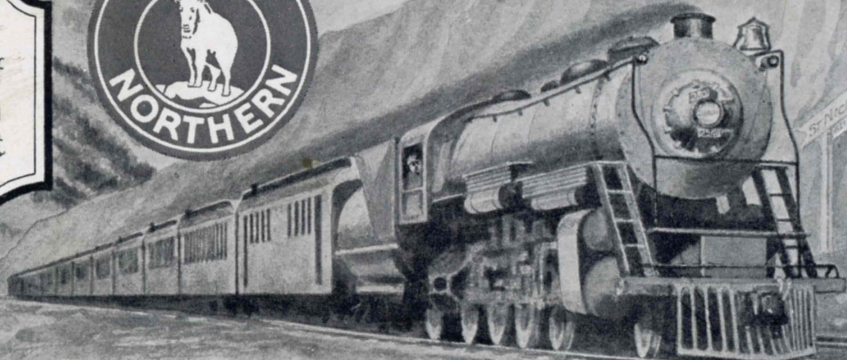


Great Northern Semaphore



TALKING IT OVER
Board of Directors of
G.N. Veteran's Association
Discuss the Annual Meet
at Fargo



JULY 1925



GREAT NORTHERN SEMAPHORE

VOLUME II

JULY 1925

NUMBER 7

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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 type-written, 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.

ELECTRIFY CASCADE CLIMB

Line from Skykomish to Cascade Tunnel to be Electrically Operated. Fleet of Special Type Giant Electric Locomotives Will Effect Fuel Saving, Increase Tonnage Haul and Add to Travelers' Comfort.

ONE OF THE MOST important betterments undertaken by the Great Northern Railway Company in recent years is the electrification of the line over the Cascade Divide between Skykomish, at the foot of the heavy grade on the west slope, and Cascade Tunnel, the first station east of the summit, a distance of 24 miles. The construction work and the purchase of an additional fleet of electric locomotives of special type will involve the expenditure of approximately \$1,000,000.

Operation over the Cascades always has been one of the most difficult of our transportation problems. Prior to 1900 the summit of the Cascades was negotiated by switchback. The scar of the old line is still visible along the mountain side above Tye, as will be seen in the picture of that station here reproduced. The switchback was a bottleneck through which only a limited traffic could pour either east or west. No matter how greatly the tonnage bulked on either side, just so much could be handled over the pass in a given time—like the sand of an hour-glass sifts slowly through its tiny orifice. Not only were the gradients as high as 4 per cent, but the motive power, compared with that of today, were so light that nothing heavier than 500-ton trains could be hauled over the mountain. Added to these handicaps were the difficulties of operation in the winter months with their extremely heavy snowfall, when it was a constant battle to keep the line over the switchback open and the trains moving. Those were days of heroic endeavor

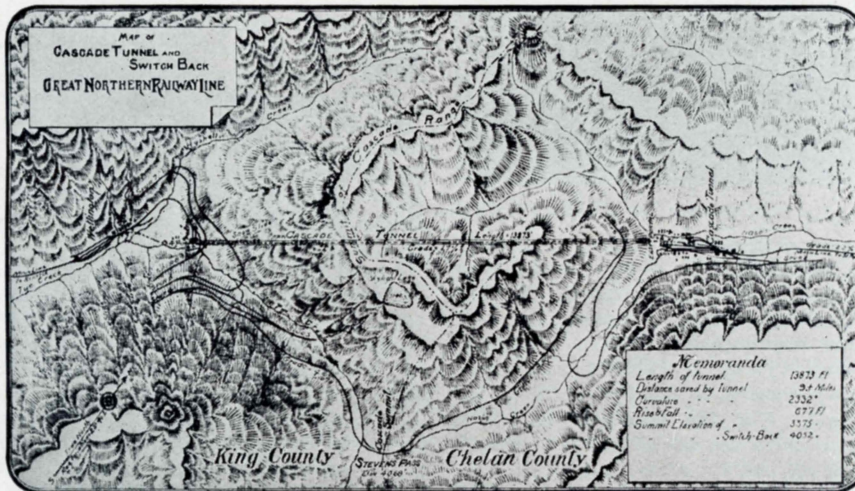
against odds that tried men's souls and proved their courage, and many are the tales that could be told of how the impossible was accomplished—tales of devotion to duty, of indomitable determination to keep things moving, that will remain ever a heritage and inspiration on the Great Northern.

In 1900 the Cascade Tunnel was built, boring through the mountain in a direct line 2.6 miles. It was a tremendous engineering accomplishment and was a seven days' wonder at the time. It did away with the slow and arduous operation over the switchback; but as traffic grew and the train weights with it, necessitating heavier and heavier motive power, steam operation through the tunnel became more and more difficult, until, in 1909, that part of the line was electrified. There was no available electric power in the vicinity, so the company was compelled to build its own hydro-electric plant in Tumwater Canyon, some 30 miles distant, bringing the power by transmission line to the tunnel. Electric locomotives supplanted the steam engines, and the tunnel was thus rid of its most difficult and objectionable feature.

Brief reference to present operating methods on the west slope of the Cascades may be of interest. The climb up to the summit begins at Gold Bar, from which station to Skykomish, 24 miles, the grade is 1 per cent, and a pusher engine is operated. The train is split up at Skykomish and a road engine is placed at the head end, a helper near the middle, and a third locomotive near the rear of



CASCADE TUNNEL, WEST PORTAL

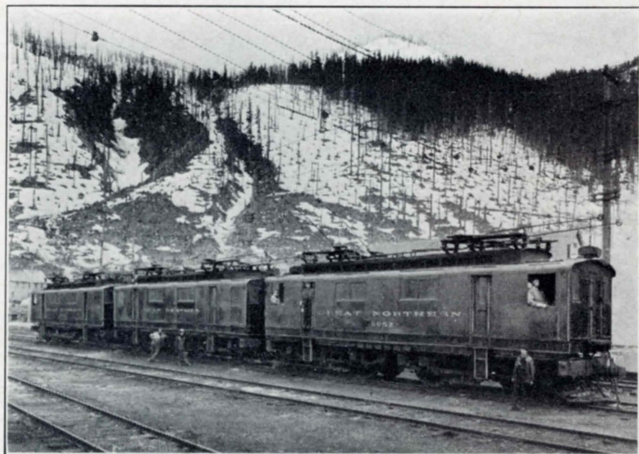


TOPOGRAPHICAL MAP SHOWING LOCATION OF OLD SWITCHBACK AND CASCADE TUNNEL



VIEW SHOWING THREE TRACK LEVELS ON THE 2.2 PER CENT GRADE APPROACHING CASCADE TUNNEL

the train. Any cars of weak construction are cut out and placed behind this third engine. In this order the train proceeds up the hill to the west portal of the Cascade Tunnel, Tye. This climb of 21 miles is on a continuous grade of 2.2 per cent, with short stretches as high as 2.35 per cent. In this distance, also, there is a total of 3303 degrees of curvature (the maximum being 10 degrees)—almost equal to the curvature on the entire C. & N. W. line from St. Paul to Chicago. Between Skykomish and Cascade Tunnel there are 5,750 feet of tunnels, in addition to the 13,373 feet of the main tunnel, and 31,043 feet of snow sheds. In a word, this 24 mile stretch of line is under cover for 10 miles. At Tye, the steam pusher engines are replaced by electric locomotives. At the west portal of the tunnel, the steam road engine shuts off and runs dead while the electrics take the train up the 1.7 per cent grade through the Cascade Tunnel. With electrification of the line as proposed, the steam pusher engines will be entirely superseded by electric locomotives for the climb up the hill from Skykomish.



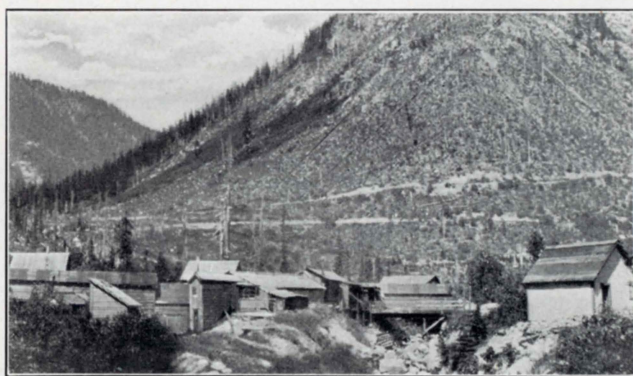
THREE OF ELECTRIC LOCOMOTIVES IN PRESENT USE

The proposed improvement contemplates the purchase of four additional electric locomotives, to be of a special type proposed by President Budd. These locomotives, the first of the kind to be built for a railroad company, are now being constructed by the Westinghouse Electric Company, and will cost in the neighborhood of \$600,000. They are designed to draw a heavy train at a speed of 10 miles an hour through the tunnel. For the handling of heavy freight trains, there is added a second locomotive, termed the "calf" because it cannot operate alone, but derives its power from the generator on the main locomotive. The combined locomotive and "calf" are capable of hauling a 1,500-ton freight train up the 2.2 per cent grade from

Skykomish to Cascade Tunnel at a speed of 9 miles an hour. Two such combined locomotives can haul a 3,000-ton train up this grade, whereas it requires three Mallet engines or two Mallets and a Mikado to make the grade with a 2,500-ton train.

The four electric locomotives now in use will be operated in conjunction with a tender on which there will be installed a 2,000-kilowatt, three-phase converter that will take the 11,500-volt, alternating current, from the single phase wire carrying that voltage, which is to replace the three-phase, 6,600 volt double trolley now used, and convert it into a three-phase 6,600-volt current. The four existing electric locomotives with this tender will form a single locomotive unit capable of hauling a 2,000-ton freight train from Skykomish to Cascade Tunnel at approximately the same speed as that developed by the new type of locomotive purchased.

The main purpose of the extended electrification is, of course, economy of operation. The present Tumwater



VIEW OF TYE, LOCATION OF WEST LEGS OF OLD SWITCHBACK VISIBLE ON MOUNTAIN SIDE

plant will furnish the power for the entire 24 miles of line instead of the tunnel section of 4 miles. This will effect a great saving in fuel.

In addition to the economy of fuel, there will be an entire elimination of smoke and cinders in the Cascade Tunnel and in the long stretches of snow sheds and the shorter tunnels between Skykomish and Tye. This will add materially to travelers' enjoyment of the scenic attractions of the Cascades.

MORE OWNERS OF AMERICA

THE AMERICAN workman is surely becoming the American investor. We hear that very often, but every investigation brings it more forcefully to mind.

The Academy of Political Science in New York made "Popular Ownership of Property" a special subject at its meeting in March. It is shown there that the number of stockholders in the railroads of this country have increased from 647,000 in 1918 to 966,000 in 1925. In the gas companies there has been an increase of from 1,250,000 in 1918 to 2,611,000 this year.

In all the companies given in the survey, the number of individual stockholders as a whole has doubled. In telegraph and telephone the number of stockholders has increased three-fold. The new spirit is also appearing in the packing industry, which shows an increase of 35,000 shareholders, many of them from the employees.

This new development in American industry not only applies to the very large corporations such as railroads and public services, but also is reaching into the local industries—boots and shoes, clothing, typewriters, department stores.

—The Nation's Business.

DIRECTORS ON TRIP WEST

Special Tour In June With Distinguished Guests From the East

A SPECIAL TRAIN left St. Paul Sunday morning, June 14, carrying directors, officials and a number of guests representing eastern financial interests. The first stop was at Grand Forks, N. D. Here the party visited the Department of Mines and Ceramics, University of North Dakota and enjoyed an automobile tour of the city. Dinner was served in the dining car at a long table, banquet style. The decorations included pottery made at the University, each guest being presented with a piece as a souvenir. A number of prominent business men were guests from Grand Forks, Fargo, Moorhead, Devils Lake and Minot.

Visits were made on the 15th at the James Library at Williston and the engine terminal at Wolf Point. At Havre, that evening, the party was entertained by Great Northern Club Chapter No. 3, a report of which will be found under Club News.

A trip through the Sunburst oil field occupied the morning of the 16th and a trip to Many Glacier in the afternoon. The night was spent there and the party again took train at 4 p. m., Wednesday, the 17th.

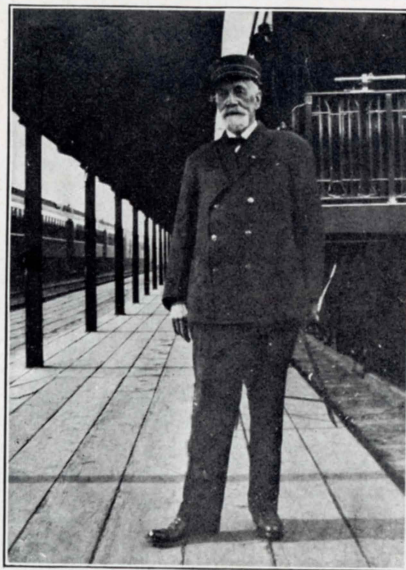
The 18th was signalized by a drive from Wenatchee to Cashmere, thence to Seattle where a yacht trip about the harbor in the morning was followed by a Great Northern Day luncheon under the auspices of the Seattle Chamber of Commerce with about 600 in attendance. A drive to Tacoma was followed by another yacht trip, on the Sound, and in the evening the special wended its way to Portland. After spending the day there, the party went on to Bend, Ore., and then back to Spokane along the river and returned by way of the Northern Pacific Railway.

Those in the party were: A. M. Anderson of J. P. Morgan & Co., New York; J. E. Reynolds, president, First National Bank, New York; E. H. Ferry, director, Northern Pacific Railway; L. W. Hill, chairman of the board, A. C. Loring, Minneapolis, A. C. James, New York, A. L. Ordean, Duluth, Joseph Chapman, Minneapolis, directors, Great Northern. Officers: Ralph Budd, president; C. O. Jenks, vice president, operating department; W. P. Kenney, vice president, traffic department; M. L. Countryman, vice president and general counsel and F. L. Paetzold, treasurer. Officials making a part of the trip were:

Messrs. Bell and Gavin on the Eastern District; F. A. Bushnell as far as Glacier Park; J. H. O'Neill, L. C. Gilman and M. J. Costello on the West End, the latter two joining the party at Wenatchee; F. S. Elliott, west from Troy, and W. R. Smith, Williston to Whitefish.

VENERABLE DEPOT MASTER

EPHRAIM D. EVANS, depot master for the Spokane, Portland & Seattle Railway Company at Portland, Oregon, is a living illustration of sustained business activity. Mr. Evans was born in Pittsburgh, Pennsylvania, on October 26, 1838. Prior to the Civil War, he was a farm boy at Ridgway, Wisconsin, from which state he enlisted in 1862, being a member of the 31st Wisconsin Volunteer Infantry. He was with Sherman on his march from Atlanta to the Sea, and also served under General Grant. He was mustered out at Louisville, Kentucky, July 25, 1865, and went back to the farm for a while.



In 1868 he became a brakeman on the St. Paul and Pacific when F. R. Delano was superintendent. He left the company to go in the grain and cattle business in 1869, but returned to his former position in 1871, and was successively promoted to freight conductor and passenger conductor, being with the company until 1901 when he left the service. In 1910 he became depot master at Portland for the S. P. & S. Ry. Co. and is still there, hale and hearty and on the job day after day. The picture shows him in the course of his daily duty on the platform of the Portland Station.

OPENING OF ST. PAUL STUDIO

RADIO STATION OF WCCO IN UNION DEPOT

ONE OF THE largest crowds that ever witnessed the dedication of a radio station was at the formal opening of the new St. Paul Studio of WCCO in the Union Depot, recently.

Association between the railroads of the Northwest and WCCO was pointed out by Ralph Budd, president of the Great Northern Railway, who, as former president of the St. Paul Union Depot Company, aided in obtaining the site for WCCO.

Mr. Budd said in part:

"The nine railroad systems which enter the Twin Cities and together own the St. Paul Union Station have a combined length of over 50,000 miles—more than one-fifth of all the railroad mileage in the United States. But the territory they cover is more than one-fourth of our country. Continuing day and night at express speed, it would require seventy days to travel over the main lines of these railroads, whose passenger trains radiate from the tracks directly beneath the Gold Medal Station, the opening of which is being celebrated this evening.

"Travelers from the four corners of the earth, pass by the door of this studio in going to and from the trains. A little over twenty-four hours ago the President of the United States was greeted here by thousands. And as he left, a short hour since, thousands again gathered to cheer him on his way. Perhaps the most striking thing about these crowds, which have followed the Presidential party at every opportunity during his stay, is the unbounded enthusiasm and good will which have prevailed. There is no doubt that the people of St. Paul and Minneapolis and the throngs of visiting Norsemen like Calvin Coolidge.

"The Northwest at this time of year, and this particular year, is a smiling land. It is a land of growing crops, full of bright prospect for a bountiful harvest. Just now the future is especially rosy, because the clouds which have shadowed it for some years and which have tended to test the courage of its people and to shake the confidence of others in its future, happily have passed or are passing. Primarily it is a region of production.

"This splendid, high-power radio station can be put to no better use than acquainting those in all parts of our great country with the conditions prevailing in other parts, and no finer example of such dissemination of knowledge can be found than to tell the world of the opportunities in the Northwest awaiting those who can qualify to embrace them."

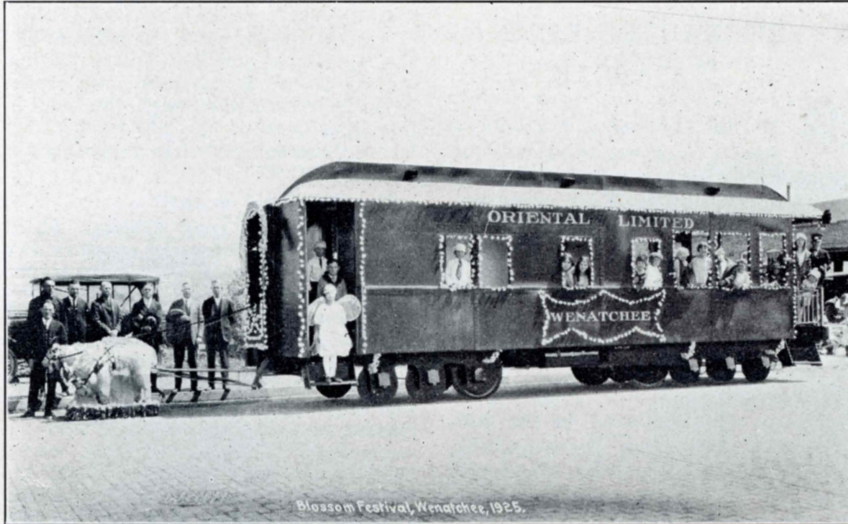
Two-thirds of the concourse was walled off as a dance floor and thousands danced to the music of three radio orchestras until a late hour.

The new studio is said to be the only one in the world to be situated in a metropolitan railroad terminus.



The Story of Wenatchee's Sixth Annual Apple Blossom Festival

By L. W. MICKEL of Great Northern Club Publicity Committee.



FLOAT OF GREAT NORTHERN CLUB NO. 6

The sixth annual Apple Blossom Festival of Wenatchee was the most successful ever held in the World's Apple Capital. The program included an illuminated parade Friday evening, May 8, and an apple blossom parade Saturday morning, May 9. A pyrotechnic pageant Saturday evening depicted the history of the apple from the Garden of Eden to the present day.

Special trains were run by the Great Northern from Spokane and Seattle to bring visitors to the festival, as well as bands and baseball teams from both cities.

The float entered by the Great Northern Club of Wenatchee, which is shown on this page, was entered in both parades and took second prize in the Apple Blossom parade. Its appearance upon the streets created much favorable comment on the part of the twenty thousand or more people who witnessed these parades. The float is a reproduction of the Oriental Limited's observation car. The interior was well finished in white canvas, wired for electric lights, which were run by two six-volt storage batteries. The car has all the compartments of a regular car and is 32 feet long. After the parade it was parked on one of the principal corners of the city and over one thousand people went through it inspecting the interior.

The car was designed by Tom Bates, our car foreman at Appleyard, who is also president of our Wenatchee Club. It was built under his supervision with assistance of his staff, and other

members of the club including C. Hansen, A. Hanse, L. Robertson, L. Wilson, C. Bjork, R. Sharp, C. Rairdon, J. Dull, W. Field and E. Williams. J. Frawley was in charge of painting and decorating. Blossoms and interior decorations were made by the freight office staff. Miss Laura Lowe, Mrs. M.

Wegner, assisted by wives of members of the club as follows: Mrs. Jas. H. Smith, Mrs. E. Williams, Mrs. J. C. Melenbacher, Mrs. John Maher, Mrs. L. B. Caswell, Mrs. Roy Baker, Mrs. H. A. Haight, Mrs. O. L. Allen, Mrs. L. W. Mickel, Mrs. Bert McKinley, Mrs. Lindsey, Mrs. Lindell, Mrs. Davis, Mrs. Chivinsky, Mrs. Laughlin, Mrs. Patterson, Mrs. Fred Smith and Mrs. Douglas. The car was in charge of Wheeler Bowen, brakeman; Mary Elizabeth Edwards, maid; Buster Keatin Harper, porter; Isabelle Haight, driver of the goats, and M. H. Ashton, James Baker, Beatrice Bate, Elizabeth Munson, Genevieve Fogerty, Phillis Fogerty, Belma Patterson, Milton Patterson, Jessie Frawley, Howard Byrd, Everett Byrd, Mable Douglas, Winn Douglas and Marie Byrd.

The float is mounted on a one ton Samson truck which is the property of the club, so that the float can be sent to other cities and shown if desired.

The Queen's float, which was designed and built jointly by the Wenatchee High School and the Chelan County Pomona Grange, was awarded the sweepstake prize in the parade.

Hilma Erickson, daughter of Superintendent and Mrs. E. A. Erickson of the East Wenatchee High School, was elected Queen of the Blossom Festival by the students of the Wenatchee High School, which she is attending. She is shown in the other illustration with her maids of honor. The photographs are from the Simmer Studio, Wenatchee.



FESTIVAL QUEEN AND MAIDS OF HONOR

Upper row, left to right—Genevieve Owens, Frances Farris, Queen Hilma Erickson, Bernice Burckhart; lower row, left to right—Doris Ovenden, Estelle Taylor, Dartha Ludington (daughter of Great Northern Attorney at Wenatchee), Elaine Foster.

What's in a Name

MONDAK NOW FORT UNION

By Edward W. Towne, Car Stenographer, Montana Division

FAMOUS IN "WILD WEST" history of twenty years ago, before the days of prohibition, the town of Mondak, situated on the boundary line between Montana and North Dakota, from which two states it took its name, has ceased forever to bear that name.

On the first of March, Mondak was rechristened Fort Union, to perpetuate the memory of old Fort Union, one of the earliest military posts in the northwest, prominent during the era of fur trading in the fifties and sixties and the troubled days when fights with the Indians were numerous.

The old fort, of which there is now scarcely a landmark, was on the north bank of the Missouri river near the confluence of the Yellowstone, a short distance east of the present town, but on the present state line.

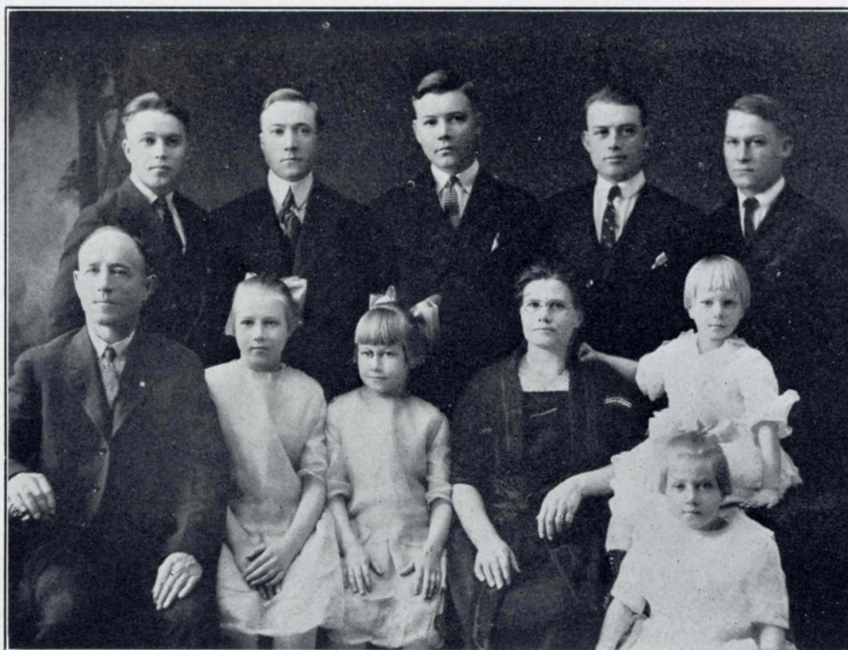
The fort originally consisted of several log houses, barracks, stables and two stockades, more than two hundred feet long. It was the terminus of the ox-team freighting service from Bismarck and the head of navigation for steamboats plying the Missouri river.

It is hoped that the Federal Government, in co-operation with the Great Northern, will fittingly mark the old site, so that passengers on our trains may be reminded of the days when that section of the country was inhabited principally by warlike tribes of Indians, who were ever seeking to prevent the advance of civilization as represented by the white man.

MERIWETHER

THIS IS THE new name of the Great Northern station, which was formerly known as Bombay, Montana. The new name is significant of the fact that the Lewis and Clark expedition crossed what is now our right of way at this point when it traveled westward on its trip of exploration of the Northwest in 1803 to 1805. Meriwether was the first name of Captain Lewis, who was the head of the expedition and, it is said, took the trip at the instance of President Thomas Jefferson, whose secretary he was. During the journey, which was up the Missouri, thence west over the Bitter Roots, they passed and named Marias River. and on June 13, 1805, camped at Great Falls. Lewis was afterwards given a grant of land and appointed Governor of Louisiana. Events having to do with the early

A REAL RAILROAD FAMILY



THE ABOVE picture shows the family of District Roadmaster Peter W. Jensen of Superior. Mr. Jensen has served thirteen years in his present position and entered the service of the Great Northern as extra gang foreman in April, 1907. For sixteen years prior to that date, he was a section foreman on the Soo Line.

Those in the picture from left to right are: Standing—James, Peter W., Jr., William, George (deceased), and Oscar. Seated—Mr. Jensen, Evelyn, Violet, Mrs. Jensen, Eleanor and Hazel (below).

Peter W., Jr., entered our service as yard clerk and grain clerk, Superior Freight Station, April 1, 1909, being in continuous service with the company until September 27, 1923, when he was appointed agent at Superior

for the Western Fruit Express Company. William E., locomotive fireman, is still with the company, having entered the service August 27, 1915. George R., entered the service November 10, 1917, and was locomotive fireman up to the time of his death. James H., acetylene welder, entered the service August 18, 1918, and is still with the company. C. Oscar, acetylene welder, came with the Great Northern on July 1, 1920, and on July 10, 1923, accepted employment with the Soo Line.

It is doubtful if there are many families which are more completely associated with railroad work than this. Mr. and Mrs. Jensen have every right to be intensely proud of these splendid boys and girls.

history of nations are often lost sight of in the activity and confusion of later days, and it is the policy of the Great Northern to commemorate the salient features of history in the Northwest by naming stations, erecting monuments and in other ways marking sites and calling attention to those who blaze the trails in the great empire which it traverses.

THAT DEPENDS

Stranger: "What will you take for that fine Jersey cow you have?"

Farmer: "That depends on who ye be. Be ye the tax assessor or has she been killed by the railroad?"

Tell your friends about Great Northern SERVICE and use the Prospective Business Coupon on page 25.

CLEAN

I want to see my boy be square
Unto the last and final letter;
Of taint and cunning unaware,
Loving the truth and honor better
Than plaudits and the silver things
Which victory in contest brings.
"Clean as a hound's tooth"—that's the phrase

Once by our leader Lincoln spoken.
He loved these sportsman's manly ways,
And prized truth more than any token.

I want him to observe the rules,
Be fair under all circumstances,
To know that fraud is used by fools,
Who fear to take the harder chances;
That with the triumph of deceit
The victor leaves the field a cheat.

REMLAP, Delta Machinist.



BUS LINES ACQUIRED

FOLLOWING CLOSELY the announcement of the organization of two Great Northern bus companies comes the news that the Great Northern Transit Company, one of the two subsidiaries, has negotiated the purchase of the Northland, Range, Interstate, and Mohawk companies and one operating between St. Paul and LaCrosse, Wisconsin.

The lines thus acquired include the following: Twin Cities to Duluth, Twin Cities to Taylor's Falls, Twin Cities to LaCrosse, Duluth to Hibbing, Duluth to Virginia, Virginia to International Falls, Virginia to Tower, Duluth to Port Arthur, Duluth to Cloquet, Duluth to Brainerd and Duluth to Bemidji.

Most of the lines taken over have been in direct competition with the Great Northern; the others will constitute valuable feeders when their schedules have been accommodated to those of our trains, and will provide the communities beyond the various terminals of the Great Northern tracks a greatly improved service for train connections.

It is reported that W. E. Wickham, an experienced and successful bus operator will be given the management of these lines.

The SEMAPHORE anticipates great benefit will flow from the acquisition of these bus lines. We do not know that all of them have been equally prosperous, but it is rumored that one of the larger companies in 1924 earned 16 per cent on a capitalization of \$600,000.

B. R. T. WANT BUS REGULATION

THE BROTHERHOOD of Railway Trainmen, at the fourth triennial meeting in Cleveland, Ohio, on May 12, endorsed the resolution passed by the Brotherhood of Railway Trainmen, Lodge 572 of Spokane and went on record as being in favor of the regulation of motor busses and truck lines upon public highways and referred the resolution to various state legislative boards for their consideration. The Spokane resolution, which was printed in full in the March, 1925 issue of the SEMAPHORE, requested the Washington state legislature to provide adequate taxation of motor carriers, proportionate to the use of and damage to roads and highways done by them and necessary for the upkeep and maintenance thereof, to provide for the discontinuance and prevention of unnecessary motor competition,—to require when rendered that it be continuous and not during fair weather only; and to give primary consideration, in the granting of certificates of necessity to motor carriers, to the fact that they should constitute feeders to the existing railway transportation lines and should not operate in opposition thereto.

THE TRAVELERS' FRIEND

Matron at Spokane Passenger Station Held in High Esteem

MATRON." Just a few letters on a silver shield, yet to Mrs. Cora E. Hanche they represent almost a generation of service at Spokane. For twenty-two years she has watched over travelers at the passenger station, helping the sick and the crippled, relieving tired mothers, and soothing complaining babies. She has smiled as laughing brides dodged showers of rice and she has brushed away a tear as she helped some mourning party, on a sorrowful journey, to their train—it is all in a day's work.



MRS. CORA E. HANCHE

In her long years of service she has met many interesting travelers, yet in her estimation the two most interesting were children, a girl of five and a boy of four who came all the way from Scotland alone. They were going to their grandmother on the Pacific Coast and were tagged from the steamer. The little tots reported a wonderful time. Mrs. Hanche took them in charge on their arrival, gave them each a bath, curled their hair, saw that they had a good breakfast and started them on the last lap of their journey.

Mrs. Hanche's interest in her work knows no eight hour rule, nor is it limited to the station. Some years ago she noticed that a young girl who had arrived on train number one seemed uncertain as to her destination. Mrs. Hanche questioned her to ascertain if she could be of assistance and the girl broke down, sobbing out the old story of a trust betrayed. Mrs. Hanche took her to her own home as she was without relatives or friends in Spokane, cared for her for three weeks and during that time located the young man in the case. After some

YOUR BOYS' VACATION —CITIZENS' MILITARY TRAINING CAMPS

Your boy's vacation is quite as important as his school work. It makes its mark upon him just as the other environments—home and school life do. Of course, you are ambitious for his future. You want him to become a man who will stand above the ordinary crowd—one to whom others will look up to and of whom you may be justly proud. That is why you have cared for him all these years and sought to train him in habits of right thinking, industry, activity, obedience, loyalty, courtesy and self-reliance.

Do you know that your Government is ready and willing to help you realize this ambition for your boy by taking charge of him for one month during the coming summer, feeding him, clothing him and training him as you want him trained? It is true. C. M. T. C. is the answer—Citizens' Military Training Camps.

These camps will be held August 1 to August 31 at Fort Snelling, Minn., Fort Des Moines, Iowa, and Fort Leavenworth, Kansas; also one camp at Jefferson Barracks, Missouri, from July 23 to August 21.

Uncle Sam pays all expenses, including the railroad fare to and from camp. While there your boy will be under the care of specially selected instructors—officers of the United States Army who have made a study of this service. He will receive some military training each day which will be the finest possible thing for your boy, teaching him habits of obedience, cleanliness, efficiency and self-reliance, as they could be taught in no other way. But this is only the beginning; the greater part of each day will be taken up with physical training, athletics, and lessons in various specially selected fields which lead to good citizenship. That is the Government's prime object—to build good loyal American citizens.

Have you planned a better vacation for your boy. We dare say you have not. And even if you have made your plans, you will be doing him and yourselves an injustice if you do not at least try to make it possible for him to attend one of these camps also.

Full information and application blanks may be obtained from a local representative of the Military Training Camps' Association in your town, or by writing to any of the following: C. M. T. C. Officer, Army Bldg., Omaha, Neb.; Chief of Staff, 88th Div., 825 Palace Bldg., Minneapolis, Minn.; Chief of Staff, 89th Div., 22nd & Hickory Sts., Omaha, Nebr.; Chief of Staff, 102d Div., Old Customs House, 3d and Olive Sts., St. Louis, Mo.

lecturing she convinced the young man of his duty and a wedding was held in her home. The couple are now living happily and the grateful girl still keeps in touch with Mrs. Hanche.

THE CO-OPERATIVE SPIRIT Why We All Should Practice It

WE VERY SELDOM give thought to the failure of a railroad; the general idea being that such a thing is nearly impossible. Many have the false idea that the officers who plan for a railroad scarcely know what to do with all the money. Recently, a receiver was appointed for a railroad operating in the same territory and but a short distance to the south of the Great Northern Railway, and which is a competitor at many points.

We may congratulate ourselves that we are working for a high grade railroad: one that is ably managed and its funds properly handled. Were this railroad facing such an outlook as the one mentioned has for some time past, no doubt many of us would be directly affected. Consider that during the early summer, when, it is said, the transportation business is at its lowest ebb, our railroad with its efficient financial management and general prosperity, is able to make improvements and extensions and spend large amounts of money in wages to men engaged on work that produces no revenue. We have pile drivers, steam shovels, with their hauling and unloading crews and steam ditchers. We have block systems to be extended and made to conform with changes in trackage, new rail to be laid, with crews to unload and load, as well as extra gangs to relay same.

All this work would be stopped if the financial condition of the road did not justify the outlay. We could go on and operate trains for a long time if we had to without this money being spent each summer. A large number of us must rise or fall with the road, as these extensions and improvements are carried on when many of our men are about out of a regular job.

This should bring home to us the fact that our company is entitled to our co-operation at all times, for it is all reflected back to us in many ways. The Milwaukee receivership should remind us of what is likely to happen to a railroad that is not prosperous. We can do a lot of good without any extra exertion. For instance; when we buy, do we inquire if the article, whether an automobile or a bar of soap, came into our town over our railroad; do we orally advertise the passenger trains to our friends who are planning trips? Extra effort when on or off duty to look out for the general interests of the road will never be misplaced.

The little extra shipments of freight or sales of tickets we may bring about from time to time, may not seem much, or the little things we may do while on duty may look small, but consider

THE ORIENTAL HAS "BIRTH-DAY"

OUR ORIENTAL LIMITED is a year old. One year, and its fame has traveled from end to end of the country! Nothing less than a royal infant could be so widely known. Indeed it is just that; and as befits its regal state among its kind, the anniversary is celebrated by the issuance of a handsome descriptive folder, beautifully printed in colors, with an attractive and distinctive cover, and profusely illustrated with interesting views of the interior of the various cars, the kitchens and the commissaries, where every smallest detail is carefully observed to provide absolute cleanliness and wholesomeness of the foods served.



Then there is the menu itself. It fairly makes one hungry just to read the list of appetizing viands of which the traveler may partake on the Oriental's dining cars.

Truly this charming anniversary souvenir is in keeping with the wonder of this train and the surpassing excellence of its dining service and other accommodations.

the large number employed on the system; they all go to make the road more prosperous. Don't lose sight of the fact that the prosperity we can help to secure not only means extra carloads of freight, but, in the long run, plays its part in determining whether money will or will not be expended for extensions and improvements.

One of the differences between man and the lower animals is man's ability to benefit by another's experience; the animal must be taught its lesson. We can show we are human, profit by the experience of our unfortunate competitor and do our part to keep our road prosperous.

*A Member of the B. of R. T.,
No. 709, Minot, N. Dak.*

What They Say of Our Railroad

MR. S. A. VOLKMANN, general agent, Great Northern Railway at Minneapolis, recently received a letter from J. George Mann, traffic manager for Northrup-King & Company of Minneapolis, one of the largest seed houses in the country which reads as follows:

"Our 'busy season' beginning in the fall is just about coming to a close, and in looking back we cannot help but see the very satisfactory manner in which we have been served by the Great Northern Railway.

"Realizing and appreciating that without the whole hearted co-operation of your office, the local freight office, and the yard office, it would have been impossible for us to have rendered to our customers the excellent service we did (and we have received many complimentary letters from them) we take this means of expressing our gratitude to you and want to thank you sincerely for the very able and courteous manner that our particular requirements were so satisfactorily taken care of.

"We are sure that without the assistance and interest of yourself, Mr. Kyle, Mr. Spencer and your respective staffs, we would never have been able to enjoy the service with which our shipments, both carload and less than carload, were dispatched from Minneapolis."

Assistant Superintendent H. E. Jones wrote in a note attached:

"Good switchmen, good yardmasters, good yard clerks can only put over such service."

AN EMPLOYEE of one of New York's two great passenger stations so glowingly described the advantages of travel over the Great Northern that Mrs. John A. Hudson of that city, who has traveled to the Coast many times on other lines than ours, was persuaded to try the Oriental Limited from Chicago to Seattle. On arrival she wrote as follows:

"As I promised to let you know what I thought of the New Oriental Limited, I must say I surely appreciate your suggestion to try it instead of the road I was used to traveling on.

"I enjoyed every minute of the trip. The train is very lovely and there hasn't been a thing omitted to make a traveler comfortable. The dining car is wonderful, and as reasonable—more so—than the other roads. The whole train in general is just wonderful. Insist that all the ladies, especially those with children, patronize it."



A FAMOUS ORGANIZATION

IN ITS DAY the Barnesville Cornet Band of Barnesville, Minnesota, was one of the best. Admirably trained and handsomely uniformed, they were the pride of the community and of all the surrounding country. Reproduced in the half tone is a picture of this band taken in 1888 in the Barnesville Fire Hall and we give below the names of those in the picture, together with their present occupations—most of them still being in the railroad game, many of them with the Great Northern:

John Wagner, drum major, wearing the high silk hat with the white band, who now lives at Spokane and has a son who is an engineer out of Barnesville. Others standing from left to right are: Charles Mackenroth, round-house foreman at Minot; O. J. Aamodt, who was at the time the picture was taken and still is a clothing merchant at Barnesville; Frank Bauer, master mechanic at Spokane; Mr. Harton, present location unknown; Sliver Davis, present location unknown. Sitting from left to right, Adolph Bauer, boilermaker foreman for the Northern Pacific at Butte; Herman Bauer, boil-

ermaker for the Northern Pacific at Livingston; Anton Bauer, now operating a furniture store in St. Paul; Val Maiers, machinist, M. & St. L., Minneapolis; Charles Bauer, band leader, tin shop foreman, Great Northern, Great Falls; and on each side of the leader, left to right, are: Bolivar Watkins, whose present location is unknown and James Breslain, boilermaker with A. Guthrie & Company. So far as is known all are still living.

An interesting feature of the band was the fact that six members are brothers named Bauer, five of whom are shown in the picture, and one of them, Frank Bauer, master mechanic at Spokane, was shown with his daughter in a picture which appeared in a recent SEMAPHORE. The Bauer family consisted of thirteen boys and four girls, all of whom were musical. Mr. Charles Mackenroth, who was bass drummer in this band is now a member of the well known Great Northern Band at Minot. We were able to secure this picture through the courtesy of Mr. Wm. H. Mackenroth, district boiler inspector, Eastern District of the Great Northern.

COLUMBIA FALLS "ON THE JOB"

Fine Work on "Round Trip" Tickets Being Done By Agent H. J. Mustell

JUST A FEW suggestions along the lines of salesmanship in the railroad game. When a passenger approaches the ticket window and asks for a ticket to some point on our line, how many of us ask if the purchaser would like a round trip ticket? A good many of our passengers buy tickets to junction or competitive points where other railroads service, for instance, a man asks for a ticket to St. Paul, Spokane or Seattle. How many of us think to ask the patron if that is his ultimate destination? I have known of cases where passengers bought tickets to junction points and then rebought over some other line to a point that our line reaches direct. I advocate suggesting the round trip ticket and to those buying to junction or competitive points, that they be asked if that is the ultimate destination.

I had a party in our town call up to reserve a berth to Spokane on train No. 1. I gladly made the reservation but asked him if I could not sell him round trip tickets to Spokane. The result was I sold two round trip tickets and made delivery of them to his home with his reservation. I knew of two other of our men going to Spokane and I made the same inquiry with the result that two more round trip tickets were sold. I could cite numerous cases.

Below I list what this office has done in the matter of round trip tickets: February, to Kalispell, 92; Whitefish, 23; March, Kalispell, 48; Whitefish, 12; April, Kalispell, 27; Spokane, 5.

This performance can be duplicated at most of our stations. It takes a little suggesting and boosting, but don't be afraid to boost for your railroad; you are working for the best line in the country with good wages and the best of working conditions.

I consider Kalispell, Whitefish and Columbia Falls just as much competitive as if we had two roads in these towns. Why? The fact is another line makes the same rate as we make from Kalispell or Columbia Falls in connection with boat and rail via Polson to Helena and Butte. Let's boost our transportation end of the game and all the time be up and coming. When we have any new rates let us keep up with them and get this information on our bulletin boards and give information to the hotels, barber shops, newspapers and all others interested and you will notice the results.

H. J. MUSTELL,
Agent, Columbia Falls.

REMINISCENCES

Pioneers In Transportation

PRIOR TO THE advent of the "iron horse," transportation was carried on by half-breeds, coming through St. Cloud with ox carts. The route was called "The Red River Trail," and in the early days it was one of the main arteries of travel. These Red River half-breeds carried furs, pelts, and hides from the Pembina country to St. Paul and Mendota, and returned with their carts loaded with provisions and merchandise.

St. Cloud was on this trail, and I recall seeing a caravan composed of ox-carts on one of the last trips. A train of these carts presented a most unique spectacle; one that probably will never be seen again. The Red River cart was made entirely of wood, not a nail or bolt being used. The different parts were fastened together by strips of rawhide. The wheels were very wide and some had tires of rawhide.

As the axle and hub were of wood and no lubricant was used, they made a loud, screeching, ear-splitting noise—so loud that we could hear them coming as far down as Sherburne County. Each cart was drawn by a single ox, harnessed all in rawhide. The drivers were called "Red River half-breeds." The appearance of these slow moving wooden vehicles was always a source of great interest to us.

The consignments of valuable furs were often sent from St. Paul through in bond to Europe.

The food these half-breed drivers used mostly on their long trips was pemmican, which is still said to be used by Arctic explorers.

Our early St. Cloud merchants were the outfitters for the north and west, also for points extending into the territories and Canadian provinces. Merchandise coming by the first railroad as far as St. Cloud was carried forward by teams.

Among those principally engaged in this mode of early transportation were the Burbank Brothers of St. Cloud. Later the Red River Transportation Company was formed and the policy of this company was in Mr. J. J. Hill's hands.

Thus learning to know the great resources of the territory, Mr. Hill conceived the idea of opening up the Great Northwest.

—JACOB HOHMAN, *St. Cloud Shops.*

Justice

Justice is itself the great standing policy of civil society; and any departure from it, under any circumstances, lies under the suspicion of being no policy at all. —BURKE.



BRIDES ARE BASHFUL

THE BRIDES of Great Northerners evidently don't care about being "snapped" in their festive garments, for none of their pictures came in to the sanctum in the conventional veil and orange blossoms. Several appeared in the company of the happy groom, taken probably on the honeymoon or when they returned. Space limits made it necessary to return them.

Associate Editor Carl Carlson of Minot, however, was able to get one picture (shown above) although not in "at the altar" attire. It is the new Mrs. S. F. Oliver, wife of our agent at Cando, N. D. She was formerly Olga E. Ringoen of Blaisdell in the same state. And she evidently likes the Great Northern and the brand of men we boast to take on one of them for life. Best of wishes to both!

ST. PAUL TRADE TOUR.

ALL OF THOSE who went along on the recent annual trade tour of St. Paul business men, reported that it was thoroughly enjoyable as well as profitable. One of those who participated told a representative of the SEMAPHORE that not even a cup rattled while on the Great Northern.



Those who accompanied the train for the railway were: St. Paul to Wayzata, J. McNaught, trainmaster; on

"OREGON TRUNK" EXTENSION'S APPLICATION FILED TO BUILD 250 MILES OF LINE

APPPLICATION WAS filed with the Interstate Commerce Commission May 5 by the Oregon Trunk Railway for authorization to construct approximately 250 miles of railroad extensions in central Oregon.

The cost of the new lines will be shared equally by the Great Northern and Northern Pacific railroads, joint owners of the Spokane, Portland & Seattle Railway, which in turn owns the Oregon Trunk Railway.

A single line is to be constructed from the present terminus of the Oregon Trunk at Bend, Ore., to Skookum, formerly known as Odell, on the Southern Pacific Railway's Natron cutoff. At Skookum, two lines will branch diversely to Klamath Falls. One line will cross the Southern Pacific at Skookum and run parallel to the latter line to a point north of Upper Klamath Lake. Instead of taking the course of the Southern Pacific to the east of Upper Klamath Lake, the new line will run along the west bank of the lake entering Klamath Falls from a slightly northwestern direction.

The other branch from Skookum will take a southeasterly direction to the Sycan River and cross the Sprague River at a point several miles east of the town of that name, continuing south to Bonanza and thence due west to Klamath Falls, touching the town of Olene.

The line from Bend to Skookum will be 65 miles long. The length of the western branch from Skookum to Klamath Falls will be 82 miles, and the eastern line slightly more than 100 miles. When completed the distance over the Oregon Trunk Railway from Fall Bridge, Wash., where it leaves the parent road, the Spokane, Portland & Seattle, to Klamath Falls over the route to the west of Upper Klamath Lake will be approximately 295 miles.

Willmar Division, J. A. Frogner, superintendent; St. Paul to Breckenridge, M. L. Gaetz, trainmaster; E. M. McKusick, traveling engineer; Breckenridge to Casselton, E. R. Joyce, trainmaster; J. Muldowney, traveling engineer.

Train crews included: St. Paul to Breckenridge, A. E. Smith, conductor; N. Donahue and A. W. Woods, brakemen; H. Sampson, engineer, and Geo. Ballin, fireman. Breckenridge to Casselton: C. H. Holmes, conductor; F. M. Matthews and A. J. Maher, brakemen; A. Adams, engineer, and Chas. Forsling, fireman.



Puzzle Page



BRIGHT BOYS and girls are no novelty in Great Northern families, but we feel that we have the honor and pleasure of mentioning one who is extremely clever when we announce that the crossword puzzle this month was devised by Elwood Begley, son of L. L. Begley, our agent at Tea, S. D. He is just eleven years old and composed this puzzle without any assistance from his elders.

KEY

Horizontal

- 1—A base mixture.
- 6—A passing fancy.
- 8—A period of time.
- 12—Freedom from pain.
- 13—Surety for another.
- 14—To move rapidly.
- 15—A side glance.
- 16—A neuter pronoun, third person.
- 17—To endeavor.
- 18—A machine for raising materials.

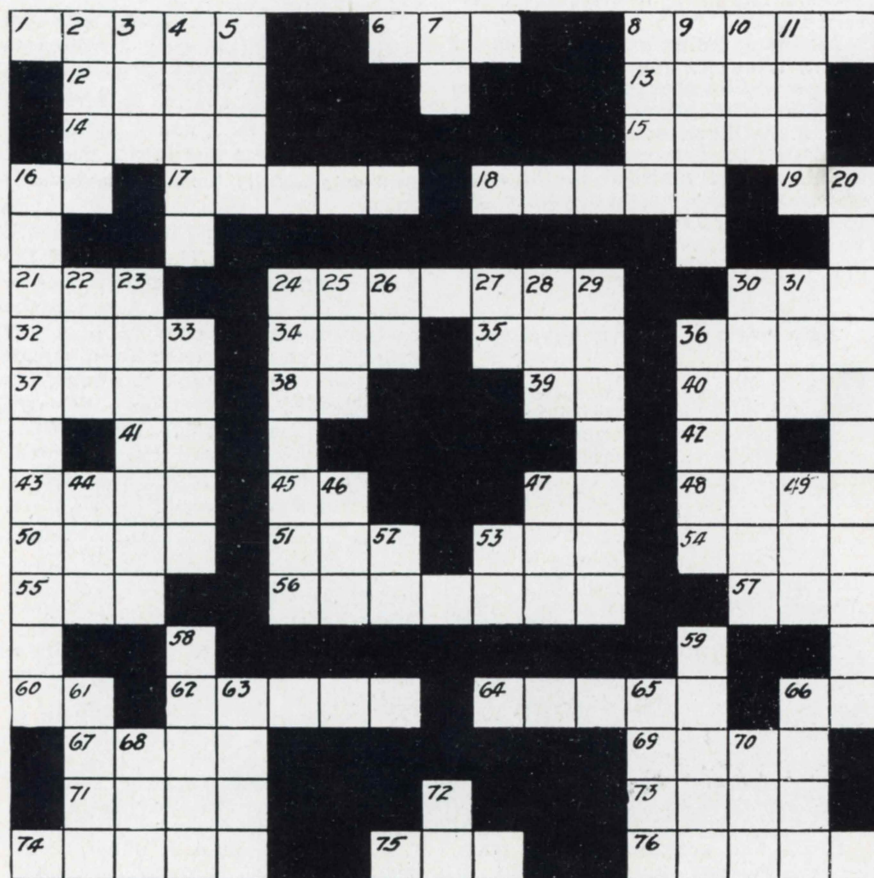
- 19—The personal pronoun, first person plural, nominative case.
- 21—Female lodge pertaining to war (initials).
- 24—A hard nickel-white metal.
- 30—Less than an ocean.
- 32—The 15th of March in Rome.
- 34—God of flocks and pastures.
- 35—To strain.
- 36—A mop for cleaning floors.
- 37—A city in Italy.
- 38—In presence.
- 39—A Canadian Province (initials).
- 40—One who is valiant.
- 41—Variant form of toward.
- 42—An Egyptian deity.
- 43—The center section.
- 45—For example.
- 47—Prefix meaning to cast again.
- 48—A northern constellation.
- 50—To become possessed of.
- 51—Suffix for many metallic elements.
- 53—To utter a low sound.
- 54—A vegetable.
- 55—Third person neuter pronoun, possessive.
- 56—Fate.
- 57—Name of an automobile.
- 60—Not any.
- 62—Made of oak.
- 64—Cruel.
- 66—Referring to several people.
- 67—Essential for constructing.

- 69—A war god of the Teutons.
- 71—Naturalness.
- 73—A well known college.
- 74—Dolts.
- 75—Turn to the right.
- 76—Recompense.

Vertical

- 2—For fear that.
- 3—To wrap.
- 4—A willow.
- 5—A foreign coin worth about 49.8 cents (plural).
- 7—First person present of the verb to be.
- 8—Dark.
- 9—A boy servant (plural).
- 10—An unctuous substance.
- 11—Anything that guides or directs.
- 16—Dishonest practice.
- 20—Those who combine to improve.
- 22—Agitation.
- 23—Comments.
- 24—To reproach.
- 25—A shaft of light.
- 26—Any.
- 27—Same as 16 horizontal.
- 28—A vessel.
- 29—A secret.
- 30—An oath taken.
- 31—A spike of grain.
- 33—A bench.
- 36—A type of plant.
- 44—A plant and its seed.
- 46—To begin an action at law.
- 47—A range of ground for feeding stock, etc.
- 49—To have vision.
- 52—The draft of a story (abb.).
- 53—The 16th letter of the Greek alphabet.
- 58—To spread by rumor or report.
- 59—To correspond in sounds.
- 61—Once.
- 63—A fermented malt liquor (plural).
- 65—A principal member of a company.
- 66—Same as 48 horizontal.
- 68—Lavas whose surfaces are rough.
- 70—A fabric having a ribbed appearance.
- 72—Same as 47 horizontal.

CROSSWORD PUZZLE



ENIGMA

Though my first you seldom see,
Such is Fashion's vain decree.

In my second newly made
Thousands every year are laid.

In my whole you never jest,
Prayers are said and sins confessed.
*Sent in by A. B. Moran, Chief Clerk,
Comptroller's Office, St. Paul.*

PUNCTUATE IT!

A funny little man told this to me
I fell in a snowdrift in June said he
I went to a ball game out in the sea
I saw a jellyfish float up in a tree
I found some gum in a cup of tea
I stirred my milk with a big brass key
I opened my door on my bended knee
I beg your pardon for this said he
"Tis true when told as it ought to be
to be
"Tis a puzzle in punctuation you see



Conundrums

(Try to answer these.)

Dead men eat it, but if living men eat it they die.

What we see every day, kings and queens seldom see, and God never sees.

(Would like to give credit but no name sent in.)

SOLUTIONS OF MAY

The Crossword

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

The Hidden Train

Oriental Limited

Winnowing Grain

Wheat—heat—eat
Flax—lax—ax
Rice—ice—c. e.
Rye—ye—Ry.

ANSWERS

Those correctly solving May puzzles:

Crossword

B. & B. Crew No. 1, Whitefish.
Casey, D. W., Western Fruit Express Company, New Rockford, N. D.
Dahlstrom, Wm., operator, Aberdeen, S. D.
Dreiss, Mary E., New York Office.
Dunwiddie, E. N., clerk, Great Falls.
Gable, L. F., car inspector, Q. Yard, Minneapolis.
Heberle, Grace, auditor disbursements' office, St. Paul.
"King Street Station," Seattle.
Lessard, F. H., Am. Ry. Ex. messenger, Berthold-Crosby Line.
Reiquem, D. A., agent, Collins, Mont.
Roth, Henry, B. & B. Dept., Butte Division.
Scanlon, G. A., car distributor, Whitefish.
Zimkoski, Mrs. Chas. L., wife of agent, Bremen, N. D.

Correct on May Crossword Puzzle except for a few letters:

Affleck, Chas. A., veteran, St. Paul.
Biles, Mrs. Chas., wife of section worker, Colbert, Wash.
Clay, Elma, and Ann Strom, clerks, Troy, Mont.
Clerks, master mechanic's office, Whitefish.
Hoelzel, Carl, assistant baggage agent, Great Falls.

Holmgren, Wm. E., brakeman, Wiliston, N. D.

Lenhart, Phil., yard clerk, N. P. Terminal Co., Portland, Ore.

McCartney, Mrs. J. A., wife of district lineman, Larimore, N. D.

McGrath, Jim, B. & B. foreman, Verendrye, N. D.

Nelson, Mrs. E. T., wife of watchman, Wenatchee.

O'Connell, L. L., agent, Eureka, Mont.

Stebbins, L. H., Santa Fe traveling freight agent, and F. R. Ash, Great Northern agent, Rockville, Minn.

Thompson, R. I., telegrapher and agent, S. P. & S., East St. Johns, Ore.

Thurston, F. L., agent, Simcoe, N. D.

Vilendrer, Marguerite, telegraph department, St. Paul.

The Hidden Train

B. & B. Crew, Whitefish, Mont.

Dreiss, Mary E., New York Office.

Heberle, Grace, Auditor disbursements' office, St. Paul.

Hoelzel, Carl, assistant baggage agent, Great Falls.

"King Street Station," Seattle.

Lenhart, Phil., yard clerk, N. P. Terminal Co., Portland, Ore.

McCartney, Mrs. J. A., wife of district lineman, Larimore, N. D.

Winnowing Grain

Dreiss, Mary E., New York Office.

Hoelzel, Carl, assistant baggage agent, Great Falls.

"King Street Station," Seattle.

Lenhart, Phil., yard clerk, N. P. Terminal Co., Portland, Ore.

McCartney, Mrs. J. A., wife of district lineman, Larimore, N. D.

Nelson, Mrs. E. T., wife of watchman, Wenatchee.

Oslund, Felix, auditor disbursements' office, St. Paul.

Zimkoski, Mrs. Chas. L., wife of agent, Bremen, N. D.

TAMPICO'S SPIRIT

The spirit of welcome to strangers in our midst that permeates the West hardly could be better exemplified than in the reception and surprise party given Mr. A. Johnson and family who recently settled in the vicinity of Tampico. If news of the affair should reach the East, it is very likely to cause an over population of this Montana community.

Mr. A. V. Schanke, Great Northern agent at Tampico, was the instigator of the party and his efforts met with a whole hearted response that makes us proud of the residents, eighty of whom gathered at the Johnson farm to bid the new neighbors welcome.

Receptions of the kind are not unusual in the western rural districts; but this one was unique. The newcomer was presented with a cow, several chickens, seed grain, potatoes, and other substantial gifts calculated to

(Continued on page 13.)



LIKES AMERICAN RAILWAY COMFORT

A Pullman official recently had a letter from a Briton praising American railways, saying:

"After a holiday of about six weeks during which I covered about 9,000 miles in Canada and the United States (more in the latter), I have nothing but praise for your railway administration. In all my life (and I have traveled a good deal in Europe) I have never experienced such comfort in railway traveling as in America."

NOVEL BABY STORAGE

A Chicago Western District conductor on the "Oriental Limited" recently missed collecting for one bed. It was occupied by a lively youngster of six months who enjoyed his extra accommodations immensely; in fact, did so all the way from New York to Seattle. His parents occupied a drawing-room, and for him there was a small hammock of the regulation porch variety under the long shelf over the sofa. Here he swung easily but without damage and enjoyed his naps. The proud father said this was the fifth transcontinental trip made by the hammock, but not by the same family.

PULLMAN HEAD ON!

We know now officially why one sleeps with one's head toward the engine when he occupies a berth in a Pullman car. Dr. Thomas R. Crowder, of the Department of Sanitation and Surgery of the Pullman company, makes the explanation. It is simply that the sleeping passenger can obtain air for ventilation from a slightly open window more satisfactorily if he lies with his head forward, for the reason that the air currents from the window go toward the rear end of the berth, where they deposit cinders and dust by gravitation. "One would not ordinarily select this dustiest and draughtiest place for the head," says the Pullman official. "The forward end of the berth is quite protected from direct drafts and is relatively free from dust." The old idea that sleeping on a Pullman car with one's head forward has to do with circulation of the blood and with maintaining a static pressure in the brain seems to be a myth.

—Red River Valley News.
Glyndon, Minn.



BASEBALL

EVERETT-VANCOUVER

THE EVERETT ball team, known as the Great Northern Goats, journeyed to Vancouver, B. C., May 30, and returned with the scalp of the Vancouver Great Northern Club. The Vancouver tossers used three pitchers in an attempt to stop the hard-hitting Goats, but they were all treated to a hail of base hits. A large number of fans accompanied the Goats and all had an enjoyable time, not only at the game, but also at the Vancouver Club dance in the evening. The score was Everett Great Northern Goats, 17; Vancouver Great Northern Club, 6. Batteries: Vancouver—Mitchell, Finlayson, Grant and Finlayson, Mitchell. Everett—Stewart, Cole and Jacobson.

SEATTLE

OUR GREAT NORTHERN team is still right up with the leaders in the Commercial League, having turned in two more wins since the last issue of the SEMAPHORE. Our pitchers completely baffled the clouters from the Willys-Overland Company early this month while the boys on our team were hammering the ball to all corners of the lot for thirteen runs. On June 9 the Great Northern Sluggers, as they are now known around the circuit, nosed out the team from the Northwestern Mutual Fire Association in one of the best games played here this year. It was really a mound duel between Gil Olson and Einar Lackstrom, the star hurler of the Fire Association team, and resulted in the close score of 4 to 3 with the Great Northern on the long end as usual. Gil won his own game in the eighth when his liner got through the outfield for a triple, scoring two runners. Our team was trailing up to that time, 3 to 2. The boys are putting up a great game of ball and it is reported that our Traffic Department now does its entertaining at their games instead of at the Coast League Park as was formerly the custom.

COTTRELL STILL AT IT

Our own Jimmy Cottrell, the Spokane welterweight, recently came out "on top" in a 10-round draw with Jimmy Sacco of Portland, Ore. The wise ones had Sacco figured as a sure winner, and Cottrell's showing in this battle is bringing him a flood of offers from top-notchers. Great work Jimmy!

SIOUX CITY

THE GREAT NORTHERN Baseball Club has been progressing very rapidly since the organization, the latter part of April. Although getting a very late start it has every indication of being one of the fastest ball teams in Sioux City and surrounding territories. Mr. Burt Grieme, manager of the team, advises that they have arranged a games schedule which will run until the cold weather sets in. This, in addition to the games that they have played with the Olson's Sporting Goods Company, The Hudson, South Dakota, team and several other semi-pro organizations, indicates that they have one of the fastest ball teams in this section of the country.

ST. CLOUD SHOPS

A picked nine from the car department went over to the St. Cloud Reformatory and crossed bats with the nine there, defeating the latter team by a score of 9-4. Math Laueremann, pitcher for the carmen pitched a very good game.

BARNESVILLE

The Barnesville indoor baseball season was opened June 18, when the club captained by Harry McComb set the yard office crowd back to the tune of 13 to 11.

The Barnesville "Railroaders" baseball team defeated the Northern Pacific shop team on Decoration Day after a close and exciting game. Score 3 to 2.

ST. PAUL

GLACIER PARKS 10—F. O. K. 5

The Glacier Parks defeated the F. O. K. Company Kittenball Team by a score of 10-5. Hoelscher pitching a steady game for the Glaciers allowed only five hits.

GLACIER PARKS 8—OXFORD SHOPPES 6

In a hard fought battle, the Glaciers defeated the Oxford Shoppes and revenged the defeat of two weeks before. In the seventh the Shoppes started a rally but it was checked before any damage had been done. The battery for the Glaciers were Hoelscher and Schultz.

(Continued on page 15.)

KITTENBALL

THE SINGLE MEN in auditor station accounts' office challenged the married men to a game of kittenball and the game was played Tuesday evening, May 26, on Dunning No. 14, the single men taking the name of A. S. A. Colts and the married men the name of A. S. A. Bucks.

After nine hectic innings the Colts emerged winners by a score of 14 to 7. Batteries: Lind and Cunningham for the Colts; Swanson and Mumm for the Bucks. The feature of the game was L. R. Smith's high dive at third when "Duke" Lind slid into him.



MAKING UP 10 MINUTES IN 40 MILES

The above photograph, taken by Conductor Charles Bernston, reveals train No. 27, The Fast Mail, making up time as it passed through Shelby, Montana. Being "on time" is a habit on the Great Northern.

STOREKEEPERS MEET

Interesting Time at Superior

THE ANNUAL MEETING of the Great Northern Stores' Association, comprising the storekeepers of the entire system, was held at the Hotel Androy, Superior, June 19 and 20.

Local arrangements were in the hands of A. J. Munn, district storekeeper at Superior, and the convenience and entertainment of the guests was splendidly provided for. Many of the members were accompanied by their wives who were driven to the parks and other places of interest in autos provided by employees at Superior.



GROUP OF STOREKEEPERS AND LADIES

Friday evening was given up to a banquet and social session attended by fifty-five guests, which was a most enjoyable occasion. Mr. Munn acted as toastmaster, the speaker of the evening being J. A. Murphy, Great Northern attorney, for the State of Wisconsin. Mr. Murphy's address was both entertaining and interesting, dealing with the growth of the Great Northern Railway, particularly at the head of the Lakes, and interspersed with many of his seemingly inexhaustible store of Swedish and Scotch stories. Other speakers were: Fred Thompson, president of the Civic and Commerce Association, Messrs. H. Hayes, A. J. Munn and G. E. Tallmadge and David Steel of the staff of the *Railway Age*.

Through the courtesy of General Superintendent F. J. Gavin, the entire party was taken on Saturday afternoon for a tour of the Allouez Ore Docks, which was a novel and entertaining experience for all in the party.

The business meetings, occupying practically all of two days, were conducted by A. L. Nelson, district storekeeper, Hillyard, as chairman of the general committee, by whom the program had been arranged. Papers which had been previously prepared, covering many phases of store department work, were read and discussed. Following is a list of the subjects covered:

Scrap Handling and Reclamation
.....G. R. Watland

Handling of Bridge and Building MaterialW. O. Lechner
Report of Meeting of Div. VI, A.R.A. at St. Louis, May, 1925
.....E. E. Pike
Store Department Accounting.....
.....F. H. Lindenberg
Handling and Storage of Lumber
.....F. B. Weese
Fire Protection and Prevention...
.....R. Steel
Problems of a Local Storekeeper.V. C. Nordstrom, F. Rafson, A. F. Hollmichel.
Mechanical Appliances in Store DepartmentG. E. Tallmadge
Care and Beautification of Store..
.....T. J. Clancy

Department Premises....N. Buchanan
Store Stocks, Maximum and MinimumA. J. Munn.
Store Control of Working Stocks in Shops and Repair Tracks..E. Thraff
Report of Inspection of Stores on C. B. & Q. and C. R. I. & P.....
.....T. J. Clancy

A most interesting and valuable paper on "Inspection and Testing of Material" prepared by J. O. Meyer, chief chemist for the Great Northern, was also read.

H. F. Bayer, auditor capitol expenditures, J. H. Kaufman, auditor miscellaneous companies, and J. J. Murray, traveling auditor disbursements, were present and addressed the meetings in connection with the accounting handled by the store department. There was a very free discussion of the papers and many valuable suggestions were made.

One pleasing feature not on the program was the presentation of a chest of silver to Frank Rafson, storekeeper at Skykomish, who is about to become a benedict.

The meeting closed with the election of W. O. Lechner, Everett, as chairman of the general committee to arrange for the 1926 meeting.

Tell your friends about Great Northern SERVICE and use the Prospective Business Coupon on page 25.

WARREN S. STONE

President of B. of L. E. Dies Suddenly

THE BROTHERHOOD of Locomotive Engineers is mourning the loss of its president, Warren Stanford Stone, who died of Bright's disease at Cleveland, Ohio, June 12, at the age of 65.

Warren S. Stone was a native of Iowa. When he completed his academic education in May, 1879, his father advocated the law as a profession. Young Stone was inclined toward the study of medicine; had visions of being a surgeon. He followed neither calling, but in September of that year began firing on a locomotive on the Rock Island out of Eldon, Iowa. He worked nearly six years at the firing job before he was promoted to the right side of the cab. Then he rounded out a quarter of a century on the road by putting in 19 years at the throttle.

His innate executive ability was soon felt in the councils of his fellow workers, and while still an engineer on the Rock Island, was called upon to take up the duties of grand chief of the brotherhood, on the death of P. M. Arthur. Until that time Mr. Stone had never been east of Chicago.

The entry of the brotherhood into the domain of industry and finance by the acquisition of bank and coal mines brought Mr. Stone into a field of activity wherein he was as successful as in his administration of the affairs of the brotherhood.

He was a man of fine attainments—devoted to the interests of the brotherhood, whose members will hold him ever in endearing memory.

Salesmanship and a Suggestion

As suggesting an avenue to reach through ticket business, we recount here how our cashier and operator at Chewelah, Wash., turned the trick.

He had sold a lady a ticket to Spokane. In checking her baggage and making out the valuation slip she signed her name and address—Evansville, Ind. Mr. Rumsey asked her if she were on her way to Indiana, and receiving an affirmative, sold her a ticket through to Evansville.

She might have gone "shopping" on her arrival in Spokane, and we should have lost a passenger who rightfully belonged to us.

Tampico Spirit

(Continued from Page 11.)

lighten the difficulties of making a start in a new country.

After the short presentation speeches and Mr. Johnson's full hearted response, a most appetizing luncheon was served by the ladies of the party.



Our Honor Roll



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

341 Jeremiah Blasdel, yard engineer, Great Falls. Effective April 30, 1925.

DECEASED

108 Jeremiah Blasdel, retired April 30, 1925, died May 13, 1925.

109 A. H. Pike, retired April, 1921, died June 14, 1925.

110 Charles C. Miller, retired February, 1923, died June 20, 1925.

The Pension System of the Great Northern was established September 16, 1916. Since that date the number of pensions enrolled has been..... 341
Of whom there have died..... 110

Leaving enrolled on the Pension List at this time..... 231
The amount paid out in pensions to May 31, 1925 is.....\$442,212.69

In Memoriam

JEREMIAH BLASDEL

Born November 8, 1861, at Lawrenceburg, Ind. From December, 1889, to December, 1896, he was a fireman and engineer on the R. G. W. Railway at Salt Lake City. Then he was employed for about a year as butcher at Sandy, Utah. From November, 1897, to July, 1899, he worked in train service at Manning, Utah, for the Salt Lake & Mercer Railway. After leaving there he worked for a short time as a miner and engineer around Butte and Helena. In December, 1899, he came to the Great Northern Railway as a fireman on the Butte Division and was promoted to engineer February 27, 1900. For a great many years he worked as yard engineer at Great Falls, and was also employed in Havre and on the Montana Division.

He was retired as of April 30, 1925, with 25 years' service on account of permanent incapacity and died at Atchison, Kan., May 13, 1925.

ALLEN H. PIKE

Born April 7, 1851, in the State of Maine and came to the Great Northern

service in February, 1875, as relief agent for the St. Paul & Pacific Railway under E. Q. Sewall, superintendent, and worked at Smith Lake, Waverly, Anoka and Kandiyohi. The regular man returned and Mr. Pike was employed for a short time on the St. P. & P. Railway and he also engaged in farming. He came back to work for Superintendent J. B. Rice in October, 1875; also worked for about four years for A. Guthrie. He was retired on account of age limit with 47 years' service. After retiring from service he moved to Ontario, Calif., where he lived until his death.

CHARLES C. MILLER

Born on the Atlantic Ocean, February 2, 1853, of German parentage. From 1864 to 1871 he farmed for G. Troup at Sheboygan Falls, Wis. He next went to Ishpeming, Mich., where he worked for the N. Y. Iron Co. and the Bert Iron Co. In 1877 he went to Fargo, N. D., and worked in an elevator for G. S. Barns, then went farming again for about a year. In 1879 he was employed by the Northern Pacific Railway as fireman and engineer. In November, 1882, he went to Texas as a fireman on the Missouri Pacific

Railway, but came back to his farm in Barnes County, N. D., in July, 1883, and stayed till December, 1883.

On December 24, 1883, he started to work for the Great Northern Railway as fireman on the Fergus Falls Division and worked under Master Mechanics Middleton, Downing, Reed, J. O. Pattee and G. W. Buck. He was promoted to engineer April 7, 1886. Among the employees he was known as Dempsey Miller. From 1900 to 1906 he was on the Breckenridge Division. He transferred to the Willmar Division April, 1906, and remained there until February, 1923, when he was retired and was pensioned with 39 years of service. For some years before he retired, his health was not good and it was necessary to be away from work. He was on leave of absence on account of ill health at the time he reached retiring age.

PIONEER VETERAN PASSES

JOSEPH FEENEY, age 61, who came to Spokane with the Great Northern when it built in here thirty-five years ago, and who had been a foreman with the railroad ever since, died May 5 at his home, E. 3013 Broad Street.

He is survived by his widow, Rogenia; four sons, Frank, William, James and Walter, of Spokane, and four daughters, Mary of Seattle, Mrs. W. H. Stevens of Lewiston and Helen and Loretta at home. He was a member of the Elks' Lodge.

ORIENTAL REGULATES THE TIME

It was two miles west of Hillsboro, N. D. The farmer chap leaned lazily against the right of way fence and asked the transportation inspector to compare the time. The watches of the two differed slightly. Each contended his timepiece was right and the other's wrong.

"I know I'm right," insisted the farmer. "That there Limited goes by here every day at two minutes to seven by *my* watch."



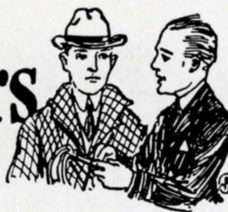
ANOTHER GROUP OF RECENT PENSIONERS

From left to right: 1—George E. Black, Grand Forks, N. D., boilermaker foreman; 2—Anton Kloski, St. Cloud, Minn., painter helper; 3—Herman Meyer, Denver, Colo., laborer; 4—Ed. Moylan, St. Paul, Minn., draftsman; 5—Andrew Wysocki, Everett, Wash., laborer.

Our Business Getters

USE THE COUPON

The increase in postal rates necessitates substitution of a coupon (see page 25) for the Prospective Business Card heretofore inserted in the magazine. Please use it as you have the card—enclosing it in an envelope if mailed direct.



Meritorious Mention

This column will carry the names of employes performing some special act of merit outside their regular duties.

Albert, Chas. S., attorney, Spokane, two passengers, Spokane to Chicago.

Aldrich, F. R., conductor, Spokane, two passengers, Minneapolis to Seattle.

Baker, R. P., warehouse foreman, Wenatchee, one passenger, Wenatchee to Chicago and return.

Barrett, Jeff., engineer, Tacoma, two and one-half fares, Tacoma to St. Paul and return.

Barrette, Lillian, law department, Spokane, three passengers, Chicago to Spokane; two passengers, Spokane to Seattle.

Brecke, B. H., checker, Grand Forks, N. D., two passengers, Fargo to Minneapolis, enroute Norway.

Brummer, E. H., agent, Huron, S. D., one passenger, Seattle to St. Paul.

Busfield, James, operator, Interbay, one passenger, Seattle to Denver and return.

Cook, Archie E., clerk, Alexandria, Minn., and G. C. McDaniel, clerk, Burlington, Wash., one passenger, Seattle to Alexandria, Minn.

Cookson, Alice, wife of Moses Cookson, watchman, Spokane, one passenger, Spokane to Bellingham.

Cox, C. C., train baggageman, Spokane, with assistance of Depot Ticket Agent Green, one passenger, Spokane to Toronto, Ontario, and return.

Crawford, E. H., conductor, Delta, two passengers, Everett to points east of Chicago.

Cregg, Nell B., stenographer, freight claim office, St. Paul, one passenger, St. Paul to Butte and return.

Cuddigan, P. F., switchman, Williston, N. D., two passengers, Williston to Massena, N. Y., and return.

Cumbey, J. F., conductor, Milaca, two passengers, Paynesville to Winnipeg.

Dawson, Royal M., legal department, Spokane, two passengers, Spokane to Olympia.

Dunn, D. W., assistant chief dispatcher, Spokane, one passenger, Spokane to Chicago and return.

Farquarhanson, Peter, carman, Spokane, two passengers, Spokane to New York City, enroute Scotland.

Fowler, Wm. H., Dale St. Shops, St. Paul, two passengers, St. Paul to Seattle.

Frazer, James, gateman, Spokane, one passenger, Spokane to St. Paul and return.

Fryburg, Walter, chief clerk, general manager's office, Seattle, two passengers, Seattle to Washington, D. C., and return.

Gannon, M. E., section foreman, Sedro Wooley, Wash., three passengers, Sedro Wooley, to Chicago and return.

Geise, Geo., agent, Souris, N. D., three passengers, Souris to Seattle and return.

Graham, F. W., assistant agricultural development agent, Seattle, one passenger, Eugene, Ore., to Columbus, Ohio.

Gresham, Cora, Stenographer, trainmaster's office, Spokane, two passengers, Spokane to Seattle.

James, Herbert, car department, Hillyard, one passenger, Minneapolis to Spokane.

Johnson, Sayle, brakeman, Spokane, one passenger, Spokane to Sioux City and return.

Kachel, Edwin R., dining car steward, Seattle, two passengers, Seattle to St. Paul and return.

Klick, S. T., agent, Waverly, Minn., one passenger, Waverly to Great Falls; two passengers, Waverly to Mansfield, Ohio.

Krengel, Alice L., clerk, auditor car records' office, St. Paul, two passengers, St. Paul to Winnipeg and return.

Krieg, J. A., stenographer, office of A. G. F. & P. A., Helena, one passenger, Helena to St. Paul; one passenger, Helena to Minot.

Lissaman, W. H., agent, Pleasant Lake, N. D., one passenger, Pleasant Lake to Lansing, Iowa.

Llewellyn, Miles E., car inspector, Hillyard, one passenger, Spokane to points in Minnesota.

Lorenz, John, A. F. E. clerk, superintendent's office, Minneapolis, two passengers, Minneapolis to Alaska.

McDaniel, C. E., yardmaster, Spokane, one passenger, Spokane to Chicago and return.

McGeever, Jas. J., contractor freight agent, St. Paul, Melcher, Mrs. Marie, comptroller's office, St. Paul, two and one-half fares, St. Paul to Seattle.

Meyers, Ernest S., boilermaker, Spokane, two passengers, Spokane to Seattle and return.

Moore, J. I., engineer, Minneapolis, one passenger, Minneapolis to Spokane.

Naser, Tony, engineer, Cascade Division, one and one-half fares, Anacortes, Wash., to Anderson, Ind., and return.

Needham, Mae, clerk, auditor passenger receipts' office, St. Paul, one passenger, St. Paul to Seattle and return.

Nelson, Miss E., purchasing department, St. Paul, one passenger, Minneapolis to Portland, Ore.

Olds, T., district roadmaster, Marcus, Wash., one passenger, Nelson, B. C., to Seattle and return.

Perusse, W. A., assistant superintendent dining cars, Spokane, one passenger, Spokane to Seattle and return.

Peterson, L. R., agent, Dresden, N. D., one passenger, Dresden to Spokane and return; one passenger, Spokane to Dresden.

Pfenning, Chas. E., agent, Buhl, Minn., two passengers, Buhl to Los Angeles, returning via G. N. from Portland.

Quandt, Walter H., checker, receiving freight office, Duluth, one passenger, Duluth to Seattle.

Radke, George, baggageman, Spokane, one passenger, Spokane to St. Paul and return.

Rayburn, F., brakeman, Spokane, two passengers, Knoxville, Tenn., to Colfax, Wash.

Reynolds, Paul, engineer, Minneapolis Junction, five passengers, Minneapolis to Portland, Ore.

Ronald, Ethel, general manager's office, Seattle, three passengers, Seattle to New York City and return.

Santarasci, Russell, advertising department, St. Paul, three passengers, St. Paul to Portland, Ore., and return.

Seibold, Geo. A., contracting freight agent, Seattle, two passengers, Seattle to Vancouver; two passengers, Seattle to Albany, N. Y.; four passengers, Seattle to New York City and return.

Smith, Jas. H., bill clerk, Wenatchee freight station, one-half fare, Seattle to St. Paul and return.

Staffa, Josephine, clerk, auditor passenger receipts' office, St. Paul, two passengers, St. Paul to Seattle.

Stewart, Kenneth, car repairer helper, Fridley Car Shops, shipment implements, Batavia, N. Y., to Virginia, Minn.

Strawn, Wm. K., conductor, and C. F. Freske, operator, Huron, S. D., forty passengers, Watertown to Huron and return.

Sturgeon, H., conductor, St. Cloud Division, one passenger, St. Paul to Portland, Ore., and return.

Tester C. A. agent Marble Minn. several carloads of freight to points east from other stations than Marble.

Tilton, Harry, local accountant, Cottonwood Coal Company, Stockett, Mont., and Jas Verdon, assistant to Mr. Tilton, two passengers, Great Falls to Chicago and return; two full and one-half fares, Great Falls to Buffalo, N. Y., and return.

Towle, Harriet, stenographer, passenger department, Seattle, two passengers, Seattle to New York City.

Toombes, A. P., news sales, Spokane, one passenger, Spokane to Springfield, Ill., and return; one passenger, Spokane to St. Louis and return.

Weisenflue, Edward, chief clerk, G. N. Docks, Seattle, two passengers, Seattle to New York City and return.

West, Geo. R., engineer, Minneapolis, two passengers, Minneapolis to Portland, Ore.

Wettstein, F. G., machinist, Interbay, one passenger, Seattle to Washington, D. C.

Whittaker, Geo. P., brakeman, Spokane, two passengers, Spokane to Seattle.

Williams, Ernest, lineman, Wenatchee, one passenger, Spokane to Wenatchee and return; also one passenger Wenatchee to Bellingham.

Zinke, C. R., retired locomotive engineer, Seattle, one passenger, Seattle to New York City and return.

Conductor J. D. Moore, on May 31 at Gold Bar, discovered a broken wheel on W. F. E. 54915, empty refrigerator that had been set out at that point by the local west. The leading wheel on the right hand side was broken clear through, a piece about twenty inches long and four to six inches thick was about ready to drop out.

Signal Maintainer O. C. Snyder found and reported two broken angle bars on north rail one mile west of Dryden, April 28, 1925.

Brakeman Bert Spaulding, while engaged in unloading stock at the Havre stock yards, Friday, June 12, saved a Japanese child from possible death. The string of stock cars was being shoved into the loading chute when a Ford car started toward the Japanese child which was standing close to the railroad track. The child becoming confused started toward some children on the other side of the track just as the cars were being moved. Brakeman Spaulding jumped across the track and grabbed the child and carried it out of the way.

GLACIER PARK JUNIORS

(Continued from page 12.)

GLACIER PARKS 4—NORTHERN PACIFIC 5

Playing the best ball of the season, the Glaciers went down to defeat at the hands of the N. P. It was a hard game to lose for the Glaciers because it was their first defeat in the League. Kustelski pitched good ball for the Glaciers allowing five hits and striking out six.

GLACIER PARKS 4—OMAHA 0

Playing the brand of ball that won the pennant last year, the Glaciers held the Omaha's scoreless. The Omaha's up to this time has been considered the heaviest hitting team in the League. This win puts the Omaha's out of the running and makes it possible for the Glaciers to win the pennant. Hoelscher pitched air-tight ball for the Glaciers, allowing 2 hits and fanning 10.

During the winter they gave two dances which were highly successful. They sent three delegates to a Railway Conference in Detroit, one of whom made a speech which was regarded as one of the high-lights of the Conference.



VETERANS' CORNER

MEMBERS ELECTED TO MEMBERSHIP, JUNE 17:

D. J. Allman, engineer, S. P. & S. Ry., Portland; Frank Carnathan, conductor, S. P. & S. Ry., Portland; H. C. Costigan, general agent, freight department, Seattle; Peter Desallier, conductor, Melrose; E. C. Fleming, freight agent, Spokane; Thos. C. Mullen, operator-signalman, Nyack, Montana; Frank T. Plantenberg, water supply foreman, St. Cloud; George D. Smith, conductor, Superior; Andrew J. Schneider, section foreman, Cold Springs, Minnesota; James H. Wells, boilermaker foreman, Sioux City, Iowa; Robert C. Wynn, conductor, Sherwood, N. D.

ON THE OPPOSITE page is a picture of the members of the Great Northern Veterans' Association, who attended the 1925 convention at Fargo, N. D., on June 5 and 6, 1925. This was taken early on the morning of the 5th, just before the parade. On the front cover this month, we show a group of the officers of the Veterans' Association in social conclave listening to Treasurer W. G. Smith discussing the meeting. The officers seated, from left to right, are: Frank Maher, director, St. Paul; F. A. Davis, historian, retired paymaster, St. Paul; Elias M. Mortimer, director, master mechanic, Minneapolis; R. L. Bonham, secretary, chief clerk to master car builder, St. Paul; W. J. McMillan, president and organizer of the Veterans' Association, retired conductor, St. Paul; A. J. Whitaker, vice president, agent, Litchfield, Minnesota; W. G. Smith, treasurer, paymaster, St. Paul. Standing, left to right: F. C. Lindt, director, superintendent of shops, St. Cloud, Minnesota; J. A. Sinks, financial secretary, custodian of records, accounting department, St. Paul.

The Thirteenth Annual Session Meeting opened, immediately, after the parade, in the auditorium of the Masonic Temple with Vice President A. J. Whitaker in the chair. Owing to ill health, President McMillan was unable to be at Fargo. Reports of officers were followed by the annual election, in which all officers and directors were given another term, with the exception of historian, to which position F. A. Davis was unanimously elected. A telegram of good fellowship was ordered sent to President McMillan, together with a floral gift, to cheer him in his convalescing hours.

The report showed a total membership of 1,115, of whom 918 are in active service, 165 on the pension roll and 32 honorary.

The morning session closed with short talks by the various officers-elect and officials of the road, including Vice President G. R. Martin, Vice President and General Counsel M. L. Countryman, and P. L. Clarity, superintendent, Minneapolis Passenger Station. P. R. Sloan of Fargo, president of the Northern Pacific Veterans' Association, also made a short talk, and a message of greeting was brought to the Veterans from the Great Northern SEMAPHORE by its assistant editor. On both Friday and Saturday afternoons theater parties were held, and an automobile tour of Fargo and Moorhead was enjoyed on Saturday morning.

The annual banquet of the association occurred in the dining room of the Masonic Temple on the evening of the 5th with the following speaking program: Toastmaster, G. R. Martin; Invocation, Dean Crowley Carroll, Gethsemane Cathedral; J. G. Halland, representing the mayor of Fargo, who was out of town; Ralph Budd, president of the Great Northern; Edward F. Flynn, director of the Bureau of Public Relations, St. Paul; Seth W. Richardson, United States District Attorney, Fargo; Vice President and General Counsel M. L. Countryman; John H. James, foreman painter, Hilliard, speaking on the subject, "Why I am a Veteran"; Dr. D. T. Robertson, pastor, Presbyterian Church, Fargo, and the Rev. Thos. Egan of St. Mary's Cathedral, who also delivered the benediction. Appreciation of the hospitality of Fargo, the work of the local committee, and the officers of the association, who made preparations for the meeting were unanimously voted.

In his talk, Mr. Budd said, among other things: "The Veterans' Association, because of its qualifications, is the most important of all the clubs on the line, of which fourteen have been established at various points between St. Paul and the Coast. I never think of your organization without thinking of the great founder of the road, James J. Hill. As I made the trip here from St. Paul, I thought of the one that Mr. Hill took into this territory when he visualized the possibilities of the Red River Valley, and afterward, with Donald Smith, the late Lord Strathcona, founded the Great Northern and Canadian Pacific Railways. Mr. Hill wanted to find a way to take people where they wanted to go and lived to see his vision realized. It was always his idea to find a better way to transport people and goods."

In speaking of the services of the Veterans, Mr. Budd said that one of the best qualities of worth-while men is to want to like the work they are doing, and it had been a great pleasure for him to feel in his association with the Great Northern that he had had the constant and loyal support of its veterans and the thousands of others on the road.

Music was furnished by Norman D. Black of Fargo, who sang *Annie Laurie*, and the *Bells of St. Mary's*, with the audience joining in the chorus, several vocal selections by Miss Lillian Cruikshank and the Great

Northern quartet from St. Paul. "America" was sung by all as the opening number and the entire assembly united in singing "God Be With You Till We Meet Again," Mr. McMillan's favorite hymn, just prior to the benediction. It was a great meeting—everybody said the best the association ever has had.

Convention Bits.

A. J. Whitaker, vice president of the association, who is agent at Litchfield, Minnesota, presided over the business session of the convention in first-class style. While he is probably too modest to admit it, he certainly knows how to handle a meeting and keep things going without any appearance of undue haste. "A. J." has seen forty-one years of continuous service with the Great Northern, but as a matter of fact, he hardly looks as if he had been on earth that long.

George R. Mortimer, 86 years of age, gave Minneapolis the credit for sending the oldest veteran present at the meeting. After the heavy windstorm, which occurred during the banquet, the assistant editor had the pleasure of conducting Mr. Mortimer and F. A. Davis by a side street route, back to the car they occupied, and found that these two veterans could easily outwalk him, even on slippery pavements.

P. L. Clarity had the interesting experience of having two items in the same paper about himself, but didn't like it very much when he found that, while one gave him credit for being superintendent of the Minneapolis Passenger Station, which he is, and the other declared he was in charge of the passenger station at St. Cloud.

By the way Mr. Clarity, Elias M. Mortimer, master mechanic at Minneapolis, and T. E. Cannon, general master mechanic, at Superior, constitute the "Big Three" in length of service, the two former having been with the railroad 52 years, and the latter 54 years, and they are all as young and active as ever.

Jos. P. Gallagher, brakeman, whose popularity on the Willmar-Milaca run has given him recently, lots of newspaper prestige, was among those present and was his usual genial self. He has been with the Great Northern for thirty-eight years.

Phil. Connolly of Sioux City, Iowa, with thirty-seven years of service, related anecdotes of the old Irish right of way gangs; John Barrett of the same place told about firing on the last two wood burners; M. L. Dunivon had stories to tell of his work on bridges back as far as 1878, particularly in the Red River section, as did T. Gleason, who was engaged on similar work in the same section, while Bob Kinnear of Huron, S. D., had stories galore to tell of his experiences as station agent, which began forty-four years ago.

On the train going up and before bed time, "What happened years ago" was passed to and fro with much head shaking and frequent merriment. Some of the best of these reminiscences emanated from Robert Dugan, who has a knack for telling stories and a wonderful memory. He is the father of Irvine T. Dugan, one of our associate editors.

Analysis of the General Balance Sheet of the Veterans' Association as of April 30, 1925.

Income from all sources from date of organization to date.....	\$40,651.76
Expenses from date of organization to date	29,364.03
Excess of Income over Expenses.....	\$11,287.73
DISPOSITION OF SURPLUS	
Cash on hand—	
In the Treasury.....	\$2,910.37
Less unexpended income from Mary T. Hill, Trust for relief of Widows	608.69
	\$2,301.68
Uninvested funds in hands of N. W. Trust Co.....	557.65
	2,859.33
Surplus funds turned over to the N. W. Trust Co. for investment in securities.....	\$ 8,428.40
Amounts received as "Donations".....	18,105.00
Total amount turned over to the Northwestern Trust Co. and invested by them in securities, Par Value of same \$27,200.00 at a cost of.....	\$26,533.40

GREAT NORTHERN VETERANS CONVENTION AT FARGO, N.D. JUNE 5, 6, 1925



LEFT SECTION



RIGHT SECTION

PHOTO BY
O. J. QUAY
FARGO, N. D.



Women's Department

Conducted by
Faye Babette Root

WISE CONCEIT.

THE GENERAL IDEA that the care of the hands is just for the idle rich has long ago been discarded with hoop skirts and long tresses. Today, to see a woman or girl with her hands untidy is looked upon as negligence—and this means the working man's wife as well, has no excuse for unsightly hands. Perhaps, it is a bit awkward at first to "think" and to "wear" rubber gloves—(heavy ones, not cheap ones because they tear too easily—one dollar will buy a good pair)—while washing the floor, the dishes, the separator, and the clothes, but they will do wonders towards keeping the hands and finger nails in condition. Cheap cotton gloves at ten or fifteen cents a pair should be kept at every place where work is done with the hands, such as hoeing in the garden, sweeping the rugs, house cleaning in general. Yes, I know you will say, "Oh, it's too much bother." If you think so, then there is no need reading this article; if not, try it. Keep a bottle of glycerine and rose water on the sink shelf and every time you dry your hands, dash a bit on your palms and see what happens.

A manicure set of a good flexible file, a little olive oil, curved scissors, orange stick, emery board, bleach (comes prepared) and buffer and polish (rubbing the nails on the back part of the palm will do) should be yours by feminine rights. While you are waiting for the folks to come home for dinner, a few moments may be stolen for a few brisk rubs of your finger nails across your palm and the finger tips will feel "so good" for this wee attention. Do not cut the cuticle—if you do, it will come back harder and more unsightly; instead push back the skin gently with the orange stick and do not tear it; trim ever so sparingly the first time to remove the original rough edges, after that push back the loosened cuticle at the time of wiping your hands. Keep the nails filed round and short. I suggest this to the woman who does much house work. If your hands are inclined to be red, rub a good skin cream on them before retiring and wear loose gloves during the night. Wash in cold water in the morning.

Above all, if you must have your hands in water "all the time"—use good laundry soap (Ivory is fine) and do not use too hot water. Avoid greases; a few drops of ammonia in your dish water will not only break grease, but bleaches the skin and is harmless. If I can get any of the manicure articles or creams for you, write me and I will mail C. O. D.

"TRIED AND TRUE."

\$1.00 Cash Prize

For the simplest "Tried and True" picnic luncheon menu for 4 people.

Winners' names will be announced the second month after a prize is offered, as we go to press too soon to have all replies in the following issue.

Toast thin slices of bread, crispy. While warm, butter and sprinkle with cinnamon and sugar. Let soak in. Children love it.

Corn starch added to flour will make the cake whiter if flour has a tendency to be yellow. It also takes the place of eggs, but does not have as good a flavor.

Wash silk stockings in cold water and mild soap before wearing them to make them last longer.

FOR THE NURSERY

TO KEEP BED CLOTHES OVER CHILDREN

PEOPLE WHO HAVE children know how difficult it is to keep them covered during the cold season. Take common elastic such as used for hose supporters, sew a hook on each end, similar to those used on dress belts, then attach at each side of the foot of mattress one inch of tape to form an eyelet. After bed is made draw the elastic to eyelets. This holds the bedding in place. All defects can be covered by placing the spread over all. This can be applied to any bed.

—Katherine E. Manton.

DRAWER UNDER HIGH CHAIR

Have a neat drawer about three inches deep put under the seat of the high chair to keep clean bibs in. It will save steps when a clean one is needed at meal time.

—Mrs. Boone.

MAKE BABY'S HAIR CURL

Always keep a brush or comb handy, and whenever you sit down with baby brush its hair straight up, and it will soon learn to curl beautifully. This will make the straightest hair curly.

—Stella Moore.

SHELF PAPER FOR BABY

Where the laundry bill must be kept down and there is a young child who comes to the table, put a sheet of white shelf paper under baby's plate instead of a napkin or tray cloth or the unsightly tray, and for bibs use the white oilcloth, which can be washed off after every meal.

—Jeanette R. Stevenson.

HOOK NETTING ON BUGGY

The best way to keep a mosquito netting in a baby buggy is to buy two yards of elastic and sew a hook on one end and an eye on the other. It can be hooked around in a second, and no amount of wind can blow it off, and only the most enterprising bug can crawl up under it.

—M. P. C.

PERPETUAL MOTION

What is perpetual motion?
Think ye—there is none?
It is a woman's work
Which is never, never done!

WHAT IT AIN'T

Little grains of powder
Little dabs of paint
Make a girl's complexion
Look like what it ain't!

TEA LEAVES FORTUNE TELLING!

One leaf alone, alone you'll be
Two together, the clergyman you'll see.
Three in a group, your wish you'll gain;

Four, a letter from a living swain;
Five, good news the letter will bring;
Six in a row, a song you'll sing;
Seven together, great fortune await
For you, so say the teacup fate;
Tea leaves short and tea leaves tall
Bring you company great and small.
Tea leaves many and dotted fine
Are of bad luck the surest sign.
Tea leaves few about the rim
Your cup with joy overflows the brim.

Faye Babette Root

Summer Things That are Smart and Cool

Seasonable apparel and accessories from Mannheimer Bros., Inc., St. Paul.



She has learned the secret of "how to be fashionably cool" who slips into an airy chiffon with fluttery jabot and panels and printed all over with delightful big roses. This frock was chosen from the new ones in the Gown Shop by Miss Ellen Donahue, of the Mail Traffic Department.



When Miss Grace Flanagan of the Telegraph Department "goes out to swim" she does it in a Mannheimer shaped-to-fit swimming suit. She takes for beach wear a "slicker" of oiled silk that matches one of the bright stripes of her suit.



Miss Glenellyn Gordon, from the office of the Auditor of Disbursements, wears a stunning sports outfit of a new shade. Her coat is of flesh-color flannel bordered with white fur.

Beneath it she wears, according to the newest mode, a two-piece frock of flesh-color crepe Romance. Her hat is a "debutante felt" of the same delicate tone.



For the Health of Your Children

Acute Affections of the Digestive Tract— Summer Diarrhea

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

MORE NORMAL CHILDREN die during the first year from acute affections of the digestive tract than from all other causes put together. The greatest mortality occurs during and immediately following the hot summer months. The tragic thing is that almost all of these deaths are readily preventable.

What then are the causes of these deplorable conditions which each year take such an enormous toll in the lives of our children? And what can be done to relieve them? In order to better understand the factors which are responsible for the digestive disturbances, it will be profitable to discuss briefly the functions of the gastro-intestinal tract of infants.

All the food which is necessary to the growth of the body and all the fuel which is necessary in supplying the heat and energy of the body, with the exception of the oxygen, must be taken in and absorbed through the digestive tract. Although some digestion takes place in the stomach, it acts mostly as a reservoir for the food and, after a meal, feeds it out, a little at a time over a period of several hours, to the digestive apparatus of the small intestine, where it undergoes the necessary changes for absorption.

This long tube, varying from twelve to eighteen feet in length, is lined with very delicate cells which have the marvelous power of picking out of the mass of food taken in, just the elements needed for heat, energy and growth, and rejecting the remainder which passes out in the stools. If the intestine did not possess this wonderful power, it would be no better than so much garden hose in which the water goes in at one end and out at the other unchanged.

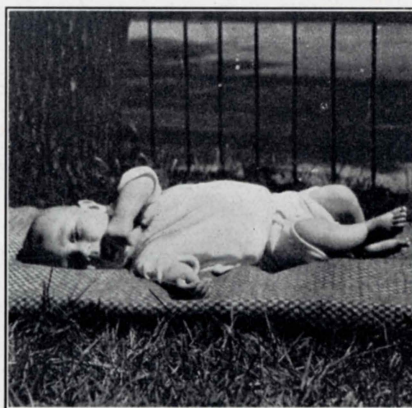
In order that the delicate digestive tract may do its work normally, it is necessary first of all to furnish it with the proper materials in the way of food. For this, Nature in her wisdom has provided the ideal food, that is the mother's milk. It contains in the proper proportions all the elements for all the needs of the infant during the first months. Many children will digest other foods, such as cow's milk, if they are properly modified and given in the right amounts.

It must be apparent to every intelligent mother, that even if the food is ideal, it is possible under certain conditions to give "too much of a good thing." The body of a child may be compared to a house and the gastro-intestinal tract to the furnace. In cold weather in northern states, in order to keep the house warm and comfortable,

it is necessary first of all to have it well built, and in addition to the ordinary windows, to have storm sash as well. It will be necessary during the coldest days to feed the furnace coal several times during the day. When a warm day comes, in order to be comfortable and not too warm in the house, we only need to put coal on once daily, check the furnace all we can and besides, open the windows and storm sash. This same idea applies to the baby. During the cold weather it needs its food in proper amounts, and in proper concentration, and the storm windows (the clothing) must be kept fairly well closed.

Over Feeding and Over Clothing in Hot Weather

What happens in hot weather when a baby is given the same amount of food and wears the same amount of heavy clothing as in cold weather? It cannot use up the fuel. It is uncomfortable, cries much, the temperature rises above normal—sometimes very high, it begins to vomit and have diarrhea, because Nature is making an effort to help out, by getting rid of what she does not need and cannot use. If this excessive food and clothing is persisted in for any length of time, the baby will die of exhaustion.



The baby's costume on a hot day at the Children's Hospital

As I said in the beginning, more normal children die of digestive disorders during the first year, than from all other causes put together. The reason for this is simply that the majority of infants are over-fed and over-clothed during the summer months.

Most normal infants have an enormous tolerance for food and, for a considerable time, can endure over-feed-

ing without seeming to suffer as a result. Almost every baby, who, as soon as the warm weather begins, suffers from fever, vomiting and diarrhea, has been over-fed for a period before this upset occurs. It has been using up its reserve and the crash comes with the hot days. The logical thing then is not to feed any baby all it will take, but the smallest amount, at regular, long intervals, upon which it will gain and be properly nourished.

A factor, during the hot weather, almost as serious as too much food, is too much clothing. Just because a baby has not yet learned to swear and tell us what he thinks of us for piling on the clothes, when we ourselves are suffering with the least amount the law allows, is no reason why we should treat him that way. Nature assumes, in putting these helpless children under our care, that we are going to use at least as much judgment as the average animal, which I am sorry to say we often do not do.

In the warm summer months the following rules should be carefully observed:

Keep your baby COMFORTABLE. During the hot days it needs no other clothing than a thin cotton shirt and a diaper. Put it out on a mattress under the trees protected from the flies and mosquitoes by a screen. If the weather suddenly turns cooler, put on some extra clothing.

Give the baby (with a spoon not with a bottle) a few teaspoonfuls of cooled boiled water frequently between feedings. Do not give the baby a "pacifier." "Pacifiers" are dirty and make it's mouth sore.

Reduce the strength of the food during the hot days by removing the cream and diluting the milk with boiled water or gruel. Feed at long intervals, not to exceed once in four hours.

Boil all milk for two minutes at least during the hot weather, and give a few teaspoonfuls of orange or tomato juice, five or six times diluted with water, at least once daily.

If vomiting or diarrhea begins and especially if there is fever, stop all milk for twelve hours and give only boiled water, barley water or toast water, and return to the milk again by adding a little to the water or barley water, increasing very gradually.

When the stools burn the skin, especially if the food has contained much sugar, leave out all sugar for a time.

When sweet milk cannot be tolerated and produces vomiting and diarrhea, a good fresh buttermilk churned daily from cream just turned sour, will often be taken well, with a rapid gain in weight.

In all acute digestive disturbances in infants and young children, especially during the summer months, a physician should be called at once as the condition is frequently serious from the beginning.

Walter R. Ramsey

Vacation Time is Here



1—Jeanice and Vivian, daughters of S. F. Langord, chief clerk, superintendent's office, Willmar; 2—Sam G., son of A. J. Dickinson, passenger traffic manager, St. Paul; 3—Temple and Carlyle, sons of O. H. Brown, claim investigator, freight claim agent's office, St. Paul; 4—William Donald, Jr., grandson of W. G. Smith, paymaster, St. Paul; 5—Marian Elaine, daughter of R. E. Woodruff, warehouse foreman, Bellingham, Wash.; 6—Billie and Herschel, sons of J. W. Caplan, office auditor capital expenditures, St. Paul; 7—Jack and Ned, sons of E. E. Adams, district engineer, Great Falls, Mont. 8—Gladys and Marian, twin daughters of W. Tirrell, conductor, St. Cloud Division; 9—William Donald, son of W. E. Coleman, distribution clerk, superintendent's office, Everett; 10—Archie, Jr., Olive, Danny, Milton, Gladys and Ethel, children of Archie Griffiths, agent, Concrete, Wash.; 11—Clifford, Jr., son of Clifford Letch, office auditor disbursements, St. Paul.



Editorial

THE BUS AND THE PASSENGER TRAIN

ANY DISCUSSION of the bus in relation to and in competition with the railroad may well start with the premise that the bus is a public convenience that will not be relinquished, and that the railroad is a public necessity that must be maintained.

The subject again becomes timely because one of the railroad companies * has taken steps toward the establishment of a bus service of its own, and because this departure in public carrier service probably is the forerunner of similar undertakings by other railroad companies.

There are lines along which busses can go, and lengths to which they can go, in a beneficial supplementing of the functions performed by the steam roads. There also are lines along which busses can go, and lengths to which they can go, the traversing of which would have a distinctly harmful public effect. It is essential to the general good that the distinctions be recognized and dealt with in well considered fashion. Judicious supplementing—or perhaps a better word would be complementing—of steam road service by bus lines is in order. Ruinous competition for that service is a thing to be avoided in the interest of the common weal.

Everybody readily admits the indispensability of steam railroads. Every right-minded person concedes that the steam railroad companies should be permitted to earn a reasonable return on a fair valuation. Everybody knows that not only the bus lines, but the hundreds of thousands of privately operated motor cars in Minnesota, have cut seriously into the revenues which otherwise the steam roads would have obtained in the operation of passenger trains. This situation creates a problem that does not concern the railroad companies alone. The problem is one in which the public is a party in interest. It has imposed the economic necessity of curtailing desirable train service in many instances.

It is clear enough that there should be an intelligent joiner and co-ordination of bus service and passenger train service; that the functionings of the two should be constructive, not destructive; that there should be no unnecessary overlapping and therefore wasteful transportation facilities.

Minnesota is spending many millions of dollars yearly for the building of good roads. These good roads, once built, do not stay built. More millions must be spent to maintain them in appropriate traveling order. It is in the interest of the taxpayers of the state, therefore, that the use of the highways should have a logical relationship to the obvious requirements in transportation service.

No limitation can be or will be placed on the operation of private cars. That would be a negation of the fundamental purpose that underlies good roads construction. The same is not to be said of heavy motor cars used for a public carrying service. There is a proper restriction on these, and it is the business of the state to find what that restriction should be as affecting any route and to establish it. In the quest for it three main considerations are to be borne in mind—the convenience and needs of the traveling public, the saving of the highways from avoidable wear and tear, and the solvency of indispensable steam roads. In all of this there is, of course, a question of freightage as well as of passenger carrying, but that is another part of the story.

No one can forecast accurately into what the general transportation situation in this state will develop, but

* The Great Northern Railway Company.

there is an aspect of the logic of the thing suggesting that in due course the major part of a supplementary bus service, appropriately regulated by law, will be conducted by the same organizations of capital that operate the steam roads. If we seek for a specific foretelling of this we may find it in the decision of the Great Northern to go into the operation of busses.

This is not a prospect that should carry with it any anxious misgiving on the part of Minnesota taxpayers. On the contrary, it should give a feeling of reassurance to those who, while insisting that the convenience of the public shall be adequately served, also are desirous that the roads built with their money shall be spared unnecessary usage of an exacting nature. It will be the business of the state in its official capacity to see that the greatest good of the greatest number is cherished.

—The Minneapolis Tribune.

FINEST TRAIN TO ANYWHERE

THE OTHER evening at the theater, the Editor came upon that advertisement of the Great Northern which starts out "Going West This Summer?" The advertisement was typical of the attractive layouts and announcements of our advertising department, but when we saw the last line, "Finest Train to the Pacific Northwest," we wondered why not the "Finest Train to Anywhere?"

And this brought to mind the fact that Engineer John Henry of the Willmar division has kindly sent in a letter he received from Mr. and Mrs. Max Stoppel of St. Paul, thanking him for persuading them to "Go Great Northern" on a recent trip to the Pacific coast. They say so many nice things about the Great Northern that we cannot resist printing part of them. They say:

"We have just completed the trip to the coast and back and are pleased to say that it has been the most delightful trip we have ever taken. We are certainly glad we traveled by way of the Great Northern. *From first to last everything was perfect to the smallest detail of service, safety, comfort and courtesy.* Nothing was overlooked on the Oriental Limited.

"The compartments in the observation car on the Oriental are wonderful—the finest and most comfortable we have ever traveled in.

"Not only do we intend to use Great Northern lines wherever possible, but shall certainly recommend like action to all our friends."

We move that Mr. and Mrs. Stoppel be made life members of the Honorable and Enthusiastic Order of Great Northern Boosters.

Fine road—fine equipment—"perfect to the smallest detail," we like that—naturally. But what pleases us most of all is their praise of "service" and "courtesy." The cars are Pullman built—and are the last word, but the service and courtesy are Great Northern grown, and they don't grow 'em any better anywhere.

DISINTERESTED COMMENT

THE SEMAPHORE has very definite and pronounced ideas on all matters affecting the railroads as a whole and the Great Northern in particular. Our comment on any situation or policy, adverse or otherwise, however sound or incontrovertible is apt to be characterized as being biased, or at least, not disinterested.

Believing, therefore, that the ideas of other editors expressive of the public thought on subjects pertinent to railroad affairs will carry more weight than our own, we shall devote our editorial column largely to the reprint of such editorial matter reserving to ourselves space for such comment only as to the Editor seems necessary or advisable.



What the Several Chapters and Allied Organizations are Doing

ST. PAUL

Ho! For the Picnic!

YOU CAN'T GO WRONG if you want information by asking Dick Campion, genial guardian of the peace and quiet of the general office building lobby. So the reporter for the SEMAPHORE hied himself down to the "first level" and asked Dick about the 1925 Great Northern picnic, the 17th annual for St. Paul.

"Hear we are going to have a picnic again this year, Dick?" was our first question.

"Shure we are," says Dick. "An I'm tellin' ye it'll have to be goin' some to bate the wan we had last year."

"Where is it going to be held?"

me mind the foine eats we have on our picnics. I'm tellin' ye there's no better cooks in the world than among our Great Northern gurrels."

"Any charge for transportation this year, Dick?"

"Nivver a cent. A free train will go out to Sphring Parrk on the marnin' of the 8th and more than that, will pick up anny of the Minneapolis bunch that wants to be goin'. Of course there's the twenty-five cent ticket that pays for the prizes and band—that's all."

"Oh, is there going to be music?"

"Shure, the Minnesota State Band wid 'Tony' Snyder leading will entertain during the entire day, and the Hotel Del Otera orchestra will furnish the music for the dancers."

steam, as a picnic widout Otto. I can't remember the chairmen of the com-mittes but ye can get it from Misther Boyd or Mrs. Johnson or may be so from Charlie Herrin, "The Goat Keeper" up in the advertisin', who's always findin' out information and printin' it."

So the SEMAPHORE sleuth went looking for the facts, and found that the managers of the 1925 Great Northern picnic are as follows:

O. H. Raddatz, general chairman; W. G. Smith, treasurer; Geo. J. Ghimenti, tickets; James Docherty, auditing; J. N. Baer, sports; Harry C. Gutz, entertainment; Chas. Herrin, advertising; O. A. Wier, transportation.

DATE—August 8, Saturday, All Day.

PLACE—Spring Park, Lake Minnetonka.

TRAINS leave St. Paul Union Depot 9:10 a. m. and 12:30 p. m. Returning leave Spring Park 7:15 and 7:35 p. m.

TAKE Notice—Be Present or Be Sorry.

GREAT NORTHERN WOMEN'S CLUB

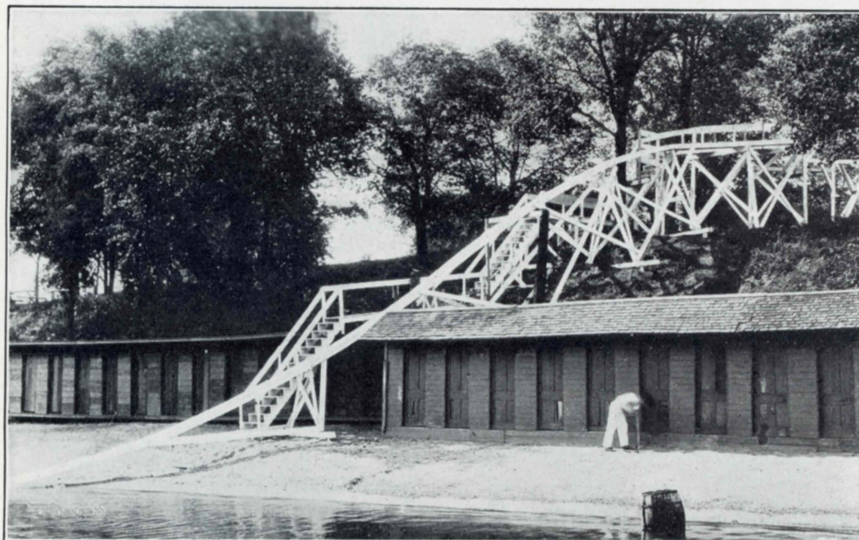
THE MEMBERS of the Women's Club from the eighth floor were responsible for the charmingly arranged program at the luncheon Thursday, June 4. Mr. Edward Gamm, from the Comptroller's office, played three piano selections: "Sonata Re-creato," Mozart's "Symphony" rearranged by Mr. Gamm in G Sharp Major, and "A Southern Fantasie" his own composition.

Mrs. Marie Courtney beautifully rendered several vocal selections, accompanied by her daughter Bernadine. Mrs. Courtney is also from the Comptroller's office.

Little Miss Doris Plepler, accompanied by her sister, Mildred, delighted her hearers with several readings.

Mr. J. H. Boyd, president of the Men's Club, complimented us on the growth and activities of our club and told us that they were back of us to a man. Mrs. Johnson, Mrs. Hortenbach and Mrs. Koch, mother of Ruth Johnson, Marie Melcher and Ruth Koch respectively, Messrs. G. H. Hess, Jr., comptroller; P. Rodenberg, tax accountant; J. H. Kaufmann auditor mis-

(Continued on page 26.)



BEACH AND TOBOGGAN AT SPRING PARK

"An' where else besides Sphring Parrk wud we be havin' it?" he queried. "Shure, 'tis the ideal spht, wid everything to make loife joyous. Ye can be *by* the water and *on* the water and *in* the water, and for thim that have no fins, there's the kittenball and baseball wid its foine risks for the oompires, not to spake of the dancin' and much besoides."

"When is it coming off, Dick?"

"Saturday, the eighth of August, which is a month I loike, except for the name, which sounds loike the owner of a delicatessen shop, but brings to

"I suppose you're going, Dick?"

"Goin? I'll tell the world—I wouldn't miss it for a tin of me own favorite Canadian pipe tobacco, which some jealous folks says is sthrong enough to pull the Oriental. Everybody who is annybody will be there. It's a sight for sore eyes to see the dignified ones shlidin' down the big new toboggan into the water or besthridin' a horse on the whirligoround. By golly, it makes you young again."

"Who's running it this year?"

"O. H. Raddatz. Faith, ye might as well try to run an engine widout any



HAVRE

THE MEETING OF Havre Chapter No. 3 in the Masonic Temple Monday evening, June 15, in point of artistic setting, all-pervading good will and prominence of visitors present, was probably the most enjoyable meeting of its kind ever held in Havre by any organization, probably the most interesting meeting that the club will hold for many a day.

The directors' special was in Havre on that date and those on the train were guests of the club and made honorary members. They were: A. M. Anderson, representing J. P. Morgan & Co., New York; Jackson E. Reynolds, president, First National Bank; New York; E. Hayward Ferry, director, Northern Pacific Ry., New York; Louis W. Hill, chairman, and the following named members of the Board of Directors of the Great Northern: Arthur Curtiss James, New York; Joseph Chapman, Minneapolis; A. C. Loring, Minneapolis; A. L. Ordean, Duluth; also the following named executives of the company: Ralph Budd, president; C. O. Jenks, vice president, operating department; W. P. Kenney, vice president, traffic department; M. L. Countryman, vice president and general counsel; F. L. Paetzold, secretary and treasurer; F. A. Bushnell, purchasing agent; J. H. O'Neill, general manager, Lines West, Seattle; W. R. Smith, general superintendent, Central District, Great Falls; J. R. W. Davis, chief engineer, St. Paul; A. B. Ford, general master mechanic, Great Falls; F. Wear, superintendent, Great Falls; A. E. Knights, superintendent, Havre.

The meeting started promptly on schedule with approximately 300 seated at tables, of whom all but about 25 were either railway officials or employees. Owing to the limited size of the hall, it was necessary to have some

of the guests wait to be served at a second table.

The club president, John C. Koerner, made the opening address, outlining the various activities which will be taken up by the club for the benefit of the members and the railway company, such as securing an adequate bus and truck law, herd law, and hospital benefit for employees. Among other things he advised all employees to take advantage of the liberal offer of the management of the road in regard to purchasing stock under the present plan, which is regarded as very advantageous to all employees.

Mayor McKelvey of the City of Havre was then called on and extended the hospitality of the city to the visitors and all railway employees, impressing on those attending that the city stands ready at all times to co-operate with the railroad in every way, which will make for common good.

Following the Mayor's address of welcome, L. W. Hill, chairman of the board of directors, responded in his usual happy manner, and was attentively listened to as he enumerated a number of proposed plans of the Great Northern in respect to this section of the country, and pledged the company's support for any movement for mutual benefit to the country and the railway interests.

Following Mr. Hill's address, Mr. Watters, general manager of the Utah-Idaho Sugar Company, which is constructing the beet sugar factory at Chinook, spoke in regard to the benefits to follow the establishment of this factory.

President Budd then spoke to the meeting, explaining the railroad situation thoroughly, including the apparent low price of railroad stocks, the various economies now being practiced to save revenue for the railways, and help maintain the high standard that has

prevailed on the Great Northern for so many years. He besought all employees to give their best endeavor to maintain the standard.

R. G. Linebarger, editor of the *Havre Daily Promoter*, spoke for the business interests of the city. He was followed by Mr. Joseph Chapman, who captivated his audience by his address, and his jocular manner in handling his subjects. All present were disappointed when he did not respond to their clamor for more.

The banquet was served by the ladies guild of St. Mark's Episcopal Church and great credit is due them for the manner in which the affair was handled, with such a large crowd present and such limited room in which to work. The tables were placed in a horse shoe shape, with the guests' table at the head of the hall, and with the beautiful decorations and flowers, it made a very pleasing picture.

Music was furnished throughout the banquet by an orchestra composed of the following Great Northern employees: Jas. Ring, superintendent's office; Chas. Hilla, mechanical department; B. J. Neva, Chas. Decker, Martin Keohn, and Jerry Albertson of the shops. Solos were sung by Miss Holliday, F. J. McCartney and Thos. Howlatt.

MINNEAPOLIS

MINNEAPOLIS Great Northern Railway Employees' Club gave an entertainment and dance June 11. Due to heavy rain, the attendance was not what was expected, although four hundred were present and every one had a very pleasant evening.

The program opened with a prelude by our orchestra, which was followed by a travelogue over the Great Northern, through the courtesy of the advertising department. Wonderful pictures were exhibited and were highly appreciated by every one present.

Our president, H. E. Jones, gave a short talk on club affairs, and in part, said there was a time, and perhaps not so long ago, when speaking of railroads, we thought only of tracks and equipment. Little consideration was given the human factor as an asset. But the old order of affairs has changed during the recent reconstruction period, which is evidenced by the recent annual report of the New York Central, which gave its labor and supervisory forces as its largest asset.

"This same spirit is manifest on our railroad, which is the result of the many clubs organized along the line of which this Minneapolis Great Northern Railway Employees' Club is a unit, in the program for a closer brotherhood, friendship and co-operation, creating a mutual benefit for the employer, the employed and the public which we all serve.

"Our management has been very generous with our employees, endeavoring to retain the organizations by furnishing them work. This is demonstrated in the shops on the line which are building new box cars at the differ-



GREAT NORTHERN WOMEN'S CLUB AND MEN'S CLUB, CHAPTER NO. 1, IN JOINT SESSION ON MAY 14 LISTENING TO ADDRESS BY PRESIDENT BUDD IN GENERAL OFFICE BUILDING CAFETERIA.



ent plants. This has been brought about by Vice-President C. O. Jenks to prove that we can build the cars as cheap as the car manufacturers. This furnishes work for our men instead of the men employed by the car manufacturers in other localities. Also, our roundhouses are allowed to do back-shop work on engines instead of sending engines to shops for general overhauling, giving employment to our roundhouse forces. For this we are most grateful to Wm. Kelly, the head of our mechanical department."

Mr. Close, a monologist, gave stories in dialect, much to the merriment of the audience.

We had two sons of Italy on the program. One with a massive accordion accompanied the other who gave us Italian grand opera. These two boys were called back many times, which pleased the audience as well as the artists.

Miss Cassady, daughter of H. H. Cassady, one of our St. Cloud Division dispatchers, gave a pianologue and dance. Her splendid rendition of both met with the high approval of the audience.

Our male trio, composed of boys working at the depot, came out in costume. That their singing was well received was evidenced by the many times they were called back.

The floor was later cleared and every one enjoyed two hours of dancing to the music of our very capable orchestra. This organization is composed of employees who work every day and under the directions of Mr. Schander, chief clerk to the car foreman at Minneapolis.

The stage was splendidly decorated through the courtesy of Mr. Lynes, florist on East Hennepin Avenue.

Our frappe was purchased at the Franklin Co-operative Association.

SIoux CITY

DID YOU EVER go to a dance where you just could not keep your feet still? This applies to the old as well as the young. Well, we had one at Sioux City, Iowa (down where the tall corn grows), May 28, in the Union Depot lobby.

A crowd? We would not have known where to put them had any more shown up, and don't forget that we can handle 250 very easily. And the way these railroad boys and their ladies dress you might think yourself at a formal ball in Hollywood.

G. R. (Bob) Norton was in charge of the entertainment committee (the same fellow who served that punch at the last dance) and sure did a fine job of it. The way that depot was decorated just could not be beat.

The punch bowl again was very popular, and was in the efficient hands of Mr. H. Small, chief dispatcher on the old Sioux City Division, and believe us, he can dispatch punch with the same rapidity as he can trains.

It was decided that the company would like to know which was the best couple in the waltz, so a most efficient committee was appointed to decide

composed of P. F. Connelly, retired roadmaster; V. A. Sundberg, rate clerk, freight office, and Ray C. Burke secretary of the only real railroad club functioning (here's where some of the other clubs serve notice on me). It sure was a tough job. The committee finally cut them down until there were but five couples on the floor: Mr. and Mrs. C. D. Major, Mr. and Mrs. Elroy Hultman, Mr. T. Mika and wife, Mr. Barnes of the shops and Mr. R. W. Griffin (we were unable to secure the names of the partners of the last two mentioned, but we don't think they were their wives). We all closed our eyes and decided that the couple nearest the entrance door at a given moment regardless of who they were should be awarded the prize, at least that is what the other dancers told us when we awarded the prize to Mr. and Mrs. Mika; but at that they deserved it.

Competition at the card tables also was brisk. We were unable to get the name of the winner. He was so tickled with the prize that he immediately left for parts unknown, evidently thinking if there existed any doubts as to his being the winner of the prize after its award, they would have to find him to fight it out.

We must not forget to mention the music furnished by Don Perry and his "Iconians." They're the best in the city. Also, Don is one of the railroad's very efficient clerks, being employed at the local freight house.

It was decided to hold a business meeting on the second Wednesday of each month, in addition to our regular monthly social functions. The many matters that have to be handled at these meetings made this necessary.

Watch Sioux City Chapter No. Seven! We are going to Garretson,

S. D., next month on our annual picnic, and it is expected that the mayor of that place will do his stuff to entertain our members.

EVERETT

THE CLUB DANCE given by the Everett Club May 23, in the Knights of Columbus Hall, at Everett, was a great success, though the crowd was not quite as large as expected. Those who attended were glad they were not numbered among the missing, as the entertainment committee had provided good music, and the refreshments were especially fine. Everett, No. 10, has a fine start and looks forward to a most successful year of club activities.

The ball team organized under the auspices of Everett chapter has been provided with uniforms. The Great Northern Goat insignia is stamped on the shirts. The club gave a dance June 13 to help defray the expense of providing suits and equipment; also a picnic during the latter part of June.

VANCOUVER

THE VANCOUVER CLUB carried out its initial attraction in the form of a dancing party at Vancouver on the evening of May 30. As this was Memorial Day, a holiday in the States it was possible for a great number of employees to attend and the party was unusually successful not only in attendance, but in the arrangements that were carried out by the various committees in charge. President Meyers and the other officers and committees are to be congratulated on the success of the party.

Up to date, Vancouver has taken in 101 members, which is considered quite good in view of the limited territory covered by this club.

Cut out coupon and send it in a Railway Mail Envelope to either Passenger or Freight Traffic Manager, St. Paul, according to the prospect, or if preferred it may be left at any local office or with any station agent or given to any baggage man on our trains to be forwarded.



Prospective Business



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).....



RAILWAY BUSINESS WOMEN'S ASSOCIATION.

ONE OF THE most delightful of all the events scheduled for the Norse-American Centennial, recently held in St. Paul, was the reception given by Governor and Mrs. Christianson in honor of President and Mrs. Coolidge and Secretary of State Kellogg and Mrs. Kellogg.

Because of the high standard of entertainment continuously carried out by the Railway Business Women's Association, recognition was given them by Mrs. Christianson and the allied women's organizations, and the entire program during the reception at the State Capitol, Monday evening, June 8, from 7:30 to 9:30, was furnished by the Railway Business Women's Association, under the direction of Mrs. Olivia Johnson, an officer of the Association and president of the Great Northern Women's Club.

Included in the numbers were the Soo Line orchestra, under the direction of Thomas E. Sands, Jr.; from the Great Northern, the Great Northern Quartet and Edna Gille, soprano, Miss Ethel Tamborino, violinist, accompanied by Mary Alicia Brown of the American Railway Express Company; from the Northern Pacific, Catherine Gilmore, soprano, accompanied by Helen Lucille Dearborn; from the Minneapolis & St. Louis, Claire Dietsch, whistler, with Lila Olson at the piano. Also on the program were Selma Erickson of Minneapolis, soprano, in a group of Norwegian songs, accompanied by Genevieve Hill, and Jane Holland Cameron, a prominent St. Paul artist, accompanied by Edith McMillan Robinson at the piano, who also sang a number of Norwegian folk songs and ballads.

The first annual picnic of the Railway Business Women's Association of the Twin Cities was held on June 14, at Madison Lake, Minnesota. The Minneapolis, Northfield & Southern Railway put on a special train for the picnickers, personally conducted by M. J. Dooley, general manager of the line. As a diversion from the regular "pop" and "candy" sold on trains, the association arranged for bottles of milk and cookies to be distributed. The Northwestern Trio favored the picnickers with a number of selections during the trip. On arrival at Madison Lake, autos conveyed the guests to Point Pleasant Inn, where a delightful chicken dinner was served. About 350 people attended the picnic.

The main attraction of the afternoon was a bathing beauty contest. A great number of bathing girls took part in the contest. The judges were C. A. Canning, Mrs. Otto Qualle, Ruth Sinnen, and Messrs. Schneider and Kelly. Owing to the fact there were so many "Bathing Beauties" in the association, it was a difficult matter to judge the winner, but Agnes Thompson of the Great Northern Railway, Dale Street Shops, St. Paul, was adjudged the "beauty," to whom an engraved loving cup was awarded. The loving cup was donated by the Minneapolis, Northfield & Southern Railway. Elda Krantz of

the Northern Pacific Railway, St. Paul, took second honors; Sarah Sturdevant and Doris Peterson of the Minneapolis & St. Louis Railroad took third and fourth honors. The four winners were presented with boxes of candy.

Recently Mr. Ralph Budd, president of the Great Northern, presented officers of the association; officers of the Great Northern Division, R. B. W. A.; officers of the Great Northern Women's Club, Miss Mary Alicia Brown, and Miss Emma Redel with copies of Slason Thompson's "Short History of American Railways," which are gratefully appreciated by the recipients.

The Northern Pacific Railway, through Mr. R. W. Clark, assistant to the president, presented the association with a four-drawer vertical unit filing case. Mr. Budd also presented a copy of the "Short History of American Railways" to the association for the file and J. H. Schoonmaker, custodian of the State Capitol, donated the latest Legislative Manual of the State of Minnesota, in this manner making a nucleus for a library which the association hopes to establish.

MR. STEVENS WRITES US

GENERAL SUPERINTENDENT Smith's story of the powder monkey in Cascade Tunnel reached the eyes of Mr. John F. Stevens, down in South Carolina, and awakened to memory another incident following "the last blast" which those who participated in the happening will recall with a feeling of thankfulness that a tragedy was not recorded. We take great pleasure in publishing Mr. Stevens' letter in full.

"Editor Semaphore,
"St. Paul.

"Sir:
In the June number of the SEMAPHORE, I notice General Superintendent Smith's reminiscences of how a "powder monkey" beat me to it, in being the first one through the Cascade Tunnel when it was holed. Mr. Smith's account of the affair is exactly correct.

"I may be permitted to add the details of another circumstance which took place at the same time, which barely missed being a tragedy.

"It is a rule in tunneling that after a shot is fired, the foreman of the gang goes ahead and tests the roof with a bar, before any of the gang are allowed under it. This to prevent accidents from falling rock. In this case, we were all so eager to get through the hole, that the usual precaution was forgotten. We rushed into the hole made by the final shot, paused there a moment, then passed on a short distance. Immediately we had moved along, a mass of rock weighing at least ten tons fell from the roof, and landed exactly where we had been standing, not 60 seconds before. 'A man that's born to be hanged, never is drowned.'

"Sincerely yours,

"JOHN F. STEVENS."

PETE POHL STEPS OFF

AFTER MANY YEARS of discouragement, Dan Cupid has at last succeeded in aiming straight his dart at one of our fellow workers and Peter J. Pohl, traveling car agent for the Western District, and one of the famous members of the "Batches' Quartet" has been completely overwhelmed by the little God of Love. "Pete," as he is known all along the line, and his bride, formerly Miss Myrtle Ruth Ernst, were married at the home of Mr. and Mrs. Peter J. Koerber in Seattle on June 2, and are now touring California and Mexico.



There seems to be considerable curiosity as to the Mexican trip but the consensus of opinion seems to be that Pete must have an oil well down there, as it would be out of the question for a young bride to allow her husband to "play the races" in the sunny south. They are expected back in the near future and will be welcomed with the best wishes of their many friends for their every happiness.

Great Northern Women's Club

(Continued from page 23.)

cellaneous companies, and Mr. S. J. Bowers, chief clerk, telegraph department, were guests at the luncheon. Ann Blom, second vice president, presided.

The meeting of June 18 was taken up entirely with the discussion and adoption of the new constitution for the club, prepared by the special committee composed of Prudence Towne, law department, chairman; Mrs. Mabel A. Dilhan, public relations bureau, and Mrs. Ellen Gille, office auditor freight receipts.

A POPULAR PORTER

OFFICIALLY, LUCIUS ANDERSON is the porter assigned to the regular passenger trains between Vancouver, B. C., and Portland, Ore. Unofficially, he is the guide, counselor and friend to a great many people who travel with him and is probably one of the best known and best liked railroad employes in Western Washington. He lives in Seattle, to which city he came



in 1903, is giving his children a splendid education there, and, all in all, is a most desirable citizen.

He started to work for the Great Northern in 1900 and has been in this service for over twenty-four years. For a great many years, he was exclusively on the Bellingham run, and it can be truthfully said that he has seen the country along Puget Sound develop with the years and has watched the pioneers of industry of twenty years ago become the captains of industry of today.

These men always have time to exchange a friendly greeting with Mr. Anderson, who has served them so smilingly through two decades. He is an enthusiastic, loyal Great Northern man and can entertain one at great length with recital of the railroad's development.

It is this sort of employe who can be truly termed an asset to any public service corporation. It is the man who is always giving service with a smile who makes friends for the company.

—Adapted from an article in the *Railway and Marine News*.

Bill: "I'm going to marry a girl who can take a joke."

Bob: "Don't worry, that's the only kind of a girl you'll get."—*Answers*.

SUGAR BEET INDUSTRY, WILLISTON, N. D.

IN THE IRRIGATION project at Williston, North Dakota, sugar beet farming was begun on a commercial scale in 1924. Tests in previous years on tracts distributed so as to try out the various types of soil and conditions showed the conditions all well adapted to this crop. There are eight thousand acres of good fertile land under this irrigation project at the present time, of which three thousand acres are now in use, and thirty thousand acres will eventually be under this ditch.

Although working against obstacles usual to a new line of farming, such as inexperience, shortage of working tools and implements, and lack of housing for beet laborers, the Williston farmers produced about 4,500 tons from about 400 acres of beets. The tracts varied in area from 3 acres to 35 acres and these beets were all shipped to the Billings, Montana, refinery. The man with about 20 acres and a family of beet workers for the hand work, was usually the most successful.

The average yield of about 10 tons per acre was exceptionally good for a first year crop, and yielded about \$90.00 per acre gross. Yields as high as 16 tons per acre were secured. Second year crops and later, will yield heavier under the improved soil conditions.

In 1924 Williston beet growers paid \$1.50 per ton freight, in 1925 there will be no freight charges as the beets will be taken on the cars at Williston, a new factory at Sidney, Montana, paying all of the transportation charges. Hauling and loading expenses will also be reduced by the construction of the latest type of dump station nearer the beet fields.

In 1924 there were 94 carloads of beets shipped from Williston, North Dakota, to the refinery at Billings, Montana. In 1925, it is estimated that there will be at least 200 cars or more shipped.

Navy beans, the wonder soil builder, will be grown under contract for rotation crop.

A pickle factory will contract to take cucumbers, which will be grown for pickling purposes. This crop works in well with beets, as it matures at an off-period for beet workers, who will be available as pickers.

C. L. TICEN, *Relief Agent*,
Minot Division.

ANOTHER REACHES SEVENTY MARK

THE ACCOMPANYING photograph shows Locomotive Engineer Wm. Kessel just after stepping from his engine at Minneapolis Junction from his last trip on the morning of May 8, 1925, that being his seventieth birthday. In accordance with the Great Northern Pension System's regulations, Mr. Kessel thus ended his long career as an engineer for the



Great Northern. He leaves behind a memory of good fellowship with his co-workers, due to his friendly personality and the faithful discharge of his duties during his many years of service, of which he may well be proud.

We are indebted for the above item and photograph to Ben A. Johnson, fireman, with Mr. Kessel for some time before the retirement of the latter.

"THE GLASS EYE AND THE GOGGLE"

Said the glass eye to the goggle,
"I don't think you're playin' fair,
Since you came into the factory
They've been givin' me the air."

"Why I used to call here often,
I was never treated rough,
But since you began your campaign,
My business sure's been tough."

Said the goggle to the glass eye,
"That's just as it should be,
Why you never would get in here,
If they'd all have faith in me."

"I'm here to crab your act, kid,
And that's what I aim to do;
For the guy that knows my value
Will have little use for you."

—WILLY'S MAGAZINE.



LET THE GOOD WORK GO ON

FOR THE FIRST quarter this year we have seven fatalities and 435 injuries to employees on duty reportable to the Interstate Commerce Commission, as compared to six fatalities and 595 injuries for the same period last year—159 less personal injuries or a decrease of 25 per cent—a very commendable showing.

The nine large shops have done much to make this record possible. For the first quarter of this year they only had forty employees injured reportable to the Interstate Commerce Commission as compared to 103 for the same period last year, a decrease of 63 injuries or 61 per cent. This is an exceptionally good showing, especially in view of the fact that we felt we were making a good record last year.

The Interstate Commerce Commission report for the year 1924 shows that the Great Northern Railway had a casualty rate of 21.73 casualties to employees on duty per million man hours worked. This was a decrease of 30.62 per cent over our records for the year 1923. There were only four of the large railroads in the United States that had a lower casualty rate than the Great Northern for employees on duty.

Let us continue the good work and put our railroad at the top of the list for the year 1925.

RAILROADS ESTABLISH Wonderful Record for Safety

MR. R. H. ASHTON, president of the American Railway Association, addressing the fifth annual meeting of the Safety Section of that organization in Chicago recently, stated that a person today is in far less danger speeding across the country at sixty miles an hour on a railroad train than he or she is in crossing a street of any of the principal cities of the United States. In New York City alone 963 persons were killed by automobiles last year, in Chicago 560 and in Philadelphia 270. He cited figures showing that the railroads of the country during the past two years were operated with the greatest degree of safety on record, so far as passengers and employees were concerned. Last year railways of the United States transported 931,000,000 persons, nearly nine times the population of the United States, with fatalities to only 149 of that number. For every fatality during the year, the railroads safely carried 6,314,000 persons, nearly one

and one-half times the number of men that constituted the army forces of the United States during the World War. At the same time the number of injured was fifteen per cent less than the average for the previous four years and the smallest number injured during any year since 1901.

There is not the slightest doubt that the constant reiteration of Safety First has had its result. As stated in a recent issue of the SEMAPHORE, accident statistics show that one is safer on a railroad train than in one's home. In other words, there are a great many more accidents in the home than there are on railroad rights of way.

RAILROAD TRAVEL GROWS STEADILY SAFER

THE STEADY GROWTH of safety of American railroads is emphasized by the accident report of Commerce Commission for the year 1924. In 1924 there were 22,368 train accidents against 27,497 in 1923. In the accidents in 1924 only 367 persons were killed against 412 in the accidents in 1923. Persons injured in 1924 amounted to 3,986 against 5,158 in 1923. In 1924 passengers killed totaled 41 and those injured 2,125 as against 42 passengers killed and 2,662 injured in 1923. There were also 119 fewer fatalities at grade crossings in 1924 than in 1923. Last year 2,149 people were killed at grade crossings and 2,268 the year before. Of the total number of persons killed in 1924 about 32 per cent and in 1923 about 30 per cent were due to accidents at grade crossings.

We believe that the careful crossing campaigns conducted by the railroads are entitled to a major portion of the credit for the reduction in grade crossing accidents. When we take into consideration the fact that there were approximately 17,700,000 motor vehicles registered in the United States December 31, 1924, an increase of 17 per cent over the number of motor vehicles registered the previous year, we can more fully appreciate this accomplishment.

Tell your friends about Great Northern SERVICE and use the Prospective Business Coupon on page 25.

TRAIN PERFORMANCE

ANOTHER GOOD showing for May discloses only two more trains late than in April. Spokane led with Minot and Dakota close behind.

The table below shows the accomplishment on the various divisions:

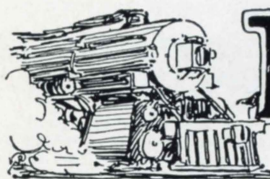
	Trains	Per Cent
Mesabi	124	95.2
St. Cloud	372	96.5
Willmar	124	96.7
Dakota-Breckenridge ..	248	98.
Minot	186	98.9
Montana	186	95.1
Kalispell	186	96.2
Spokane	186	99.4
Cascade	186	94.6

Twelve more trains were run than during the previous month with only two more late, and the Oriental Limited, No. 1, went through the month with a perfect on time record.



THE MORRISON PALS

THE ABOVE PICTURE shows James A. Morrison of Spokane, Wash., and his little daughter Betty. We don't know whether they have just returned from a stroll or are starting out for one. Mr. Morrison is a retired veteran of the Great Northern, having entered the service in 1886 as a tie inspector; became a brakeman in 1889; conductor in 1891, and was retired in 1923 with thirty-seven years of service, all on the St. Cloud Division.



Division News

BUTTE DIVISION

Associate Editor

E. L. CARVER

Great Falls, Mont.

C. M. Leach, clerk in the superintendent's office at Great Falls, is spending a two weeks' vacation in the vicinity of Los Angeles.

Mrs. Madge Okrusch, comptometer operator in Great Falls freight office, has taken three months' leave of absence and is spending the summer in Seattle and Portland for the benefit of her health. Hazel Sherman, formerly with the Continental Oil Company at Butte, is working as comptometer operator relieving Mrs. Okrusch.



We understand that Tom Jerrow of the special agents' department has quite a reputation as a chef and is going to demonstrate his skill in the near future by preparing a turkey dinner with all the trimmings for some of his friends.

A. E. Strachan, general clerk in the superintendent's office, is spending a week's vacation with his parents near Missoula. Al. asked us to name the size of trout we liked best and he would fill the order.

Otto Neilson, checker, Great Falls local freight, has taken a short leave of absence to visit old friends at Poplar. We understand there is something strange about Otto's leave, but haven't heard the story as yet.

H. M. Mees, chief inspector for Western Weighing and Inspection Bureau at Great Falls, has just returned from a vacation spent at the old home at Hortonville, Wisconsin. He also visited Milwaukee, but advises that it is a different town than when he was last there. Mr. Mees was relieved during his vacation by Traveling Inspectors I. N. Early and W. H. Beckett.

The traffic department at Great Falls feels that its good record for business getting has been marred to some extent by the action of one of our old employees at Great Falls who left recently on a trip by train to Toledo, Ohio, where he is purchasing a new automobile, and driving same back to Great Falls, thereby beating the Great Northern out of some strictly competitive business. Let's hope this is not going to be a regular occurrence.

Dave Reeves, bill clerk at Great Falls, has returned after spending a two weeks' vacation with friends at Missoula.

Jimmy Bolin, age 14, son of T. J. Bolin, contracting freight agent at Great Falls, induced his teacher at Junior High, with the aid of literature, to spend part of her vacation at Glacier Park, thereby obtaining one passenger, Great Falls to Glacier Park and return, as well as a patron for the Park.

Harold Eyestone, bill clerk at Great Falls, is spending his vacation with his parents at Portland.

Arthur Swanson, clerk in the superintendent's office, is spending his vacation and also a leave of absence at Oakland, Calif. We haven't heard as yet whether the deed has been done or not, but we wish Art all the success in the world in his new venture.

C. E. Foster, trick dispatcher at Great Falls, with his family, left for Long Beach a few days ago to spend his vacation.

Beda M. Boyle, stenographer in the general agent's office at Great Falls, recently returned from a two weeks' vacation, having spent part of the time in Minneapolis.

The shopmen at Great Falls will hold their second annual picnic on July 19 at Wolf Creek and from what we can hear, their last year's outing was only a starter compared to the one that will be given this year. They are already working

nights making preparations for the biggest time of the season.

Mr. and Mrs. Rector, of Great Falls local freight, will motor to Kalispell and return by the way of Missoula. They expect to be gone ten days or two weeks.

Dave Carson, Jos. Lance, Henry Torgrenrud and Fred Venhor are on leave of absence from Great Falls freight house, visiting friends and relatives in various localities.

On Saturday, June 13, Joseph M. Schwab, one of the old trick dispatchers at Great Falls, passed away after an illness of seven weeks. Mr. Schwab was born in Breslau, Germany, sixty-two years ago and came to this country with his parents while still a child and settled at Le Sueur, Minnesota. He later came west and started railroading in this country at Silver Bow Junction just south of Butte in 1885. Mr. Schwab has been working as dispatcher at Great Falls since 1910, when he came from Wichita Falls, Texas, and has worked almost continuously at Great Falls ever since. His experience as an operator was very extensive, as he worked at a great many places and on various railroads west of the Mississippi River, as well as in Old Mexico. He was also an operator in the Panama Canal Zone during the time the French were building the canal. He told some weird tales of times and conditions which were prevalent there before the United States took over the project. Mr. Schwab was of a very jovial disposition and was always joking with some one, and was, no doubt, known by nearly every employee on the division due to this characteristic. The whole Butte Division mourns his loss and his friends unite in extending their utmost sympathy to the family.

CASCADE DIVISION

Associate Editor

D. O'HEARN

Everett, Wash.

The Assumption School at Bellingham held its graduation exercises in the Whatcom High School auditorium on June 5, 1925. Miss Alta Hawley, daughter of Engineer Dan Hawley and Charles E. Smith, son of Car

Inspector C. F. Smith, were graduated from the eighth grade on that date. A fine program was given which was appreciated by the large number of people who attended the exercises.

Jerry Cahill, veteran boiler inspector, passed through Bellingham on his way east on June 6, after making an inspection trip on the Coast Line. Mr. Cahill's territory has been extended so that he now takes care of the inspection of boilers on the Coast Line.

Hostler Helper Roy Pickett and wife of Interbay and Miss Marvel Pickett, daughter of Traveling Engineer Pickett, and Joseph Joyce of Delta, spent Decoration Day and Sunday visiting friends at Whitefish and Kalispell.

Master Mechanic John Brady and Conductor William T. Brady returned May 28 from a vacation spent in southern California. John states that the only benefit he received from the vacation was the pleasure of getting back to the Cascade Division.

Thomas Delaney, roundhouse foreman at Delta and Mrs. Delaney, departed June 1 for one month's leave. They intend visiting in St. Paul. Mr. Delaney is being relieved by Machinist George Bradford.

Harry Fish, our car distributor, passed the cigars and candy on June 1, in celebration of the arrival of an eight pound daughter.

Air Inspector W. W. Matthes and wife of Cascade Tunnel have returned from their honeymoon which was spent in California. They state they had a lovely trip but Washington still looks good

to them. Mr. Matthes was relieved during his absence by Inspector Benedict.

Mrs. G. Anderson, wife of agent at Alpine, visited Cascade Tunnel May 15, with some friends to whom she was showing the scenic wonders of the "hill."

Signal Maintainer Charles R. Johnson of Cascade Tunnel, who has been off for thirty days on account of sickness, is back on the job. We are glad to see him back and to know that he is feeling better. He was relieved by Fred Sundvik. Electrician Jesse W. Peterson and wife and daughter of Cascade Tunnel visited in Spokane over Decoration Day.

Electrician M. J. Nelson of Cascade Tunnel visited at Snoqualmie Falls over Decoration Day.

Electrician Ross Fizette of Cascade Tunnel, accompanied by his wife and daughter, took his new *Templar* over the pass June 1.

The school picnic at Cascade Tunnel on May 5 was enjoyed by all. One of the events was a baseball game between Tye and Cascade Tunnel, which turned out in favor of Tye with a score of 13 to 6.

Mrs. Roberts, wife of Section Foreman J. Roberts of Blaine, has returned to her home after being under the doctor's care at Ferndale for the past thirty days. Mrs. Roberts was seriously ill but is now recovering.

Miss Helen Thomas, daughter of Section Foreman E. Thomas of Vancouver, B. C., visited at Blaine for a few days where she attended the wedding of one of her girl friends. She returned to Vancouver in time to attend the Great Northern Club dance which was held May 30 in the depot there. Mr. Thomas' sister-in-law of Kamloops, B. C., has been visiting at his home for the past few days.

E. Navin, who was formerly freight house foreman at Bellingham, has recovered from a recent illness and is now out of the hospital. He is not yet able to work at Mount Vernon where he is employed as clerk with the station force.

Ben S. Armstrong spent Decoration Day visiting his family and friends in Bellingham. He was formerly agent there and his family still reside there. Mr. Armstrong says he will move his family to Seattle later on in the summer.

H. P. Christensen, agent at Bellingham, spent May 23 at Portland, Oregon, where he attended the graduation exercises at the Washington High School. His daughter, Miss Neva Christensen, was graduated on that day. Mr. Christensen says the school gave a fine program which was attended by about ten thousand people. This was also the wedding anniversary of Mr. and Mrs. Christensen, they being married twenty-two years on that date.

Mr. and Mrs. R. Hughes and H. P. Christensen of Bellingham attended the dance given by the Great Northern Club in the depot at Vancouver. They report having had an excellent time and hope they will be able to attend another one in the not too distant future.

Mr. and Mrs. Dan Laxdall spent Decoration Day visiting friends and relatives at Blaine where they were formerly located. Mr. Laxdall is now billing clerk at Bellingham.

The Great Northern bowling team of New Westminster motored to Bellingham on May 9 to welcome back to the Northwest, Mr. A. W. Boggs, ticket agent at Bellingham, who has been spending his vacation in the south. Mr. Boggs was one of the organizers of the New Westminster team and has the record of not having missed one single game since the team was organized.

The rising of the Fraser River, which is in itself a source of danger at this time of the year, does not even stop the mighty fishermen from trying their luck, and "Monty" Jones, depot ticket agent at New Westminster, is trying to educate those less familiar with the rod, into the mysteries of Isaak Walton. It is said Monty often catches fish that get away, and that is the hard part to believe.

DELTA SHOPS

Patrick O'Brien, boilermaker at Delta, Wash., spent a few days visiting his sister, Mrs. Susie Cunningham, who resides in Bellingham.

Murney Lockwood, machinist, is back to work again after several weeks' absence recovering from an operation.

Pierre Albin has been whistling "Goodbye Girls, Goodbye Boys, I'm Through," for the past few





weeks. We now know why, as Pierre was married June 16 to Miss Seena Eidem of this city.

Frank Hayden, machine foreman, returned from St. Paul on June 1, where he was sent as a delegate from Everett to the Supervisors' Convention.

Eva Hudon, roundhouse clerk, motored to Vancouver, B. C., Decoration Day, and while there attended the Vancouver Club dance.

William Luebke, machinist, is back to work after ten days' absence, it being necessary for him to have his tonsils removed.

LOST—One heart. Finder please return to John Dalman.

Seven of the boys from the shop are enrolled for the National Guard encampment at Camp Murray from June 13 to June 29. Among them are, Lieutenant Rasmussen, Dick Caternang, James Boyd, Harold Dickerson, John Dalman, Lonnie Grant, Nathan Ingalls.

Egil Hagland and a party of friends drove to Portland May 16 and 17, and around the Columbia Highway.

The following Delta shopmen attended the Great Northern Club dance at Vancouver, B. C.: Isaac Hunter, J. A. Matthews, John Dalman, Verd Collins, H. McCaustland, Harry Wieber, David Swanson, C. E. Cott, J. Stevers, A. Mounger, J. Leevens, Roy Pearcy, and others. They reported having a very enjoyable time and said it was a big affair and well put over.

DAKOTA DIVISION

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

J. E. Nelson, clerk in the superintendent's office, recently returned from Columbus, Ga., where he attended a U. S. Army School, and has accepted the position of assistant material clerk.



We have had several promises of photographs of June brides, but so far none have been received. It is evident that the newlyweds are rather bashful, or they would have kept their promises.

The fellow who wrote the song "It ain't goin' to rain no more" evidently has never spent any time in this part of the country. Up to date there has been only one day since the first of June that we have not had at

least a shower, but from all reports the crops have not been damaged and prospects are still good for another bumper crop this fall.

The assistant editor recently told us that he was absolutely certain that all of the babies on the Great Northern were not born in St. Paul, but that from all appearances they were, when it came to getting pictures of children. The Dakota Division has something to offer which should at least be an inducement to the other divisions to show evidence also that the assistant editor will have to guess again. "Hy" Busko, formerly employed in the superintendent's office at Breckenridge, is daddy to a son born May 7. Mr. P. Paterson, agent at Tokio, is the proud father of a son born May 12, and the associate editor also passed the cigars around June 3, announcing the arrival of a daughter.

W. E. Baker, agent, Thief River Falls, was married recently and promised us a picture of the "lucky" young lady, but we are still waiting. Evidently, Ward is not going to take any chances.

Art Ronne, clerk in the superintendent's office has returned from his vacation which he spent in Spokane, Portland and Seattle.

E. R. Joyce, trainmaster, is spending his vacation visiting friends and relatives in Oklahoma.

It is desired to have the children's page in the SEMAPHORE made up at least half of the time of pictures of children of employees on the line outside of the Twin Cities. The associate editor would appreciate receiving pictures of children of employees on the Dakota Division, so that they may be reproduced for the SEMAPHORE.

The superintendent's office force expects to move into its new quarters June 27. At the present time the old lunch room is being used as an office, until the new offices have been completed.

F. H. Lindeberg, formerly storekeeper at Breckenridge, has been appointed storekeeper at Grand

Forks, and W. H. Jackson has been appointed storekeeper at Breckenridge.

Ney Jones, O. S. & D. clerk in the superintendent's office, has returned from his vacation which he spent traveling in the west. He visited with friends in Colorado Springs, Los Angeles, Portland, Seattle and Vancouver, B. C.

HEADQUARTERS

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

C. W. Tilton, assistant general auditor, recently returned from the annual meeting of the Railway Accounting Officers Association at Atlantic City. He says that the eastern railroads' equipment, road-

way and dining car service cannot compare with our own. Furthermore, that the bathing beauties on the beach have nothing on the Great Northern girls. In sending in this startling piece of news to the SEMAPHORE, Clyde says, "Take it or leave it." It's a safe bet he didn't do the latter.

Beth Lee of the law department was soloist at a luncheon of the Lions' Club at the St. Paul Hotel, June 11.

Alberta Nesbitt, new assistant in the filing room, law department, made the drive from Livingston, Montana, to St. Paul, in four days, using a Buick sedan. What about using the railroad, instead of the busses?

Misses Liberg and Cadow of the law department spent the week-end of June 20 with Marie Spellman, formerly of the law department, now secretary to the vice president of the Northwestern Public Service Company at Huron, S. D.

Alpha Conlin of the law department has organized a party to play golf at 5:30 a. m. every Tuesday at Phalen links. The early birds and the worm will have to look to their laurels.

Mrs. R. O. Campbell (nee Florence Couling), formerly stenographer in the office of the general superintendent, is employed as temporary stenographer in the passenger department, owing to Miss King's illness. Miss Couling's marriage took place May 29.

Larry D. Kitchell has been appointed traveling passenger agent with headquarters at St. Paul. He formerly was with us for many years.

Donald MacRae, son of G. H. MacRae, general passenger agent of the North Western at St. Paul, has taken a position as copywriter in our advertising department.

Margaret Needham, office of train statistics, attended the convention of the Great Northern Veteran's Association at Fargo. She is one-half of the women's section of the organization.

Herbert Schaaf, president of the Glacier Park Juniors, has studied up his shorthand during the evenings and has taken a stenographer's position in the freight department, being succeeded in the vice president's office by Larry Bergstrom, while Harry Tausche started his railroad career by taking Larry's old position.

The marriage mart has been busy during the past thirty days and several of our heretofore staid members of the general office force have got tangled up in marriage. As far as known they are as follows:

In the auditor of car records' office, Erna Steinmuller, Agnes Koernig, Helen Gardner and Irma Lundgren. In the auditor of passenger receipts' office, Ellen Hedberg. In the office of train statistics, Ruth Gross. In the office of auditor of capital expenditures, Frank J. Plaszko. In the office of the purchasing agent, Walter Legel and Roy Magnuson.

J. P. Healy, traveling passenger agent, died at St. Paul on April 30. Mr. Healy was past exalted ruler of the St. Paul lodge of Elks and at one time was secretary of the Board of Education.

Agnes Prentkowsky, for the past twelve years employed in the office of auditor of passenger receipts, died on June 16.

Bill Saiko, of the treasurer's office, passed cigars around on June 11, just because it was a boy.

J. W. Phalon, division freight and passenger agent, at Los Angeles, died on June 15, according to advice received at the general offices.

Jack La Valle, office of auditor of freight receipts, says he's glad it was a girl.

Miss Margaret Kane of the public relations bu-



reau was graduated from the St. Paul College of Law on June 18.

Fifteen of the girls from the office of auditor of car records attended the Railway Business Women's Association picnic at Madison Lake June 14, and said that the lake and everything else was all right.

The boys of the auditor of car records' office have been doing some strenuous kittenball playing during the past month. All they now need is a "gallery" and they are hereby putting in a frantic plea for the girls to come out to Dunning Field on Friday evenings at six to cheer them up a bit. Some of them might buy a soda.

The married men and the single men, office of auditor of station accounts, had a kittenball game the latter part of May, but no details of it are available. Why?

In a game of kittenball, between the men of the 8th and 12th floors, played on June 12, a rather unusual incident happened. Al Peterson, of the auditor of car records' office, playing with the 12th floor, made the stellar play. There were two men out, the batter had two strikes and three balls and the bases were loaded, when, suddenly, Al, who was on first base, darted full speed ahead for second, and made a perfect slide,—thereby adding his name to that list of immortals who, by their daring deeds, deserve such reward. The fact that there was already a man on second and when Al had made his slide he had no place to land, didn't detract from his glory, even if it did end the play.

P. Rodenberg, tax accountant, says the best car is a Willys-Knight while J. H. Kaufman, auditor miscellaneous accounts, says a Buick is the best. They have backed up their beliefs by purchasing such cars. We were asked to say something nasty by one of the jealous ones in the office about this but we won't.

KALISPELL DIVISION

Associate Editor
IRVINE T. DUGAN
Whitefish, Mont.

The associate editor has laid himself open to a great deal of comment in his failure to provide a picture of himself. The latest is a memo from his friend "Mike" Gosswiller, roundhouse foreman at Troy, who suggests a toupee or a wig. We have written Mike that we will have the photo taken immediately and also mentioned that you don't ordinarily see grass growing on a good race track. That will hold Mike for a minute.

(Spare the camera and save the photographer, Irve. We found the one you gave us after you won the war. Not so race tracky or racy, perhaps, but 'twill do.—Editor.)

Engineer Bert Weller has gone to Cleveland, Ohio, to attend the engineers' convention.

"Al." Lowery came over here recently and tried out the fish hole near Essex. Al. reports lots of bites from mosquitoes but does not say much about fish.

Charlie Johnson, roadmaster, accompanied by the weed burner, is making a little trip over his territory. Conductor Touchette and Engineer Joy are in charge of the engine and caboose.

Conductor Forham has taken the day run on the Kalispell Branch and Jack Douris will handle 'em on the night run.

The State firemen—the ones that put 'em out instead of making 'em—are in convention at Whitefish for a few days. The fires had better behave while they are here. We understand "Scap" was mainly instrumental in getting the convention here and hope he sends them on their way rejoicing.

Ronald McKeefrey, E. & F. call boy, is taking a vacation and drove his car to Camus Hot Springs and was seen also in Spokane. It is reported that Ronald was spoken to in Spokane for parking too long, but got away by explaining that he came in that morning and did not dare to drive out again until there was a little less traffic on the streets. They are pretty thick down town and if this is true, we don't blame Ronald at all.

G. A. Brown, relay operator from Spokane, has been added to the relay force at Whitefish on account of increase in business.



Operator J. J. Lane and wife have returned from the Coast and he has taken first trick at Whitefish, displacing Operator Bondo.

One of the Shriner specials of eleven cars went through Whitefish the other day and will stop off at the Park for a few days.

Wilda Johnson, car foreman's clerk, and Mae Allen, who handles the figures in the superintendent's office, are making a trip to Seattle for a short visit. Again the question pops up: "Why do girls leave home?"

W. J. Shannahan, yardmaster, Whitefish, and Mrs. Shannahan, and Mr. and Mrs. Harold Bailey went to Swan Lake on a camping trip last week.

About 500,000 grayling were received by the Whitefish Rod and Gun Club for distribution in the lakes and streams in and about Whitefish. Some day we shall go out and catch them.

MESABI DIVISION

Associate Editor

A. N. HALVERSON

Superior, Wis.

The many friends of Bayne Fulton, connected with Peppard & Fulton, contractors, were sorry to hear of his accidental death at Minneapolis, Monday, June 8. He was very well known, particularly in railroad circles and his loss will be felt very keenly by all. Assistant Superintendent Flynn accompanied the remains to Paducah, Kentucky, where the funeral was held.



P. C. Bradley, general chairman B. R. T., was a recent visitor at Superior and on the Range.

Assistant Night Chief Dispatcher Keeler is devoting his vacation period to painting and making other improvements on his house: presume the color of the house will be made box car red in order to conform with our standard.

Dispatcher Schulhoff figured he would use his vacation to a better advantage and made a tour of several states in his automobile.

Frank Bauer, former roundhouse foreman at Kelly Lake, now master mechanic at Spokane, made a brief visit among acquaintances at Kelly Lake, June 4.

We all desire to express our sympathy to T. J. Mungavin, trainmen's timekeeper, whose mother died recently.

As the result of the recent consolidation of divisions Dispatcher Dave Leeper from Breckenridge has been assigned to our dispatching force at Superior.

Conductor J. J. McManus has left for a two weeks' vacation and will visit various points in Michigan. Mrs. McManus will join him at Chicago.

A. F. Garberding, welder, has accepted a position with the Oxwold people as one of their instructors and we wish him the best of success.

Roadmaster Gilmore is now located at Kelly Lake, Minnesota, and Roadmaster Halverson at Cass Lake, they having exchanged districts. Haven't heard either of them say anything, so evidently they are both satisfied.

E. H. Parsons, agent at Brook Park, had the misfortune of receiving a rather painful injury to his right leg while engaged in blasting some stumps on his farm and was laid up for several days.

John Donlin, clerk at Superior Store, is on leave of absence on account of ill health. We hope to see him back at his desk soon.

Chas. Irlbeck of the lumber yard is vacationing in St. Louis. What excuse can there be for going to such a warm place in the middle of summer?

H. W. Clifford, chief clerk, Superior Store, is very emphatic in his assertion that no one should accumulate more worldly goods than can be put in a bag, or a truck at the utmost. He should know because of just spending a perfectly good Saturday afternoon moving. The only consolation we can offer is now that he owns his own fine home there should be no reason to repeat the experience.

Tom Jackson, foreman of Ore Dock No. 3, announces the birth of a son May 17. This is the

third junior ore dock foreman in the Jackson family.

Edwin P. Halverson, foreman Ore Dock No. 1, has just moved into his new home.

John Becklund, foreman of our fast loading plant, No. 2 Dock, is spending many pleasant evenings in his new Chevrolet sedan.

Hilda Carlson of Cass Lake became Mrs. Otto Holmquist, wife of our ore dock clerk of that name a few days ago. Cigars were furnished by the groom. Fred Bolles, chief clerk, ably assisted by Louis Flagstad, bookkeeper, gave a short speech of congratulation and the usual advice and suggestions due to all grooms. The newly weds spent a short honeymoon touring northern Minnesota in the groom's "Rolls Royce."

Alex Soroka, famed law student of the Wisconsin "U," returned recently, and has resumed his duty as shorthand artist and chief drummer on the ore dock's ancient "L. C. Smith."

We were given a treat the other day by having with us a conductor from the Range whom we don't see very often, being Conductor C. B. Cain, who is well known around Superior.

All of our employees on the Range undoubtedly have their noses to the grindstone and are keeping out of trouble, because it is just like pulling hen's teeth to obtain any news items from them.

Mary McCrea, assistant timekeeper, superintendent's office, has been granted a ninety-day leave of absence on account of sickness, and expects to leave shortly for Arizona.

SUPERIOR SHOPS

Michael J. Welsh, gang foreman, was drowned Sunday, May 31, at about 5 p. m. while attempting to rescue his only son from the waters of one of Superior's many bathing resorts. The boy evidently had gone out too far to get back to shore without resting and when he felt himself sinking he called to his father, who was standing on the shore, for assistance, and he, without disrobing, swam to the boy and when the boy got a death hold on his father, they both went down. He will be sadly missed by the only survivor, his wife, and his fellow employees. Mike, as we called him at the shops, was a foreman of unusual ability and his kindness and condescension had won for him a warm place in the hearts of all the men who came in contact with him. He was ever ready to assist when possible and was one of the few whom we believe did not have an enemy in the world. The employees of the shops attended the funeral in a body and they escorted the remains to the station, from which they were shipped to St. Paul for burial.

We very much appreciate the visit paid us by the storekeepers from the various points on the system who were in our midst for a two day convention. We are always ready to receive visitors of this kind or any visitors who would like to see our shops and see how we do things in Superior. Also this is one of the "coolest" spots in the United States, which can be verified by the visiting storekeepers.

Wm. Olson and family have left on an extended vacation visit to his home, the occasion being the celebration of his birthday, on which we want to congratulate him.

John McCusker, former instructor, has been appointed to gang foreman to succeed Mr. Welsh. Good luck to you, John, and may you enjoy your new work. Wm. Olson, former leader of the air gang, succeeds Mr. McCusker as instructor. A. Bonsall, former leader in the rod gang, succeeds Mr. Olson as air gang leader. Owen O'Keefe, machinist, succeeds Mr. Bonsall as rod gang leader. Ethel Lundberg, stenographer to the shop superintendent, has left for a vacation at Glacier National Park, Yellowstone and points of interest on the West Coast.

Ossian Olson, carman, will leave this month on a visit to the Old Country for two or three months' visit. They can't get away from the old hankering to get one more look at the old home-stead.

Richard Lindberg, his assistant car foreman, has returned from his lengthy vacation, touring the west with his Dodge. The trip was wonderful and it takes Dick to tell about his adventurous trip. He felt more like taking a vacation when he returned than when he left. Ride the cushions, Dick, old boy, next time you tour the west.

Olaf Gradin, assistant car foreman, has just returned from Johnstown, Penn., where he has put in a month of real, honest-to-goodness work as an inspector for the Great Northern inspecting work being done by a concern in that town.

MINOT DIVISION

Associate Editor

CARL CARLSON

Minot, N. D.

The local machinist organization gave a very successful banquet and dance on Saturday evening, May 16. The banquet was held in the Fern Room of the Grand Hotel and was attended not only by members of the local organization and other local shop crafts' men and their ladies, but a large delegation of Williston people were guests, as well as some of the local division officers. Music at the banquet, and at the dance, was furnished by the Great Northern Orchestra.

Operator Fleming, first trick Williston telegraph, will soon be sporting a full new set of store teeth. Look out for the taffy "Flem?"

Brakeman "Dutch" Bartell is now planning on spending the winters in Tia Juana in the future. What's the attraction, Dutch?



Notice

If any of you "rails" are figuring on purchasing an automobile, don't forget the Studebaker "Special." Conductor H. G. Tibbs can recommend it, as he has one that ran for two years without any transmission oil in it. However, H. G. never discovered it until recently, when he was several miles out in the country. *Some car, Tibbs!*

Bryn Joffson to Eleanor Maguire: "When are you going to get married, Eleanor?"

Eleanor: "Oh! when Joe asks me."

Bryn: "Well, poor fellow, I feel sorry for him if he does."

Operator Septon Wheelock was married June 2 to Helma C. Jarland. We wish you both all the joy and success in the world, Septon.

It is rumored that Eleanor Maguire, our smiling general clerk at Williston Freight, has fallen for the old adage, "Two can live cheaper than one," and will take up her residence in Minneapolis the latter part of July. S'alright Eleanor; we'll miss your smile, but we wish you joy.

Murray C. Anderson, who has been trainmaster on the Surrey Line at New Rockford for the past several years, was transferred to the Willmar Division, June 2, 1925.

Andrew Smith, agent at Alamo, N. D., has taken a thirty days' vacation, and is driving his "Henry" to Minnesota with his family to enjoy some good fishing in some of its 10,000 lakes; also to visit relatives and friends at Fargo, N. D.

Dispatcher "Red" Cloone enjoyed his vacation this month catching some of the big fish in Cass Lake. Freight Agent McHugh put in a couple of days with him.

The first annual ball given by the Great Northern Band of Minot at Wildwood Park, May 29, was a great success, both financially and otherwise. Here's hoping future balls will be as well patronized.

There has been shipped from the Minot Division from the small grain crop of 1924, a total of 18,669 carloads to June 15, 1925. One station alone shipped over 640 cars—something over a million bushels. This was Grenora, the most north-westerly railroad station in the state on the Great Northern.

J. S. Anderson, agent at Willow City, has just returned from a three weeks' trip to his old home in Minnesota. We know "Jake" enjoyed the fishing while there.

Our agent, S. F. Oliver, temporarily at Cando, stole a march on us June 7, and took unto himself a better half. Haven't seen any cigars floating around yet. Got a photo though for the SEMA PHORE.

John Beaulieu, section foreman Minot Yard, is passing cigars. A son was born June 11.

B. M. Jensen, general clerk in the superintendent's office, is spending a couple of weeks' vacation in Seattle.

Bottineau County Fair, at Bottineau, North Dakota, June 16 to 20, was from all reports one of the best ever held, and the attendance was fully as large as any in the past several years.

Pierce County Fair at Rugby starts June 22. It goes without saying that they also will enjoy the same success and patronage as the Bottineau County Fair.

The Thompson monument at Verendrye is all set for the dedication July 17. The officers of the



Minot Division have worked diligently to get everything in shape for the occasion.

It is rumored that Engineer Herman Mechler, Minot Division, has been elected general chairman of the B. of L. E. at the Grand Lodge meeting in session. We wish you all kinds of success, Herman, in your new official position.

After a long siege of rainy weather and old man Gloom had taken up a permanent residence in the Great Northern offices, Irene Hove decided to come to the rescue and chase the old fellow to parts unknown by having a theatre party for the Great Northern girls at the Strand to see how Johnny Hines stuffed pickles. Afterwards she regaled them on chow mein at the American. By this time, every one was in high spirits and consumed such quantities of the delectable food, that it required the assistance of a Buick and a Jewett to convey them to their homes. Sunny smiles have reigned in the office ever since.

Car Foreman A. J. Pickus, who took a vacation from his arduous duties and drove by auto to the Twin Cities and other Minnesota points, returned the latter part of last week and reports roads bad but crops very good. Rains extended over all the territory he traveled.

Assistant Foreman K. F. Hustad and family plan a trip by auto to Mandan, Medora and other points in the immediate southwest during his vacation period, which began June 17.

Inspector Louis Manson spent a few days at a local hospital recovering from lumbago.

John Robertson has been confined to his home with an infected knee. He has been under a physician's care.

Frank Donovan visited his home folks during the past week at Tioga.

MONTANA DIVISION

Associate Editor
H. G. AMESS
Havre, Mont.

Ed Dybvig, clerk for the Western Fruit Express Company at Havre, spent his vacation with his parents in Wisconsin and visiting friends in Milwaukee, Wis., and Chicago, Ill.

Mildred Farmer, comptometer operator in the superintendent's office, and C. E. Habeger, dispatcher on the O. W. R. & N. at Spokane, were married at Havre on June 22. After a honeymoon trip, they will reside in Spokane. Their many friends wish them good luck and prosperity.

Mrs. Geo. C. Opsal, wife of Brakeman Geo. C. Opsal, spent several days at Kalispell on account of the death of her mother.

Helen Montgomery of Chinook has accepted a position as clerk and stenographer in the superintendent's office. Mrs. Mary Poulder has taken the position formerly held by Frances Loomis.

"Scotty" Chisholm of the roundhouse is an ardent baseball fan and recently walked to Chinook, twenty-two miles to see a game. His friend McGougan, shop superintendent, asked him how he enjoyed the game and he replied that he didn't even see it, because after he got there he was too tired to climb over the fence.

Winnifred Murphy, clerk in the master mechanic's office, spent her vacation visiting relatives in Austin, Minn. She was relieved by Mrs. R. N. Hendrickson during her absence.

Night Roundhouse Foreman John Harmon took his vacation during June.

O. E. Forde, wire chief in the Havre relay office, is spending his vacation visiting Eastern points and on his return will drive a Chevrolet sedan from the factory.

Thos. Bailey, special agent, spent his vacation on his farm in Minnesota.

It seems that every one except ye associate editor can afford to take a vacation.

Brakeman Medchill, returned from Hazelrun, Minn., where he has been putting in the crop on his farm at that place.

W. S. Carson, yardmaster at Wolf Point, and wife are visiting points in Ohio and Illinois. He is being relieved during his absence by Wm. Wilkinson, night yardmaster.

M. O. Wood, chief clerk in the superintendent's office, and wife left for California where they will spend their vacation period.

Fred Bradly, engineer on the Montana Division, returned from Tacoma where he has been visiting his family.

Mrs. Adelle C. Mueller, operator at Havre, was called to Davenport, Iowa, on account of the illness of her father and sister.

Dave Morris, coach at the Havre High School, is working at Chinook as operator during his vacation.

A. L. Decker, dispatcher, and wife, spent two weeks' vacation visiting relatives at Clear Lake, Wis.

Everett Musselman, manager of the Newman Lunch Room at Havre, has taken over the lunch rooms at Havre and Great Falls. Mr. Newman intends making his future home in California.

Announcement has been made of the marriage of Robert V. McKenzie, traveling freight agent, to Miss Frances Wilmott of Great Falls. The many friends of Mac wish him joy and happiness and admit that this is a satisfactory explanation of why he has been so anxious to get to Great Falls over the week-ends.

ST. CLOUD DIVISION

Associate Editor
G. G. TIRRELL
Minneapolis, Minn.

Agent F. R. Olson, of Hewitt, has taken a sixty days' leave of absence as a vacation, which he is spending on the Coast.

Engineer J. I. Moore is one of our busiest business boosters, having turned in to the traffic department about twenty notices of prospective business recently.

R. E. Landis, superintendent, was in attendance at the convention of the American Association of Railroad Superintendents at Richmond, Va., returning to Minneapolis June 23.

Joseph Gusinda, agent at Lawndale, was granted a leave of absence June 13. He is one of the June benedicts.

Mr. and Mrs. Louis Emerson of St. Paul are the proud parents of a baby girl, Elizabeth Lois. Mr. Emerson is employed as car clerk at Como Yard.

The marriage of Hazel M. Johnson and Hilmer J. Larson took place June 10 at the parsonage of the Swedish Lutheran Church, Payne Avenue, St. Paul. They are on a trip in the east.

Stephen F. Murphy, agent at Pease, is away on leave of absence. Mr. and Mrs. Murphy are visiting in the Dakotas.

Joe Aukofer, clerk in the superintendent's office, recently approached the chief clerk requesting a short leave in July. From his guilty look, we have our suspicions.

Little Sauk station was closed June 5, Agent Simmons being transferred to Lawndale.

J. J. McCormick, agent at Robbinsdale, has been on sick leave since May 26.

A. C. Johnson, scale inspector, when at Hutchinson recently, had the opportunity of giving some assistance to a business man of that city and as a result, the Great Northern was favored with at least one carload shipment, and we have a letter of appreciation from the gentleman mentioned who says: "Johnson is sure working for the Great Northern."

Flora Gilby, stenographer at Minneapolis local, says she must be in Los Angeles on July 25. Wonder what's the rush?

Jos. Wincek, bill clerk, Minneapolis, was married June 2. Joe and the now, "Mrs. Joe" were recently classified according to freight classifications page 233, as "hammock spreaders in bundles—2nd class." Joe is now classed as "double first."

Roland Edlund, clerk at the Minneapolis local, is to spend his vacation in New York and eastern Canada.

D. E. Wagner, agent at Wadena, is on sick leave, being relieved by A. Dufner.

The tourists are coming to Osakis more numerous than ever before and the fishermen are being rewarded by especially fine catches.

ST. CLOUD SHOPS

Some weeks ago the shopmen, on hearing of the Kiwanis State Convention to be held in St. Paul, commencing June 22, got busy, appointed a committee to see the chairman of the Kiwanis transportation committee and the consultation resulted in a promise of getting a G. N. special train to transport them. They left St. Cloud the morning of June 22 by the G. N. with a train of nine coaches. Our superintendent, F. C. Lindt, is a member of this worthy club, and no doubt will be in attendance. Our city will be well represented. Our Boys' Band of 150 also has been taken along by the Kiwanians.

A smile and a box of cigars were noticed on John Babst, painter, as he entered the paint shop the morning of May 28. "Well," John said, "the boy weighed exactly nine pounds." Congratulations.

Hans Larson, car painter, who took Anthony Kloske's place at the paint shop is filling the former's place in a very satisfactory manner.

John Stanger, with a party of four others, motored to Duluth June 9, where he took the wheel of his new Essex, driving it on return home. He reports 120 cars at the dock at that date.

Nic Roeder and Norbert Rassier took a new truck from St. Joe to Warroad, Minn., on June 7.

Mr. and Mrs. Math Maleskeske are the happy parents of a daughter born June 7.

Mr. and Mrs. Leo Perlarske are the proud parents of a daughter born June 8.

SEATTLE ITEMS

Associate Editor
A. L. SCOTT
Seattle, Washington

Final announcement of our first picnic will be made within the next two or three weeks, says "L. E." and we are all looking forward to some new surprise from him and his committee. It has been rumored that the fat men are to have a special handicap race, the handicaps being in direct ratio with the belt measurements of each contestant. Some say that Abe Arrivee will have it cinched but there is some doubt as to his ability to go the full distance. However, Mr. Henderson and his committee have promised us one big time, and we know they will back up their promise as has been fully evidenced at past functions.

Yes, so have we missed that cheery "Hello there" in the halls this past month and the whole station seems to lack something without that cordial greeting from the general manager. We understand that Mr. O'Neill will be back with us again next week after his vacation trip to the Atlantic Coast. He certainly had our best wishes on the trip and every last one of us will be glad to see him back and to hear his welcome when we meet. There probably is no more popular general railroad officer in the country nor one who enjoys more good will from the employees under him, and that "Hello there" with the smile that always accompanies it sure tells the reason.

Ethel Ronald, popular member of our entertainment committee, is once again at her old desk in the general manager's office, having returned from her vacation. She has told us of the "most wonderful trip" ever and recommends the Alaska trip for those who wish a real vacation away from the toils of railroad life. We noticed flowers on her desk the morning after her return so we are inclined to believe that some ardent person believed in saying it with flowers when she returned.

Another popular officer has left us for higher office and has gone east to St. Paul. We all regret to see Mr. O. S. Bowen leave us, but he takes our best wishes and congratulations with him to his new home and work. We trust that his new duties as assistant to the chief engineer will make it possible for him to visit us often. We also feel that he will find it pleasant to return to Puget Sound once in a while. Colonel H. Mears has succeeded Mr. Bowen here as assistant chief engineer and has already promised to tell us how he built the railroads in Alaska. Tom Balmer says that the colonel is going to get his opportunity at our first Fall meeting.

The purchasing department has been decorated with gloom for over a month and so have the many callers at that office. Perhaps the work has been heavy and the orders slow, but it is generally understood that the extended absence of Miss Dorothy Weyand, who is visiting with relatives in New "Yawk," has had considerable to do with the case. Cheer up, fellows, she'll come home pretty soon.



Gone again! The young belles of Winnipeg and those of the St. Paul offices better put an extra pin in their hearts if they wear them on their sleeves and if they wish to keep hold of them, as Dapper Dan Flynn, our gosh darnest little devil, is on his way to the Claim Agent's Convention in Winnipeg and expects to visit in St. Paul before returning to the Coast. Dan, we understand, has promised to behave and we surely trust he will not forget that promises are to be kept and not broken.

SPOKANE AND MARCUS DIVISIONS

Associate Editor
CHARLES S. ALBERT
Spokane, Wash.

James Johnston, Spokane city passenger agent, has been promoted and transferred to Seattle as traveling passenger agent in the office of the assistant general passenger agent.

L. R. Richardson, ticket clerk, has been promoted to city passenger agent at Spokane.

Neil Keller, ticket clerk at the depot ticket office, has been promoted to ticket clerk in the city ticket office.

Miss Elizabeth Koll, filing clerk in the superintendent's office, gave the members of that department a surprise when she was quietly married on May 18 to Paul H. Pugsley of Spokane,



advertising manager of the National Builders' Bureau. Miss Koll has been a very active club member and it is hoped that her new duties will not prove too numerous to allow her to continue her activities in the club.

It is planned to build a four-room bungalow for Frank Tate, the electric service man at Harrington. It will be built near the section house.

Will Yarwood of Mohler and A. E. Carr of Downs, who have been custodians of the G. N. stations at those places, will be so no longer as these positions have been abolished. The section men will handle this work.

The Harrington G. N. force has been reduced one man. Pete Johnston has gone to Odessa, taking second trick. This pays him better money and gives less chance to spend it. The vacancy at Harrington will not be filled unless Mr. Robasse finds it impossible to handle the work alone.

A. H. Seeger, station agent at Bluestem, with Mr. Phillips as a passenger, drove down to Harrington recently in his new Essex coach. The genial station agent is washing his own dishes and cooking his own meals nowadays. Mrs. Seeger is back at Hamilton, Ohio, whither she went on advice that Mr. Seeger's father and mother, who are well up in years, are ill, and is caring for them.

F. W. Graham, whose dictionary contains no word derived from pessimism, was in Okanogan recently and boosting as usual. In his official capacity as immigration and industrial agent for the Great Northern, Mr. Graham is a regular encyclopedia of data concerning the Okanogan country and never fails to commend its development possibilities. On every visit to the district he takes the officers of commercial organizations to task for failing to "tell the world" about the country.

Carl Hanneman, timekeeper in the superintendent's office, and son of Roadmaster Hanneman, a veteran in the service, was married on May 18 to Eleanor Hunziker of Yakima, Washington. This is the second wedding to take place in the superintendent's office during the month and there are rumors to the effect that there will be another one during the summer. Dan Cupid seems to have been at work in that office during the past year.

Gladys Hadley, stenographer in the general superintendent's office, was married on June 6 to E. H. Mallett, formerly of Calgary, Alberta, now of Spokane. Mr. and Mrs. Mallett will make their home in Spokane.

T. J. Clark, general master mechanic, recently returned from a vacation spent in Saint Paul and Detroit.

Mrs. J. J. Dowling, wife of superintendent motive power, is recovering from a serious illness.

CLYMER-HUELSTER PRINTING CO.
SAINT PAUL, MINNESOTA

Miss Nettie Archer, of the superintendent's office, has returned to work after a two weeks' vacation spent in Los Angeles and vicinity.

The estate of Christian Volz, signal supervisor at Spokane, who died May 14, is valued at \$17,500, according to the will filed in Superior Court of Spokane County by the Union Trust Company, executor of the will. The estate, consisting of real and personal property in Spokane, goes to the widow, Mrs. Hedwig Volz, during her lifetime. At her death, provision is made for George Volz, a son, American Lake, Wash.; Katherine Macklin, a daughter; Anna Hochmuth, a daughter, and Carl Volz, a son.

HILLYARD SHOPS

Edward McKenzie and Miss Bernice Haller, both well known and popular young people of Hillyard, stole a march on their friends, went to Seattle, and were married there May 2. The bride is the daughter of Mrs. J. C. Haller. She was born and grew to womanhood in Hillyard and secured her education in the local schools. For the past two years she has held a position as a clerk in the store room. The wedding was the culmination of their romance which began when they were children in school and in the same classes.

First honors in the second oratorical contest at Gonzaga High School, May 6, went to Joseph Hurley, son of J. M. Hurley, superintendent, Hillyard Shops. He spoke on "Devotion to the Flag." Second place went to Clifford McNulty, also of Hillyard, whose topic was "Our Flag." Third place went to Charles Hennessy, with his oration on "War." Other speakers were Jack Harrison, whose topic was "The Constitution," and Bernard Pipe, who spoke on "Jesuit Missionaries."

The Great Northern shopmen, always a live bunch when it comes to co-operating with any movement looking to the improvement of our community, were the first in the field to promote and give a benefit affair for the Harmon Playfield celebration to be held June 26 to 27. The "Boys" got their heads together and sold tickets for a dance which was given in Jones' Hall, Hillyard, Thursday evening, June 4. The proceeds were turned into the celebration fund.

The shopmen at Hillyard set the 276 fence posts around the new playfield in fifty minutes. It was expected the work would take at least three hours. That's going some!

The third annual Supervisors' picnic will be held at Coeur d'Alene, Sunday, June 28. This includes all supervisors at Spokane and Hillyard Shops and is being looked forward to with much interest. These picnics have come to be real events and are greatly enjoyed by all.

Several Hillyard veterans attended the annual convention at Fargo. Among them were John Cantlon, retired car foreman; John James, foreman of the paint department; James Davis, assistant roundhouse foreman; Gust Lundblade, foreman in the lumber yard. Robert Black and Mr. J. Bartlett, S. P. & S. employees are now eligible to join Great Northern Veterans' Association and F. W. Wright, A. R. A. inspector, of S. P. & S. Railway, were among those enroute.

D. E. MacKenzie, for 26 years an employee of the Great Northern here, in its blacksmithing department, is this week entering business in Hillyard and will no longer watch the sparks fly from under the steam hammers as they weld locomotive frames. "Dave" as he is familiarly known by his friends, has opened a fuel office at 3026 Diamond Avenue and will sell several kinds of coal and has the only agency in Hillyard for block wood. Mr. MacKenzie has lived in Hillyard more than a quarter of a century and served several years as a city councilman. He raised his family there, owns his home and he will doubtless get his full share of business from the public.

WILLMAR DIVISION

Associate Editor
EDWIN STENSON
Willmar, Minn.

Conductor Geo. Sanderson has invested in a large red Buick roadster which we are informed is capable of making eighty miles an hour. George has been on the local for a good many years and no doubt wants to see the slow and the fast of it.

Engineer Berger Hornvold had the misfortune of having his new Ford coupe stolen while attending the "Norse Centennial." He states he is positive.

Henry Risch and Chas. Dolan, operators at Willmar, have returned from a tour of the western states. They also visited at Tia Juana, Mexico, but returned without any souvenirs for their friends. Risch is now acting as cashier at Willmar during the absence of Mr. Carter.

Roy Salisbury, clerk at Sioux City, is the proud owner of a new arrival, a son having reached his home recently.

The St. Paul Trade Tour special passed over the Willmar Division June 1 and 2. There were about two hundred aboard the train and stops were made at all stations between Minneapolis and Breckenridge.



They were very pleased with the apparent prosperity and business conditions in the towns along the line. Carl Anderson, publicity manager for the association, was outspoken in his praise of the manner in which the special was handled and the treatment received. We hope the business men of St. Paul will arrange to include this territory in their itinerary every year.

Passenger business was greatly increased during June, when thousands wended their way to attend the "Norse Centennial" at St. Paul. Trains were taxed to capacity and it was necessary to use all passenger equipment available.

E. A. Casey attended the storekeepers' convention at Superior, and is now enjoying his vacation.

A large number of employees attended the B. P. O. E. dance given at Green Lake pavilion June 3. We are indebted for this information to "Super-Shiek" Sorum.

Conductor W. R. Beard of Sioux Falls has taken a thirty days' leave of absence for a fishing trip to Shady Rest with "Old Timer."

A. T. Hannah, roundhouse foreman at Ihlen, has returned to work after spending his vacation in Florida. Andy Barrett was acting roundhouse foreman during his absence.

F. W. Powell, assistant chief clerk, was among those who attended the Veteran's Convention at Fargo, June 4, 5, and 6. He reports having an enjoyable time gossiping with old timers.

Kathryn Lawler is moving to her summer home at Eagle Lake where she will spend her evenings away from the noise and the dust of the city. Hazel Dalien has promised to visit her real often.

Hans Friis, enginemen's timekeeper, enjoyed his vacation motoring to Sioux City with his family.

B. W. Carter, cashier at Willmar, started on his vacation June 14, leaving for points unknown to every one but himself. There is something mysterious about the house he has rented and furnished on Fifth Street.

Effective June 13, M. C. Anderson was appointed trainmaster, with headquarters at Sioux City, vice H. R. Mitchell, transferred.

Inar Torgesson is making splendid improvement in aquatics. It is estimated he swam a distance of twelve feet at Green Lake a short time ago.

Victor Sundberg, revising clerk at Sioux City freight office, has been granted a ninety-day leave of absence on account of illness, and plans to spend some time in the torrid temperature of Arizona.

Roadmaster H. Yseth's headquarters is now at Sioux Falls, S. D.

As a matter of information, the last figures received from the Sioux City stock yards show that during the past year there was received at that point 483,307 head of hogs by motor truck.

Gust Johnson, car inspector at Ihlen, left June 10 for Kansas City, where he will be at a hospital for treatment.

Harold Johnson, machinist, and Jack Carlson, car inspector at Ihlen, left June 10 to attend the annual meeting of the South Dakota National Guard.

Wm. Neilson and family have returned to Sioux City, having attended the Trainmen's convention at Cleveland, Ohio. They report a very pleasant trip.

Conductor A. L. Smith's family is at present visiting with friends at Great Falls. Conductors W. P. Hackett and J. J. Barrett and wives are visiting a number of places in the east. Conductor and Mrs. A. R. Smith are visiting in New York City. Conductor R. B. Santo and family are visiting at Richfield, Wis.

A baby girl was born to Brakeman R. A. Alcott and wife at Ihlen, June 5.

Conductors F. M. Kendall and F. E. Danielson have moved out to their summer cottages at Green Lake. We expect to hear some good fish stories soon.

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A. J. Dickinson, Passenger Traffic Manager, St. Paul, Minn.

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