest bumping post on this great railroad.

### SCOBEY WEST VS. AMERICAN FARM BUREAU FEDERATION

**F**ROM THE TIME the Great Northern Railway announced that it purposed to extend the Bainville-Scobey branch, and that the residents of the region, to insure the extension, had subscribed for over \$300,000 of the company's stock at par, mention of the matter has appeared frequently in the western press. So far as we have seen, in both news items and editorial comment, the journals unanimously have acclaimed the resumption of railroad construction as an augury of returned prosperity in eastern Montana. They have said that it meant the economic salvation of the country west of Scobey, and have felicitated the citizens of the district on their sound sense and judgment in subscribing for the company's stock and donating the right-of-way in order to secure the line, without which the territory was suffering desertion and depopulation because of its isolation and consequent inability to compete with districts no richer in agricultural resources, if, indeed, as rich, but enjoying the advantage of railroad transportation. They have praised the Great Northern and congratulated the public. Thus the picture when a community wants and needs a railroad.

The reverse of the picture may be seen in the despatches telling of the determination of the American Farm Bureau Federation to exert its every influence and devote all its resources, if need be, to defeat the efforts of the western railroads to secure an 11 per cent increase in freight rates. The president of the federation says: "To talk of raising rates is madness." Were he to inquire of the farmers in north-eastern Montana whether it be madness to pay a few cents more per bushel of grain to get it to market, or to so throttle and hamper the railroads as to prevent the acquisition of new capital essential to the construction of needed lines,

we have little doubt they would assure him that in the latter course lies "madness." Let him ask an Opheim farmer what rate he would gladly pay to get his grain to market by rail.

The members of the Farm Bureau Federation have the cheapest transportation in the world, so cheap, indeed, that it leaves little or no reasonable margin of profit for those whose investments made that transportation possible. The management of the federation selfishly would deprive the owner of railroad securities of an adequate return, in many cases none at all, on his investment, rather than accept a slight decrease in the farmers' net profit. This they are doing despite the fact that the increase is declared by experts to be negligible in its effect on the farmers' return and that it does not equal the almost daily fluctuations in the prices of grains. They can not see that the railroads, despite the most rigid economy in operation, can not earn the return to which they are entitled under the law, and which they ultimately must secure by application to the courts for relief if driven to that extremity.

Refusal of the relief asked from present low rates inevitably must result in diminishing the power and ability of the railroads to furnish adequate transportation. We submit to the Farm Bureau Federation's consideration the very obvious fact that crippled and inadequate transportation service at a low rate is, in the last analysis, far more expensive to the farmer than prompt and dependable service at a rate commensurate with the value of the service given—such a rate as would insure the holders of railroad securities a fair return.

The farmers of the inland west of Scobey will not soon forget what they will have owed to the railroad. Assuredly they will not so long as they are stockholders—partners in the enterprise. It would have a salutary effect on the attitude of the agricultural section if every farmer were the owner of stock in the railroad serving his particular community.

### RAILROAD HISTORY—AND AN OPPORTUNITY

**I**T CAN BE truthfully said that the railroads have made America. Because of them it is what it is today. Without them there would not—could not have been the marvelous growth in wealth and power and unity of purpose and endeavor which have brought us to our giant stature among the nations of the earth.

The history of railroads in America is a subject of absorbing interest to all railroad workers who love the game. Until recent years that history has been for the most part traditional—handed down by word of mouth from generation to generation of railroad men. An opportunity is now afforded those who desire to read and study our railroads' history in orderly and comprehensive sequence through Slason Thompson's "Short History," of which we print a short review elsewhere in these columns.

THE SEMAPHORE is happy in the privilege of announcing a kind offer from President Budd to make a gift of a copy of this "Short History" to every employe who will write to him personally requesting it.

### RAILWAY TRAIN SAFEST PLACE ON LAND

**I**N DISCUSSING the hazards that attend the average American," says an editorial in the *Seattle Times*, "the president of a large life insurance company recently said the safest place in the world is the cabin of the ocean liner. The next safest place, in his opinion, is a modern passenger train.

"It cannot be doubted that the two great systems of transportation have worked a seeming miracle in making travel safe. Whether one goes by steamship or railroad train, it is incomparably safer than walking across a city street.

"Statistics are available to support the statement of the life insurance executive. In 1924, the railways of the United States transported 931,000,000 persons, with fatalities to only 149 of that number. Stated in another way, the passenger traffic was equal to nine times the population of the United States and for every fatality during the year the railways carried 6,314,000 persons safely. It is approximately one fatality for a population half again as large as the army raised for the World War.

"The reasons for the excellent records of the steamships and the railroads are not hard to find. No incompetent is permitted to drive a locomotive or navigate a ship. Undoubtedly there are men in the service of both great transportation systems who are not qualified to run trains or command ships, but they are discovered and weeded out before they get to the top."

# VETERANS' CORNER

ELECTED TO MEMBERSHIP  
OCTOBER 23, 1925

Willard E. Bradbury, engineer, St. Paul; Benjamin K. Franklin, round-house foreman, Hillyard; Martin Peterson, engineer, Sioux City, Iowa; Michael F. Zentak, steam shovel engineer, St. Paul. Fred L. Paetzold, treasurer, elected an honorary member.

We recently came in contact with George Peters, formerly an employe in the purchasing agent's office, from 1887 to 1904. He settled claims on the square while in that office, and says he is still doing business on that basis.

The editor of the Veterans' Corner wishes all of the Veterans, their old wives, their new wives, their children, their grandchildren, their uncles, aunts and cousins, a Merry Christmas and a Happy New Year—God Bless You.

Chas. W. McManus, veteran engineer, Mesabi Division, is confined at St. Mary's Hospital, Superior. Mr. McManus was taken sick suddenly when going on his run, October 15.

## Great Northern Veteran Bank Director

ON THE BOARD of directors of the new Seattle Brotherhood Bank is William C. Roope, one of the pioneer railroad men of the Northwestern coast country. For forty-two years Mr. Roope was in active service with the Great Northern Railway and among other interesting events in his career was the piloting of the first Great Northern engine from St. Paul to New Westminster, B. C. for use in construction of the line there.

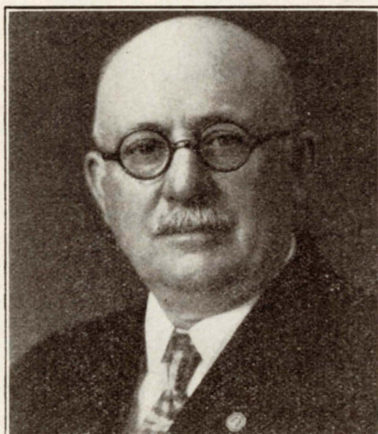
This was in 1890 and the following year he was in the cab of the first Great Northern train that started the run from



Seattle to New Westminster. He continued on this run for twenty-one years and was one of the men whom James J. Hill delighted to honor.

December, 1925

Mr. Roope has always been active in the affairs of the Brotherhood of Locomotive Engineers and his wide circle of friends will join in congratulations over the well merited honor which has been conferred upon him.

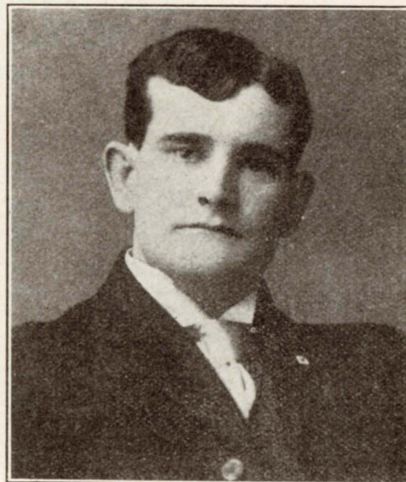


## Present James With Gift

THIS PICTURE IS of J. H. James, foreman of the paint shop at Hillyard, who was presented with a gold fountain pen and pencil by his fellow workers before leaving for California.

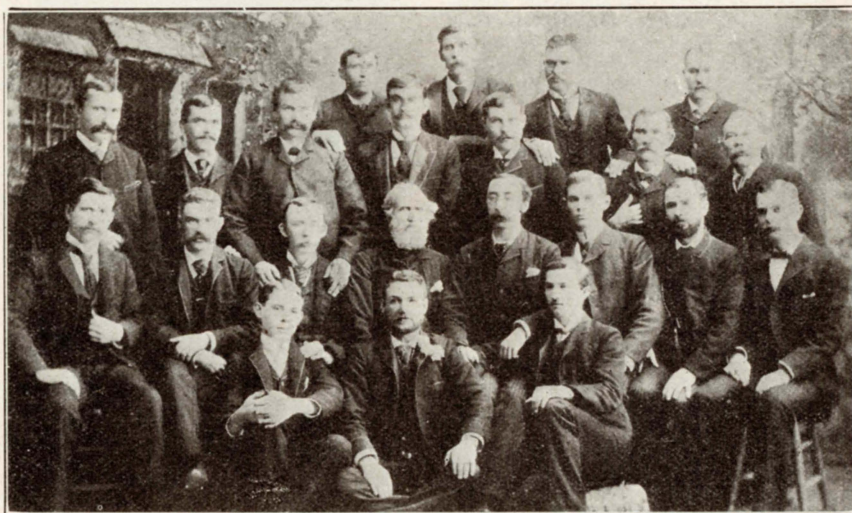
The Board of Directors of the Veterans' Association at their meeting, October 23, were surprised and very much pleased to have with them their old friend and veteran, Engineer Mike Duffy, from the west end. Mike piloted trains on the switchback over the Cascade Mountains from June, 1893, until December 20, 1900, on which date train Number Four made the first trip through

the tunnel, and the switchback was abandoned. In handling the trains during this time he never made an error nor had an accident. He is still in service on the Cascade Division, and will not be eligible for pension for several years yet.



H. H. Hammett

Veteran Conductor H. H. Hammett, who was injured May 6, 1925, at the Alexandria Mine, Chisholm, Minn., died November 9, 1925. Funeral services were held at the Masonic Temple, Superior, remains shipped to Peoria, Ill., his former home, under the auspices of the O. R. C. Veteran Conductor A. C. Smith, Conductor B. C. Hagman, Engineer C. J. Bergman, also former Conductor M. G. Beckley accompanied the remains to Peoria. Mr. Hammett, who entered service June 4, 1900, leaves a host of friends and will be missed by us all.



## A Glimpse of the Past

EVERY READER of the SEMAPHORE will be interested in the picture shown here which was taken in 1890. It was taken on Christmas eve and is composed of employes of the general stores.

Those in the picture from left to right, first row, and those on the floor, are: Martin Pederson, Pat Sullivan, Wm. Schroeder, A. H. Stadum, Tim Lawler, Chas. A. Willmot, John Opheim, Fred Ayres, Swan Anderson, Geo. D. Andrews, John Swenson.

Second row, including those standing at the rear: S. F. Forbes (general storekeeper), Frank B. Ayres, Wm. Walker, Carlo Forbes, James C. Myron, Geo. Rossiter, Chas. A. McDevitt, H. C. Cooper (chief clerk), Chas. Lehmann, Chas. Allemann, P. N. Gelley.

There were two missing, Martin Feeney, who was inspecting rail in Chicago at the time, and Helen Reeves, stenographer.

There are but seven alive now of those present at the time. Wm. Schroeder is now on pension and John Opheim is the storekeeper at Marcus, Washington.

# For the Health of Your Children

## Diet for Infants During the Last Half of the First Year

By WALTER R. RAMSEY, M. D.

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

**A**FTER SIX MONTHS, all infants should have some extra food in addition to the milk. Young animals begin to eat soon after they are born, but many babies are given nothing but milk until they are a year old. I have never seen a baby who was exclusively milk fed during the first year who was not pale and otherwise undernourished.

In infants fed on cow's milk (which as I have already said was intended for calves and not babies), perhaps the most difficult problem to be met is the constipation which is usually present. This constipation is due to several factors.

First of all, the fat of cow's milk is different from the fat of breast milk. In the breast fed baby, the bulk of the fat which is not used up in producing heat and energy, is eliminated in the stools as neutral fat, that is practically as it was taken in with the milk. This fat may be seen under the microscope as fat globules just as a drop of cream would appear if examined under the microscope. It is to this "natural oil" that the laxative character of breast milk is due.

On the other hand, the fat of cow's milk appears in the stools not as neutral fat but as fatty soap. This can best be understood by comparing the dense curds which appear when one attempts to dissolve soap in hard water as compared with the smooth lather which is formed when it is dissolved in soft water.

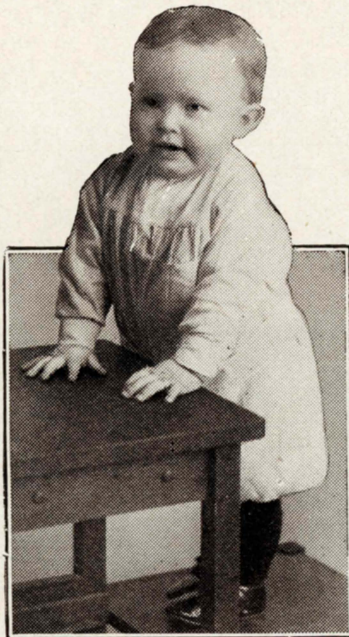
There are other chemical differences between breast milk and cow's milk to which some of the constipation is due but which is too complicated to be taken up here.

The only way, therefore, to avoid constipation in feeding cow's milk is to modify the milk sufficiently to overcome this tendency. The simplest way to do this is to dilute the milk with some gruel such as oatmeal, barley or wheat and add enough sugar to bring up the food value to that of whole milk.

If the stools are hard, dry and chalky in appearance, most or all of the cream should be removed and more sugar added. This may be ordinary cane sugar, dextri maltose or milk sugar. The food value of all of them ounce for ounce is the same. When the cream is removed some other fat such as olive oil or better still cod liver oil should be given. A teaspoon of cod liver oil will supply the necessary fat and vitamins (which will be discussed later) and also frequently will overcome much of the constipation. Fruit pulp such as orange or prune, all rubbed through a fine sieve to the consistency of gruel, will usually help much in overcoming the constipation and may be given with the feedings or directly after. The prunes should in-

clude the skins and be stewed without sugar.

In the treatment of constipation the use of cathartics, suppositories or injections is *not* the solution of the difficulty. Their use is simply an expedient to accomplish a result without looking to the removal of the cause or counting the later cost to the health of the child. If something must be given for the time being, paraffin oil (liquid vaseline), which acts mechanically and is not absorbed, is perhaps to be preferred. As a temporary measure for young infants 20 to 30 drops of milk of magnesia given in one or two feedings daily is perhaps the least harmful cathartic, but it should be discontinued as soon as a proper modification of the feedings has produced the desired results.



Happy, healthy babies result from correct diet

### Diet for Six and Seven Months

- 6 a. m.—Breast.
- 10 a. m.—Cereal and breast.
- 2 p. m.—Breast.
- 6 p. m.—Cereal and breast.
- 10 p. m.—Breast.

Cook the cereal (oatmeal, farina, or a wheat cereal) for two hours in double boiler; serve with a little boiled milk and a sprinkle of sugar, consistency of thick gruel. Start with one teaspoonful and increase one teaspoonful daily, until the baby is taking from four to five tablespoonfuls at a feeding at the end of the sixth month. Give 3 to 4 teaspoons of orange juice well diluted with water between feedings.

### Diet for Eighth and Ninth Month

- 6 a. m.—Breast.
- 10 a. m.—Cereal and breast.
- 2 p. m.—Vegetable soup, 1 to 3 oz. (spinach or carrots put through the sieve), breast.
- 6 p. m.—Cereal and breast.
- 10 p. m.—Breast.

*In bottle-fed babies, the same routine will apply except that instead of breast the milk formula will be substituted.*

### Diet for Ten to Twelve Months

The baby should be entirely weaned at the beginning or end of the twelfth month.

After 10 months, until weaned, nurse three times daily, 6 a. m., 10 a. m., 6 p. m., or 10 a. m., 2 p. m., 6 p. m. as convenient, directly after the meal.

- 6 a. m.—8 oz. milk.
- 10 a. m.—Cereal, milk toast, 8 oz. milk.

2 p. m.—Vegetable soup or vegetable finely mashed, baked potato, or thoroughly cooked rice, baked apple, stewed fruit, or simple pudding, such as sago, tapioca, rice or bread pudding.

- 6 p. m.—Cereal, milk toast, stewed fruit, 8 oz. milk.

If the baby is nursed, give less cow's milk depending on the amount it receives from the breast up to 8 ounces in all.

Give some uncooked fruit or vegetable juice at least once daily. Orange and tomato are the best.

Following are directions for preparing vegetables, fruits and cereals for babies during the first year.

Place a handful of spinach, or a carrot or two in a little water or soup stock (beef, mutton or chicken) with a pinch of salt. Cook for 25 minutes or until soft and tender; add small teaspoonful of butter, mix and put through sieve. The water the vegetables are cooked in should also be fed to the baby, as it contains most of the iron. All vegetables should be prepared similarly.

After ten months, the vegetable, fruit and cereal diet may be varied by using any of the following foods in place of those above prescribed:

#### VEGETABLES

- |                |             |
|----------------|-------------|
| Spinach        | Asparagus   |
| Carrots        | Swiss chard |
| Peas           | Cauliflower |
| String beans   | Celery      |
| Baked potatoes |             |

#### FRUITS

- |          |         |
|----------|---------|
| Apples   | Pears   |
| Prunes   | Peaches |
| Apricots | Plums   |

These should be stewed with very little sugar and mashed fine.

#### CEREALS

- |                                     |      |      |
|-------------------------------------|------|------|
| Farina                              | Sago | Rice |
| Oatmeal or any other cooked cereal. |      |      |

*Walter R. Ramsey*

Great Northern Semaphore

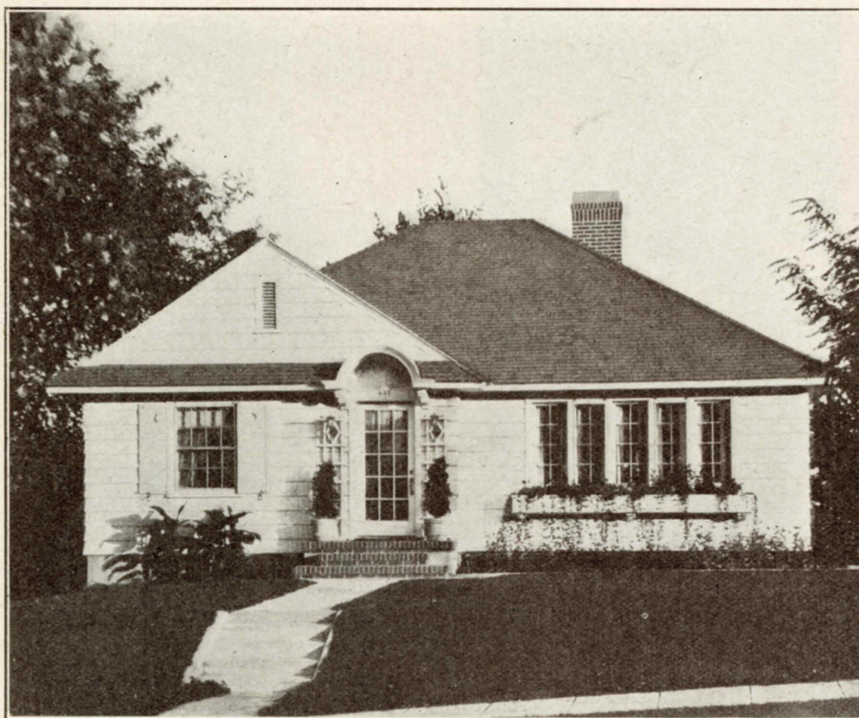


Saint Nicholas and  
some of his little  
Great Northern  
friends



1—Max, son, Bennie Reeh, conductor, Havre; 2—Glenn, son, P. C. Olson, section foreman, Denbigh, N. D.; 3—June, daughter, M. O. Wood, chief clerk, superintendent's office, Havre; 4—Helen Ruth and Stella Jean, daughters, James Leo, signal foreman, Malta, Mont.; 5—Richard, son, H. H. Brown, check clerk, office auditor freight receipts, St. Paul; 6—Earl D., son, E. T. Hartung, agent, Sherwood, N. D.; 7—Arthur and Jack, sons, T. J. Mason, trainmaster, Kelly Lake, Minn.; 8—Billie Marie, daughter, W. F. Burger, agent, Milan, Wash.; 9—Marcus, son, O. F. Nelson, agent, Albany, Minn.; 10—Cecelia Ann, daughter, John S. Lumpkin, engineer, Havre; 11—Elaine Beatrice, daughter, Charles Totten, engineer, Kelly Lake; 12—Emily Darum, daughter, Victor Edwards, air brake fitter, Jackson St. Shops, St. Paul; 13—Jackie, son, M. F. Gossweiler, roundhouse foreman, Troy; 14—Donald, son, Fred C. Bertrand, ticket clerk, Minneapolis Passenger Station; 15—Harryett Trescott, granddaughter, H. D. Ernst, ticket agent, Havre.

# FOR THE HOME BUILDER



Copyright, 1925—The Architects' Small House Service Bureau—Home Plan No. 5-E-1.

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

## Five Rooms and Bath on One Floor

**I**T IS AMAZING how little things—minor details, along with good proportions, careful placing of windows, appropriate selection and use of materials and good color will lift even the little house out of the commonplace and put it in the class of individuality and architectural distinction.

There still is another point of view about these little things. They go a long way toward increasing the resale value of a home.

This five-room bungalow, 5-E-1, merits careful study because it not only offers a large amount of comfort within limited space, but for the further and no less important reason that it proves that architecture is economy—that little things count in appearances.

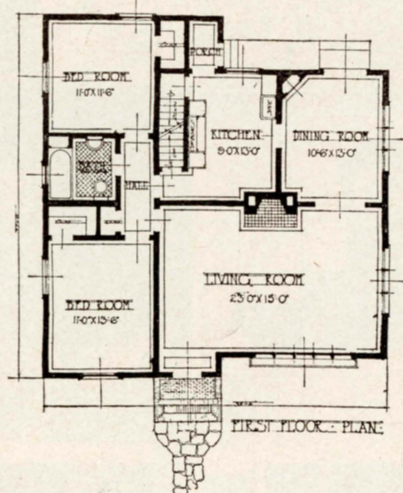
Before you go into the bungalow to inspect the plan and equipment, first study the exterior. Note how simple yet

really very beautiful it is. There are no wide overhanging eaves to increase building costs and darken the rooms. Simplicity dominates everywhere, and yet if you note the little things, such as the arched entrance doorway, the casement windows, the pitch of the roof, the wide shutters with an old fashioned touch, the brick entrance steps, you will see that details like these and good proportions have given this house all the earmarks of a much more expensive home than it really is.

The spirit of the bungalow is colonial, a style that outlasts passing fads and fancies. There are five good rooms and bath, all of which can be placed comfortably on a 45-foot city lot.

A full basement is provided. Also attic space reached from stairs leading from the kitchen.

Each room has cross ventilation and cross light. A stunning fireplace dominates the living room. The kitchen has been planned to provide cupboard space and to economize in steps and labor.



French doors open directly from the dining room to a terrace, and the arched opening between dining and living rooms gives the effect of a large expanse and plenty of space in what is really a minimum amount of floor space.

The house is frame, with shingle exterior and shingle roof. It is stained white and trimmed with green blinds. Study of the plans will reveal how carefully each foot of space has been used to provide every convenience and comfort in a surprisingly small area.

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## Some Ideas to Use in Landscaping

By the Architects' Small House Service Bureau of the United States, Inc.

**W**E HAVE OFTEN wondered why so many owners of small homes feel they have done their full duty by their home when they provide it with a lawn and cement walk.

The small home actually needs planting more than a large house set in broad acres, because a house looms large on a small piece of ground. It needs trees, and foundation shrubbery to link it naturally to the ground. Planting will reduce the apparent size of the house and make it seem in better proportion to the size of the lot.

Any real estate man will agree that planting around a small home pays in cold cash. Trees and shrubbery may add several hundred dollars to your home if you should ever want to sell it. They pay good dividends.

Select shrubs, plants and trees that are native to your state. Nature has spent thousands of years adapting them to your soil and climate so why select a foreign plant which has a constitution as delicate as an incubator baby? It has to be carefully nursed to pull it through, while native shrubs will thrive without much effort on your part.

If you are seeking natural effects, which is the aim of the landscape architect except when laying out formal gardens, you will not plant in stiff mathematical rows.

Next time you are driving through the woods, or picnicking along some river bank, observe that there are no hard and fast edges as if nature said, "so far you grow and no farther." There are little bays and indentations in the undergrowth; open spaces that allow you to look into the woods; spaces where sunshine and light filter through. This gives an effect of contrast of light and shade.

Have some flowering plants to provide soft, misty effects among your borders. Plants with big clusters of bloom or large flowers appear more beautiful by contrast with delicate foliage or airy flowers.

Plant shrubs along the foundation on all sides of your home, but especially in front, to soften that hard line between house and ground. One of the quickest ways to give a homey look to a new house is to soften the hard lines with shrubbery.

Because they do not give a year-round effect flowers are less desirable than shrubs for the house foundations and boundaries of a lot.

(Continued on page 22)

Great Northern Semaphore

# Employees' Homes on the Great Northern



A. L. SMITH, Conductor,  
Willmar.



H. McCaustland, Car Foreman,  
Everett, Wash.



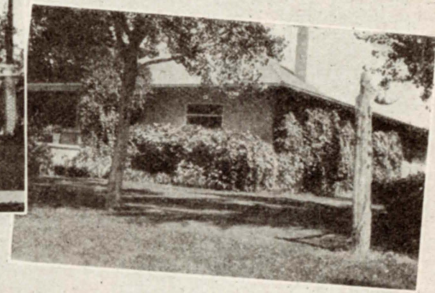
N. P. NELSON, Material Clerk,  
Willmar.



H. T. MAYFIELD, Engineer,  
Whitefish.



W. C. RUPLEY, Dispatcher,  
Spokane.



Dr. J. S. ALMAS, Company Surgeon,  
Havre.



R. G. ERLER, Conductor,  
Havre.



W. R. CONCIE, Veteran Engineer,  
Spokane.



P. W. DOLES, Chief Dispatcher,  
Havre.



ALBERT DITMUYER, Pipe Fitter,  
B&B Department,  
Spokane.



C. A. OSBY, Agent,  
Aberdeen, S. D.



PETE MYLANDER, Section Foreman,  
Dassel, Minn.

# PUZZLE COLUMN

## KEY

### Horizontal

- |                               |                                    |
|-------------------------------|------------------------------------|
| 1—Spreads out                 | thought                            |
| 7—A divinity of vengeance     | 52—Famous river in Scotland        |
| 14—A state                    | 54—Cooled                          |
| 16—Roman language             | 56—An objective point              |
| 18—Egyptian deity             | 57—A baseball term                 |
| 20—Pedal digit                | 59—Same as 2 vertical              |
| 21—Distant                    | 61—Snare                           |
| 23—And so forth (abb.)        | 63—Rate of speed                   |
| 24—Exist                      | 64—I, myself                       |
| 25—Aged                       | 65—Negative conjunction            |
| 27—Nobleman                   | 67—African river                   |
| 29—Move rapidly               | 69—To brave                        |
| 30—Unmarried woman            | 70—Golfers goal                    |
| 31—Dissention                 | 71—God of love                     |
| 33—Wrongful act               | 72—Small surgeon's knives          |
| 34—Cockney for home           | 74—Injure                          |
| 35—Narrow road                | 75—Weep softly                     |
| 36—Booty                      | 77—Wearies                         |
| 38—Name given Yale University | 79—Falsehood                       |
| 39—Toward                     | 80—Preposition                     |
| 40—Speed contest              | 81—Period of time                  |
| 42—A department of France     | 83—Lower                           |
| 44—A fact                     | 84—Disorderly crowd                |
| 45—Imprisoned                 | 86—Indefinite article              |
| 46—Entire number              | 87—Plant                           |
| 48—German man's name          | 89—Native of a Pacific archipelago |
| 50—Water guard                | 81—One who bestows                 |
| 51—Seat of sentiment          | 82—Auto stable (plu.)              |

### Vertical

- |                            |  |
|----------------------------|--|
| 2—Unit of type measurement | 6—Second personal pronoun, biblical form |
| 3—Strike lightly           | 8—Powerful deity                         |
| 4—Species of feline        | 9—Woman's name                           |
| 5—Unit                     |  |

- |                          |                            |
|--------------------------|----------------------------|
| 10—Another woman's name. | 53—Beginning               |
| 11—So (Latin)            | 55—Irish parliament        |
| 12—Preposition           | 57—Gratings                |
| 13—Advance               | 58—Excite                  |
| 15—Small spear           | 60—Subnormal human         |
| 17—Speak of              | 62—Plan                    |
| 19—Texas cotton-wood     | 63—Plural of 3 vertical    |
| 21—Countenance           | 64—Woman's name            |
| 22—Disturb               | 66—Despoil                 |
| 24—Knots in wood         | 68—Woman's name            |
| 26—Cease to live         | 69—Sea                     |
| 27—Ruin                  | 70—Chum                    |
| 28—Midday                | 73—Cradle                  |
| 29—Fish eggs             | 76—Parted                  |
| 31—Truth                 | 78—Tropical African tree   |
| 32—Corner                | 81—Age                     |
| 35—Portable lamp         | 82—Louse                   |
| 37—Malign                | 84—Injure                  |
| 40—Respond               | 85—Receptacle              |
| 41—Mild                  | 87—Alternative conjunction |
| 43—Idler                 | 88—True                    |
| 45—Hawaiian food         | 89—Mother (colloquial)     |
| 46—Exist (plu.)          | 90—Same as 6 vertical      |
| 47—Cover                 |                            |
| 49—Collection            |                            |

## Solution for October

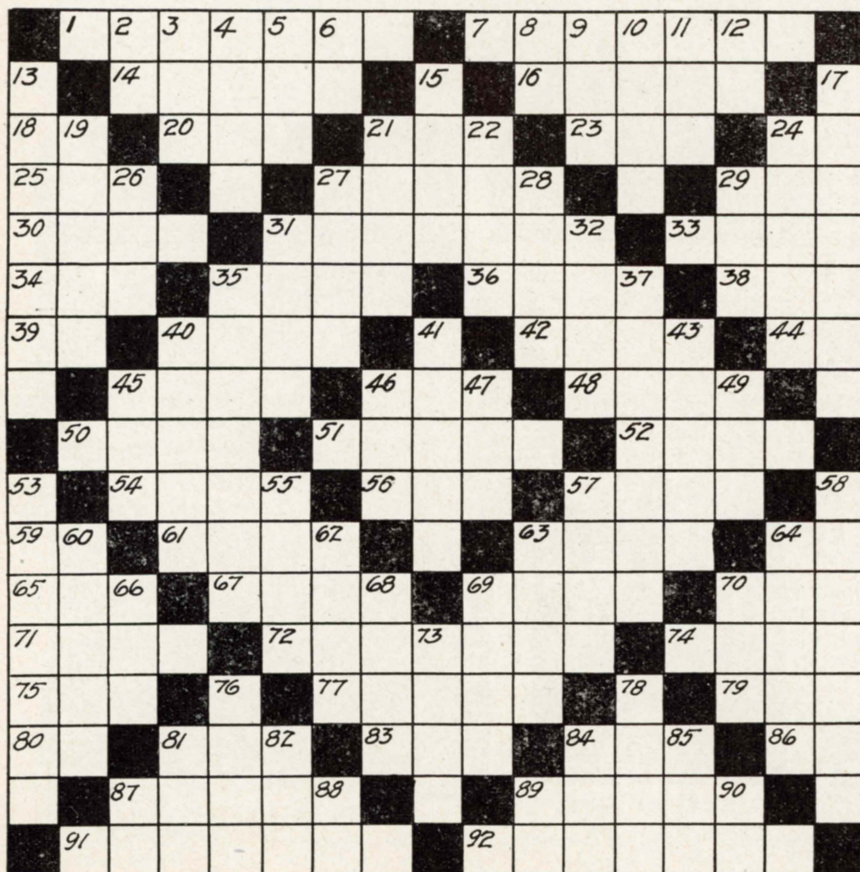
G	O	A	T	S		P	R	E	E	N		G	R	A	S	S
R		I	R	A	N		A	R	M		H	E	A	L		T
O	N	S	E	T		A	R	A	B	S		T	R	I	B	E
P	O	L	E		P	O	I		L	I	T		E	V	E	R
E	R	E		D	A	R	T		E	R	R	S		E	E	N
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L	E	T			S	A	T	I	N					A	N	E
I	D	E	A	L	S		R	E	M		S	W	O	R	D	S
T	P	D	R	A	W	S		D		S	M	A	L	L	S	
P		T	R	A	I	N		S	T	A	N	D		B		
F	R	S		A	L	S		P	A	R	E		F	O	G	
R	O	P	E		E	A	T		L	Y	T		G	I	R	L
A	D	O	W	N		L	U	T	E	S		P	R	I	N	E
M		R	E	A	L		R	O	E		T	R	I	M		A
E	N	T	R	Y		P	E	O	N	S		S	T	E	A	M



## Another Happy Pair

Here we see Agent Fred Whisenand of Verendrye, N. D., and his newly acquired bride in the garden spot of their home we take it.

## CROSSWORD



"Invest in Health.

Buy

Christmas Seals."



## Some Ideas to Use

(Continued from Page 20)

Place the taller shrubs at the back and grade down toward the front. Plan for grouping and mass effect always, especially in the corners.

Keep the central lawn space free from flower beds of all kinds. A beautiful, uninterrupted lawn not only gives an appearance of dignified simplicity but also allows the foliage or flowers bordering the lawn to show to better advantage.

Window boxes add greatly to the beauty of many small homes, but do not mix too many colors in your boxes and be sure that these harmonize with the color of your home. Vines also give a softening, homelike effect to a house.

Plant for permanence. Think ahead to what your place will look like in a few years when your shrubs are grown. If possible plan and plant at the time you start the foundation for your home.

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Great Northern Semaphore



## First Northwest Conference A. R. A. Safety Section

**T**HE FIRST CONFERENCE of the Northwestern Safety Section of the American Railway Association was held at the St. Paul Hotel, St. Paul, Minn., on Wednesday, November 11, 1925, with a very gratifying attendance of about 160, and a program that was highly interesting and informative.

Speakers at the noon luncheon included W. H. Bremner, receiver, M. & St. L. Railway; Ralph Budd, president, Great Northern Railway; Charles Donnelly, president, Northern Pacific Railway; F. E. House, president, D. & I. R. Railway; C. T. Jaffray, president, M. & St. P. & S. Ste. M. Railway; W. A. McGonagle, president, D. M. & N. Railway; W. H. Spence, president, M. N. & S. Railway; F. R. Pechin, general manager, C. St. P. M. & O. Railway, and C. A. Thomas, secretary for public affairs of the St. Paul Association. Music was furnished by the Pullman Octette of Chicago.

At the morning session discussions were had on papers read by L. G. Bentley, chairman, publicity and educational committee, safety section, A. R. A., Richmond, Va.; C. L. LaFountaine, supervisor of safety, Great Northern Railway; C. L. Wright, superintendent of safety, C. St. P. M. & O. Railway; C. Coleman, master mechanic, C. & N. W. Railway, Winona, Minn.; O. F. Johnson, superintendent of safety, M. & St. L. Railway; Frank Matson, Minnesota Railroad and Warehouse Commission; F. M. Metcalfe, superintendent of safety, Northern Pacific Railway.

Those present from the Great Northern were: Ralph Budd, C. O. Jenks, F. Bell, F. J. Gavin, R. E. Landis, H. E. Jones, F. D. Kelsey, C. M. Nye, R. E. Keck, J. A. Frogner, P. L. Clarity, Henry Yoerg, T. E. Cannon, E. M. Mortimer, C. H. Putnam, P. P. Barthelmy, W. R. Wood, J. C. Heron, C. A. Dunham, A. T. Ensley, T. F. Carroll, A. E. McManus, T. F. McMahon, J. McNaught, F. I. Swan, C. L. LaFountaine.

## Safety

**S**AFETY IS THE inherent sixth sense that permeates the entire animal kingdom and extends to a lesser degree into the vegetable kingdom. Man closes his eyes, ducks his head, stoops, jumps and occasionally runs, without any premeditated thought about the matter, to avoid injury. Animals do practically the same thing; even the almost inanimate mussel on the shoal draws itself into its shell for protection at the slightest vibration in the vicinity.

Were it not for the involuntary acts the accident list would be appalling. Man, being endowed with higher reason than the other animals, would not be

called upon to defend himself from accident with the involuntary actions so often, should he use this reason with which he is endowed as largely as he should.

We stand in front of the boilermaker cutting off a rivet or the machinist splitting a nut, and never reason about the danger, depending on the involuntary actions of our body to take care of us. We watch the electric welder without our goggles, disregarding the signs to the contrary, and wonder why later there are dark spots in front of our eyes. We sit on the end of a car or on the brake wheel totally unconscious of the danger until the slack runs out when we involuntarily scramble for safety. We walk down the middle of the track checking cars on a parallel track when there is a beaten and much better path at the side. We throw oil on a bed of coals to start a fire although we have often seen repeated warnings to the contrary, and often startle the community with the results.

We stand in front of the spike maul with which the section man is driving a spike and occasionally go to the hospital as a result of our thoughtlessness. We frequently step in front of a moving train, crossing the track when our business really demands our attention at the place we left. We stand on the platform waiting for the train to start and then scramble to get on—this seems to be the favorite practice of officials. We hurry to cross the track in front of a train and then stop and watch it go by. We start the injector from force of habit and seldom look to see if any one might be scalded by the overflow. We cross tracks between moving trains regardless of the uneven path when we might have used a smooth sidewalk and avoided danger half a block away.

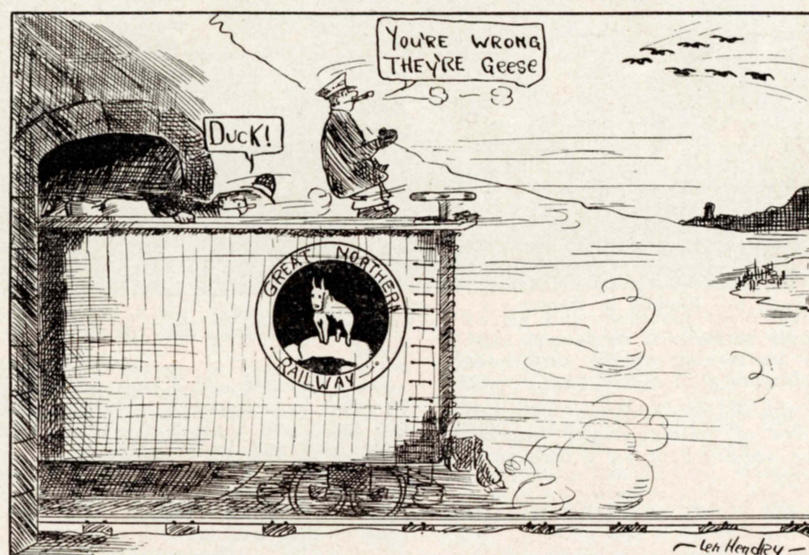
We go to safety meetings and recite unsafe conditions, forgetting the unsafe practices that are constantly before our eyes, and usually, if we see them, wait until we get into the meeting to make correction instead of calling the attention of the party at fault at the time and save numerous repetitions of the practice before it can be corrected two or three weeks later. We take a chance to save a few minutes and have an accident for our pains. We ask the car men to disregard the blue flag rules because it is an inconvenience to ourselves. In fact, matters of convenience are responsible for more accidents than matters of necessity.

We leave off our goggles as a matter of convenience and spend the rest of the day going to the doctor rubbing our eyes and figuring out an excuse.

Unsafe conditions are responsible for about ten per cent of accidents and we are responsible for the other ninety per cent by our careless practices. Why not assume our responsibility and stop them? Tomorrow, next week or next year may be too late. Our dependents may be on the pension list by that time.

When we do a thing let us do it right and safe, then if an accident occurs through defect or mishap over which we have no control, our conscience will be clear. Avoid unsafe practices ourselves and warn others on every available occasion to do the same, which rule if rigidly followed will eliminate our ninety per cent debt to safety, or at least make it look like thirty cents, and we will have done a favor to mankind.

Note—Reprinted from the *Union Pacific Bulletin* in which it appeared several years ago. Written by one of the district foremen of that company. It's good!



Drawing by Len Hendry, son of Conductor W. L. Hendry of St. Paul, from an original sketch by W. T. Harold of the Northern Pacific Terminal Co. at Portland, Ore.



# Women's Department

Conducted by  
Faye Babette Root

## Safe Housekeeping

*"Miss Kay Smith, eighteen years old, of the East Side, went to the bath room last night to take some cough medicine. Instead she accidentally swallowed some iodine in the darkness. Her screams attracted the attention of a policeman who gave her an antidote and called a surgeon from St. Mark's Hospital."*

**T**HIS STORY APPEARED in a recent issue of a metropolitan evening paper. The next column contained a brief article telling of a little two-year-old boy who had obtained some matches from the table while his mother was out of the room. While playing with them, one became ignited, setting fire to his rompers and causing him to be burned to death.

Every day the newspapers of the country tell some new story, showing the results of unsafe housekeeping measures practiced in the average home. Many hazards exist even in well regulated houses, and most of us at times indulge in some careless practice while at home.

There is, for instance, the woman who stands on the rocking chair to fix the pictures or curtains, and falls, injuring herself. If she recovers, the doctor's bills are much higher than the cost of a good step-ladder would have been.

Then there is the child who slips on the loose rug on the top of the stairs and is badly hurt, when a few tacks and a little time would have eliminated the hazard.

Or the man who smokes in bed, "just to be comfortable," and sets the house on fire.

Or the small boy who steps on a rusty nail and gets lock-jaw because some one left an upturned nail in a board or because his parents did not teach him to "turn down the nail."

Or, again, the careless housekeeper who leaves the current on in her electric iron while she gossips with her neighbor over the back fence and comes home and finds her kitchen in flames.

Or the person who receives an electric shock by turning on the electric light while standing in a bath tub of water.

Or the slovenly housewife who leaves a boiler of scalding water unguarded on the laundry floor for a child to toddle into.

Or the broom on the top cellar step for her laundress to fall over.

Innumerable accidents occur every day because parents and supposed adults are slovenly and negligent about providing the little devices which would save

lives and money, or fail to teach their children, from early ages, the most important of all lessons—how to preserve their lives and limbs. The saddest part of it is that small children who are too young to understand, or who have not been taught the hazards and who should be protected from falls, burns, scalds, etc., are in large numbers the victims.

A study recently made by a life insurance company of the accident experience of its policyholders shows that 26.4 per cent of children's accidental deaths during 1924 were the results of accidents happening in the home, and that 13 per cent of the accidental deaths of adults, during the same year happened in the same place.

One of the most outstanding causes of accidents in the home, as well as outside of it, is fires. The National Safety Council, in a booklet recently issued on safety in the home, gave the figures that 1,500 persons were burned to death each year and many thousands injured, many of them permanently from this cause. Every minute during the day and night there is a fire in the United States. The principal cause of fires in the home is careless use of matches and cigarettes, according to the National Safety Council figures.

Accidents in the home can be reduced. Carelessness is evidently the main reason for home accidents. A little caution on the part of grown-ups, and the purchase of a few of the simpler safety devices, such as guards for the stairs and good step-ladders, and safety education of children would undoubtedly cut down the number of accidental deaths and injuries in the home.

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

## Recipes

### Buns

Soak  $\frac{1}{2}$  yeast cake in a cup of water, 1 tablespoon sugar, pinch of salt and thicken with flour, like you would for bread.

Next morning add 2 cups potato water and 5 tablespoons melted lard, 1 cup sugar and a pinch of salt. Knead quite hard and knead every hour. In the evening put buns in tins, let rise over night. Bake next morning about 15 or 20 minutes. Handle them carefully or they will fall.

MRS. L. SWISDA,  
124 Maple Street,  
Crookston, Minn.

## Fudge Bars

$\frac{1}{2}$ cup shortening	$\frac{1}{2}$ cup flour
$\frac{7}{8}$ cup sugar	1 tsp. vanilla
2 eggs	$\frac{1}{2}$ cup broken wal-
2 squares chocolate	nuts

Bake 30 minutes; 350 degrees. Makes 30 squares.

Cream shortening and sugar. Add eggs slightly beaten, melted chocolate and flour. Add vanilla and nut meats. Bake in shallow pans. Cut in squares like fudge. These are all delicious for the kiddies.

## This is Good

1 tbsp. gelatine (Knox)  
 $\frac{1}{2}$  c. cold water  
 $\frac{1}{2}$  c. grated pineapple  
 $\frac{1}{2}$  c. grated cheese (brick)  
 $\frac{1}{2}$  c. cream  
 $\frac{1}{2}$  c. stuffed olives. Salt, pepper.

Soak gelatine in water. Heat pineapple and add to gelatine. Add cheese, cream, olives, cut in halves, and seasonings. Mold. Serve on lettuce or nasturtium leaves with mayonnaise.

## By Radio

**H**ETTY LOVEJOY SORDEN, in October *Pictorial Review*, says: "Are you learning the secrets of cookery and of housekeeping, of bringing up the baby, of planting the garden, and of stretching the family budget—all from the air?"

"Whatever the portion of the earth that man may still claim for himself, the morning air belongs to women. Practically every radio broadcasting station dedicates its morning program to a 'housewives' hour.' And in these schools of the air, thousands of brides and experienced housekeepers acquire daily new wrinkles that make the tasks of their well-ordered houses lighter and more interesting.

"The care of the hair, breakfast menus, principles of color-harmony, pictures for the dining room, garden talks, refrigeration, food for fat folk, clothes-closets, desserts for children, cake-baking, Spring cleaning, laundry aids, cooking for the invalid, party menus—authoritative information on these and hundreds of other subjects, all are being brought direct to the home-maker, right into her own home, by the painless and pleasant process *via the air*."

*Faye Babette Root*

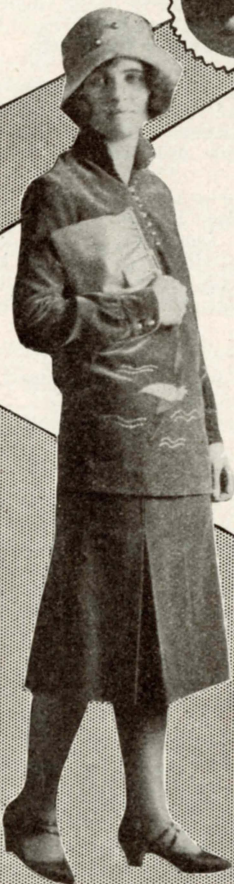
Great Northern Semaphore

# For Winter Days and Evenings

Frocks, wrap, hats, and accessories shown on this page are from *Mannheimer Brothers*, St. Paul, Minnesota.



Evening occasions require fairy-like costumes such as Miss Catherine Feeney, of the advertising department, wears in this picture. Her frock of foam green georgette is embroidered in rhinestones and bow-knots of green velvet ribbon. Its bodice is tight-fitting and its skirt circular (\$25). Her Madelon wrap is trimmed with ermine-sewed coney, and her two-strand French pearls are the newest in costume jewelry.

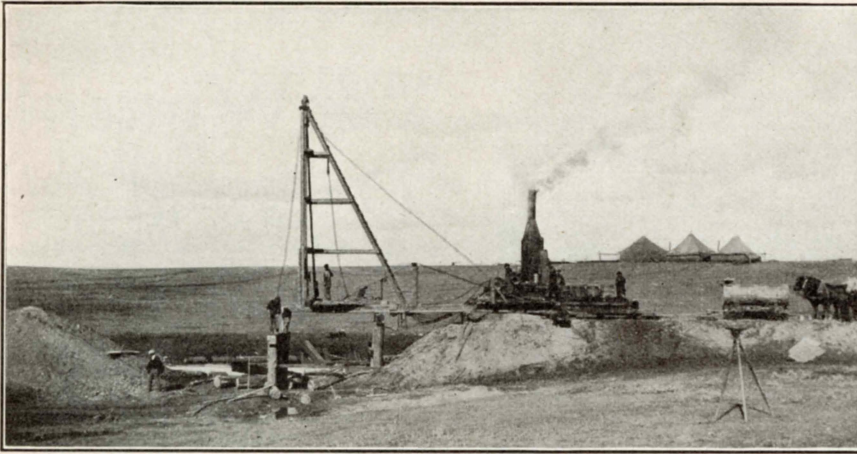


Left: To work or to play in, Fashion sends us the youthful two-piece, smartest of all when made of velveteen. This one of French blue has an amusing red bird applique, and fastens with gilt buttons (\$25). With it Miss Kay Scanlan (of the freight traffic department) wears a velour hat in tan and carries a "monogram purse" of soft crushable leather—quite the newest thing.

Right: For afternoon or dinner wear—again the two-piece! This time in old blue and silver brocade for the sleeveless blouse, and circular black satin for the skirt (\$25). A stunning black hat adds its touch of formality, and other chic details are the flat metal vanity and the antique pendant choker. Worn by Mrs. Clara Larson of the passenger traffic department.

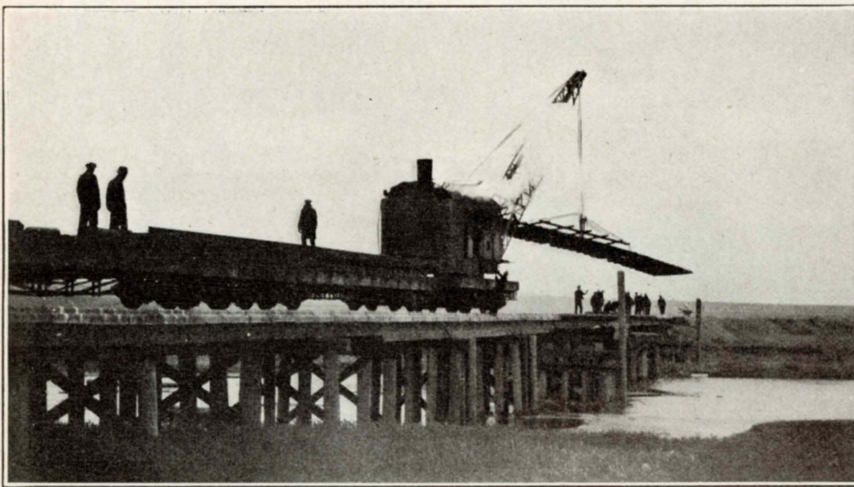
Brown Photo Studios, Saint Paul, Minn.





### Scobey Work Advancing

**T**HE ACCOMPANYING pictures demonstrate how the work on the Scobey extension is going forward steadily and rapidly. The upper view shows the driving of piles at branch station 5970 on October 11, 1925. The other photograph depicts track laying just beyond at the west end of the Popular River bridge. The derrick is just about to lower a 60 foot panel into place.



### The Night Riders

**T**HE ADVERTISING department furnishes an outlet for the tireless energy of Charles Herrin, editor and tender in chief of the diminutive but peppy *Goat*, the midget magazine that goes forth monthly to inform and delight foreign line ticket agents and to keep warm in their minds the thought that the Great Northern is the best yet. Last July it devolved on "Charlie," aided and abetted by Larry D. Kitchell, to close up at the Fort Union celebration of the Historical Expedition, rope and brand the "props" and ride herd on the Indians and head them for the reservations.

At 7 p. m. they called it a day, thought longingly of food, a bath and a comfortable bed at Williston 27 miles away. Charlie had a car—some one had wished on him a dilapidated maverick of ancient lineage and an evil disposition. Kitchell's account of the ride back to Williston is a classic. We wish we could give it in full.

All set, Charlie climbed abaft the wheel and stepped on 'er. She went away from there pronto. With a wild leap she headed for the "Big Muddy," missed the flag pole by a thin dime and lit out for a bottomless gully just forinst.

"Help," howled Charlie, the chauffeur. "I can't stop her. What'll I do?"

Kitchell advocated turning off the ignition switch and Charlie made it unanimous. They hove to on the edge of the yawning chasm and the editor of ye *Goat* wiped the dew of fright and exertion from his fevered brow.

Again they started, and the landscape slid by at the breathless pace of six miles per hour. All was well till darkness came down. It then developed that the speed demon was a Cyclopien monster with one eye and that a wicked one. Charles insisted the car drove lopsided. Kitchell averred they were in the middle of the road, discovered a knob that would light the other lamp and reached for it.

"Keep your big paws at home, can't you? How can I drive with you ramming your fists all over the dash?" Kitchell meekly intimated that a turn of the aforesaid knob was all that was required.

"Is that so? Well, why don't you do it then, and not talk so much?"

At about this juncture a car came up from behind and Charlie grew sulphurous as to big boobs who insisted on driving out when he was trying to get to town, and at last, in desperation, stopped to let it pass. Then came one toward him.

"Now I'm blind. Can't see a thing. We'll be in the ditch." (Under stress Charlie favors the Kiplingesque form of

## Meritorious Mention

**O**N OCTOBER 14 our water tank at Laclede caught fire and the fire was reported to the dispatcher by Roy Campbell, a school boy at that point. While Roy was notifying the dispatcher, another school boy, Vere Stephens, ran to the school house, secured a fire extinguisher, and mounted to the roof of the tank. However, the extinguisher did not perform satisfactorily and little progress was made in extinguishing the fire. Vere then climbed down, ran back to the school house and secured a small garden hose, which he connected to the valve below the water tank, and this time succeeded in putting out the fire with the help of his father and Roy Campbell.

Vere's suit was ruined by the acid used in the extinguisher, and it has been recommended that a voucher be issued for twenty-five dollars in his favor; also, that Roy Campbell be compensated to the extent of fifteen dollars.

Brakeman Hugh Reich was given a credit mark for discovering a cracked arch bar on WFE 66151 at Java, Montana, September 10, train 2459. This was due to very close inspection on his part.

Claude H. Witt, brakeman, on October 25 at Skykomish, Washington, while acting in that capacity on train No. 401 with Conductor Dodd, discovered a cracked wheel on C&NW car 136694 loaded with cigarettes for Seattle.

Brakeman J. E. Scoville discovered a broken rail and reported the same, while acting as brakeman on train No. 420, October 26, one mile west of Russell, Minn.

On November 12, while Extra 3140 West was at Sandpoint, Section Foreman Ed. Shear discovered a brake beam dragging on FGE 33024. While the crew were eating, Mr. Shear fixed the brake beam.

literary style—bald facts unadorned and undressed.) Again he stopped.

These performances were repeated time and again.

Cars to the front of them, cars to the back of them;

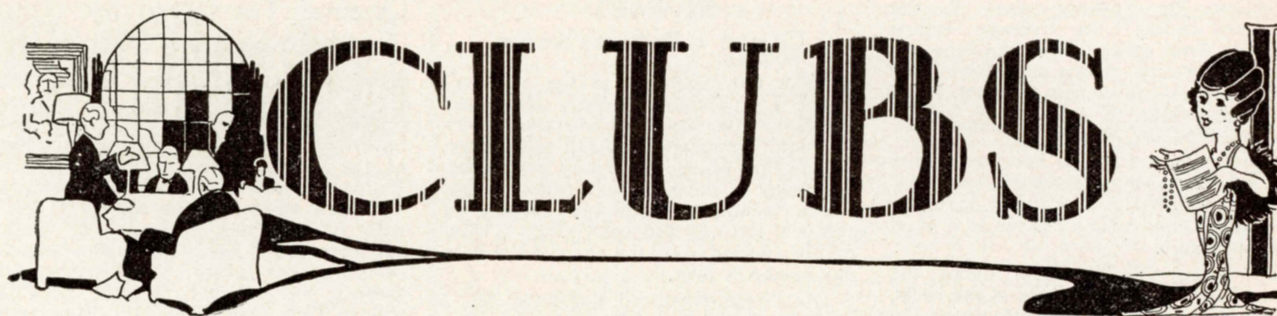
Onward to Williston crept the buzz wagon.

Around every curve, in Charlie's imagination, lurked a dozen demons; every hill was one a Packard couldn't climb, let alone the antiquated coffin (the term is Charlie's) they were aboard. Charlie insists that it was Kitchell's fault—if he hadn't talked so much they'd have been in hours before. Kitchell says—but we haven't space for what he says. We can't print Charlie's language on the trip—and haven't space for Kitchell's account of it—and there you are.

The funny thing about it is that Charlie tools his own bus around town at a pace to make traffic cops weep. But in a strange car in a strange land—we wonder.

If the master of the *Goat* hears of this, we'll probably be up for libel. Kitchell says he can prove it. He may have to.

Great Northern Semaphore



## What the Several Chapters and Allied Organizations are Doing

### ST. PAUL

#### Chapter 1, Men's Section

**A**T THE MEETING of the club on Wednesday, October 21, Frances Boardman, special writer on the *St. Paul Dispatch*, gave a very interesting talk in the nature of reminiscences of her interviews with various celebrities. The incidents she mentioned were mostly of a humorous nature, and covered her experiences when interviewing Theodore Roosevelt, Chauncey Olcott, Paul White-man and many others.

**I**N OPENING HIS address to the club on October 28 General Manager Frank Bell called attention to the fact that the Great Northern had always been a grain carrying railroad, citing the activity in that respect as early in 1867 when the line extended only to St. Cloud. When James J. Hill assumed control of the St. Paul and Pacific in 1879, the Dakota territory and the Red River Valley were entirely undeveloped, but at that time the road carried more than 2,000,000 bushels of wheat.

Mr. Bell traced the growth of the grain carrying business until the year 1915, when the largest crop in the history of the line was harvested, approximately 176,000,000 bushels being carried. Every state traversed by the Great Northern produces grain shipments for the railroad with the exception of Wisconsin, where our mileage is materially limited. There are 1,157 elevators at 725 grain loading stations on the line.

In studying the growth of the traffic on the Great Northern, it is interesting to note that in 1895 wheat constituted a little more than one-half the total tonnage carried and 39 per cent of the revenue, while in 1924, the second largest crop in history, represented less than 10 per cent of the total tonnage and 13 per cent of the revenue.

In the handling of the large crop mentioned Mr. Bell called attention to the fact that the car supply is the principal factor, citing in 1879 the road owned 887 box cars of 28,000 capacity, while we have now more than 32,000 box cars, and most of the grain is handled in cars of 80,000 capacity, which hold nearly 1,500 bushels of grain.

He mentioned the distinct advancement that had been made in the condition of locomotive and car equipment in recent years, which has brought it up to its present high standard. He recalled that five box cars, which we had recently built, were of 150,000 pounds capacity each. These five cars were recently loaded on the Dakota Division, holding 12,565 bushels of wheat, or the product of nearly 1,000 acres.

It is necessary, Mr. Bell said, to have cars available at the proper time and at the principal points for handling the grain crop each year. He called particular attention to the facility with which the 1924 crop had been handled, as well as the 1925 crop up to date. The only thing that retarded prompt handling in 1924 was the inability of our primary markets to take care of it as fast as the railroads brought it into the terminals.

Mr. Bell explained the handling of the grain in the primary markets, how it was sampled, classified and distributed to the principal mills and elevators at the terminals. During the month of October, 1924, more than 10,000 cars of grain were classified in the Clear Lake Yards at Minneapolis. During the same month we handled into Superior on our own rails 14,374 cars of grain, approximately 21,000,000 bushels, and in addition received more than 5,000 cars from connecting lines for unloading at our large elevator "S" which is one of the fastest elevators in the world with respect to handling of grain.

Mr. Bell touched upon other points regarding the handling of the grain from elevators to the boats, and gave a great deal of detailed information as to the operations and otherwise that was very interesting to everybody present.

**T**HE ANNUAL ELECTION of officers of the Great Northern Railway Club No. 1 took place at the regular meeting on Wednesday, November 4, there being an unusually large attendance. The result of the election was as follows: President, E. C. Lewis; Vice President, F. H. Parker; Vice President, F. Rockwood; Treasurer, L. R. Smith; Secretary, C. H. Trembly.

J. R. Brandy, athletic coach at St. Thomas College, gave a short talk on college athletics, especially football. He related numerous instances having to do with Coach Rockne of Notre Dame, where he himself had played on football teams. Some of his stories were of a humorous nature, and some of them more serious.

He stressed the point that Rockne felt that the smaller man was better on a football team than the larger one—not so much because his mind worked quicker, but that his body was more likely to co-ordinate with his mind. He felt that the lighter built man had more speed than the heavier fellow. For this reason, his teams were as a rule of lighter weight than practically all other college teams.

Mr. Brandy told how college football teams are kept in trim, and that continual attention is paid to their diet and many other things that ordinarily would not be known to the layman.

St. Thomas College orchestra played several selections during the luncheon. A vote of thanks was extended to the retiring officers, as well as to Mr. Brandy and the orchestra.

**A**T THE NOONDAY meeting, Wednesday, November 11, E. C. Leedy, general agricultural development agent, gave a very interesting talk on the history of the sugar beet industry, and especially as to its development along the lines of the Great Northern Railway.

He called attention to the fact that the beet was originally a wild plant of low sugar content, and back as far as the fifth century sugar had been extracted from the plant. Prediction was made by German scientists in 1747 that the manufacture of sugar from the sugar beet would eventually become a great industry. From 1790 to 1810 the industry developed steadily in Germany and France stimulated by the governments of those countries. Practically every European country produces sugar beets at the present time, the production for last year being over 7,348,000 tons, while production in the United States last year was 1,085,000 tons.

Work along this line was not started in the United States until about 1838, the first commercial plant being established in Illinois in 1864. Total production in the United States, however, did not reach the 1,000,000 mark until 1920. The year 1925 marks the beginning of beet sugar manufacturing in three new sugar factories located directly on the lines of the Great Northern Railway in Montana and Washington—at Chinook and Sidney, Montana, and Bellingham, Washington.

The Utah-Idaho Sugar Company erected a million dollar factory with capacity of 1,000 tons per day, 5,000 acres of sugar beets being cultivated in the Milk River Valley to supply the factory. At Sidney, Montana, in the lower Yellowstone, the Holly Sugar Company erected a factory at a cost of \$1,250,000 with a daily capacity of 1,200 tons, and more than 8,000 acres of sugar beets were grown in this district to supply the factory.

At Bellingham a somewhat similar plant to that at Chinook was erected by the same company with a capacity of 1,200 tons per day.

The growing of sugar beets has a number of advantages in its favor, one of which is that it is a cash crop, and it also possesses an additional advantage in that the maximum price for the grower is fixed before the crop is planted. The arrangement between the beet manufacturers and growers is co-operative inasmuch as when the price of sugar

advances, the growers share in the increased price. In average return the beet crop gives about the best return of any crop grown on an extensive scale. Livestock works in very well with the raising of sugar beets as the tops are used for feeding.

The raising of sugar beets creates a demand for labor on the farm in excess of that required for ordinary farming, this labor being contracted for at a fixed price per acre.

Mr. Leedy explained in detail the method of cultivation of the sugar beets, how nature in reality manufactures the sugar in the beet, while the sugar factory later recovers it. He called attention to the importance of establishing the sugar beet industry in northern Montana, and the effect it would have on the future settlement of the irrigation projects adjacent to our line. The talk was very well illustrated by motion pictures and colored slides.

**O**N WEDNESDAY, Nov. 18, E. F. Flynn, assistant to the vice president and general counsel, gave a very interesting talk on SERVICE. Mr. Flynn, in the beginning of his address, called attention to the high standard of service for which the Great Northern has become famous, especially in transportation and the personnel of its officers and employees.

He called attention to the questions often raised by the people in the Northwest as to the necessity of the present application for increased freight rates, and in answer to this, Mr. Flynn cited the fact that the Great Northern, as well as the other roads in the Northwest, had been granted only a fraction of an increase in freight rates, as compared with the lines in the other sections of the country. He gave, as an illustration of the desirability for increased rates, the increased compensation that was given employees, the increased costs of operation, etc.

He also discussed the Federal valuation of the railroads, which had cost \$110,000,000, a portion of which was paid by the railroads, and the balance by the Federal Government. He said that a great part of the reserve funds of large insurance companies is invested in Great Northern Railway stocks and bonds, and a depreciation in such stocks and bonds would have the effect of depreciating the value of the policies held by the people insured.

Mr. Flynn touched on the advantages of legitimate advertising, stating that in the early days when immigration just started into the West, at all the trails and crossways, California had representatives urging people to go to California instead of to other points in the West, and that in a measure a continuation of this advertising policy is still in effect, only applying to the Pacific Northwest.

Mr. Flynn stated that railroad employees undoubtedly are becoming more and more interested in their work, and in the service which they are able to render the public.

Mr. Flynn's talk was interspersed with incidents in connection with his frequent trips over our line and was often very humorous.

The Great Northern Quartette appeared in costume and delighted as usual with excellent songs.

## ST. PAUL

### Chapter 1, Women's Section

**A**T THE MEETING of the Women's Club October 30, Mrs. Theodosia Crosse spoke on character analysis and personally applied psychology. Her lecture proved unusually interesting, and many of the girls have expressed the desire to take one of her courses of practical lectures and most likely a class will be formed after the rush of the holiday season is over.

The Great Northern quartette No. 2 made its initial appearance at this meeting and favored us with a number of songs which were appreciated by the audience, as attested to by numerous encores to which they were required to respond. With the fine beginning they have made, the senior quartette had better look to its laurels.

**R**EVEREND JOHN DUNPHY, who was formerly pastor of St. Mary's Catholic church and is now located in Minneapolis, was introduced by James T. Maher at the luncheon on November 12. Father Dunphy's address was very inspiring. He seemed to be favorably impressed with our girls and said that he liked very much indeed to meet organizations such as ours, and felt that we could and would do much good in our community. Lucy Ash, who was formerly in the employ of the company, was presented at the luncheon and told several humorous stories. We hope that Miss Ash will come again soon and tell us some more funny stories, for we know that she has a heap of them.

### Glacier Park Juniors

**T**HE NOON MEETINGS of the Juniors have been very successful so far, the attendance running between 45 and 50 members.

At the meeting November 3, J. H. Boyd, assistant comptroller, was the principal speaker, and gave an excellent informal talk.

The meeting of November 10 was given over to a general discussion but on November 17, B. C. Everingham, assistant editor of the SEMAPHORE, gave a humorous and instructive talk entitled, "Don't Kid the Goats."

On November 12 at a banquet at the Y. M. C. A., our kittenball team was awarded medals representing last season's championship. The basketball team is preparing to get another and is practicing every week. Anybody wishing to try out should report to Harold Lind in Room 616.

The election of two committees took place November 10—a program committee, Henry Bender, Joe Barrett and Al Ohlander, and an entertainment committee, Herb. Schaaf, Tommy Fontaine and Nick Savage.

The club is planning to give a play under the direction of J. J. Brown entitled "Fingers." There will be more about this at a later date.

The many friends of Warren King, of the executive office, will be glad to know that he was elected president of the annual conference of railroad young men, at Pittsburgh, Pa. A. B. Moran, Harold Lind and Mr. King represented the Glacier Park Juniors at this conference, which includes junior men in the railway service, and is in association with the national Y. M. C. A.

## Oriental Tea Given by Great Northern Division R. B. W. A.

**A** VERITABLE JAPANESE garden was the background for the Oriental tea given at the University Club Saturday, October 10, by the members of the Great Northern Division of the Railway Business Women's Association. The ball room was a beautiful scene with its hangings of lotus and cherry blossoms and colorful Japanese lanterns covering the lights. Huge baskets of flowers, one the gift of the St. Paul Rotary Club, one from Mrs. Budd and one from Mrs. Paetzold, were brilliant patches of color. Adding to the atmosphere were the costumed hostesses and two Chinese maidens who assisted in serving tea.

Mrs. Olivia Johnson, president of the Great Northern Women's Club, assisted by May Needham, Ann Blom, Catherine Dimond, Genevieve Collins and Mrs. Nellie M. Severance, Minneapolis, president of the Railway Business Women's Association of the Twin Cities, received the guests.

Nearly four hundred girls came to pay their respects to the "Oriental Limited" and to enjoy delicious tea and coffee with sandwiches and cakes, served from a long table presided over by Mrs. Ralph Budd, wife of the president, and Mrs. F. L. Paetzold, wife of the secretary and treasurer. Mary and Edna Ling, attired in their native costumes, assisted.

Several of the features on the program also had an Oriental tinge. A group of Japanese and Chinese students from the University of Minnesota entertained the gathering with specialties. Pleasing musical numbers were given by the Great Northern orchestra, shown elsewhere in this issue.

Mrs. Paetzold sang a group of songs and the Great Northern trio, Edna Gille, soloist; Ethel Tamborino, violinist, and Mary Alicia Brown, pianist, also furnished entertainment. Little Grace Virginia Fooshe, St. Paul "Baby Peggy," presented a Japanese toe dance and Agnes Manning gave a reading.

Lighted candles, gorgeous blossoms, autumn leaves, lovely gowns and lovely girls—an afternoon never to be forgotten and to be a pride always of the Great Northern Division of the R. B. W. A.

A Japanese Tea Service in orange and black luster ware was won in a drawing by Mary Barron of the Great Northern Railway.



# CHRISTMAS GIFTS

Your Photograph  
Tomorrow's Treasure

## The Brown

### Studio

ST. PAUL

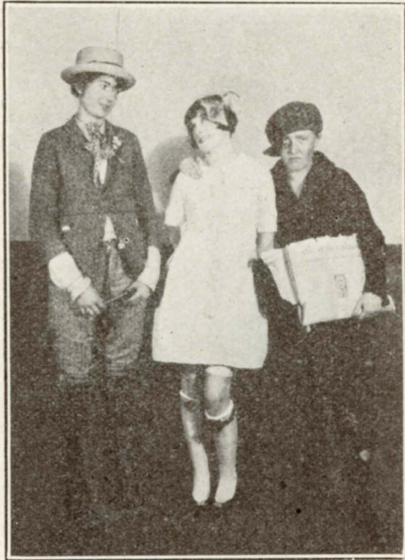
101 East Sixth Street

MAKE YOUR APPOINTMENT NOW

## Great Northern Women's Club

**T**O SAY THAT THE "kids' party" staged by the Women's Club on the 13th floor of the General Office Building the evening of November 6 was the bees' knees is to be expressive rather than exact. We never saw so many knees as were in evidence that night—never since we were born; but they didn't belong to any bees whatsoever.

We weren't invited but we went. Indeed no men but those of the orchestra were wanted or expected; but being a member of the SEMAPHORE staff we felt—anyway we slipped in incognito, as it were. We were first threatened with expulsion. Later we were dragged into the midst of the festivities and told we were to serve as judge. We served but don't ask us what or whom we judged. We don't know. We recall being asked several times "Don't you think so?" and promptly answering that we did. We used discretion.



**Three's a Crowd!**

Left to right—Mary Hackett, comptroller's office; M. E. Collins, Margaret Connolly, office auditor passenger receipts.

There were a few ladies present but they were on the side lines. The rest were kids, just joyful, rollicking kids. They were there to the number of 200 or so—garbed in rompers or abbreviated skirts and half hose, blithely and gayly cavorting all over the lot in dizzy maze of color and the twinkling white knees, aforesaid. Oh, yes! There were some boys there. At least they thought they were—pro tem, but they couldn't fool us, no siree!



**What Do You Mean—Shy?**

Left to right, sitting—Lucille Spellman, car records office; Ethel Johnson, baggage department; Marie Rooney, office general superintendent transportation; standing—Mary Alice Casey, car records office; Alice Nelson, baggage department; Vera Rooney, office general safety supervisor.

The affair opened with a few program numbers. Louise Bossenmaier gave a reading "The Duel." The girls of the fourth floor gave a reducing stunt which reduced the gathering to utter weakness from mirth. Agnes Thompson read "And that Ain't the Worst of It," and Alpha Peterson and Mae Weisner did the Charleston. Incidentally there were several others who later essayed the latest terpsichorean stunt on the dance

floor and we'll aver that they knew their stuff.

There were a few games—"Bill Jones" won the prize for finding the most peanuts. We didn't see that and don't know where he had to look for them and we're not asking—not noticeably at least. Ring-around-a-Rosie next gave the assembled youth an outlet for their gayety. Flash lights were taken, some of which we are privileged to reproduce.

Following the taking of the pictures there were refreshments. They just couldn't keep it up on empty tummies.

The president of the club, Olivia Johnson, donated two prizes—a flower vase and a salt and pepper shaker. Mildred Lilly of the treasurer's office donated a picture, which prize was won by Bill Jones for finding the most peanuts, as described. Prizes were offered for the prettiest girl, won by Ann Collins; for the cutest kid, won by Mary Hackett, and for the toughest kid, won by Peggy Connolly.

At 11:30 the affair broke up and the Juveniles became once more staid and mannerly young ladies and went their several ways, having played their part in staging a huge success, and having gained a world of fun in the doin' o' it.

## SPOKANE

**C**HAPTER No. 2, Great Northern Railway Club, held its annual meeting in Woodmen of the World hall the evening of October 27, with 75 members present.

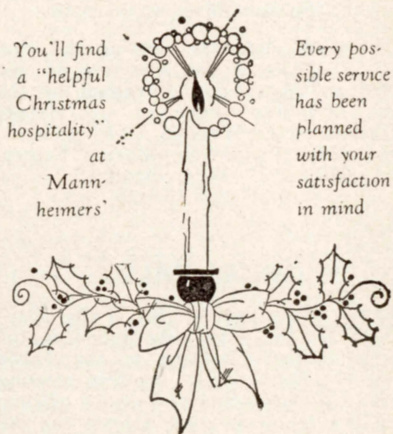
Resolutions were passed: one to the effect that the establishment of many unnecessary bus and truck lines should be restricted as they cause unfair competition and inevitably bring about a

## Gifts from Mannheimers' Stand Apart

For 54 years  
Saint Paul's Quality Store

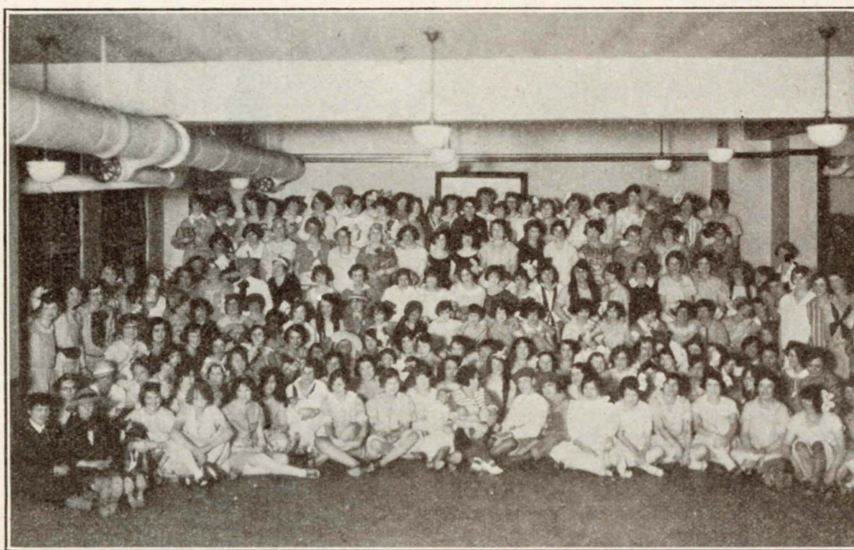
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**Great Northern Women's Club Kid Party**

material decrease in railway earnings, entailing the discontinuance of many local trains and a resulting reduction in trainmen and other employes; the other congratulating John F. Pewters on his promotion to the position of general freight and passenger agent on the Central District, expressing the members' mixed feeling of delight at his advancement and regret that it will necessitate his removal from Spokane.

A healthy financial condition of the club was indicated in the treasurer's report showing receipts for the year of \$1,067 and a balance on hand of \$149.76.

A committee consisting of Messrs. James M. Doyle, R. C. Murphy, and Charles S. Albert was appointed to perfect arrangements for the reception on November 13, of Vice President M. L. Countryman and C. D. Morris, assistant to the chairman, Western Railways Committee on Public Relations.

The nominating committee, Wilma Hilbush, C. W. Hopkins, Mrs. Elizabeth Pugsley, B. F. Burbridge and Charles Spafford, named the following candidates for the various offices:

For president—E. E. Sargeant, assistant attorney; J. W. Chatterton, claim agent; Paul Tillisch, chief clerk, general superintendent's office. Mr. Tillisch withdrew and Mr. Chatterton was elected by a substantial majority.

Charles S. Albert declined to be a candidate for reelection as vice president, and Frank W. Sexton was nominated from the floor as a third candidate. In a close race R. C. Murphy defeated Messrs. Sexton and Jack Arthur, the third nominee.

Fred Ferg was elected second vice president on the first ballot over J. M. Hurley and B. J. Paugle.

W. W. Rickard refused to run for secretary and C. R. Buckman was nominated in his stead. Buckman was elected over George Hammond and G. Ertle.

Harry Greene ran away with the office of treasurer, defeating Wm. Moseley of the freight department.

Charles S. Albert having resigned as associate editor of the SEMAPHORE it was the desire of the meeting that the president of the club secure the appointment of Frank W. Sexton of the general superintendent's office as associate editor for the Spokane-Marcus divisions.

After the business meeting the club members danced for the rest of the evening. Music was furnished by the club orchestra composed of Hubert Hamblin, A. G. Walkins, L. R. Richardson, Richard Hamblin, Marion Lantry, and Charles A. Ferg, director.

## GREAT FALLS

ON NOVEMBER 9 Great Falls Chapter No. 4 held its second annual business meeting at the Labor National Bank Hall. At this meeting was held the annual election of officers, and the following were elected for the ensuing year: President, A. C. Kuhn, chief dispatcher; First Vice President, Clarence Hogan, car clerk; Second Vice President, A. F. Hall, assistant chief clerk, American Railway Express Company; Secretary, E. L. Carver, material clerk, superintendent's office; Treasurer, L. E. Wagner, cashier, local freight office. The new officers, Messrs. Kuhn and Hall, were introduced to the club

and both responded. A motion passed by the Havre chapter, with reference to the motor bus traffic, was read to the members and was unanimously adopted. After discussing various subjects, the meeting adjourned, pending a call for the next meeting for which the entertainment committee is preparing a program.

On the evening of October 28 Great Falls Chapter No. 4 entertained at a masquerade party in the Elks' Hall. Music was furnished by the Art Dowse orchestra and a good crowd was in attendance. During the evening several drawings took place and prizes were distributed among the guests. The prizes were all very fine and were donated by different business houses of Great Falls. The "live baby" proved to be a cute little kitten with a great big bow of ribbon around its neck. A feature of the evening was a prize waltz and the American Railway Express employes carried away the honors for this event, the first prize being awarded to Gertrude Gallis, daughter of Watchman Gallis—5 pounds of fruit cake; J. J. Riloy, accounting department, American Railway Express Company—box of cigars; Winifred Hill, accounting department, American Railway Express Company—box of cut flowers; E. F. Holtz, accounting department, American Railway Express Company—ham. Fruit punch was served during the evening.

## SIOUX CITY

SIOUX CITY CHAPTER No. 7 held its regular monthly meeting on Friday, November 6. The entertainment was in charge of a committee from each of the different branches at Sioux City, consisting of Victor Sundberg, chairman, Meta Frochlich, Marie Dyer, Amos Thompson, Walter Neibhur, Harry Schmidt, Milton Harbeck and Flip Flanagan, and they certainly had everything beautifully arranged to provide a most successful entertainment and enjoyable evening.

At 8:30 p. m. the Iconian orchestra, directed by Don Perry, one of our own boys, started the music, and the crowd began to gather. There were over two hundred people dancing by nine o'clock and the reserve forces were called in in order to get room and find seats for everybody.

The program was mixed, so that those not caring to dance, were taken care of at card tables, and several tables were kept going. Don Perry gave a solo on the xylophone and was encored for several numbers.

During the course of the evening several of the old square dances were played and the older people were given a chance to show their stuff. Amos Thompson did the calling for these dances, and had all the older folks as well as any of the younger people who knew how to dance quadrille and lancers doing the forward and back, ladies change and grand right and left. There were several out of town members present, and they all reported a very good time.

During the intermission of the dancing a delicious lunch was served.

## SEATTLE

FALL HAS BROUGHT its usual interest in the social events for the coming season and our entertainment committee got busy right off the bat and has already produced good results which speak for themselves.

The executive committee has laid out a definite plan for all the activities for the winter, and programs to suit every taste will be offered. While it is known that certain activities appeal to some more than to others, it is generally conceded by those who are "in the know" that everybody will get just what their individual desire calls for before the winter is over.

The opening gun of the season was fired at the Chamber of Commerce auditorium on the evening of November 7, when our first dance was held. More than three hundred employes, with their families and friends, were present. Coming as a fitting climax of one of Seattle's big days—the day the University of Washington team tumbled the hopes of Stanford, and while the university was celebrating its annual homecoming, the crowd at our party was eager for more excitement. It was a real get-together affair and everybody seemed to enjoy themselves. The reception accorded these parties by the employes in general certainly shows each and every member of the committee that their efforts are appreciated by all.

November 16 was the date of our first informal educational meeting, which was held in the Y. M. C. A. auditorium. The program, all Great Northern talent, included a baritone solo by Robert Nichols, accompanied by Byron Nichols. Both of the talented young men are the sons of Ralph A. Nichols, our paymaster. "Bob" is looked upon by many as Seattle's most promising young vocalist, and all who have heard him are enthusiastic in their praise. Nellie Fowles favored us with several solos, including "Go Great Northern," composed by Walter Fryburg of the general manager's office. Last but not least, we enjoyed the several selections rendered by the Great Northern orchestra. Their first public appearance was most welcome and we have hopes of hearing them again in the very near future.

The guests from St. Paul, M. L. Countryman, vice president and general counsel, and G. R. Martin, vice president executive department, both spoke to us on general railroad questions and prob-



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lems. Mr. Countryman explained to us the real ownership of our line, pointing out the fallacy of the general belief that the line is owned by Wall Street interests. In fact, the stockholders of the Great Northern number more than 40,000. We were fortunate in also having with us C. D. Morris of Chicago, assistant to the chairman of the Western Railways Committee on Public Relations. L. C. Gilman, vice president, executive department, Seattle, also gave a brief talk.

Thomas Balmer, the president of our club, and Mr. Gilman were obliged to leave early in the evening in order to reach Wenatchee for the Lake Chelan power hearing, which took place on the following day. On this account, Mr. Fred W. Graham, our assistant agricultural and industrial agent, presided during most of the meeting.

While in Seattle, Mr. Countryman, Mr. Martin and Mr. Morris addressed the regular meeting of the Seattle Lions' Club.

## EVERETT

ON THE EVENING of October 31, Everett Chapter held an entertainment and dance in the Knights of Columbus auditorium, the main purpose of which was to listen to an address by E. F. Flynn, assistant to the vice president and general counsel, who spoke on the subject "The Railroad Game." The number in attendance was not quite as large as we had hoped for, and the fact that this was Halloween had something to do with the small attendance. Mr. Flynn's address was very interesting. He called the attention of the railroad men present to the many ways that they could bring home to their neighbors the true situation with reference to the problems that now confront the railroads and remove many causes of misunderstanding in the minds of the public with reference to these problems.

## VANCOUVER

GREAT NORTHERN CLUB, Chapter No. 11, Vancouver, B. C., opened the season with a dinner dance at the Ambassador Cafe on the evening of October 29, 1925. The honor guest of the evening was E. F. Flynn, assistant to vice president and general counsel, who delivered the chief address of the evening on the subject "The Railroad Game." His address was interesting, educational and inspirational. Addresses were also given by Mayor L. D. Taylor of Vancouver, B. C., and Reeve J. B. Brooks of South Vancouver.

Dancing was continued until the wee sma' hours, and it was voted a most enjoyable evening from every angle.

Many visitors graced the festive board among whom were several out of town guests including Superintendent and Mrs. McDonough from Everett, J. F. Boettner, terminal agent, Everett, B. S. Merritt, general agent, Seattle, George Lally, traveling freight agent, Seattle, S. Freeman and S. G. Courrier of the B. & O. and C. & N. W. respectively, both of Seattle, Mr. and Mrs. O. E. Stevenson of Blaine, and Mr. and Mrs. R. Hughes of Bellingham. City guests included Mayor L. D. Taylor, Reeve J. B. Brooks and Mrs. Brooks and Mr. and Mrs. L. B. Lusby, Mr. and Mrs. E. A. Dye, Mr. and Mrs. F. W. Pravitz, and Mr. and Mrs. F. E. Leyfield.

On Friday, October 30, Mr. Flynn was the guest of the New Westminster Board of Trade at a luncheon to which had been invited the two service organizations of New Westminster, namely, the Gyros and the Kiwanis. Some one hundred representative business men greeted Mr. Flynn and listened to another of his inspiring addresses on our mutual problems, after which he was given an auto tour of the city as a guest of Mayor Annandale. Mr. Flynn was accompanied by General Agents E. A. Dye and B. S. Merritt, Traveling Freight Agent George Lally, Contracting Freight Agent F. E. Leyfield, and F. W. Pravitz, agent, New Westminster. Directors T. J. Trapp and L. B. Lusby were also with Mr. Flynn throughout his visit to New Westminster.

## ST. CLOUD

A MIXED AUDIENCE of Great Northern club members and St. Cloud business men to the number of about three hundred on the evening of November 4 heard our vice presidents, M. L. Countryman and G. R. Martin, and C. D. Morris, assistant to the chairman, Western Railways Committee on Public Relations, tell some of the bitter truths of the situation confronting the railways today. These gentlemen are on a tour of the Northwest and St. Cloud was one of their first stops.

Mr. Morris told the audience that the Great Northern Railway, on the basis of its 1924 traffic and returns, must run its trains 163 days of the year to pay its labor bills, 27 days to pay its coal bills, 89 days to pay its material and equipment bills, 5 days to pay its rent on joint facilities, 21 days to pay taxes, 31 days to pay interest on its bonded debt, 7 days for the rent of leased land, leaving 19 days of railroading in which to make money for the stockholders. With any less volume of traffic than that of last year, which was better than some recent years, the number of days the road must operate, for each of the items named, increases, with the result that sometimes the railway works mighty few minutes for the stockholders.

Mr. Martin, vice president executive department, explained that political propaganda had driven railroad executives to the necessity of informing the public as to the true and correct situation confronting the railroads today, instead of devoting their whole time to the thing they were hired to do—run the railroad. After citing the fact that the Great

Northern has never been able to duplicate the rates in effect before the Interstate Commerce Commission took over rate control, and that government control of every phase of railroading has eliminated all economies that may make for low rates, he stated that the Great Northern although it is in the best condition financially of any road in the country, with one or two exceptions, is headed straight and fast toward bankruptcy under present conditions. As a word of warning he cited an instance where Indiana farmers secured anti-railroad legislation that halted service on six lines in that state and then offered to pay triple rates to get the lines back, but could not. He stated that high rates have had an adverse effect on agriculture and showed how the heads of the Great Northern went, of their own accord, to the commerce body in 1921, when farm conditions were bad, and offered to cut rates ten per cent in this district on farm products, in spite of an operating loss in doing so, in order to bolster up as best the company could the main industry of the territory it serves. The offer was to hold good during the three months' crop moving period. The commission made the reduction permanent and then added another cut, which has drained the resources of the road.

Vice President and General Counsel M. L. Countryman made a plea for existence and stressed the fact that the general public itself is the stockholder body of the road, with savings banks, colleges and insurance companies, in which everybody is interested, holding high percentages of the railroad stock of the country, with even higher percentages of their reserve strength tied up with those stocks and bonds.

Mr. Morris explained the Esch-Cummins law, which has been under fire from political demagogues, their attack being based on the palpably false statement that the act guarantees the railroads a return on their investment. He showed that the act gives the I. C. C. power to establish rates to yield a reasonable return on the total investment of the railroads, but so far that return for all the railroads in the country in one good year has been less than three per cent on the valuation found by the I. C. C. and much less than that in bad years. If the roads prosper they cannot hope to earn more than six per cent, as any earnings over that amount must be reinvested in the road and turned over to less successful roads, under the same act, on a fifty-fifty basis, the latter half of the money

# The First National Bank

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Extends

Hearty Christmas Greetings  
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New Year

to Great Northern employees  
and their families



to be turned over as a loan to rebuild weaker lines. Most of the railroads have failed to pay dividends since 1920, and the few that have done so have been forced to draw on emergency funds to make such payments. If the act were a guarantee of profit, Mr. Morris stated, the government would owe the railroads of the country \$1,600,000,000 and the Great Northern \$45,000,000 for the five years the act has been in effect. By just that amount of revenue it has fallen short of being a guarantee, and the roads are fighting with their backs to the wall to continue their existence. The courts will not let railroads quit operating, but if present conditions continue, all railroads soon will be losing money so fast that great sections of the country may be cut off from transportation. Every one present was urged to study the railroad problem to get the facts and try to combat ignorant prejudice, as in this method lies the only hope that railroad transportation can be assured to us in the years to come.

## Railroad Post 416, the American Legion

**T**HE ANNUAL ELECTION of Railroad Post was held November 10 in their clubrooms, the following officers being elected: H. A. Doth, commander; W. C. Nolting, senior vice commander; Axel Dolan, junior vice commander; Wm. M. Gordonier, adjutant; Louis Wolf, finance officer; Walter O'Connor, chaplain; J. Sarsfield, historian; L. L. Carter, sergeant at arms; executive committee, H. J. Beech, E. V. DeMers, J. E. Huegerich, J. M. Rice and Joe Dox. Delegates to the Fourth District, A. W. Young, G. D. Gilbertson, W. A. Fowler and H. E. Sailor.

After the meeting luncheon was served followed by informal dancing and a Charleston exhibition by Marion Whaley and Barney Oldfield. W. N. S. Ivins, editor of the SEMAPHORE, was a guest of the Post.

At the regular meeting of November 24 the books were closed on the Child Endowment drive. To Railroad Post belongs the distinction of being the first Post in St. Paul to go over the top with an excess of 25 per cent over their quota.

December 5 a cabaret dance will be held on the 13th floor of the Great Northern building. Dance music by the American Legion orchestra. Entertainment by the Great Northern Girl Songsters, The Oriental Limited and Mystery Four quartets and Charleston exhibitions by Dugan and Weaver.

December 8 the new officers of the Post will be installed. All members are requested to attend.

## SPORTS

### Bowling

#### Railway League

**T**HE GLACIER PARKS are still going strong, having lost only one match to date, the Winnipeg Limited team being the only one to defeat them. The Goats are beginning to win games and their bowling has been improving every week. They are in hopes of overtaking their rivals, the Big Baked Potatoes from the N. P. Commissary.

W. A. Gutz and "Shorty" Ohlander are fighting it out for individual honors, Ohlander being in the lead by a few pins. The Winnipeg Limited team lost the service of some of their best bowlers through illness. Beckwith, Kowalski and Whitlock are all on the sick list and the team average has slumped considerably since they have been out. The Orientals and Winnieps are fighting it out for second place and at present are tied. The standing:

	Team	Won	Lost	Average
Glacier Park.....	22	5	896-7	
Winnipeg Limited.....	18	9	874-11	
Oriental Limited.....	18	9	873-23	
Yellowstone.....	17	10	862-26	
Yakima.....	16	11	842-25	
North Coast Limited.....	9	18	802-22	
Big Baked Potato.....	2	21	784-3	
G. N. Goats.....	2	25	739-12	

#### SEASON'S RECORDS

High single game—Ohlander, Ekensteen	246
High three games—Page.....	639
High team game—Winnipeg Limited.....	1,023
High team total—Winnipeg Limited.....	2,917

#### INDIVIDUAL AVERAGES

Ohlander .....	188-17	Etter .....	168-13
Gutz .....	188-9	Wendt .....	167
Page .....	185-2	Powell .....	166-12
Long .....	184-2	Cassery .....	165
Peterson .....	182-18	Johnson .....	164-15
Picha .....	181-23	Cooper .....	164-14
Leahy .....	181-14	Grube .....	163-22
Ekensteen .....	181-9	Schneider .....	163-12
Russell .....	180-6	Isaacs .....	162-3
Olson .....	179	Peters .....	161
Beckwith .....	178-10	Patterson .....	160-16
Dean .....	177-18	Bies .....	158-4
Kowalski .....	177-5	Roloff .....	154-12
Lauer .....	177-2	Nentwig .....	154-6
Wedell .....	176-9	Panushka .....	154-3
Kittley .....	176-6	Schaller .....	152
Page .....	175-14	Dox .....	151-10
Jorgensen .....	173-15	Gehring .....	150-16
Pringle .....	173-8	Anderson .....	150-11
Whitlock .....	173-1	Jungck .....	150-3
Micko .....	171-12	Engstrom .....	150-2
Swanson .....	171-4	Fisher .....	149-4
Hoffman .....	170-13	Dixon .....	145
Hanson .....	170-12	Thomson .....	144-6
Ryan .....	169-3	Langewisch .....	139-10

## Glacier Park Bowling League

### Standings to November 2, 1925

Team	Won	Lost	Average	Team
Sun Camp.....	16	8	913-4	
Many Glaciers.....	14	10	905-12	
Granite Park.....	13	11	908-6	
Two Medicine.....	13	11	883-23	
Iceberg Lake.....	12	12	898-15	
Gunsight .....	11	13	875-17	
Trick Falls.....	9	15	892-5	
Red Eagle.....	8	16	868-1	

#### "Big Ten"

Malloy .....	191-11	Whitlock .....	183-10
Jorgenson .....	188-1	Kirchoff .....	183-5
Gutz .....	186-5	Sieberlich .....	183-2
Ekensteen .....	185-11	Bies .....	182
Baer .....	185-7	Ohlander .....	180-20

## Spokane

**A**N ARGUMENT of long standing at the Spokane bowling alleys was conclusively settled early in November when a picked team from the Great Northern Railway Bowling League defeated a picked team from the S. P. & S. League by more than 100 pins.

The Great Northern Club, composed of Young, Dalrymple, Adams, Kach and White, rolled up a score of 2692. The S. P. & S. five failed to topple more than 2,526 pins.

Individual scores follow: Great Northern Club—Young, 166, 190, 184; Dalrymple, 180, 163, 158; Adams, 213, 161, 200; Kach, 180, 81, 143; White, 179, 155, 239. Grand total 2,692.

## Apples for the Little Folks

**T**HE SPOKANE CHILDREN'S Home, with R. L. Richardson of the Great Northern city ticket office as exponent of Great Northern generosity, was recently presented with several boxes of prize apples. These apples had been used for exhibition purposes in windows of the city ticket office and later made ninety-five children happy as they tasted the Great Northern spirit. According to Mrs. E. E. Sargeant, chairman of the Board, apples are a luxury in the home this year, and this made the gift doubly welcome.

It is said with authority that this plan of disposing of the apples after the celebration was over, has been followed in a number of cases; one other that came to our attention being in Omaha, from which city the following letter was recently received:

Mr. Ralph Budd, President,  
Great Northern Railway,  
St. Paul, Minn.

Dear Mr. Budd:

In behalf of the orphans of our Bethlehem Children's Home, and the aged and invalid in our Nazareth Home, I wish to thank you for the great treat you gave them by donating about one hundred of the large and luscious apples shown in the Great Northern fruit display in the Brandeis stores. We are also thankful to Mr. William Blonder, the agricultural development agent of your railway, for remembering our institution.

Sincerely yours,  
(Signed) EMIL G. CHINLUND

"Mark Your  
Gifts with the  
Health-Hope  
Seal."



## Well Known Engineer

(Continued from page 10)

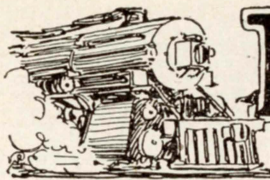
During the period 1917 to 1921 he was again in the employ of the Great Northern as assistant engineer on special work, mostly in connection with Federal Valuation.

On December 1, 1921, he severed his connection with the company, moving to California, making his home first at Van Nuys, and later, until his death, at Los Angeles.

All told Mr. Patterson was in the service of the company about thirty years. He had a splendid knowledge of the system, having been closely connected with the construction of a great deal of it. His knowledge of the former Montana Central was especially good because of his intimate connection with construction and maintenance work thereon during the period of its greatest activity.

He is remembered by his former associates as a thoroughly well trained and capable engineer; a painstaking and tireless worker; very quiet, methodical and efficient, and a man of the highest character.

Great Northern Semaphore



# Division News

## BUTTE DIVISION

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

Dispatcher J. H. Mayer, accompanied by his wife and daughter Valeria, will leave Great Falls November 23 to attend the wedding of their eldest daughter, Dr. Lillian Mayer, to Dr. Leo Fink, which event will take place Thanksgiving morning in St. Lawrence Catholic Church, Minneapolis.

Wm. Stoner, who filled the agency at Belmont, Montana, for a great many years, passed away on November 12 at Excelsior Springs, Mo., to which place he had gone in the hope of regaining his health. Mr. Stoner had the reputation of being one of the most tidy agents on the Butte Division. We extend our heartfelt sympathy to Mrs. Stoner and son Robert.

Agent C. H. Porter and wife of Choteau, Montana, have been called to Grinnell, Iowa, on account of the serious illness of Mrs. Porter's brother.

E. W. Johnson, ticket clerk in the Great Falls passenger station, is attending the convention of the ticket agents and ticket clerks being held in St. Petersburg, Florida.

A. H. Hopkins, chief clerk, Billings freight office, was a visitor in Great Falls, November 7.

"Bill" Gordon, special agent, is a patient in the Mayo Hospital, Rochester, Minnesota, for a stomach operation. We wish for him a complete and speedy recovery.

We claim the record for big game hunters among the superintendents' offices on our line. We will discount our youngest on the list, who is Johanna Dahl, our comptometer operator, as she went out and came home with the bacon. "Heinie" made two attempts this season. We know from looking at him that he is a good provider at home, but wonder what he would do if he had to depend on his hip-power to supply the bacon. Says he knocked down a deer and when he went over to look at it, the deer jumped up and ran. We are inclined to believe that the deer had seen "Heinie" first and was kidding him, for Heinie had been in that country the previous season and the deer probably knew he was in no danger, so just laid down to take his usual rest about the same time Heinie shot—therefore the mistaken idea. Heinie promised us some elk meat a short time after he had been hunting, but we haven't received it yet. We were not familiar with his actions with the hi-power, so of course thought he was serious, and "tasted" elk meat for several days awaiting his return. All the pleasure we had was the anticipation, but at that we were better off than he, for he had all the work to do and didn't get any more than we did. He says he saw an elk (maybe he did) and knows just where it went and when the season opens next fall, he is going up after it. Save yourself, Heinie, and send the boy, for the elk will be so old by the time you get it, that it will be ready to die of old age.

Leslie went out hunting for something or other and says all he got was mud about a foot thick all over him and the hardest work he had done for some several years.

"Bill" Williams went up in the Neihart country where the deer eat out of your hands, but "Bill" says by the time he had pushed the car two-thirds of the way to the mountains through the mud and snow, he was in no condition to make the acquaintance of a deer, much less hold the old rifle steady long enough to shoot one. Four times out and no meat! Some record!

J. E. Healey, yard clerk at the local freight office, was called to Galesburg, Ill., on November 4 on account of the death of his brother, G. A. Healey, who was assistant superintendent on the Galesburg Division of the C. B. & Q. Ry.



## Much To Our Regret

**D**UE TO LACK OF space we have found it necessary to discontinue publication of verse of any kind in the body of the magazine. We have received from employees a number of contributions in verse form, which we have regretfully returned to them unpublished. This means is taken of notifying all our readers in order that contributors of verse may be spared the disappointment of having their material returned to them unused, and we, ourselves, saved the necessity of returning contributions, which, were it possible, we should like very much to publish.—THE EDITOR.

Gene Moon, clerk in the local freight office, who went to New York the latter part of October to consult heart specialists, has been advised to remain in New York several months for the benefit of the lower altitude. He has been granted a six months' leave of absence.

## CASCADE DIVISION

Associate Editor  
D. O'HEARN  
Everett, Wash.

A daughter was born to Mr. and Mrs. Harold Olsen, October 15. Mr. Olsen was employed until recently at Skykomish roundhouse.



Lineman A. F. Green and Mrs. Green departed November 5 on an extended trip through the Middle West and Southern states to Florida and thence to Cuba.

C. T. Andrews has been transferred to Chiwaukee, as agent.

Harold Olsen, employed at Skykomish roundhouse until October 15, is now proprietor of the confectionery at Skykomish, formerly owned by Charles McEvoy.

For some time Trainmaster Clary was the only radio fan in Skykomish, but there are four more railroaders now who own radios which means that nearly everybody in Skykomish has a radio considering the population. Skykomish is a good receiving station, except that the dynamo at the roundhouse gives considerable interference.

Engineer Robert Meath and family are now residing at Skykomish.

Conductor E. M. Osborne and family are now making their home at Skykomish.

Conductor S. M. Algver and family have moved to Tye.

George Lally, traveling freight agent, has been assigned to the coast line and as he is a regular visitor in the New Westminster-Vancouver territory each week, we understand that Chapter No. 11 expects to get his application, although this might not set well with Chapter No. 2, Spokane Club.

Bert Parsons, warehouse foreman at New Westminster, has returned to duty after a very serious illness.

Monty Jones, first trick operator at New Westminster, had the misfortune to have to leave many fish on the banks of his favorite stream on account of getting a full basket in too short a time. Monty claims he had to hide behind the trees to bait the hook. Some of the residents of New Westminster have heard these tales before and it is said they are true.

M. Sato, who has been section foreman at Colebrook, B. C., for the past fourteen years, has departed to visit his old home in Japan. He expects to be gone for about three months.

W. H. Egan of Vancouver is relieving Mr. Sato as foreman.

W. F. Stokes has been appointed agent at Bellingham vice H. P. Christensen who has been assigned to other duties. Mr. Christensen was presented with a traveling bag by his railroad friends as a token of their esteem.

Mrs. C. F. Smith and daughter Mary, wife and daughter of Car Inspector C. F. Smith of Bellingham, have arrived home from Alberta, Canada, where they have been visiting for the past three months.

O. E. Stevenson, agent at Blaine, and Mrs. Stevenson, accompanied by Mr. and Mrs. Eddy Shea, motored to Vancouver, October 29, to attend the banquet and dance given by the Great Northern Club. They report having had a very enjoyable time.

Roadmaster Dick Hughes and Mrs. Hughes and daughter also attended the banquet and dance at Vancouver. Mr. Hughes states he especially enjoyed Mr. Flynn's speech.

Robert J. Armstrong, age 71 years, passed away at the family home at Bellingham, November 4. Mr. Armstrong was formerly employed as coal chute operator at Smith Lake, Minnesota, having been in the service of the Great Northern in that vicinity for about twenty years. He is survived by his widow, three daughters and two sons. Agent Ben S. Armstrong, Great Northern Dock, Seattle, Mrs. A. L. Lee, wife of station agent at Fairmont, N. D., and Mrs. P. J. Whalen, wife of our agent at Silvana, were present at the funeral of their father.

Bernie Geary, son of veteran Crossing Watchman John Geary at Everett, is the student manager of athletics at the Everett High School, and accompanied the Everett football team via the Oriental Limited to Spokane for the game, November 7, with Lewis and Clark High School. Bernie is entitled to considerable credit in securing the business for us, as the team used our line going and coming. The only thing lacking to make the trip a success was to be able to say that the boys brought home the bacon. Luck was against them, as the Lewis and Clark won by a score of 6 to 0.

Paul Meyers, ticket clerk at Vancouver, B. C., has returned from a trip to Chattanooga, Tenn., where he attended the annual convention of the Y's men's club, October 15, 16 and 17.

R. E. Heaton, switching clerk at Vancouver, spent the week-end over Thanksgiving, visiting friends in Victoria, B. C.

Old timers on the Montana Division and other parts of the line no doubt remember Charles H. Eggers, who was master carpenter on the Montana Division about twenty-two years ago, and any of the old timers left on the west end will remember that he was on bridge and building construction at the time the line was built west of Spokane. Mr. Eggers, after leaving the Montana Division, went with the Missouri Pacific under Russell Harding, and a short time later transferred to the Choctaw, Oklahoma and Gulf Railroad, which was merged with the Rock Island, with which line Mr. Eggers remained for over twenty years and was last year retired with a pension. He is now residing at New London, Wisconsin.

## SEATTLE ITEMS

Associate Editor  
A. L. SCOTT  
Seattle, Wash.

Friday, November 6, and Saturday, November 7, sure were busy days for "Eddie" Matthias, one of our legal lights. In addition to having a big law case on his hands to take care of, a young son arrived in his household that morning and as a consequence Eddie was busy passing the cigars during the day and we all thought he was keeping up with everything mighty well. However, in addition to all this Eddie, who is president of the Seattle Alumni Association of Leland Stanford University, played host to the two hundred and more Stanford alumni who visit-



ed Seattle for the annual Washington-Stanford football game. He had to take care of the ing banquet at the Olympic during the evening. Nobody seems to know whether Eddie got to the game or not, but we do know that he was right on hand to entertain the Stanford men right after the big event. It seems Eddie had his hands full during the two days but he still smiles. Both Mrs. Matthias and the young son are getting along fine, he says.

The development of property around Lake Union has held considerable local interest during the past month or so. Of particular interest to all Great Northern employees was the announcement that our line had purchased property in the district for future development. Noteworthy, among the other announcements, was that to the effect that the Dodge Automobile Company would erect an assembling plant within the near future in close proximity to the one already constructed by the Ford people.

"Bob" Jamison deserves considerable praise for the efficient manner in which he handled the fall dance in the absence of "L. E." It is evident that we have two mighty fine chairmen for our future entertainment committees. The entire committee has worked faithfully on all occasions and their efforts have always been appreciated.

It does not always take a traffic man to go out and talk "Great Northern" to the crowds. The Boosters' Club in the Lake Forest Park District held a community fair in their club house early in the month and Walter Fryburg of the general manager's staff was out there telling his friends all about the great railroad for which he works and also had a mighty fine exhibition right there to back up his words.

The elevator at G. N. Docks burned down early in the month and it was only through the excellent work of the Seattle fire department and the employees on the dock that further damage was prevented. Since the fire Pat Schion, the popular B. & B. foreman, has been wearing an expression of depression and gloom. Some thought the look was on account of the hard work Pat looked ahead to when the elevator should be rebuilt but good, authentic reports tell us that Pat has been mourning the loss of his pet cat which was burned in the fire.

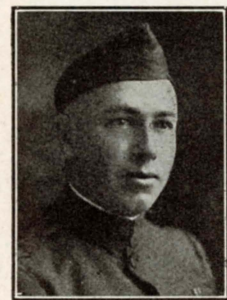
Ray Preston of the city ticket office is away on his vacation. Ray says the Pacific Northwest is good enough for him, so is spending his time taking jaunts around the state and to Vancouver, B. C. Ray is an ardent follower of Izaak Walton so his trip to Vancouver is explained—he goes up there for the good fishing.

Dave Van Wyck and "yours truly" eat their Thanksgiving turkeys free of cost this year. Jimmie Coleman got the money and the rest of the boys in the city ticket office footed the bills. It is rumored that J. W. Young, the general agent, expects to win from the gang some time in the dim and distant future. Harry Bevers has given up hope and says, "You can't beat fool luck."

## DAKOTA DIVISION

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

The many friends of Paul Skurdall, roadmaster at Larimore, N. D., have been extending their congratulations to Mr. and Mrs. Skurdall.



Julius Moen, of Gilby, became Mrs. Skurdall November 3. They spent their honeymoon in the Twin Cities.

Engineer J. C. McNairy, of Crookston, has been wearing the smile that won't come off. No, it is not what you think it is going to be. John has a brand new engine, just out of Superior shops.

H. L. Quiring, agent at Hasket, Man., was called to Dallas, Oregon, recently on account of the death of his sister.

The many friends of Conductor John B. Shepler were shocked to hear of his sudden death, which occurred November 4. Conductor Shepler reached home about 5 p. m. and died at 11 p. m., death being due to a stroke of paralysis. Funeral services were held from St. Michael's Pro-Cathedral in Grand Forks, and interment was made at this point. Members of the O. R. C., of which Mr. Shepler was a member, acted as pall-bearers.

The city commission of Grand Forks recently agreed to the installation of electric crossing signs to be placed at 3rd, 4th and 5th

streets, Kittson Avenue, and Columbia Highway, replacing the present crossing gates.

Bill Sandbrink is spending his vacation in the Twin Cities. We understand that he took a lunch with him, and expected to spend most of his time in the Union Depot. No doubt Bill will have a lot of wild tales to tell the gang when he returns.

At Casselton October 28 occurred the tragic death of Conductor Edward Braun. Slipping from the top of a freight car which he had boarded about 20 car lengths ahead of the caboose, as he crossed to the rear, he fell between the cars. With his arm and chest crushed and severe wounds about the head, he crawled from beneath the moving train at the point where he fell, a quarter of a mile east of Casselton station, and dragged himself more than 80 feet toward the coal docks in a last desperate fight for life. Funeral services were held at St. John's church in Wahpeton, October 31, and interment made at that point. Conductor Braun entered the service of the Great Northern as a brakeman February 1, 1910, and had been in continuous service up to the time of his death.

Esther Zamow, master mechanic's clerk, left for Milwaukee, Wis., November 22 to spend a week visiting relatives and a "friend."

Geneva Cronk of the superintendent's office spent Thanksgiving at Minot as the guest of Mr. and Mrs. L. M. Davis.

Will somebody kindly lend Mark Kraker an "eyebrow?" Mark is endeavoring to grow one, but so far has not been very successful. It has been suggested that he borrow a bugle and call them all together—all three of them.

Rose Tracey has accepted a position as assistant B. & B. clerk in the superintendent's office.

## HEADQUARTERS

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

Rozella Renz, stenographer, office of the auditor of disbursements, was married to Carroll Jackson, chief statistical clerk of the same office.

Effective October 15 the freight claim accountant's office was consolidated with the office of the auditor of disbursements.



Florence Casey and Catherine McGrath, office of auditor of disbursements, who have both been severely ill, have now fully recovered.

The office of the auditor of capital expenditures always seems to have something brewing. "Doc" Darling, long a bachelor, has been buying a lot of household furniture lately but, so far, has made no definite announcements as to date, etc.

Benny Sankovitz recently had a minor operation but is now back at work. Gil Conroy, while driving his Ford, was struck in the rear by a Cadillac with such force that his car struck two other cars ahead of him. Lee Poehler recently suffered the loss of his father-in-law. Arthur Cole is proud of the civic development of Wildwood Manor and is now clerk of the school board of Lincoln Township, besides being an officer in several local improvement associations. Frank Weir, upon request of his wife, recently absented himself from home one evening during the progress of a ladies' party. Not knowing what else to do, he drove his car toward New Brighton and began reading a magazine, falling asleep in the meantime. A deputy sheriff suspected foul play and awakened him. Frank had quite a time to convince the officer of the truth of his assertions. (We are not yet convinced.)

E. V. Rindal, office of general manager, has been confined to his home recently on account of illness.

Cecelia Schnobrich of the car records office was recently operated upon for appendicitis but is getting along nicely, while Muriel Brady of the same office is back at work after a severe illness. Mary A. Casey had her Ford Tudor sedan stolen the latter part of October and the police have not yet located it. Harry Sullivan is back to the office after an illness. He didn't mind so much being ill, but he did lament the fact that, being the drummer in the Great Northern orchestra, he wasn't able to participate in the kids' party in November. Gertrude Gardner has been at St. John's Hospital suffering with pneumonia.

Milton Knoll and Gladys Peel, the stars of the poem entitled "Deuces Wild" in the August SEMAPHORE, were married on October 21, spending their honeymoon in Chicago. They hail from the office of auditor of station accounts. T. J. Moore of the same office recently lost his mother. H. B. Butke has just moved into his new home at 694 Delaware Avenue, and says he is always glad to see his friends there. L. B. Carlson gave a stag party on November 14, and that being a Saturday night, it didn't affect the tardy figures for the office. Harold Lind is mighty proud of his new watch fob which he received as a member of the champion kittenball team.

Ruth Noreen, comptroller's office, after spending the summer working in the offices at Glacier Park, has resigned to get married. The long, lonesome evenings at Glacier Park are credited with the responsibility for this radical step.

John Stokke, purchasing department, has just returned from visiting his people in Norway, but managed to contract erysipelas en route and has been confined to the Saratoga Hotel at Duluth for a spell.

Wilbur Noreen and Cliff Ware of the freight traffic department gave a dance at the Fire-side Inn on November 18, which was attended by several other employees of the department. Bob Cronon of the same department and his "Crackerjacks" gave an excellent dance program.

November 1 was a real "pay day" for W. F. Gannaway, freight traffic department, as he became the proud father of a baby girl on that date.

Mr. and Mrs. A. V. Bell are receiving congratulations on the birth of a baby boy. Mr. Bell is in the office of auditor freight receipts and Mrs. Bell, formerly Edith D. Mann, was also in that office.

Geo. D. Eddy, formerly valuation engineer, is now a member of the staff of the Western Group office of the President's Conference Committee, Chicago.

B. Anderson, formerly of the auditor of capital expenditures' office, has been transferred to the valuation engineering department.

The ultra violet ray of light that has been flashed in the eyes of the valuation engineering department clerks has disappeared, due to Ann Sagarsky taking a sixty-day leave of absence.

O. W. Foerster, accountant train statistics, was away from the office for a few days due to the death of his father.

## KALISPELL DIVISION

Associate Editor  
**IRVINE T. DUGAN**  
Whitefish, Mont.

Fred Collins, machinist, has been assigned to the position of assistant roundhouse foreman at Whitefish in place of Wm. Nixon, who recently resigned.

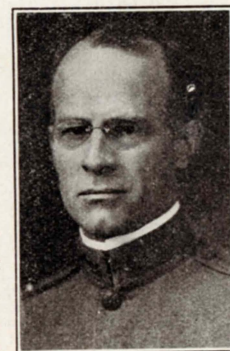
Engineer Babcock and Fireman B. Darnell have been laying off for service on the jury at Kalispell.

Rudolph Valentino Stubblefield was in from Rexford on company business. He says the sideburns are not company business. We hope not.

Bill Monger was in to tell us that he got a six-point buck the other day—in fact just about the last minute of the season. We explained to Bill that if he wished honorable mention he would have to come through to the editor. Bill says he shot the buck twice and then had to shoot it again when it got up and charged at him.

Bob Tolliver, conductor, took a day off trying to get an elk. We understand that some time during the night Bob thought he saw an elk and then had to pack all his stuff home as he was shy one horse. Hard luck, Bob.

The Whitefish High is going some. October 24 with Bonners Ferry they won 37-0. The playing in this game reminded us of the game with Flathead—it was so different. Hamilton was over here on November 14 and went down to defeat to the tune of 37-0. Butte Central was here Saturday, November 21, and the score was tied, 7-7. We made our touch down in the last four minutes of play in the last half. Old hoary headed men who had not prayed for forty years knelt on the mud and women wept just before We toed the ball over the bar for the tying



point. Whitefish won on yardage about six to one. Saturday, November 28, we closed up Whitefish and left only one policeman to take care of the place while we went to Great Falls to see who would play Billings at Butte on Thanksgiving day. We suppose the Butte Division associate editor will tell what happened. It was too awful for us to write about it.

We are now very snugly and cozily housed in our new home at Troy. All who have passed the portals of the new edifice have acknowledged that it is superfine. We do not hesitate to ask the world to come and see us, for it is our opinion that with our new terminal facilities we stand second to none. Many visitors have been with us, among them, our general superintendent, W. R. Smith, of whom we endeavored to obtain a good picture. Were it not that Mr. Smith was so engaged in conversation with Engineer Brawley, we would still be in want of the likeness.



Alma Clay, in the office of Roundhouse Foreman Gossweiler at Troy, has been absent for the past several weeks. It may be that a few of her closest friends know what is the cause of her long absence, yet it is surmised that it's an itching of the heart that can't be scratched away.

Harry Sherer, traveling engineer of the Kalispell Division, is going to be a rancher so it is told. Now Harry, do you think that you could leave the throttle for any length of time for the ranch? We'll wait and see how long you will stay with your new undertaking.

Mel. Buckley, Clarence Shaul, and Jasper Holland spent a recent Sunday in the Yaak country expecting to fetch back some venison. They all are experts at the game, yet somebody should whisper to them that it requires more proficiency with a gun to shoot deer than it does to kill mud hens.

The deer season is now in full sway. Recently there were seen two at Troy station being shipped, while another was brought down from the Yaak section.



We show a picture from left to right of Mrs. Arthur Satran, wife of our yardmaster, Mrs. Whiting, wife of a former roundhouse foreman, at Troy; Mrs. William Law, whose lesser half presides at the desk of the yardmaster's office, and Rev. J. Ashworth. The group was just starting out to labor in behalf of the Chautauqua meetings held here lately, which were very much enjoyed by all.

"We talk about a woman's sphere as tho it had a limit;  
There's not a place on earth or Heaven,  
There's not a task to mankind given  
There's not a blessing nor a woe,  
There's not a whispered 'Yes or No,'  
There's not a death, there's not a birth,  
That has a feather's weight of worth, without  
a woman in it."

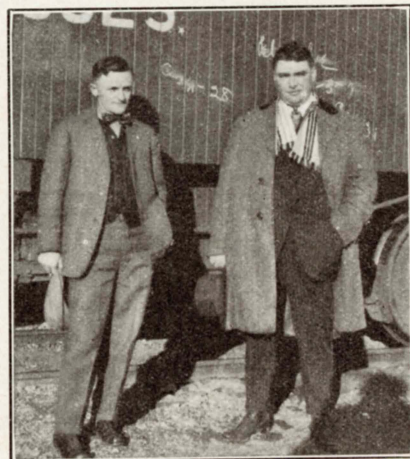
Mr. and Mrs. Vining's five-year-old son, Lester, was operated on for appendicitis at the Kalispell hospital recently. The appendix had burst and it was a question for a few days as to the outcome. It is reported now that he is entirely out of danger and "A" is again his cheerful self and just as playful over the phone.

Fred Fisher and "Hoot" Gibson, timekeepers for extra gangs, have been able to get over here to most of the football games.

The popular "Irate" conductor, Jack Brennan, brought home to his wife some alleged mushrooms, but she would not cook them, so he gave about a bushel to us, and I says "Jack, where did you get them," and he says, "In the cinders near Rexford," and I says to him, "Jack, how do you know they is mushrooms," and he says, "I don't" and I says, "You don't what," and he says, "If they is mushrooms," and I says, "I mean do you know if they is mushrooms or toad stools" and he says again, "I don't," and I says "How do you tell?" and he says, "You eat them and if you die they is toad stools." P. S. They is mushrooms.

Conductor Teddy Van laid off for a few days and Clinton Amsbaugh relieved him. Brakeman Frank Moore and Walter Isaacs have been assigned to the Whitefish-Essex local with Conductor W. J. Powers. Brakeman J. E. Woods has secured the Whitefish-Rexford local by bulletin. Brakeman T. J. Porter was off a few days on account of sickness. Brakeman A. J. Holman has resigned and left for his home in Frankfort, Ind. Engineer Charlie White returned from Spokane where he had been called on account of the illness of his brother.

Miss Harris relieved Ida Lynn as operator at Jennings for a short time. Mr. Pitchrow relieved Ruppel at Coram. A. W. Orvis went to Summit to relieve Operator Livingston for a couple of weeks. Mildred Swanberg returned to work at Kootenai Falls. Operator Martin C. Martin returned to work at Coram, displacing Thompson who was sent to relieve Dupras at the Park for a short time.



We have sent to the editor a picture of Scap Scanlon, car distributor, and Wm. J. Shannahan (no relation of the one on the hill) yardmaster at Whitefish. It was taken in December, 1918. We wish to remark that the boys are not so good looking as the picture. The wear and tear of the work during the past years have aged them considerably. Mr. Shannahan is the vice chairman of the Great Northern Yardmasters' Association. As we can testify to the absence of vice in his disposition why not eliminate that from his title?

A meeting of the Great Northern Club was held November 12 in the Masonic Temple. M. L. Countryman, vice president and general counsel, G. R. Martin, vice president, executive department, and C. D. Morris, assistant to the chairman, Western Railways Committee on Public Relations, were here and made very interesting talks on the railroad situation. There are two sides to every question and the trouble with most of us is that we hear too much of the other side and too little of our own. The meeting was well attended, but the questions in connection with the railroads are of vital importance to every one of us in the railroad service, and those who failed to take advantage of the opportunity to hear those talk, who know what they are talking about, missed a great deal.

Following second tricks have been pulled off at Coram and Jennings, displacing Operators Ruppel, Martin, Peterson and Harris.

Assistant Roadmaster Charlie Johnson's boy, Eddie, made the touch down in the Butte game. Charlie wears a grin that won't come off. Our suggestion that the play would entitle him to citizenship took a lot of explanation before we got away with it.

Bergey's boy, Orville, has been elected president of the engineering society at the Oregon Agricultural College.

Ecky has been so busy explaining to us how to play that football game that we played with Butte that we have not dug up anything else on him.

## INDIGO BLUES

Feeling sorta blue this morning;  
Sun don't seem to shine so bright,  
'Cause two little lines of writing  
In a letter—came last night—  
Made me feel that I was wanted.  
Writer sure thought he used tact  
When he wrote what left me haunted—  
"Gosh, we miss you! When'll you be back?"

That "coming back" got me to yearning  
For the G. N. gang again;  
All my thoughts today are turning  
Homeward on an eastbound train.  
Oft at night I get to dreaming  
The whole big scheme depends on me;  
Hear an old Two Thousand screaming  
And Best shout "Nineteen, copy three."

Weeks slip by without me missing  
Scap, Jim, Ben—their hardboiled ways,  
Then all comes back—leaves me wishing  
I might live again those days.  
Clifford, Watson, Bill and Harry,  
Ross and Jack and "Dizzy Don"—  
Makes me wonder how in thunder  
All the boys are getting on.

Not much use to mourn about it  
Circumstances here say "stay,"  
And I knew that I should forfeit  
All that when I came away.  
Had to do it; duty called me  
From the winding railway track.  
But I'm counting ev'ry hour, boys,  
Till the day when I come back.

—Carrie S. Ragor,  
Portland, Ore.

## MESABI DIVISION

Associate Editor  
A. N. HALVERSON  
Superior, Wis.

C. E. Bergman, assistant agent, Superior freight station, was married October 17, and after a short honeymoon trip returned to work.



We had been expecting it for some time, but evidently Carl was putting it off until after the World Series. Congratulations.

George Dow, Matt Sharp, and W. R. Powers, clerks in the superintendent's office, spent Sunday, November 8, in the wilds of Douglas County armed with Gatling guns and rifles in quest of game. Reports are that they bagged the limit with the exception of Mickey Powers, who found

slumber more to his liking and spent the greater part of the day reposing against the trunk of a jack pine.

Fireman John Connolly recently took a notion to go hunting. We understand that he succeeded in knocking down a rabbit, and while carrying his gun and rabbit back to camp, took a shot at a bird, wounding it. He left his gun and rabbit on a stump and started in pursuit of the bird. After chasing the poor bird about twenty minutes in the woods, jumping over wind falls, etc., he woke up to the fact he was lost, and when he reached camp he was minus bird, rabbit and gun. Better luck next time, John.

Lillian Tracy, comptometer operator in the superintendent's office, pulled a good one on the bunch and slipped away and got married. This is the first time that any of our young ladies have been able to get away with it, generally there is some one who gets wise and the secret is out. She is now Mrs. Cecil Williams, and we all wish them both the best of success.

Conductor H. S. Clarke showed up at the office the other day with a big smile on his face and it was very evident that something unusual had taken place. On inquiry we were advised that a baby girl had been brought into the Clarke family.

Chief Dispatcher C. E. Hornbeck attended the Russian veterans convention at St. Paul November 11 and reports a very well attended and successful meeting. Conductor Peter McLaughlin wired his regards to the vets from Mexico.

Engineer Arthur Carroll, noted bear hunter, accompanied by Peter Lind, who has also been noted for his exploits with cub bears in the past, have just returned from a successful duck hunting trip.

Engineers Jay Johnson and John Budd returned with their bag limit from a three-day duck hunting trip at Devils Lake, Wisconsin. The capacity of their bags was one duck.

Engineer A. F. Campbell passed the cigars around in honor of the arrival of a baby girl, born October 23.

Oscar Allen, roundhouse clerk, also did the honors for a twelve pound baby girl, born November 13.

We read in the *Minneapolis Journal* of how the engineers on our passenger trains "throw bags of sand upon the rail" to stop the train. Perhaps that is the reason engineers Bill Penny and Paddy Kane, who were quoted in the same article, are noted for their smooth stops.

Engineer John Brown has left for an extended visit at Durham, Ont. His cheerful voice and graceful manners will be missed very much around the register room and the cinder pit.

Engineer W. A. Pink, who has been a resident of Kelly Lake for a number of years, has sold his house and moved to Superior where he intends to make his future home.

Mrs. V. E. Benjamin and son have left on an extended visit to New York City and other eastern points. Vern says he isn't very keen on the bachelor life and hopes his "cook" will cut her visit short.

There is a new daughter at the home of Fireman J. W. Johnson.

Mary Karl, switchboard operator, has gone to Minneapolis where she has taken a position for the winter months.

Mrs. Frank Savage and the famous boxing twins are visiting relatives in Wisconsin.

Machinist Edward Varney has returned to his home in New Rockford, N. D. Ed is planning on taking his family to spend the winter in Chicago where he intends to work until the opening of the ore season next spring.

Len Karl finished the duck hunting season with an icy plunge into the water at the dam at Lake Winnibigosh and then riding home, a distance of fifty miles, in a popular make of the open air cars. It isn't exactly safe to mention ducks to Len yet.

Jack Kepple, brakeman, was summoned to his home in St. Paul by the death of his two sons. The little fellows died almost instantly as a result of having eaten some poisonous pills.

The Indians must be trying to "get even" with us for taking away their land by taking our Indian summer. Think the weather we are having now would be more appropriately termed "Esquimo summer."

The close of the ore season this fall will find a number of Kelly Lakeites "Florida Bound," among them Switch Foreman M. Connelly and family, Nods Clark, switchman, P. M. Stubfors, fireman, and Engineer Jerry Bronette and wife. Of course, one can't blame them for preferring the palms and roses of sunny Florida to the snowballs of Northern Minnesota.

Engineer Rudolph Young has purchased W. A. Pink's house and will move to the west side of the tracks at Kelly Lake.

Art Gray, telegraph operator, has taken a position at Virginia, Minn.

Engineer Bottoms is the proud possessor of a new baby girl. Congratulations.

Conductor Inglis is back on the job after an illness of several months.

Engineer Jas. LaDuke and family spent a few days with Mr. LaDuke's father at Foxboro.

Hjalmer Sundeen, former storekeeper at Kelly Lake, and C. H. Clifford, of Superior, spent a recent Sunday at Kelly Lake. They motored from Superior in Mr. Sundeen's new Chrysler sedan.

Section Foreman Artzmon and family have moved to Kelly Lake from Riley. Mr. Artzmon has been assigned foreman at Kelly Lake.

Jack Sedlachek, clerk, Superior Store, took a week's vacation, spending most of the time in Detroit, Mich. As far as we can learn he is the only man from Superior that ever went to Detroit and didn't go through the Ford plant.

Paul Tulberg and Axle Donhan, of Superior store, spent a week end in the Twin Cities recently calling on Bert Beeth of Jackson Street store. They intended to take a look at the beautiful parks but it was almost too dark by the time the shows were out.

## MINOT DIVISION

Associate Editor  
CARL CARLSON  
Minot, N. D.

Joe McMann, yardmaster at Devils Lake, says that ordinary table salt is all right to catch sparrows, but when a good hunter goes after geese it is a good idea to use rock salt as the other is too fine.

Operator Shanton was called to his wife's home account of the death of his mother-in-law.

Local Carman Scot C. Boden, erstwhile real estate dealer, transfer monopolist, and other accomplishments, has entered into a new and surprising industry in connection with his duties as car knocking. He gathers up all unused and worn balloon auto tires and from them cuts half

soles which he applies to the boys, which surely makes them step high, wide and handsome. It has been rumored that the assistant foreman, in order to keep abreast with the fast moving balloon soled car knockers, has placed an order for a low flying Curtiss plane from which he radios his orders. Boden has also under consideration the putting in of valves for changing "old air dates," among his fast growing clientele.

Carman Vancort H. Richards, who was operated on for appendicitis recently, has so far recovered that he is on an extended visit, while recuperating, at Shelby, Montana.

Local Chairman Mahlon Skotland, who has been absent from duty on account of acute indigestion, has gone to Baker, Montana, where he is convalescing. His recovery is slow, but he feels that patience and dieting will accomplish his final recovery.

Alfred Spoklie, president of the Carmen's Local, took a few days off recently and visited with relatives at Westby, Mont. He reports snow and cold in our neighbor state.

A stock shipper from Chinook, Mont., Mr. Phelan, who on October 29 arrived here with several cars of stock, was taken to a local hospital suffering with an attack of la grippe. After several days' treatment he has been able to return to his home, improved.

Carman Richard Karg, who was injured in the local yards recently, is recovering from his accident satisfactorily, the attending physician states.

Assistant Foreman K. E. Hustad is known for his driving qualities and for accomplishing the work in his department. He has also established a reputation for driving close, hard bargains in the recent purchase of potatoes. They were listed at \$3.00 to \$3.50 on the local market, but he went out one day and brought in a goodly supply, paying therefor \$1.25 per bushel, demonstrating his ability as a buyer.

One local official in the carmen's local offering to resign, election of all local officers close at hand, brings aspirants to the surface, and others just coming up for air. The political pot, so to speak, begins to boil. Election takes place November 24.

Taking Safety First as his motto Car Foreman A. J. Pickus has caused a lock switch to be placed leading onto the track known as River Track, which is part of the local repair track, and placed the key in the hands of a dependable man, who gives due warning when the switch is open for switching.

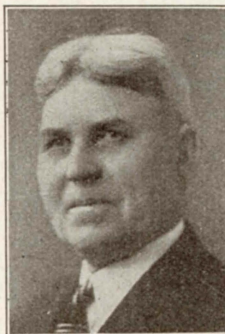
Operator Berce is wearing two "shiners." He says there is a story connected with them, but it looks like it was a fist instead. How about it?

J. H. Furuseth, carman helper, who has been off sick since last March, has returned to work.

L. J. Hutmaker, who has been located at Coteau, North Dakota, as agent since 1913, decided to make a change in locations and bid in the agency at Tagus, N. D., on the October bulletin and will assume his new position when released at Coteau.

Understand Special Agent Bjork purchased some fur underwear and woolen socks at Williston recently. Seems that the chilled breeze from the Missouri River was too tough for him at the stockyards and drove him to cover. He also learned that the 36-hour law was enacted for the sheep and didn't include "riders."

W. R. Sundberg, who is at present filling the position as agent at Minto, Manitoba, obtained the agency at Landa on the October



bulletin and will take charge of that station early in November.

Clarence Gran lost his car and Paul Roach lost a new hat at a recent B. of A. R. E. meeting. Must have been a good meeting for some one. We also wonder if Deacon Roche has any more gum.

Smiling Roscoe Dudley, car tracer, has been with us for a few days. He is busy making flour cars out of what he can find.

C. E. Dunn, who has been agent at White Earth, North Dakota, for the past eight years, bid in the day ticket clerk's position at Williston, North Dakota, and will leave shortly to assume his new position.

E. English, who has been master mechanic at Minot, North Dakota, for the past nine years, has been transferred to the same position at Everett, Washington, and left early in October to assume his new duties. We all wish you luck, Ed.

M. T. Klier, agent at Perth, North Dakota, bid in the agency at Noonan, North Dakota, on October bulletin, and will leave this month to take up his new duties.

W. H. Lissaman, who has been filling the position of agent at Cando, North Dakota, temporarily, obtained Coulee station on the October vacancy bulletin, and will be released shortly so he can get settled in his new location.

Carlie Krohn, carman apprentice, has resigned and is now employed in a cement factory on the Coast.

Bill Sandry has been assigned to a yard job spooning, oiling, etc. Bill says he likes the work very much, but thinks a thin man should be used to make hose connections between engine and mail cars.

One morning recently, Inspectors Wood and DeMoss, against their own best judgment, allowed themselves to be talked into accompanying "Hickory" in his coach to the lakes up north for a duck hunt. Everything went along fine until they got stuck in the mud and "Hickory" attempted to give a demonstration of an Overland getting itself out of a hole. They got out of the hole all right, but what they did to the rear axle was a shame. There was no one who knew the boys had gone on the trip until the car foreman received the following message about 10:00 a. m.: "Car Foreman, Williston: 'Your midnight shift is in a L. of a fix, for we're up here at Zahl in Hickory's sir. The darn thing has gone hay wire and we can't get back. Please hold Mollan and Neuman in our places at the shack.' Wood and DeMoss."

We are sorry to report the death of Irving, age 13, son of Mrs. Mae Sikes, coach cleaner at Williston. Mrs. Sikes has had more than her share of trouble with sickness this fall, having had two of her children sick at the same time in Mercy Hospital with typhoid fever. The sympathy of the entire shop is extended to her in her recent bereavement.

Edward A. Stein, blacksmith on the repair track, who, some time ago, perfected a rod pulling device for use in connection with dismantling of box cars, a photograph and description of which appeared in *The Shop Craft Gossip* last month, has also completed a wheel clamp for use in connection with the brassing of cars, which answers the purpose to perfection. Ed has also got up a combination hook and spoon, which should prove a boon to trainmen. Anybody interested in these articles may write Mr. Stein and he will be glad to give a demonstration or answer any questions regarding the same.

Mr. and Mrs. Mahlon Skotland are the proud parents of a son born during the early days of October. Mother and baby are doing nicely.

Local car shops have been busy with the Russell snow plows and also the dozers, preparatory to early snow flurries, which so often hamper traffic.

Carman Peter Hanenberg has been indisposed on account of "hard boiled boils" accumulating on his neck, causing him to obey the command, "eyes front," with ease.

Recently the *Minneapolis Tribune* contained a most interesting account of the dairy cow selling campaign conducted by the Minot Association of Commerce assisted by representatives of the agricultural development of the Great Northern and Soo railroads. An intensive drive resulted in the sale of 115 animals, bringing the total to 600 dairy cattle bought by farmers within a 40-mile radius. Of this number 75 are purebred sires, 40 are purebred females, and the rest are grade cows. The majority of these animals will be brought in from Wisconsin.

The value of this movement to improve the dairy stock in the country about Minot will give a great impetus to the dairy industry in that territory, and will ultimately result in a very considerable source of revenue for the Great Northern.

The many friends of George Kuhnenn extended the glad hand to him recently when it was learned that he and his family had moved to Minot from their summer home in the hills in South Minot to First Street Northeast, just north of the local car shops.

A stranger in the city asked a local carman where the post office was and received the following reply: "It is where all the Scotchmen fill their fountain pens."

Several of the local carmen have improvised a plank crossing over the river at the viaduct and save a little restful time going and coming at the noon hour.

John Robertson, who suffered an abscess on one of his knees and was off the job for a time, returned to work. He has also been awarded benefits by the shop craft insurance.

Grant Westom, who some time ago stepped on a nail and was laid up for a time, received his benefits and has returned to work.

Miss Waterbury, traveling nurse for the Metropolitan Insurance Company, visited local headquarters during the past month for the purpose of establishing local visiting nurse service for policyholders of the group, as well as commercial policyholders, of the Metropolitan Insurance Company. A local nurse has been given favorable consideration, and as soon as technical understanding can be had of their contracts, the service will become operative.

The Carmen's Local cut the proceedings short at one of their recent meetings and turned the Sons of Norway hall over to the Woodmen for a lecture and moving picture show.

M. M. Chatfield, erstwhile attorney and one-time juvenile judge at Minot, is the clerk at the car shops. He appears to take the work more seriously than the practice of law. No one heeds his objections now.

It is rumored that the Berthold Motor Company, which has been operated for several years by O. B. Gorder, has been purchased by Mr. C. H. Engh, Great Northern agent at Dunseith, North Dakota. Inventory of the stock is now being taken and no doubt the actual transfer of the property will be announced in a few days.

Saturday, November 7, L. L. Berce and Francis Severson received a registered seven-months old Morgan stud colt from the United States Morgan Horse Farm, Department of Agriculture, in Vermont. This colt comes from a Morgan strain that has long been famous for its winners of blue ribbons. It is claimed to be the only Morgan sire from the government farm to come to this state. It certainly is a clean limbed and handsome animal. Mr. Berce is operator at Berthold. To date L. L. Berce has five cow ponies, six Airedale dogs and two game cocks—some stock man. All the boys are talking and very interested in Mr. Berce's efforts, so think it might be interesting for the SEMAPHORE. Berce is also some cowboy, having taken part in several rodeos, but the depot office is where most of the "bucking contests" are held—daily.

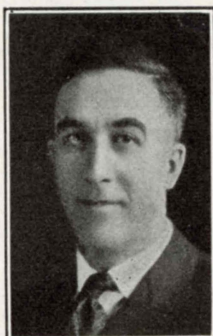
## MONTANA DIVISION

Associate Editor  
H. G. AMESS  
Havre, Mont.

The deer season between October 15 and November 15 was the occasion for many employees of the Montana Division putting their trusty rifles upon their shoulders and leaving for the Rocky Mountains in search of the doe and buck and several went to the vicinity of Sun River in search of elk. Due to the lack of snow in the mountains many returned without game. However, quite a few report success in securing their deer or elk. Among the fortunate ones were Al Jennings, Ralph Bates, I. S. Frazer, E. O. Smith of the superintendent's office advised that he shot one but Emery brought nothing in to prove his assertions. However, as his reputation for truth and veracity has never been doubted before, we are inclined to believe him.

Ed. Sadler, secretary to W. R. Smith, general superintendent, has the honor of having killed the largest deer this season. His was a five-point red buck which dressed out at 235 pounds.

John Craig got a nice deer at Jennings and invited his team mates on the Great Northern bowling quint, Harry McKinsey, Dad Dexter,



A. L. Decker, Andy Carrier, Kenneth Pouder, to a venison feed. It must have been a dandy, as the team immediately afterwards took on the Clack's "Hi-Power" with a 250-pin handicap and won from them by 320 pins. It must have been powerful meat as nothing was reported about liquid refreshments being present at the banquet.

The Great Northern bowling team, members of which are mentioned above, are meeting all comers and report to date two wins and two losses. The manager of the team, Harry McKinsey, of the local yard offices, advises that his team has lost their quota of games this season and that from now on he expects to report only winning games. The team is somewhat handicapped because some of its best bowlers are sometimes out on the road and cannot be on the job when the team is to roll.

Barbara Ball has accepted a position in the superintendent's office.

The Scobey extension has been completed to Peerless which is about seventeen miles from Scobey and to date about 400 cars of wheat have been hauled off this line.

Wm. Kaste, E. & F. timekeeper, is spending his vacation breaking in his new car.

B. E. Burr, Frank Covell and S. E. Coleman took in the Great Falls-Whitefish football game at Great Falls the 21st and, according to reports, found it a very profitable trip. They met Spike Harvey and a lot of the Whitefish fans who had a lot of confidence in their team and induced the boys from Havre to risk a little money on the Great Falls team. The score ended 7 to 0 in favor of Great Falls, and it is reported that the associate editor of the SEMAPHORE at Whitefish missed several meals as a result of misplaced confidence and would have had to walk home except for the fact that he had a pass.

W. F. Butterfield, brakeman at Havre, has taken a thirty-day leave of absence and has gone to Danforth, Maine.

Henry Malunat, fireman at Wolf Point, has gone to St. Paul for a vacation.

Melvin Desermean, fireman at Havre, was called to Seattle on account of the serious illness of his wife.

Dad Hineline, of the freight house, was confined to his home for three weeks on account of illness. He reported to work on the 23rd, and is looking none the worse for his bad cold.

F. R. Devine, extra operator on the Montana Division, has resigned.

Leila Shirley, phoner at Havre, is visiting friends at Seattle.

Dan Carlin, yardmaster at Havre, spent several days elk hunting but Dan reports that all he got was back.

H. D. Ernst, assistant agent at Havre, and wife, spent several days visiting friends at Spokane and was relieved by M. A. Keely.

The clerks in the freight house are mourning the loss of their pet mouse. The little fellow became so tame it was possible to pet it (the cashier didn't) and made no effort whatever to escape any attentions paid to it. Mr. Amess fed it some grain and it is the opinion that it must have been poisoned grain because it was never seen after eating it.

## ST. CLOUD DIVISION

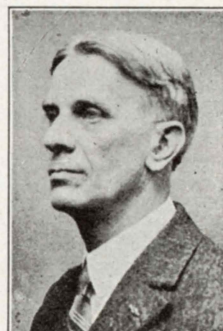
Associate Editor  
G. G. TIRRELL  
Minneapolis, Minn.

Herman Kruger, A. F. E. clerk in the superintendent's office, has accepted a position with the "bus company" at Minneapolis, Willard Guild succeeding to the A. F. E. desk.

Assistant Superintendent Neide attended the ticket agents' convention at St. Petersburg, Florida, which opened November 11.

D. C. Sours, agent at Albertville, was a caller at headquarters recently. Mr. Sours is recuperating from pneumonia and expects to resume his duties about December 1.

Edward Robinson, of the baggage department, Minneapolis passenger station, is the proud father of twins, a son, John Alfred, and a daughter, Jean Ella, who arrived October 20.



## MACHINE TOOLS



## RAILWAY SUPPLIES

## POWER PLANT EQUIPMENT

Inquiries invited regarding lathes and motors for home shops

"Tony" Feilzer, clerk in the superintendent's office, stole a march on his friends and committed matrimony at Kalispell, October 28. Florence Dawson was the other "high contracting party." He announced the event by wiring for transportation for the "Missus."

Roadmaster Hanz Forberg was married November 1 to Elsie Drake at Fargo. After a trip to Pacific coast points they returned November 21.

October 20, C. C. Couch, clerk in the baggage department, Minneapolis passenger station, and division chairman of the B. of R. C., on the St. Cloud Division, was married to Ann Zennie of Minneapolis, the bride's sister being the bridesmaid and I. C. Ure, also an employee of the Minneapolis passenger station, the best man. After the nuptials were performed the party repaired to the home of Mr. and Mrs. Chas. Stant, who is superintendent of the Siemens-Stempel car shops, where a wedding supper was enjoyed, and later dancing, etc., until a late hour. The young couple have not as yet taken a honeymoon, but contemplate a trip in the near future over the Great Northern to the West Coast.

## MISSISSIPPI STREET COACH YARD

Mississippi Street Coach Yard sorrowfully reports the death of the wife of I. Goldman, cleaner. Our sincere sympathy goes to Mr. Goldman.

The employees of the yard contributed 100 per cent to the Community Chest in the recent drive.

If anybody thinks the shop craft insurance is an unnecessary institution let them ask Mike Lyons, Fred Damon, Mrs. Mary Peck, and others.

In spite of the obstructed sidewalks and general torn up condition of the yard, we are glad to state that there have been absolutely no accidents during this period. We have backed up our "Safety First" preaching by actual practice.

As the work of remodeling the yards progresses we are better able to realize the many benefits to be derived, as well as the improvement in looks, which will result from the changes. Mr. Tetu, car foreman, will move to his new office December 1. The boys are already practicing wiping their feet and taking their hats off before entering the sanctum. We haven't ascertained the accuracy of the following, but this is the way we heard it: The other day, while oiling the Oriental diner 7009, Frank Schalky heard a couple of pops, which, he said, sounded like a blown out spark plug, and upon looking up he saw Mr. Tetu picking up two vest buttons which had burst off as he expanded his chest to look at his new office. To date Mr. Tetu has entered no denial of this report.

## SPOKANE AND MARCUS DIVISIONS

Associate Editor  
FRANK W. SEXTON  
Spokane, Wash.

The heavy movement of Washington fruit through Hillyard over the Great Northern Railway is shown by figures given out through the office of J. M. Doyle, superintendent of the Spokane Division.

The road up to October 21 moved 2,000 more cars of Washington fruit this year than for a corresponding period in 1924. The total movement for the season is 6,170 cars of which 1,244 were soft fruits. The remainder was apples. On October 9 more than 270 cars of apples were loaded, enough to make five fruit trains. The cars are all re-iced when they reach Hillyard.



The Great Northern roundhouse at Oroville was destroyed by fire October 16. Engine No. 748 was locked in one of the stalls and passed through the flames.

The Chewelah (Wash.) Independent of October 29 says that work of remodeling the Great Northern Railway bridge across the Columbia at Marcus started last week, according to the Courier there, and when completed it will be fit for vehicular and pedestrian traffic.

The 416½-foot span of the Great Northern bridge over the Columbia River at Rock Island, near Wenatchee, has been closed and thus the main feature of this engineering achievement stands completed. Final work on the structure is expected to be finished by January 1, 1926. The plan and method of reinforcing this bridge, an account of which appeared in the August SEMAPHORE has attracted widespread attention. It is, we believe, the first attempt to construct a bridge outside of and around the original structure. The Rock Island bridge when completed will be structurally two bridges in one. It has been a great engineering feat as well as a novel one.

An accident on October 25 cost the life of Vance L. Moore, fireman. Mr. Moore, with Engineer T. I. Summers had gone deer hunting in the woods above Orient, Washington. The men separated, agreeing to maintain certain relative positions. Summers sighted a deer on the hill above him and fired. His shot was high and struck Moore, who was directly in line, but hidden from Summers by the underbrush. Moore had apparently advanced almost a quarter of a mile beyond his designated station and Summers had no warning that the other was in the vicinity until he was struck. The two men had been boys together and were the best of friends. Mr. Moore, who leaves a wife and four children, had been an employee of the Great Northern since September, 1917. Funeral services were held under the auspices of the B. of L. F. & E. and the Odd Fellows, interment being made in Riverside Park, Spokane.

District Foreman S. J. Rosslund, of the telegraph department, is able to attend to his office work after suffering an accident at Skykomish in which his right instep was broken.

Division Roadmaster Hanneman, accompanied by Mrs. Hanneman, left Spokane, November 15 for a vacation to be spent in Chicago, St. Paul, and Fergus Falls.

Mrs. Hanche, matron of the Spokane passenger station, returned to work November 13 after a vacation spent in Big Timber, Montana.

M. J. Towey, brakeman, Spokane Division, was seriously injured November 8 when he attempted to board a moving freight train at Illinois and Stone streets. In boarding the train Towey slipped and his foot caught in the truss rods under the car. He was dragged head downwards in the cinders for nearly one hundred yards before the train crew heard his cries and stopped the train. He was rushed to the Sacred Heart Hospital where he is under the care of Company Surgeon J. G. Cunningham. His injuries while painful are not expected to prove serious.

Section Foreman H. Watanaba at Harrington is the proud father of twin boys, born October 31.

Louis Manetsch, operator at Harrington, returned to work November 4, after a vacation spent in Seattle and Spokane.

Mrs. R. K. Merritt (formerly Cora Gresham), popular trainmaster's clerk at Spokane, was the recipient of a wedding gift of a chest of silver which was presented by the conductor's organization of the Spokane Division.

According to the Oroville Gazette of November 6 the apple crop in that vicinity will be fifty per cent more than last year.

Employees on the Spokane Division extend their sympathy to firemen, L. J. and Lawrence Warning, whose father died at his home in Spokane, October 26.

C. H. Smith, veteran engineer on the Marcus lines, has sent in his resignation as a member of the school board of Spokane. Mr. Smith gave as his reason his lack of time for attention to the work.

J. E. O'Daniel, agent at Addy, has returned from Chicago, where he was called by the serious illness of his mother.

J. C. Culverwell, conductor, recently left for Fresno, California.

Mrs. Helen Foley, mother of brakemen W. P. and J. W. Foley, left for Los Angeles, November 1, on account of the serious illness of her sister in that city.

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Engineer W. F. Crotty was reported to have killed a white Chinese pheasant on Sunday, November 1. We will forgive Bill for this, but if he springs any pink elephants we shall be off him for life.

The force in the division superintendent's office was saddened to hear of the serious illness of Claim Clerk E. C. Heard, a veteran of thirty-nine years' service with the railroad. Mr. Heard is seriously ill at his home with heart trouble.

Traveling Engineer H. Von Erichen, who has been seriously ill since last July, is now able to be out of the house and expects that he can return to work within a short time.

W. W. Willerton, veteran conductor, has purchased a new home in the Manito Park District, Spokane.

A. E. Coldeen, fireman at Hillyard, is the proud father of a boy born at the Deaconess Hospital on November 9. According to the Inland Empire News, the young man has a voice like the whistle on a mallet.

The new steel coal chute recently constructed at Sandpoint was put into service on November 1.

A new and valuable product is being put out by the brick plant at Clayton, Washington, which is to be of great value in mending boilers where fire bricks are used for lining. The material is a composition of ground fire brick, known among the workmen as "grog," and kaolin, which forms a plastic material that can be tamped into cracks in boilers and they can be fired up at once. The composition is capable of resisting a great heat and will do away with the necessity for shutting down a plant and tearing down arches for the purpose of repairs. The kaolin used by the Clayton plant is shipped there from Freeman and the mixing is done at the Clayton works. The idea is not new nor is it original with the Clayton company. It has been put to successful use in the navy in repairing boilers, and in other places in the East. This is the first effort to manufacture it in the Northwest.

Mrs. George Turk, hearing a commotion in her chicken yard and on investigating, found a deer causing the trouble. It was a young doe and had evidently come in from the west, shots having been heard in that direction. Apparently resenting the commotion raised by the poultry, the deer went eastward toward the high school. The above is from the Chewelah Independent of November 5. While we do not wish to cause any envy on other divisions, still we think they should know just how plentiful deer are in this vicinity.

Section Foreman Qualls at Loon Lake, Washington, saw a deer coming through a field toward the track when the speeder with the section men were a short distance from Loon Lake. The section foreman hid in a ditch near the point where the deer was about to cross the track and as it started to jump Qualls hit it in the neck with a track wrench. The deer tumbled down but just as Qualls was about to pick it up the deer jumped, hit Qualls and knocked him over. Before the deer could get away Qualls was on his feet and hit it between the eyes, killing it.

As Qualls was carrying the deer off one of the town boys came up and pointed out where he had wounded the deer. The section hands went without venison.

H. W. Howard, operator, Bonners Ferry, Idaho, has purchased 105 acres of bottom land in drainage district No. 7, near Copeland, from Theo. Geizelman. Mr. Howard plans to put the land into crops as soon as drainage plans in the district are perfected.

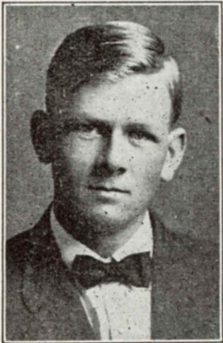
Great Northern Semaphore

Mrs. M. V. Wessels, fruit processor for the Great Northern Railway, says the *Wenatchee World* is now shipping exhibition jars of soft fruits of the Wenatchee district and she expects to be there until late in December processing apples grown in North Central Washington. These are sent to the company's offices at St. Paul and in turn to many exhibitions and fairs. Similar exhibits are made up from Minnesota, North Dakota, Montana, Idaho and Oregon to call attention to the opportunities for farmers in these states.

## WILLMAR DIVISION

Associate Editor  
EDWIN STENSON  
Willmar, Minn.

Following is the result of conductors' annual election of officers held at Willmar, November 8: J. B. Fitzgerald, A. C.; H. N. Hanson, A. C. C.; J. T. Carruthers, secretary and treasurer; J. E. Cleary, F. E. Danielson, W. J. Sperry, trustees; H. N. Hanson, J. B. Fitzgerald and S. Rodberg, committee of adjustment, Willmar main line; Geo. Green, W. J. Sperry and E. P. Brogren, committee of adjustment, Sioux City line.



Lorenzo Jones, veteran conductor, who has been in charge of Forbes line local for many years, died October 29 at Rutland while about to take his train out on his regular run. Death was caused from heart failure. Mr. Jones was born April 14, 1855, at Cayuga, Ontario. At the age of fifteen years he entered the service of the Michigan Central and was later promoted to conductor and worked out of Detroit. Feeling the lure of the West, he came to Breckenridge in 1901 and entered the Great Northern service as conductor, a position he has held with the company for 25 years. Mr. Jones held membership in the A. F. A. M. at Ellendale, N. D., Knights Templar at Hamilton, Ontario, the Shrine at Fargo, N. D., I. O. O. F. and A. O. F. at St. Thomas, Ontario, K. of P. at Petrolia, Ontario, O. R. C. at Willmar, and Eastern Star at Ellendale. He is survived by his wife and daughter. He was held in the highest esteem by all who knew him and his death occasioned the sincerest sorrow.

Tom Opheim, carpenter, B. & B. gang No. 6, better known as "Long Tom," now makes his Sunday layover at Boogie and because of Boogie being a flag stop only, trains are having difficulty in making the time Saturdays on account of the special stop for Tom. Tom says it is well worth his while, however, but just what he means we have been unable to discover.

J. W. Foster, employed at Willmar roundhouse, was recently presented with a Ford sedan given him by a relative from Olivia.

W. F. Ball, veteran engineer, died at the N. P. Hospital, St. Paul, November 14, from a complication of diseases. Mr. Ball had been in the service of the company for about thirty years. The funeral took place in St. Paul, November 17, and was in charge of the Masonic Order. Interment was in Calvary cemetery.

No better proof could be asked of its being a "sportsmen's paradise" than the picture shown here of the result of a three-hour pheasant shoot near Watertown, S. D. Those in the picture from left to right are: C. A. Anderson, fireman; Lee Barlow, machinist; H. M. Fisher, freight house foreman; C. C. Wamsely, locomotive foreman.



P. F. Connelly, retired roadmaster, Sioux City, has returned from an extended vacation through the West and is looking fine. He states he had a wonderful time on his trip and that he can now qualify as a "Jack of all trades," due to the numerous little jobs he took care of while on his vacation.

F. A. Sliter, operator, who has been away for more than a year on account of sickness, has resumed his duties as night operator at Lester, Iowa. We are glad to see Mr. Sliter back and hope that his health will continue to improve. He relieved J. O. Hazen, who is taking a short vacation at his home in Maynard.

And. Banestroo, section foreman at Doon, is taking a few days' leave of absence to take a trip to Wisconsin.

John Jordan, former operator at Sioux Falls, died at Wagner, S. D., October 3, from anaemia. He had been employed as operator at Sioux Falls since July, 1913, but had not been working since February 3, 1925.

W. J. O'Malley, formerly of the Dakota Division, has accepted the position as superintendent's stenographer at Willmar.

J. R. Bailey, car foreman, Sioux City, is the owner of a new Ajax sedan. This is the first car in Sioux City of its kind and when Mr. Bailey saw the local representatives unloading it he followed the procession and bought the car inside of three minutes. He is evidently stuck on his car.

Mrs. A. E. Beams, wife of Fireman Beams, died November 13. We extend our sympathy to the bereaved family.

Paul J. Nickolai, who has been employed as superintendent's stenographer since May, 1924, has resigned to accept a position in the C. M. & St. P. ticket office, Minneapolis. Nick's many friends wish him success in his new position.

The Willmar Division ranked first on the system in the least number of reportable accidents to the I. C. C. for the period from January 1, 1925, to September 30, 1925, having only 68 reportable personal injuries, or a percentage of 18.13 per million man hours.

Agent Sletten at Willmar is driving a new Hupmobile six sedan and Engineer And Patchell has acquired a new Oakland sedan.

We have discovered a new "find," who has already established considerable local reputation as a poet laureate. We are glad to submit one of his latest poems herewith; and while it probably does not carry the versatile finish of Longfellow nor the mysticism of Edgar Allen Poe, nevertheless he gets to our hearts in a more appealing way. Only Edgar A. Guest can so capably express himself. The following is the brain child of Conductor H. N. Hanson, and tells of a trip over the line with Engineer Dennis Dugan.

Dennis Dugan is some engineer  
He is brave and bold and knows no fear  
And the only time he was ever leary  
Was when he was pulling Conductor Barry.

Now Dugan was always feeling fine  
On his trusty engine 3009,  
And you ought to see her shimmer and shine  
When Dugan was running her over the line.

One day I was called for a double header  
With Dugan and Kohn both coupled together  
I told them to try and make a good run  
For the train we were on was 401.

And I thought as over the road we sped  
With Kohn behind and Dugan ahead  
That when I sat down to write this rhyme  
I could say we got to Willmar on time.

But when we got over to old Smith Lake  
Dugan stopped—some water to take.  
The slack run in and the cars did buckle  
And Dugan he busted a simplex knuckle.

Dick Lindskog, who was the head shack,  
Brought Dugan back through the passing track  
He said "We want a knuckle that's new  
For Dugan has busted our train in two."

Said Dugan, "Remember I was not alone,"  
And he blamed it all on poor Billy Kohn.  
Well we got a new knuckle and put it in  
And in fifteen minutes we were off again.

And when we arrived at the Willmar switch  
I thought the whole train went into the ditch.  
Hank Pederson and I on the floor did flop  
Hank said "I guess Dugan has made a stop."

And take it from me that stop was hard  
We were tickled to death when we made the yard;

But still I think I can truthfully say  
That outside of the stop Dugan made that day,  
He is really and truly an engineer  
Who is brave and bold and knows no fear.

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Illustrated folder and names of Herman dealers on request

**Jos. M. Herman Shoe Co.**  
Dept. T.  
Boston and Millis, Mass.

Roy Burke, rate clerk in General Agent Donahue's office at Sioux City, was recently appointed traveling freight agent in the Nebraska territory of the C. B. & Q. Railway. We congratulate him and hope he will have great success in his new work.

We understand N. Jaycox, formerly employed with Robinson's bridge crew, is planning a new restaurant at Ihlen.

S. L. Randall, Willmar roundhouse, while hunting at Long Lake, in walking back from the island broke through the ice and had a very narrow escape from drowning. He also lost a valuable gun and a day's shoot of ducks.

Miss Hannah, daughter of Ihlen roundhouse foreman, has returned from Florida where she has been spending the summer. No, she was not engaged in the real estate business.

G. N. Lieppert, demurrage clerk at Sioux City freight office, was married September 20 to Grace Madden, formerly record clerk for the G. N. Railway at Sioux City.

A. M. Frogner and Dan O'Connor, machinists at Minneapolis Junction, were at Willmar, November 8, hunting rabbits. They were the guests of Jack Mossberg. We have seen very few rabbits around here since that time and the few we did observe appeared to be very fleet of foot.



## About the SHOPS

### DALE STREET

John S. McCarty, gang foreman, took a trip over to Minneapolis recently and while visiting friends, some one stole the license plates from his car and on his way home to St. Paul, he was picked up by the police and, of course, after explanation, was given his freedom with the understanding that he appear in court next day; well, before he reached the city limits of St. Paul, he was picked up the second time, and if you believe it or not a third time for the same offense, and each time had to go to the police station; when turned loose the third time he just put his foot on the gas and reached his home town safely. Now John carries an extra pair of license plates.

The boys from Dale Street were pleased to see considerable space allotted to "attractive surroundings" in the November issue of the SEMAPHORE. Particular attention was given Superior Shops' article, which is taken as a challenge to Dale Street. We do not think that the competition should be between these two shops but should take in all shops, roundhouses, stores and stations, Williston and east. Therefore, the employees at Dale Street will present to the Dale Street Improvement Association a beautiful flower vase or cup as a token of appreciation for the work accomplished in the Dale Street Shops during the year 1925. This, with the understanding that the Dale Street Association is to enter into competition with all other points Williston and east. The point which makes the best showing in improving the ground will be awarded the cup for the year 1926, and to hold the cup until it is won by some other point making a better showing. All points Williston and east are invited to enter this contest and you are requested to send your station name to the Dale Street Improvement Association, St. Paul, showing your willingness to enter the contest. The manner of judging will be decided on later. A picture of the cup will appear in a later issue of the SEMAPHORE.

Claus Dunnun, painter foreman, and wife have returned from Kensal, N. D., where they were called account of the death of a relative.

Axel R. Dolen, assistant boilermaker foreman, also a member of Railroad Post 416 of the American Legion, was elected second vice commander of the post at the recent election of officers.

Joe Tower, machinist, has gone in for football. While he has not mastered the forward pass yet we know that with his weight, he should carry any ordinary team through to victory.

Edward Paulson, machinist, and family have moved from the city to a small farm near White Bear Lake.

October 7 Carl Solnitzky did not report for work, and to complicate matters, one of the fellows passed the cigars with Carl's regards, but would give no reason for the treat. It remained a mystery until we saw a record of his marriage license in the evening paper, and we then learned the reason for the cigars. The bride was Anna Schoner of this city. They will be at home at 594 Van Buren Street, after December 1.

Gustave Johnson, machinist, is confined to his home on account of sickness.

Two of the machine shop supervisors were each presented with a pair of new canvas gloves, and inquiring of P. J. Hogan, yard foreman, who presented the gloves, the reason for it, he advised us that if they wore them they would save their pockets.

James Gillispie, general foreman's clerk, is covering a lot of ground since he acquired a flivver. He expects to have his picture taken in the car for publication.

Casper Reuscher, clerk, shop accountant's office, has just returned from Texas where he spent his vacation visiting friends.

Railway Supervisors of Mechanics gave their first dance of the season Saturday, November 21, in the Great Northern Railway Building. Mr. Fowler, chairman of arrangements committee, advises there was a large attendance.

Joseph R. Morrison, veteran machinist, who retired from the service July 1, 1919, after 50 years of continuous service, paid us a visit recently. Mr. Morrison has been living in the East for the past few years and he says he could not resist the temptation to return to his old hunting ground, St. Paul.

Geo. Moeselle, machinist, is the proud father of a baby boy born November 18.

November 7 Marvin Crotty, cranesman, was joined in marriage with Armanda M. Cote of Somerset, Wis. Now we know why Marvin has raised a mustache.

Would suggest that Chas. Riach, foreman, wheel shop, give a house warming, now that a new smooth floor has been laid in the wheel shop.

Peter Vang was married October 28 and he and his better half are spending their honeymoon visiting friends in St. Louis.

Clyde Wayne, machinist, reports the birth of a baby girl, October 9.

### DELTA

Delta shop employees were recently surprised to learn that Charles Thompson, machinist, was married on September 12. We all extend Mr. and Mrs. Thompson our hearty congratulations.

Twenty-two Delta coach shop men and their wives surprised Mr. and Mrs. H. McCaustland, car foreman, and wife, at their new home on the evening of October 21. The men presented Mr. and Mrs. McCaustland with a gift. The evening was spent informally, and later refreshments were served.

Tom Delaney, roundhouse foreman, has been granted six months' leave of absence, and is leaving the first of December for San Diego, Cal. He has been replaced by Wm. McDonough, formerly night roundhouse foreman. Mr. Roy Remley is now filling the latter's position.

Lillian Parish, roundhouse clerk, spent Sunday, November 15, with her aunt and uncle, Mr. and Mrs. J. C. Meyers, at Vancouver, B. C.

George Griffith, who has substituted at the storehouse during recent vacancies, has accepted a permanent position as comptometer operator.

### GREAT FALLS

The many friends and associates of James G. Riach, general foreman, sympathize with him and his family in the recent tragic death of his son James A. Riach, who was killed in an automobile accident at Wasco, Oregon, a short time ago. Mr. Riach, Jr., worked as machinist at Great Falls shops and roundhouse several years ago and became well known among Great Northern employees.

Report is received that Roy Matthews, machinist helper, has been confined to the hospital due to pneumonia. He is progressing nicely and expects to return home in several days.

Marion Halladay, general foreman's clerk, resumed her duties October 26 after an absence of three weeks due to ill health.

Peter Matz (John McGraw), "Home Run" Skowron and Matt Puzon are laying off for several days intending to make a deer hunting trip to Neihart, Montana.

Francis Smith, carman, returned to work after an absence of nearly a year due to ill health.

James Ashworth, third shift stationary engineer, and wife are receiving congratulations for the birth of a son last week. Report from the "power house" informs us that the youngster is receiving training very early and is destined to step into his father's shoes.

Carl Ljungberg, tool dresser, broke the pledge of bachelorhood and took unto himself a wife recently. It was a sudden and surprising move to all his friends, many of them unaware of the fact until Carl passed around the smokes. Mr. Ljungberg is also pastor of the Swedish Baptist church of this city.

We understand Joe Skowron, boilermaker, who dislocated his left shoulder while working in the shop several weeks ago, will be able to return to work shortly. Glad to have you with us again, Joe.

Irvin Getts, machinist, left the service of the company on November 9, to enter the employ of a local concern.

Cold weather or snow seemingly has no effect on the increasing enthusiasm displayed by our shop kittenball players. Rain or shine, the boys turn out every noon and exhibit a good brand of baseball considering circumstances. Eighteen umpires run the game and settle all disputes.

### JACKSON STREET

Carmen's Local No. 2 have been granted space on the thirteenth floor of the general office building for their band rehearsals through the courtesy of Mr. Budd, president. We can assure Great Northern employees that we have a band well worthy of this favor.

Florence Boland, of the shop accountant's office, recently returned to work after travel-

ing through the Canadian Cascade Mountains on her way to Vancouver, B. C., where she spent her vacation.

On account of so many donations of late, Pete Schneider, our classy steam hammer operator of the blacksmith shop, has decided to get a monthly hair cut instead of one every two weeks.

Grace McDonnell, who posed as Miss Jackson Street in the November issue of the SEMAPHORE, was married on November 3. Previous to the time Miss McDonnell started at Jackson Street, she was employed by the Great Northern at St. Cloud.

John Fahey, assistant time keeper, who was laid off some time ago, is back "pinch hitting" again in the accountant's office. We hope Mr. Fahey will make his stay a little longer this time.

Prosperity seems to be picking up in the accountant's office, as two of the employees, A. G. Larson and E. F. Schmitz, have been seen sporting around in new cars. Mr. Larson has an Oakland sedan and Mr. Schmitz has a Chevrolet coupe. The sandhouse committee is intending to assign one of its expert auditors to check up and if he refuses, Jerry English will investigate to see if the payrolls are being padded.

Bert B. Beeth, formerly general store foreman at Superior, celebrated Columbus day by performing his first day's duties as storekeeper at this point. Mr. Beeth seems to be getting along very nicely and we hope that his good work continues.

John O. Dahl, general store foreman, was retired a few days ago after being continuously employed for the past 34 years on the Great Northern Railway.

John Weinert, formerly iron house foreman at Dale Street, succeeded John O. Dahl as general store foreman.

Section No. 5 will play an important part in freight car building in a few months as this section will take care of the 500 freight cars which are to be built at Jackson Street. The sample car, which is now under construction in that section, is rapidly being built.

Employees at Jackson Street are proud of the new water tank which was built by the B. and N. department. We certainly have to hand it to Frank Gates, foreman of the crew, as his work was nothing if not speedy. The barrel of the tank was put up in one day.

Erick Peterson, carpenter, is now at home after spending the past two months in the hospital due to an injury which happened while working here, and followed by an attack of pneumonia.

John Bjorklund, blacksmith, has been retired on pension, effective October 21, after serving this road 43 years as a blacksmith. Mr. Bjorklund was retired due to ill health, which has bothered him for some time.

One of the most popular boys at Jackson Street is Arthur Nelson of the superintendent's office, whose duties are those of A. F. E. expert and estimator. In spite of his popularity he is still holding his own against Dan Cupid and is as yet a confirmed bachelor.

### ST. CLOUD SHOPS

The date for the Dramatic Club's first play of the season, "Am I Intruding?" has been set for November 30 at the Miner Theatre, and according to the advance sale of the tickets, there'll be a packed house.

The recently organized Great Northern Glee Club will make its first appearance on this occasion, in the rendition of several numbers between acts.

Saturday morning, November 14, the boys of the machine shop were all smoking good cigars. The occasion was the marriage of Raymond Theisen at Mondovi, Wisconsin. The newlyweds had Chicago selected for their honeymoon trip. They will be at home at Waite Park, where Mr. Theisen had previously completed a splendid residence.

Shops are at present constructing five snow dozers in preparation for the usual snow troubles. Number one will soon make its debut.

### SUPERIOR

Superior shops are kept very busy at present and the future looks very promising for us. We have ten engines for simplification besides the regular overhauling of the engines. We are also receiving material and steel underframes for the five hundred 80M box cars we are to underframe. The ore season being nearly over we are starting our yearly overhauling of ore cars.

Our rip track foreman, Theo. Fonfara, just returned from a few days' vacation. We

Great Northern Semaphore

understand he was down home launching his brother on the sea of matrimony. We don't know for sure whether he got wet doing so.

General Locomotive Foreman Hyett is also enjoying his two weeks' vacation. Where, we don't know, as he didn't take us into his confidence.

Carl Olson, chief clerk, is on a week's vacation. He is quite a bug on radio and is trying to find out the difference between a neutrodyne and a heterodyne hook-up. From what we hear he has absorbed all the radio information available at the Head of the Lakes and has gone to the Twin Cities to get additional dope. We are anxiously awaiting his return to work so that we may get the latest dope from him.

A bouncing baby girl was born to Mr. and Mrs. Allen Spencer the other day. Mr. Spencer is woodmill man at Superior, and chairman of the Great Northern Shop Craft Local No. 5. Too bad it wasn't a boy, Allen.

Shop Craft Local No. 5 gave a dance November 18 and a royal good time is reported by all. We suspect they would have had a better time if they had had "Sheik" Chesnik's orchestra but earlier arrangements could not be changed.

## SOMERS LUMBER COMPANY

Associate Editor  
**R. E. GAUTIER**  
Somers, Mont.

The Somers tie treating plant has resumed operations after a closed down period of about two weeks. Mr. Henry, tie plant superintendent, is going around again with that "President Wilson smile."



Anita Oldenburg, stenographer in the local office, and Allan, recently took a fishing trip to Lake Mary Ronan. All the fish were given a chance to get into the boat and ride, and after several attempts Miss Oldenburg landed a six-pound rainbow trout. Milne claims it was impossible for him to catch any fish as it was necessary for him to do all the rowing.

E. J. Blair is confined to his home on account of sickness.

The Federal building has been given a thorough overhauling—new ceiling, the walls kalsomined and the woodwork painted. Misses Alma Engle, postmistress, and Edith Kirk, her assistant, are very proud of their new post office.

P. O. Peterson, shipping clerk, is constantly practicing the art of fishing. On Sunday morning you can find Pete on Flathead Lake near Bigfork "looking 'em over"—Pete has acquired the art of rowing, but as to the art of fishing, well, I would say more practice.

H. H. Wilder has just returned from Seattle, Washington, where he was called on account of his brother having had a stroke of apoplexy.

Lawrence Drew, timekeeper, after making several unsuccessful attempts to get a deer, finally returned triumphantly with a five-point buck.

L. H. Schimpf has moved into his new home on Pavilion Hill and W. R. McGill, the barber, is occupying Mr. Schimpf's former residence.

Ben Ratty has returned from Rochester after having a successful operation. We are all very glad to see Ben back on the job.

Gordon Parr, Bert Schlegel and "Paddy" Tibbitts have returned from the South Fork country after a month of hunting and fishing. The boys brought back three elk in addition to a bountiful crop of whiskers. Gordon Parr, better known as "Parko," after riding about 40 miles in the saddle, has been standing up for his meals for several days. Owing to the heavy snowfall it was necessary for them to come out of the South Fork via Coram, Montana. I have been advised that, as a cook, Paddy Tibbitts would make a good dish washer.

Captain Angus MacDonald, who has charge of the dredging in connection with the installation of the Hot Pond, advises that the work is going along as well as can be expected. Captain Angus says that from the tones coming from the vicinity of the operations he is given reason to believe that the water will be hot enough and the saving of steam will be remarkable.

A wedding of unusual interest occurred November 14 when Lloyd Erickson and Lor-

raine Croy were united in marriage at Kalispell, Montana. The wedding came as a complete surprise to the many friends of the young people. Both are very popular in Somers, and although Lloyd has been very attentive to the young lady, the community had never suspected his attentions to be of a serious nature. Their many friends wish them all the happiness and success that they are entitled to.

Perry Russell's house is nearing completion and should be ready about December 15. In order to hurry matters along, Perry put in a few hours of hard labor in the basement, but he got up such a sweat that he decided for the sake of his health, to hire a boy to do the work.

One more 12x40-foot bunk car, accommodating twenty men, will soon be ready for Blanchard Lake Camp. There is a locker for each man and a small room with a stove in the center of the car. This makes the fifth car built for the logging crews. These cars are probably as conveniently arranged, well furnished, and ventilated as any logging camp can boast of. With the kitchen car and dining car, the woods camp can now accommodate about one hundred men.

With the football season coming to a close basketball fans are looking forward to the time when that game will be in the limelight. Somers will have a fast team this year, which will be known as Somers Spark Plugs. The team is composed of Allan Milne, Lee Peterson, Bob Hissong, Harold Collins, Jim Hellen, Percy Lennon and Russell Miller. Allan Milne says there are no "foul" spark plugs in this bunch and he hopes they never get "cleaned." The Somers people should support the home team by giving the boys a full attendance at every game.

Glenn Craven, planer foreman, is wearing a big smile—Glenn took a trip to Swan Lake and returned with a five-point buck. He claims it weighed 250 pounds.

Pete Torbergson had the thrill that comes once in a life time, when he got a three-point buck on Flag Hill. Immediately there was an exodus of hunters to this vicinity, and although some returned disappointed, others were more fortunate. Among the lucky ones was George Eklund, clerk at the Somers store.

Guss Hoppe claims that if the law would allow he would get a deer by hook and line. Guss is a fisherman but as a hunter he admits he is outclassed.

Dame Rumor advises that Jake Andrews attended a basket social at the Rousselle school house, bought a basket and was supposed to eat lunch with the girl who furnished the basket, but Jake, due to his youth and bashfulness, decided to spend the rest of the evening sitting alone outside in a car, the result being, neither Jake nor the girl ate.

### Blanchard Camp News

The new camp is about settled and ready for the winter's logging. Quite a number of logs are decked and ready to be loaded. Sawyers are pretty hard to get at present, very few applications being received.

Frank King has been placed in charge of Blanchard Camp. Mr. King comes with very good recommendations, having had a wide experience in the logging game.

Mr. Hedstrom has left the service of the company.

All the boys are delighted in having Ben LeBlanc return to camp, after an absence of about a month. Ben is very popular with the boys, as all good cooks should be and are.

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Date.....

..... of  
(Name of prospective patron)

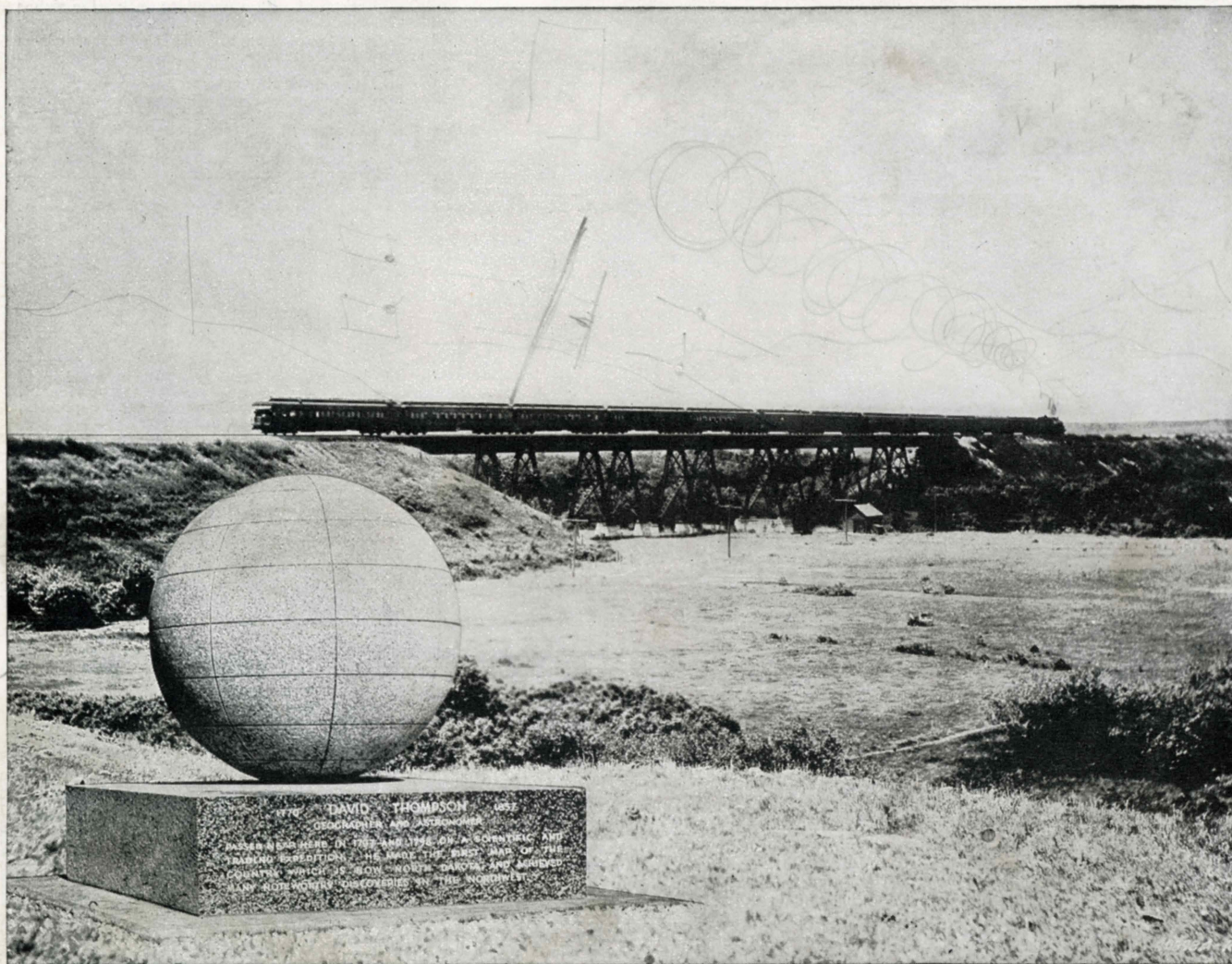
..... may soon { make a trip  
(Town or City, and State) { ship some freight  
(Cross out one)

from..... to.....

Industries Seeking Location.....

Yours truly,  
(Name).....

(Position)..... (Station).....



# GREAT NORTHERN

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The names of Verendrye, hardy French-Canadian discoverer of the Upper Missouri country, and his courageous sons, Thompson, the English geographer and explorer, Lewis and Clark and their dauntless little band, and many others, including in later days Isaac Stevens, first surveyor of a railway route to the Pacific Northwest Coast and John F. Stevens, whose survey across Marias Pass provided the Great Northern Railway with the lowest grade through the northern Rockies, are written large in the annals of the Northwest.

But a stone's throw from the present Great Northern tracks on the boundary between North Dakota and Montana, romantic Fort Union, the largest of the early day fur-trading forts, flourished amid Indian war whoops, while in Northeastern Montana lies the battlefield where the wily Chief Joseph surrendered to General Miles.

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The Great Northern has prepared a series of historical booklets--four in number--dealing with some phases of the West's history under the titles "Chief Joseph's Own Story," "Story of Marias Pass," "Fort Union and Its Neighbors On the Upper Missouri," and "A Glance at the Lewis and Clark Expedition," which will be sent upon application to

**A. J. Dickinson, Passenger Traffic Manager**  
St. Paul, Minn.