

Great Northern Semaphore

October

1928

Two Monarchs of Appleland

WINGFOOT Un-LIMITED!

*Goodyear Guarantees this Sole
to Outwear any Other*

Here is the biggest sole value on the market today.

The new Goodyear Wingfoot TAN Sole.

The finest sole Goodyear ever produced in making over 30,000,000 pairs of soles.

GUARANTEED TO OUTWEAR ANY OTHER SOLE.

It solves the shoe problem in this day of high-priced shoes. It protects the pocketbook as fully as it does the foot. Look at its special merits:

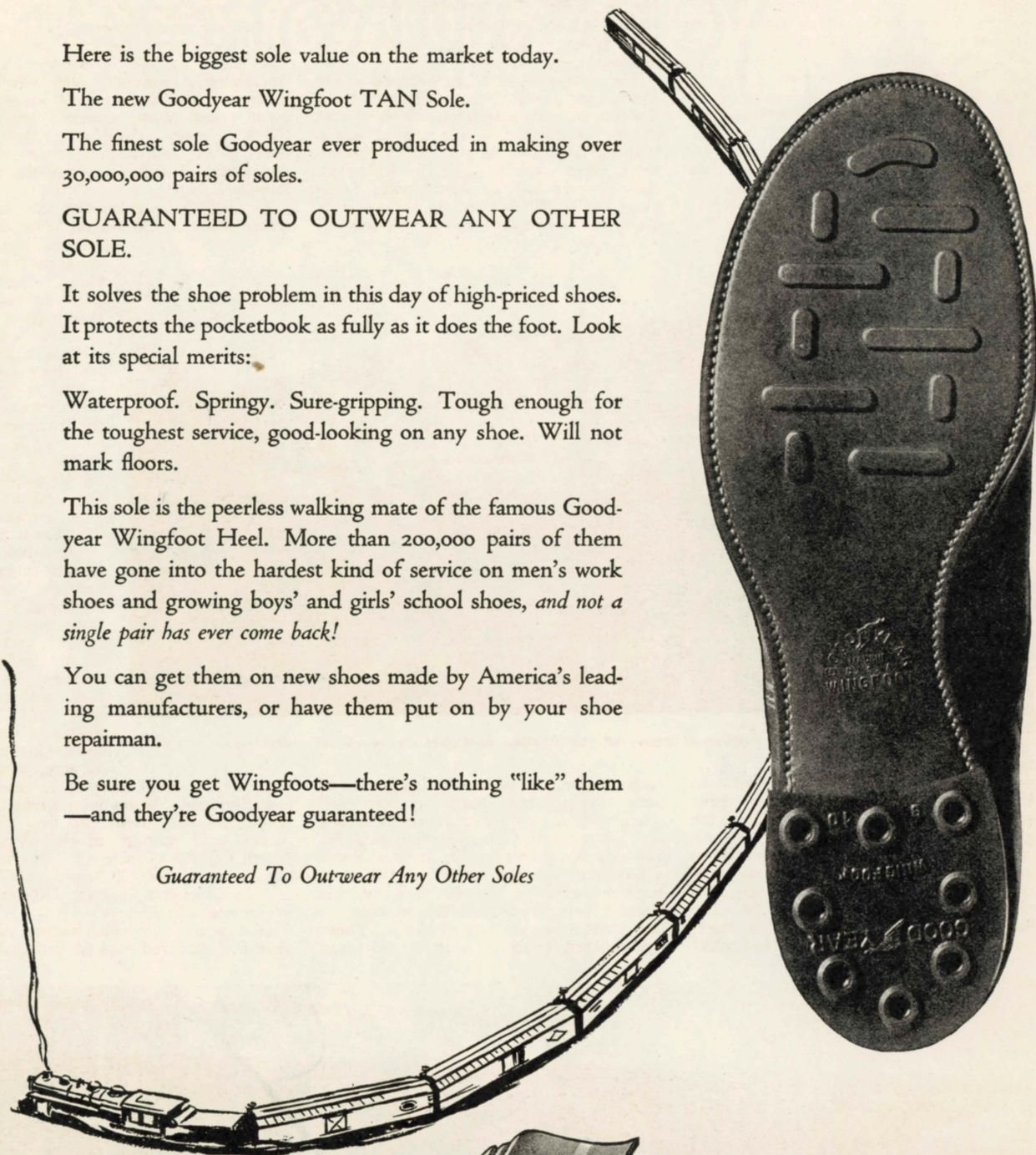
Waterproof. Springy. Sure-gripping. Tough enough for the toughest service, good-looking on any shoe. Will not mark floors.

This sole is the peerless walking mate of the famous Goodyear Wingfoot Heel. More than 200,000 pairs of them have gone into the hardest kind of service on men's work shoes and growing boys' and girls' school shoes, *and not a single pair has ever come back!*

You can get them on new shoes made by America's leading manufacturers, or have them put on by your shoe repairman.

Be sure you get Wingfoots—there's nothing "like" them—and they're Goodyear guaranteed!

Guaranteed To Outwear Any Other Soles



GOODYEAR

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WINGFOOT SOLES

Tan and Black

A DREAM COME TRUE

History of the Peshastin Fruit Growers' Association

By J. A. Warman, Manager

ACTIVE CLEARING OF the timber land and planting of commercial orchards in the Peshastin District of the Wenatchee Valley, Washington, started about 1905. Until that time there was doubt as to whether apple trees would do well in the narrow valley and high altitude, although a few acres of home orchards were in full bearing and doing well.

In 1912, twenty-three fruit growers had a meeting to form an organization, as they realized that when their orchards came into bearing, they could do better by having packing and storage facilities for their fruit, as well as warehouses for orchard supplies. They felt they could do better marketing as a group than as individuals, and by putting all their fruit under one brand, could build a reputation for that brand in the markets.

These twenty-three growers owned approximately 320 acres of orchards coming into bearing. They formed a non-profit, unit-vote, cooperative organization, known as the Peshastin Fruit Growers' Association, started to buy their supplies together and the first year shipped 50,000 boxes of fruit. In 1913, they assessed themselves three cents a box to build a warehouse, the growers receiving a refund note of two cents a box to be paid them later. More growers joined the organization and they erected their first building, a frostproof, two-story warehouse, sixty by one hundred fifty feet. Four years later, with the increase in production and addi-

tional new members, there was not sufficient warehouse space to properly care for the fruit. The members decided to build additional warehouses, and to formulate plans to finance the handling and marketing of the fruit.

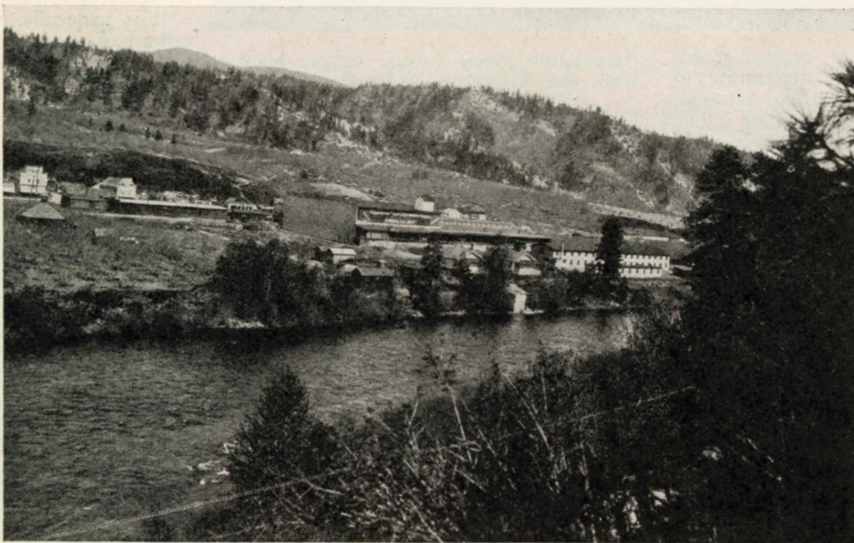
The average size of an orchard in the Peshastin District is thirteen acres. Taking into consideration the first cost of the uncleared land, the cost of water, clearing, planting, interest on the investment, taxes, and the care for ten years, each grower has an investment of approximately \$15,600, or \$1,200 an acre. To better safeguard the investment of

on the old building and a mortgage on the new building, were used to finance the new three-story building of tile, sixty-four by eighty feet. The organization then started the first central packing plant in the Wenatchee District. Increased production and new stockholders made it necessary to again expand, and they assessed themselves \$15.00 a share or an acre, payable two cents a box, and built a two-story packing plant of tile, one hundred by two hundred feet.

In 1920, the organization had taken in many more stockholders, with an acreage of about one thousand acres; they had established their brands in the market; their finances were in good condition; and they were enjoying a growing confidence from the trade and business associates caused by continued good business for eight years. The growers had confidence in their organization and in each other; they felt the necessity of caring for their fruit for a better market, and decided to build cold storage to pre-cool and store their fruit. They sold preferred stock equal to \$125 an acre, payable at

ten cents a box, carrying a seven per cent dividend. Notes were given for the stock and they built the first grower-owned cold storage in the Wenatchee North Central Washington District with a capacity of 160,000 boxes. Cold storage facilities for at least 210,000 boxes are now available.

Last year the organization shipped over five hundred cars of fruit, all hav-

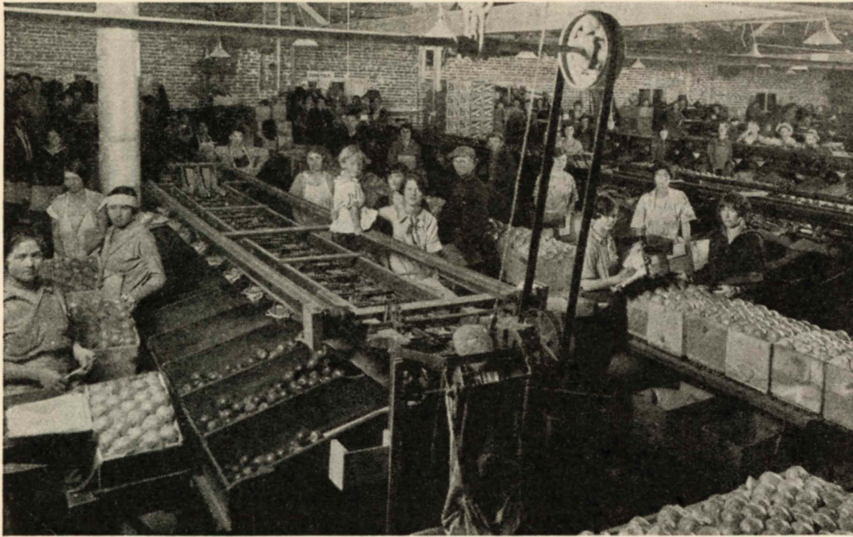


Part of Plant of the Peshastin Fruit Growers' Association

each member, they formed a stock company divided into shares so that each share with a stock vote represented one acre of orchard. Each grower gave his note for his stock payable at three cents a box, and received credit on this note for his interest in the old company, this interest being based on the number of boxes of apples he had shipped. These stock notes, together with a mortgage



Some Employees of the Peshastin Fruit Growers' Association



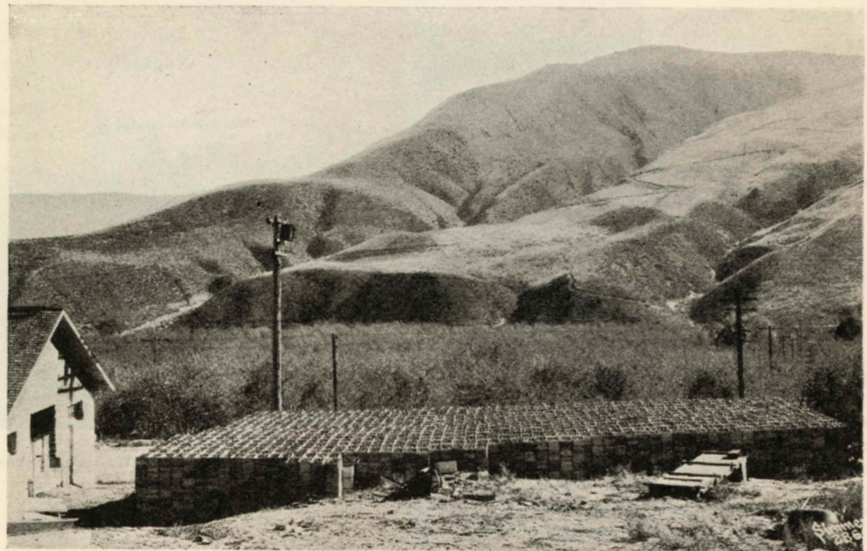
Interior of Fruit Packing Plant

ing been packed at the central plant. Supplies for its growers amounting to approximately \$123,000 were purchased, and during the past fifteen years it has been advancing money to grow and harvest the crops. While these advances have been heavy, there has been practically no loss from bad debts. One thousand to fifteen hundred dollars would cover all losses.

With the expanding of the industry, the Association necessarily was confronted with the problem of caring for its employees. The town did not have such facilities, and the Association built its own rooming and boarding house. It has accommodations for about two hundred persons, and is equipped with all modern conveniences. Separate cottages, similarly equipped, are provided for the officers. A fire system is maintained with hydrants, and three lines of hose to cover the buildings.

The growers are charged the actual cost of doing business which varies with a light or full crop. Last year the packing cost twenty-five cents a box. This included paper, nails, repairing, taxes, insurance on apples and plant, office, expense, and all overhead items. After the fruit was packed, to precool, cold store, warehouse, inspect, for traffic

Association dues, labels, taxes, insurance, etc. including dividends on stock



Boxes of Apples Ready for the Packing Plant

to growers, it cost last year thirteen cents a packed box.

Each grower has an investment of \$181 an acre in the association, or an investment for a thirteen-acre orchard, the average size, of \$2,353. The benefits to the growers on such a small investment from this organization are numerous. Most of the growers have paid for their stock in full, and, of course, receive dividends on their investment. The Association has an investment of over \$300,000 with an indebtedness of only \$80,000 in the form of long-term bonds at 6½ per cent. This indebtedness is largely covered by unpaid stock notes from young, non-bearing orchards.

The average production for an acre of full-bearing orchard in this district is approximately four hundred boxes, although some orchards have produced eight hundred to one thousand boxes an acre. On account of climatic conditions, this valley seems to be the natural home for long-keeping Delicious and Winesaps. Pears also are grown with equally good results.

It is generally conceded that there is not a more contented or progressive body of growers anywhere than in the Peshastin District of Washington.

"Old Ironsides" Souvenirs

READERS OF THE SEMAPHORE will recall the splendid showing made by the Great Northern Railway clubs, St. Paul, in the sale of reproductions of Gordon Grant's painting of "Old Ironsides." Other souvenirs such as book ends, ash trays, plaques, trays, paper knives, blotter holders, ink stands and cigarette boxes, as well as bolts, small pieces of timber, wood, etc., all entirely of or containing materials from "Old Ironsides" are also offered for sale.

The proceeds of the sales will be added to those from the sale of reproductions of the painting to complete the fund for reconditioning "Old Ironsides."

The SEMAPHORE is not in a position to handle the sale of these articles, but any one interested may obtain full particulars by writing Rear Admiral Philip Andrews, Chairman, Save "Old Ironsides" Committee, Navy Yard, Boston, Massachusetts.

"I hear you've lost your parrot that used to swear so dreadfully."

"Yes, poor dear, we found him dead on the golf links."—*Life*.

Great Northern Semaphore



Young Trees Being Grown in Nursery

The United States Constitution

Excerpts from an Address Given Before the St. Paul Great Northern Clubs

By F. G. Dorety, Vice President and General Counsel, Great Northern Railway Company

Mr. Dorety was born at Boston, Mass., on July 20, 1878. He was graduated from the University of California in 1900, and from Harvard Law School in 1903. He then practiced law in San Francisco and Seattle. In 1908 he became assistant attorney for the Great Northern and in 1910 attorney at Seattle. In 1915 he was appointed attorney for Oregon and eastern Washington. In 1918 Mr. Dorety came to Saint Paul, as assistant general counsel, and four years later he became general solicitor for the company. He held that office until his elevation to the position of vice president and general counsel.

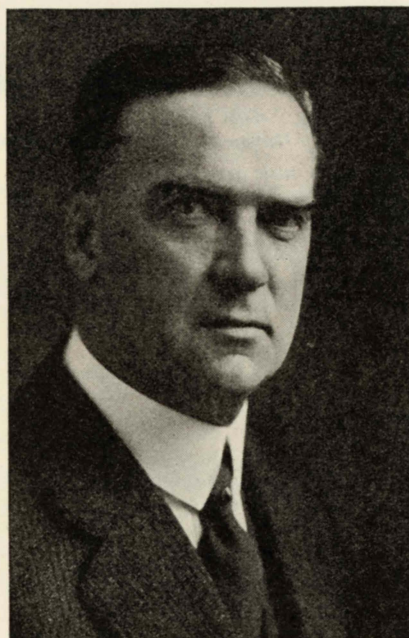
THE GREAT PRIME MINISTER Gladstone once pronounced the United States Constitution the greatest contribution to political science ever struck off at a given time by the brain and purpose of man. Lord Bryce, the distinguished author of the American Commonwealth, declared it so simple, wise, and complete that it must have been inspired of God.

We usually think of a constitution as a dry and uninteresting document which divides up the powers of government among different official bodies, provides for quorums and times of meeting, and specifies other details of machinery of government, and it may be hard to understand why a document of such character can invoke such fervent admiration as that expressed by the great statesmen just referred to.

The fact is, however, that a constitution has another function quite as important as that of establishing the machinery of government. Governments can tyrannize and destroy as well as serve and preserve. A people who are constructing a government and giving it power over their lives and property must assure themselves that they are not creating a Frankenstein monster which can destroy them. It is quite important, therefore, that a constitution should specify certain things which the government cannot do, as well as provide machinery for doing as efficiently and wisely as possible the things which should be done. A government is like an automobile—it must have machinery to make it go, but it must also have a steering device to control its course and brakes to retard its action. Therefore, in examining our Constitution to find the basis for the high praise which it has received, we must examine, not only the machinery which makes the government go, but the steering devices and brakes which control and retard its action.

The most convincing proof of the excellence of the machinery of our government lies in the fact that it has existed and continued to function for nearly a century and a half, during a period in the world's history when almost every other great government on earth has failed. We are accustomed to think of ourselves as the baby among nations, but the fact is that our government is one of the oldest of the large governments now existing on the earth and that it has required less change and amendment than any other government

which was in existence when our Constitution was adopted. The amazing sagacity, wisdom, and foresight of the men who made our Constitution is made more manifest when we consider that it was devised for a very small and insignificant agricultural people and that it is now controlling the destinies of the greatest commercial and industrial nation on earth. It has survived periods of prosperity and of poverty, of harmony, and of dissension, of united national action and of civil war; it serves a nation of 100,000,000 people covering a continent as well as it served the nation of 1,000,000 people gathered along a single sea coast. There can be no greater proof than this of the efficiency and wisdom of the machinery of government which our forefathers adopted.



F. G. Dorety.

But what I want to direct your attention to more particularly today is that part of our Constitution which provides, not for the exercise of the proper functions of government, but, for the prevention of improper functions and activities. I want to consider the brakes rather than the power plant or the transmission.

We have become so accustomed to the uninterrupted enjoyment of our individual liberties that we are likely to regard them as having existed always as a matter of course and as not really requiring constitutional protection. But it is only in the last century or two—the yesterday of human history—that this feeling has come to exist. For many thousands of years before, the great majority of the common people had been suffering from tyrannical action of their various governments and rulers. We need not go far beyond the memory of men now living to a time when men could be imprisoned for power, and when families could be merely incurring the ill will of those in

separated and destroyed and property seized and confiscated at the whim of the rulers.

This had been the history of government up to the time when our nation was launched and, consequently, our forefathers, before adopting our Constitution, insisted on specific provisions withdrawing certain powers from the government and placing restrictions upon governmental action. In this way arose the familiar provisions of our Constitution making all men equal before the law, guaranteeing the rights of free speech and free assembly, requiring formal accusation before arrest, guaranteeing jury trial, forbidding unreasonable searches and seizures, forbidding Congress to interfere with the right to bear arms, forbidding excessive fines or cruel punishments, and last but not least, the provision of the fifth and fourteenth amendments to the effect that no person shall be deprived of life, liberty or property without due process of law.

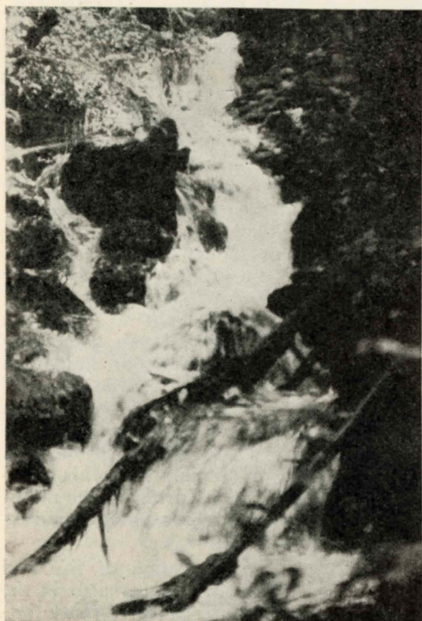
Whole volumes have been written about each one of the provisions and it is impossible to discuss them in a single short talk. The last provision that I refer to—the so-called "due process" clause—has probably given rise to more printed volumes of discussion and interpretation than any other sentence ever written or spoken in any language. I could tell you a great many interesting things about the various applications of this principle, but I want to use what little time I have to tell you something of the effect of it upon our industrial system. The gist of this "due process" clause is the principle that every person shall be protected in the possession and enjoyment of whatever he or she can honestly earn or obtain. It is this principle, I believe, which furnishes the main-spring of our marvelous modern industrial progress.

Of course, the protection of life and liberty which is provided for also in the "due process" clause is even more important. We have become so accustomed to the enjoyment of our common everyday rights that we are likely to consider them as existing of themselves, like the air we breathe, and requiring no effort or protection on our part. We assume that the right to educate our children, to vote, to hale a wealthy corporation into court, to leave one job and take another, to move our residence from one place to another, are rights that have always existed and that need no protection. But the fact is that it has been only in what are, comparatively speaking, the last few moments of human history that such rights have existed generally. For thousands of years, down almost to the present, mankind has been shedding its blood and spending its treasure in a struggle toward the attainment of these rights. We have been scaling the wall and have only just secured a hold upon the top. Our first consideration, therefore, must be to hold fast to that which we have. We are told every day of defects and blemishes in our constitutional and industrial system and are constantly advised to drop it all and try something new. But in trying the new, we must hold fast to what is best in the old. Defects and blemishes exist and must be remedied. There are heights beyond still to be scaled and we should press steadily toward them. Let us progress, but let us progress slowly and cautiously as one bearing a treasure.

Jump-Off-Joe Falls

Beauty Spot Near Vallamont,
Washington

THE TRAVELER THROUGH the beautiful Colville River Valley, Washington, is sometimes unaware of the scenes of rare loveliness lying close to the railroad and the highway. One of these is Jump-Off-Joe Falls, within a quarter of a mile of Valley, Washington. The cascades are over two hundred and fifty feet high and come tumbling down the narrow canyon, their foamy whiteness gleaming through the fragrant syringa and flowered dogwood, with tall evergreen trees fringing the steep sides of the narrow channel, hardly more than a slit in the rock. A rustic bridge spans the stream and easy trails lead up and down.



Jump-Off-Joe Falls

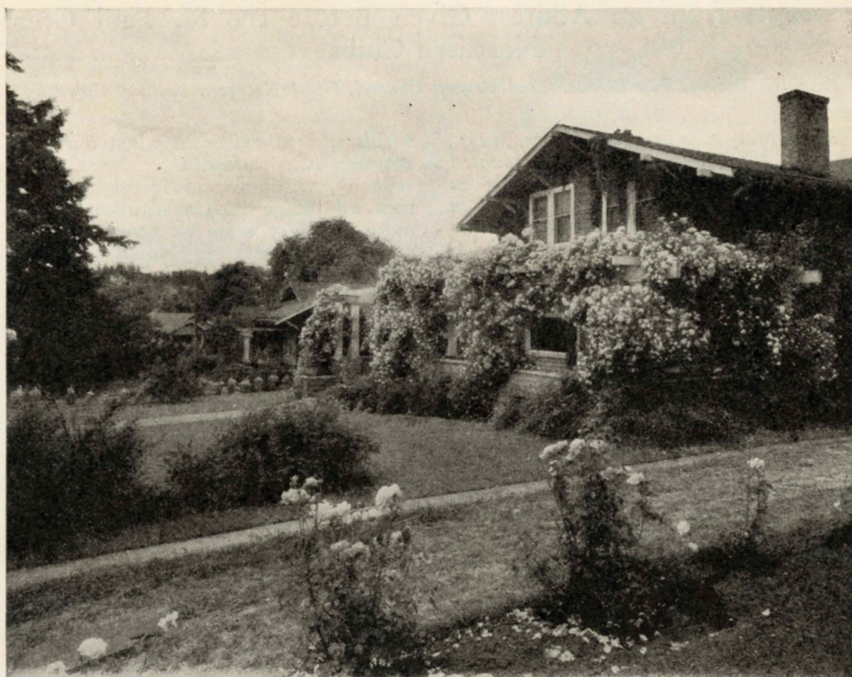
An effort is being made to have the Game Commission construct three or more fish ponds, with falls between, where trout fry and fingerlings can be grown in safety from the attacks of their larger cannibalistic brothers.

About ten minutes walk from the cascades is Vallamont Sanitarium, conducted by Dr. J. Wilson Reed, amid surroundings that are most restful. Interesting walks or horseback rides up to Valley View Point, or a trip to Waitt's Lake, which is about three miles away, all add to the attractiveness of this health resort. Vallamont is two miles south of Valley, Washington, on the Marcus Branch.

Former Indian Fighter Touring Great Northern on Peaceful Mission

MAJOR GENERAL HUGH L. SCOTT, U. S. A., retired, chairman of the board of Indian commissioners, and a son of a great-granddaughter of Benjamin Franklin, recently has been spending some time on the Great Northern system and other parts of the Northwest, studying Indian lore and relics. It will be remembered that General Scott was last in this section when he

Charming Picture Wins Prizes



Brown Studio, Salem, Oregon.

House and Garden of Colonel E. Hofer, of Salem, Oregon

IT IS NOT OFTEN THAT the SEMAPHORE has the privilege of reproducing a more charming scene than is shown in the above picture. In it is seen the home of Colonel E. Hofer, in Salem, Oregon, and the entire grounds around this ideal American residence are nearly if not entirely as picturesque as the view shown.

For years this home and garden have been photographed as an example of better homes in the West, and recently

it was selected as the subject for a prize photographic contest by the Salem Association of Amateur Kodakers. Colonel Hofer is a cousin of Frank Hofer, manager of the Rainbow Hotel in Great Falls, Montana. Mrs. Frank Hofer is the daughter of W. D. Loftus, local freight agent at Great Falls. The information and photograph came to us through the courtesy of C. F. O'Hara, general agent at Great Falls.

went on the Columbia River Historical Expedition, to which the Great Northern gave its support.

enough, much to the amazement of the townspeople, the four Indians presently arrived. General Scott very truly says that anybody can take a lot of troops and go in and kill, but to prevent bloodshed and win the confidence of those opposing them—that is the real triumph.

Honors for Carl Torell

On a number of occasions, the SEMAPHORE has had items concerning the ability of Carl Torell, passenger brakeman on the Seattle-Portland line, and



General Hugh L. Scott

General Scott is said to have taken part in more Indian campaigns than any living man, and is credited with winning most of them by negotiations and diplomacy. His latest exploit of this sort was in 1915, when a tribe of the Piute Indians in Utah, refused to give up a fugitive Indian who had taken refuge with part of the tribe in an inaccessible place. General Scott brought in the man and three others, single-handed, and so great was his influence with the Indians that when he entered the town and was asked where the Indians were, he said, "They will be along after a while." Sure

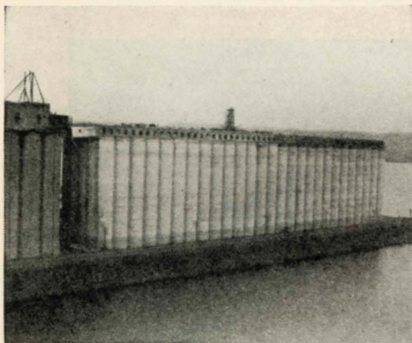


Carl M. Torell

prior to the establishment of the rule against using cartoons it was the magazine
(Continued on Page 8)

Great Northern Semaphore

Where the Grain Goes En Route



IN THESE TWO PICTURES, readers of the SEMAPHORE will be interested to see two places where the grain of the great Northwest goes between the fields and the tables of the con-



sumers. The upper picture shows the new storage bins, nearing completion, at Superior, Wisconsin. The lower picture shows grain being loaded into one of the Great Lakes steamers at a Superior dock.

A Dependable Railway

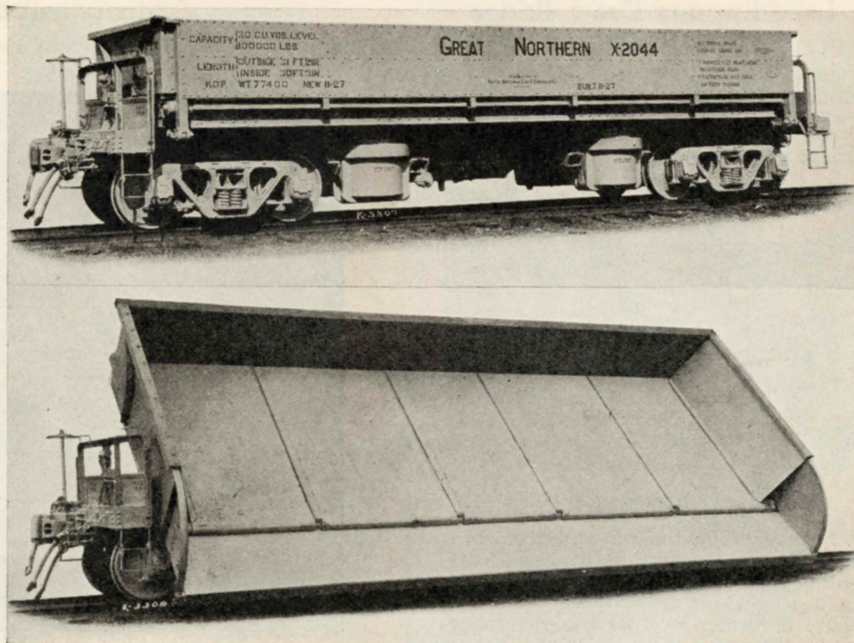
The following letter was written by Wm. F. Powell, of Ottawa, Ontario, to President Ralph Budd:

"I have not had the pleasure of meeting you, but feel that I would like to express to you the satisfaction and comfort my wife and I experienced in traveling over your line from Chicago to Spokane and return.

"I was the guest of R. K. Neill, of Spokane, as he wanted to consult me about some improvements to our cement plant, at that place, and our quarry situated on the Great Northern at Powell, and Mr. Neill recommended buying tickets over your road.

"I have been many times across the continent and have traveled on all lines, including the Great Northern some years ago, but never have I had such comfort and enjoyment as on this occasion.

"The smoothness of the road-bed, the elimination of so many curves, the comfort and quality of the service and equipment left nothing to be desired, and it will be my pleasure to advise any of my friends who contemplate a western trip to patronize the Great Northern."



Steel Dump Cars

THE PICTURES ABOVE show two views of the Class TD-30 dump cars built recently for the Great Northern Railway by the Koppel Works of the Pressed Steel Car Company, of Koppel, Pennsylvania, a suburb of Pittsburgh.

Victors for Second Year

Great Northern Golfers Again Win Municipal Trophy

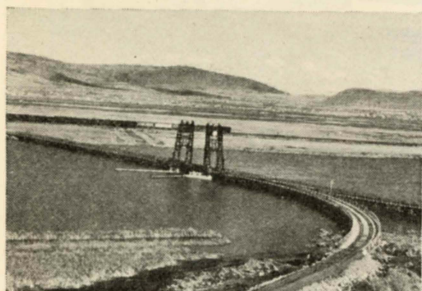


THE GREAT NORTHERN golf team, composed of Frank Anderson, J. J. McGeever, Wm. Haggerty, and Joe Priestersbach, recently won the championship of the Municipal Golf League, of St. Paul, for the second successive year. In the play-off, the team was opposed by teams from Griggs, Cooper & Company and the Northwestern Trust Company, and the

matches were hotly contested. Not until the last match was played, was it finally decided that the Great Northerners had been able to defend their title. Colonel Griggs, of the Griggs-Cooper team, was medalist with 153 for the thirty-six holes, but the play of the Great Northern team was steadier and evenner than that of the other teams as a whole, and they well earned their victory.

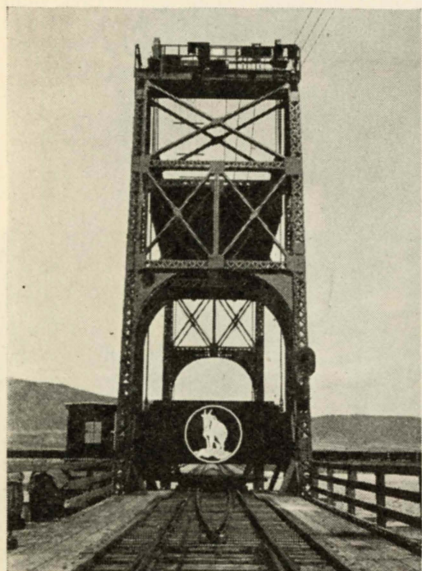
Lake Ewauna Draw Bridge

IN CONNECTION WITH developments in the vicinity of Klamath Falls, Oregon, the Great Northern Railway Company recently completed the construction of a structural steel draw bridge on the line crossing Lake Ewauna.



The Draw Bridge

As shown by the pictures the draw bridge is of the vertical lift type, consisting of two steel towers which extend to a height of approximately 60 feet above the water level, and, a steel plate girder lift span 60 feet in length. When the lift span is in the open, or raised, position a channel 50 feet wide by 40 feet high is provided for water traffic.



With the Draw Up

The large sheaves at the tops of the towers carry eight steel cables. One end of these cables is attached to the plate girder lift span, and the other end of the cables is attached to the reinforced concrete counter-weights which exactly balance the weight of the lift span.

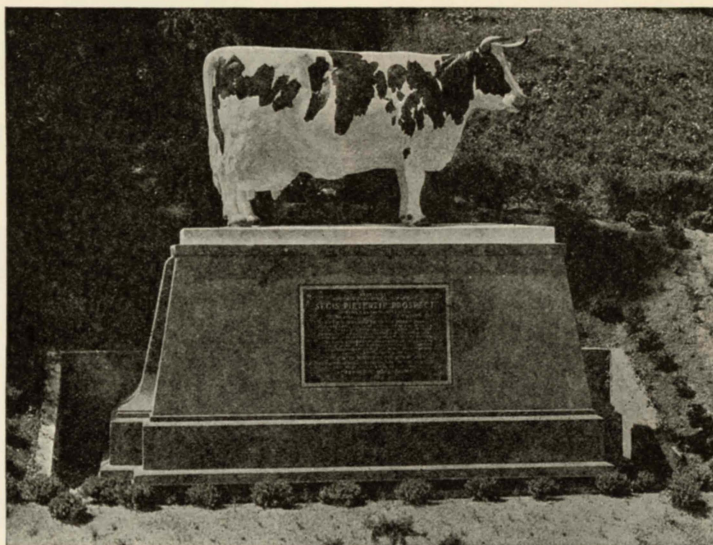
The motive power for the operation of the lift span consists of two electric motors that are located at the tops of the towers. These motors can be controlled from either one of the two control houses located at the track level near the base of the towers.

The draw bridge is completely equipped with train signal lights and navigation lights, all of these lights being interlocked with the bridge operation.

In order to make this job typical of Great Northern construction, two Rocky Mountain goats have been painted on the counter-weights. It is reported that these are the first Great Northern goats to arrive in the Klamath Basin.

Monument to Famous Cow

Carnation Milk Products Company Pays Tribute to Champion Milk Producer



MORE THAN FIVE THOUSAND people assembled at the Carnation Milk Farm, Carnation, Washington, on July 31, to witness the unveiling of the statue to Segis Pietertje Prospect, the world's champion cow. A picture of the statue is shown here. Among the distinguished guests were O. M. Plummer, secretary and general manager of the Pacific International Livestock Exposition, Portland, Oregon; Honorable Roland H. Hartley, Governor of Washington; Frank Edwards, Mayor of Seattle; E. C. Hatch, president of the Chamber of Commerce, Seattle; and Frank Terrace, director and past president, National Good Roads Association. The dedicatory address was made by President E. O. Holland, Washington State College, Pullman, Washington.

Upon the pedestal, on which the statue rests, is the following inscription:

"Here lived
And gave her service to mankind
SEGIS PIETERTJE PROSPECT
World's Champion Milk Cow
Born 1912 Died 1925

Twice she registered production records that set her fame above all dairy cattle of any age. In each of two years she exceeded 16,500 quarts of milk, 1,400 pounds of butter, yielding for the two a total of 33,922 quarts of milk, 2,865.18 pounds of butter. Sired by a king and of purest Holstein strain, she herself bore sons and daughters of champion achievement. Finest type of the noble, patient animal, that is most justly named the foster mother of the human race, her queenly worth deserved this tribute erected by her owner.

CARNATION MILK FARM
1928"

This structure was designed, and erection work supervised, by H. S. Loeffler, assistant engineer, under the direction of J. R. W. Davis, chief engineer, and John A. Bohland, bridge engineer. The work of erecting the structure was carried out under contract by the Saw Mill Engineering & Construction Company, F. Hill Hunter, manager, Klamath Falls, Ore.

Most of the life of "Prospect" was spent upon the Carnation Milk Farm, although at times she traveled in royal state to national fairs and livestock shows. It is estimated that during her life time, Prospect produced 174,000 pounds of milk, or 81,000 quarts, or 20,250 gallons, or eighty-seven tons. This would be equivalent to approximately one hundred times her weight in milk in her life time. Her record is the more notable when it is remembered that the average milk production in the United States is 3,900 pounds or 1,450 quarts a cow—so that her yield was equal to that of ten average cows. Prospect died March 13, 1925, of natural old age.

E. A. Stuart, president of the Carnation Milk Products Company, who was her owner, says of her, "Prospect was the outstanding example of the dairy cow at her highest present attainment and we are proud to have developed the maker of these great records on our farm. It is fitting and proper that her statue should stand here as a monument to her achievement."

Honors for Carl Torell

(Continued from Page 6)

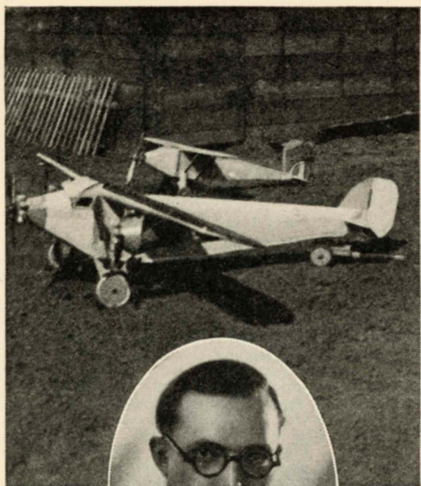
zine's good fortune to use several of his drawings. A short time ago the *Seattle Star* carried quite a story regarding the work of Mr. Torell. This was written by S. A. Holbrook, editor of the *Four L Lumber News*, in which publication many of Mr. Torell's cartoons and other drawings have appeared. One of Mr. Torell's posters relating to forest fires has been copied widely for warning purposes, according to the *Star*. This year, in Vermont, it is being used in the literature of the state forest service. Mr. Torell was formerly a logger and knows the lumber industry and its features thoroughly.

There's a Reason

Husband: "Last night when I got home my wife had a wonderful dinner, my favorite book and pipe ready, my slippers and gown ready, my—"

Second Husband: "How much was she overdrawn?"—*Wabash Caveman*.

Great Northern Semaphore



Great Northerner Builds Model Plane

HERE IS JAMES W. TOMEK, of the office of auditor disbursements, St. Paul, with the tri-motored plane which he constructed. This plane is not unlike the fourteen-passenger Ford planes which were recently added to the St. Paul air fleet.

The model is equipped with electric motors to really drive the propellers and has landing and wing lights. It was hung in front of the Capitol Theater, St. Paul, the week of September 10, in conjunction with the showing of "Lilac Time." St. Paul newspapers published pictures of Mr. Tomek and his plane.

Changes and Promotions

EFFECTIVE SEPTEMBER 10, J. B. Smith, assistant superintendent of transportation, was appointed superintendent of transportation, vice A. L. Bergfeld, resigned. Mr. Smith came with the company in 1909 as dispatcher at Spokane, and was afterward chief night dispatcher and chief dispatcher at that place and also at Whitefish, Montana. In 1918, he was made trainmaster at Whitefish, and the same year came to St. Paul as chief clerk, office of the freight car distributor, transportation department. In 1926, he was appointed assistant superintendent of transportation.

Major Anderson Passes On

MAJOR ALBERT M. Anderson, sixty-five years of age, right of way agent, land and tax commissioner for the Great Northern, with offices at Spokane, passed away at the family home S. 822 Adams Street, August 19. He was ill only three days. Acute nephritis was diagnosed as the cause of death.

Major Anderson, a true pioneer of the West, having been in this region for more than forty years, had a wide circle of friends. He gained the title of Major during his work among the Indians at Fort Spokane, and as agent at Nespelem. He had been with the Great Northern for more than twenty years and was widely known throughout the North-

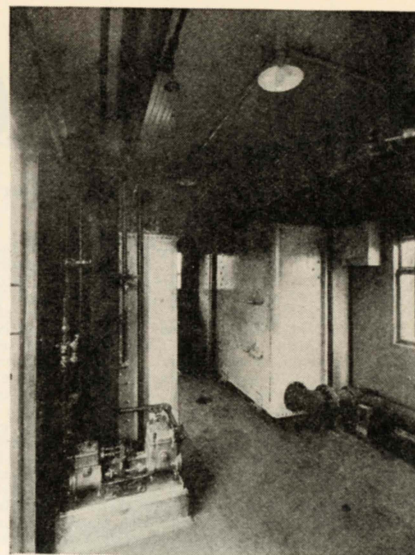
west. He is survived by his wife and a daughter, Edith, who is librarian at the University of Washington. Interment was in Riverside Park Cemetery, Spokane. Active and honorary pallbearers were selected from his intimate associates with the company and pioneer friends. Major Anderson handled tax matters for the Great Northern in Washington and negotiated for the purchase of a great deal of the land used for many of the major developments of the Northwest.

Great Northern Heater Cars

THE CARS TO BE USED for furnishing steam to passenger trains operating in the electrified zone between Wenatchee and Skykomish, are forty feet long and weigh 161,500 pounds, when equipped for the road. Five of these cars will be required. Each car is equipped with a one hundred horse power vertical boiler, which is designed to burn fuel oil.

There are four tanks one in each corner of the car. One is for carrying oil and three for water. Each of the oil tanks holds 1,100 gallons, and the water tank, 3,570 gallons.

The oil and water are supplied automatically to the boiler. The oil and steam to the burner are regulated by electrically controlled valves, which will shut off the oil and steam when the steam pressure in the boiler reaches the maximum pressure. They will also shut off if for any reason the water supply should fail and water gets low in the



Interior of Heater Car

boiler. In this case, an electric bell will ring in the cab of the electric locomotive to warn the crew that something is wrong and requires attention.

These cars were built by the St. Louis Car Company. The boiler and other equipment were built and assembled in the Great Northern shops at St. Paul, under the direction of F. M. Fryburg, assistant to general superintendent motive power. A view of the interior of one of the cars is shown above.



Over Twenty Years Ago

THE PICTURE ABOVE was taken at Willmar, Minnesota, in 1907 or 1908 and was sent to the SEMAPHORE by Wm. Ebert, now retired, who at that time was general yardmaster. He now resides at Sioux City, Iowa. The names of those in the picture and positions they then held, are, from left to right: Top row—J. R. Miller, chief dispatcher; Julius Zinkie, master carpenter; not identified. Standing—Dave Williams, roundhouse foreman; A. B. Ford, master mechanic; P. F. Keating, trainmaster; Zid Fero, traveling engineer; Dr. Kermott, railroad physician; Wm. Ebert, general yardmaster. Sitting—L. B. Allen, assistant superintendent; John Murray, roadmaster; Chas. Buck, chief clerk; G. S. Stewart, superintendent; Mr. Fukon, night chief dispatcher; George Elor, trainmaster; Mike Flanagan, traveling engineer.

Our Honor Roll

The following named employees, after long and faithful service, have been retired on pensions:

George P. Balfour, engineer, St. Paul, Minnesota, effective May 1, 1928.
 Mrs. Alice De Mars, matron, Minneapolis passenger station, effective May 1, 1928.
 Alfred G. Mardin, agent and operator, St. Cloud Shops, effective May 1, 1928.
 Hans Morison, track laborer, Larimore, North Dakota, effective May 1, 1928.
 Harry S. Landis, engineer, Spokane Division, effective May 1, 1928.
 Alvin Palm, engineer, Willmar Division, effective May 1, 1928.
 Michael J. Dalton, engineer, Cascade Division, effective May 1, 1928.
 Harry W. Mudgett, switchman, Hillyard, Washington, effective May 1, 1928.
 August Hedin, painter, Hillyard, Washington, effective June 1, 1928.
 Corliss B. Kinney, conductor, St. Cloud Division, effective June 1, 1928.
 Peter Spoden, car foreman, St. Cloud Division, effective June 1, 1928.
 Samuel Tomson, engineer, Superior Division, effective June 1, 1928.
 William Scott, engineer, St. Cloud Division, effective July 1, 1928.
 Charles L. Harrington, agent-operator, Dakota Division, effective July 1, 1928.
 Frank S. Elliott, assistant general manager, Seattle, effective August 1, 1928.
 Rasmus Haavik, section laborer, Petersburg, North Dakota, effective August 1, 1928.
 William J. Norton, agent, Melby, Minnesota, effective August 1, 1928.
 Henry J. Wagoner, operator, Sauk Center, Minnesota, effective June 1, 1928.
 Henry C. LaClair, engineer, Browns Valley, Minnesota, effective July 8, 1919.

In Memoriam

John Krafty, Sr., material carrier, St. Cloud Shops, retired November 1, 1920; died June 12, 1928.
 Harry W. Mudgett, switchman, Hillyard, Washington, retired May 1, 1928; died July 4, 1928.
 Ole Lien, tool repairer, Willmar, Minnesota, retired July 6, 1919; died July 27, 1928.
 George P. Balfour, engineer, St. Paul, Minnesota, retired May 1, 1928; died July 27, 1928.
 Joseph R. Morrison, machinist, St. Paul, Minnesota, retired December 1, 1916; died August 5, 1928.
 John Opheim, storekeeper, Marcus, Washington, retired July 1, 1926; died August 6, 1928.
 Thomas J. Kelly, conductor, St. Cloud Division, retired June 1, 1924; died August 14, 1928.
 John King, machinist helper, St. Paul, Minnesota, retired October 1, 1920; died August 16, 1928.
 James A. Yoemans, laborer, Sioux City, Iowa, retired September 1, 1917; died August 22, 1928.
 Frank W. McCoy, assistant engineer, St. Paul, Minnesota, retired January 1, 1926; died August 27, 1928.
 Henry J. Wagoner, operator, Sauk Center, Minnesota, retired June 1, 1928; died August 16, 1928.
 Edward Moylan, clerk, St. Paul, Minnesota, retired May 1, 1925; died September 6, 1928.
 Herman Stinsky, blacksmith, St. Paul, Minnesota, retired November 1, 1920; died September 8, 1928.
 Henry C. LaClair, engineer, Browns Valley, Minnesota, retired July 8, 1919; died September 14, 1928.

Pensioners on the August, 1928, roll..... 363
 Pensioners died since September, 1916..... 200
 The amount paid out in pensions to August 31, 1928 was.....\$941,033.57

MRS. ALICE DEMARS

Born March 24, 1876, in Goodhue County, Minnesota. She was employed as saleslady for several years at Helena, Montana, and also worked at Hotel Spokane and Hotel Ripath, before entering service of the Great Northern Railway at the lunch counter at Spokane, July, 1902. From 1913 to 1916 she was employed in the local freight office, and then came to Minneapolis as matron in the Minneapolis passenger station which position she held to the time of her retirement on account of permanent incapacity. She was pensioned effective May 1, 1928, with 26 years of service. Her address is 2323 Dupont Avenue North, Minneapolis, Minnesota.

ALFRED G. MARDIN

Born April 17, 1856, at Cross Plains, Dane County, Wisconsin. He first entered the service of the St. Paul, Minneapolis and Manitoba Railway in November, 1880, on the Breckenridge Division and in 1881 left the service, and was employed by other companies. He returned to service in April, 1888, and since that time has been employed in station service at Osakis, Erdahl, Spicer, and New London,

and since 1915 has been agent and operator at St. Cloud shops. He was retired on account of the age limit and pensioned effective May 1, 1928, with 38 years of service. His address is P. O. Box 217, Waite Park, Minnesota.

HANS MORISON

Born April 17, 1858. He has been employed as track laborer at Larimore, North Dakota, since April, 1904, and was retired on account of the age limit and pensioned effective May 1, 1928, with 24 years of service. His address is Larimore, North Dakota.

HARRY S. LANDIS

Born June 14, 1865, at Troy, Kansas. He worked from 1884 to 1892 as a fireman and engineer for a railroad in Montana, and in August, 1892, was employed as an engineer on the Kalispell Division of the Great Northern Railway. In June, 1909, he was transferred to the Spokane Division and worked there as an engineer until he was retired on account of permanent incapacity. He was pensioned, effective May 1, 1928, with thirty-six years of service. His address is N. 4903 Stone Street, Spokane, Washington.

ALVIN PALM

Born February 19, 1860, in New York City. He entered the service of the St. Paul, Minneapolis and Manitoba Railway as a fireman in August, 1881, and was promoted to engineer in August, 1883. All of his service has been on the Breckenridge and Willmar divisions. He was retired from the Willmar Division on account of permanent incapacity and was pensioned, effective May 1, 1928, with forty-seven years of service. His address is 306 South Tenth Street, Willmar, Minnesota.

MICHAEL J. DALTON

Born September 20, 1869, at Jackson, Michigan. He worked as a fireman for a railroad in Pennsylvania for several months previous to March, 1893, and then engaged in farming at Jackson. In 1897, he moved to Garfield, Washington, and in January, 1898, was employed by the Great Northern Railway as a fireman on the Cascade Division under William Kelly, master mechanic. He was promoted to engineer January 15, 1901, and has worked on the Cascade and Spokane divisions ever since. His last service was on the Cascade Division, where he was retired on account of permanent incapacity. He was pensioned, effective May 1, 1928, with thirty years of service. His address is 1611 Walnut, Everett, Washington.

AUGUST HEDIN

Born May 19, 1856, in Karlstad, Sweden. He worked as a painter for eight years in Indiana and Minnesota before he was employed as a painter by the Great Northern Railway at the St. Paul shops in June, 1891, under N. B. Watson, foreman. Since September, 1900, he has worked at the Hillyard shops, where he was promoted to painter foreman in August, 1908. He was retired on account of the age limit and was pensioned, effective June 1, 1928, with thirty-five years of service. His address is E. 2728 Diamond Avenue, Spokane, Washington.

CORLISS B. KINNEY

Born July 10, 1873, at St. Olof, Minnesota. All his service has been on the St. Cloud Division where he entered service as a brakeman in November, 1890. He has been a passenger conductor since February, 1910. He was retired on account of permanent incapacity and pensioned, effective June 1, 1928, with thirty-eight years of service. His address is 1233 Selby Avenue, St. Paul, Minnesota.

PETER SPODEN

Born December 3, 1863, in Germany. He worked as a laborer in St. Cloud, Minnesota, for six years before being employed by the Great Northern Railway as a car repairer in September, 1895, at St. Cloud. He was promoted to car inspector in March, 1899, and to car foreman in March, 1919. He was retired on account of permanent incapacity and pensioned, effective June 1, 1928, with thirty-three years of service. His address is 1404 Ninth Avenue South, St. Cloud, Minnesota.

SAMUEL TOMSON

Born September 8, 1858, at Greensburg, Indiana. He was employed by the Great Northern Railroad as a fireman at Superior in November, 1888, and was promoted to engineer in September, 1891. He worked in this capacity until he was retired on account of permanent incapacity and pensioned, effective June 1, 1928, with forty years of service. His address is 634 E. Third Street, Duluth, Minnesota.

WILLIAM SCOTT

Born August 9, 1862, in Canada. He has been in engine service on the St. Cloud Division since October, 1883, when he was promoted to fireman. In September, 1890, he was promoted to engineer and worked in this ca-



Another Group of Recent Pensioners

From left to right: James Watson, section foreman, Inverness, Montana; John C. Perlowski, car repairer, St. Cloud Shops, Sauk Rapids, Minnesota; John F. Getsey, conductor, R. F. D. No. 1, Everson, Washington; Thomas F. Dunn, freight checker, St. Paul; John A. Heinz, blacksmith, Dale Street Shops, St. Paul.

capacity until he was retired on account of permanent incapacity. He was pensioned, effective July 1, 1928, with forty-five years of service. His address is 1513 Van Buren Street, St. Paul, Minnesota.

CHARLES L. HARRINGTON

Born June 22, 1854, at Danville, Virginia. He had worked three years for another railroad in Montana before he entered the service of the Great Northern, December, 1903, as an operator at Moorhead, Minnesota. In September, 1905, he became agent and operator at Ayr, North Dakota, and remained in this position until he was retired, on account of permanent incapacity. He was pensioned, effective July 1, 1928, with twenty-one years of service. His address is Ayr, North Dakota.

FRANK S. ELLIOTT

Born September 29, 1865, at Eddyville, Iowa. He had eight years' experience as agent, operator, and dispatcher for other companies before he came to the Great Northern as operator at Silver, Montana, in August, 1894. He worked as operator and extra dispatcher at Havre from September to May, 1895; then he was dispatcher at Kalispell, until he was promoted to chief dispatcher there in December, 1896. In April, 1903, he was promoted to assistant superintendent at Everett. He also worked in this capacity at Spokane, Whitefish, Larimore, and Willmar. In March, 1908, he was appointed superintendent at Crookston; in June, 1910, assistant general superintendent at Spokane, and in July, 1913, general superintendent at Great Falls. He also held this position at Superior and Spokane. On February 1, 1928, he was promoted to assistant general manager at Seattle, which position he held until he was retired on account of permanent incapacity. He was pensioned, effective August 1, 1928, with thirty-four years of service. His address is, care of King Street Station, Seattle, Washington.

RASMUS HAAVIK

Born February 10, 1863. He has been section laborer at Petersburg, North Dakota, since he entered service in December, 1906. He was retired on account of permanent incapacity and pensioned, effective August 1, 1928, with twenty-two years of service. His address is Petersburg, North Dakota.

WILLIAM J. NORTON

Born July 12, 1858, in Toronto, Ontario. He first entered service at Melby as a custodian in December, 1905, and was later promoted to agent. He remained in this position until he was retired on account of the age limit. He was pensioned, effective August 1, 1928, with twenty-three years of service. His address is Evansville, Minnesota.

In Memoriam

JOHN KRAFTY, Sr.

Born November 1, 1850. All his service for the company was performed at St. Cloud shops, where he worked as material carrier from April, 1894, to November 1, 1920, when he was retired on account of the age limit and pensioned with 27 years of service and was on the pension list to June, 1928. He died at 129 Fifth Avenue North, St. Cloud, Minnesota, June 12, 1928.

HARRY W. MUDGETT

Born April 4, 1858, at Camanche, Iowa. He had fourteen years' experience as a conductor in Iowa, Illinois, and Kansas before he entered the service of the Great Northern as a brakeman at Spokane, March 21, 1906. He worked as a conductor from May, 1906, to May, 1909. Since that time, he has been in yard service, having been switch foreman since August, 1914. He was retired on account of permanent incapacity. He was pensioned effective May 1, 1928, with twenty-two years of service. He died July 4, 1928, at Hillyard, Washington.

OLE LIEN

Born September 22, 1848, in Norway. From 1884 to 1886, and from 1888 to 1895, he was village marshal at Willmar. After that he was employed as a drayman and carpenter and was also engaged in the contracting business at Willmar. He first entered service in 1887 and was employed twice, returning to service in June, 1897, as a carpenter on the Breckenridge Division. In September, 1899, he was employed as a pumper at Willmar, and, in 1901, as stationary fireman. Since 1907, he worked as a tinner and tool repairer. He was retired on account of the age limit and pensioned, effective July 6, 1919, with twenty-one years of service. He died at Willmar, Minnesota, July 9, 1928.

GEORGE P. BALFOUR

Born June 29, 1882, in St. Paul, Minnesota. He worked in Conger's Drug Store for three years and in a hotel at Richmond, Indiana, for one year. He was employed by the Great Northern Railway at St. Paul in January, 1902, as a tool inspector at the shops, under J. C. Heron. In August, 1902, he was transferred to locomotive fireman, and in September, 1906, was promoted to engineer on the Terminals Division. He was retired on account of permanent incapacity and was pensioned, effective May 1, 1928, with twenty-six years of service. He died July 27, 1928, at 667 Simon Avenue, St. Paul, Minnesota.

♦♦ SAFETY FIRST ♦♦

Other Railway Accidents Decrease, While Highway Crossing Accidents Increase

THE RAILWAYS HAVE thus far this year further reduced accidents occurring at all places on their lines, excepting highway grade crossings," says the *Railway Age*, "after having in 1927 made the best safety record in their history. Statistics of the Interstate Commerce Commission show that in the first one-third of the year, excluding accidents at highway crossings, the number of passengers and employees killed was reduced from 488 to 432, and the number of trespassers from 771 to 591.

"On the other hand, the number of persons killed at highway grade crossings increased from 669 to 697, in spite of the fact that the railways have carried on the most vigorous campaign in history to educate motorists and other persons to be careful in crossing railway tracks. There is no reason for doubting the same general tendencies will be shown by statistics for the entire first one-half of the year when they become available.

"All grade crossings could not be eliminated without prohibitive cost to the railways, or the public, or both of them. The number of such crossings could, however, be greatly reduced at a comparatively small cost by the adoption of a method which has been suggested by J. M. Davis, president of the Delaware, Lackawanna & Western Railroad. This would be by restricting the opening of new crossings, closing many

now in existence, and building highways parallel with the railways for short distances to concentrate highway traffic upon the remaining crossings. As Mr. Davis has pointed out, in the days of the horse and buggy numerous crossings saved considerable time, but in these days of fast moving motor vehicles the time element has become of almost no importance, and 'the way has been opened for the construction of marginal or parallel highways and for doing away with countless unnecessary and expensive crossings.'

"There are about 235,000 highway grade crossings in the entire country. Undoubtedly a large reduction in injuries and fatalities could be accomplished at small cost and with very little inconvenience to the public by the adoption of the method suggested by Mr. Davis.

"It would be necessary for local authorities and railways to co-operate in reducing the number of crossings in this way and protecting those that would remain. The Supreme Court of the United States has held that the presumption is that the motorist, and not the railway, is responsible for an accident at a highway crossing. It seems quite probable that this decision reduces the power of local authorities to require the elimination of grade crossings at railroad expense. The problem of reducing grade crossing accidents has become primarily that of motorists, public authorities and the public, and the suggestion made by Mr. Davis is worthy of serious consideration by them throughout the country."

JOSEPH R. MORRISON

Born August 1, 1845, in Ireland. He entered service as a fireman in June, 1866. He served his apprenticeship as a machinist and after working seven years as a machinist at St. Paul was promoted to roundhouse foreman, Terminals Division. He was in this position for twenty years and was then made assistant foreman. In 1903, he was transferred to the shops at St. Paul as a machinist. He was retired on account of the age limit and pensioned, effective December 1, 1916, with fifty years of service. He died at 46 Lincoln Avenue, Amherst, Massachusetts.

JOHN OPEHEIM

Born March 20, 1861, in Norway. He first entered the service of the Great Northern in November, 1884, as an engine wiper at Fergus Falls, and was later employed as a hostler. In 1890, he was transferred to the stores department and at various times was storekeeper at Minneapolis Junction, Glasgow, Havre, Barnesville, Minot, and Great Falls. In November, 1909, he was appointed general storekeeper at St. Paul and in September, 1916, he was transferred to Hillyard Stores. His last position was storekeeper at Marcus, where he was retired on account of permanent incapacity. He was pensioned, effective July 1, 1926, with forty-three years of service. He died at 1021 North Prospect Street, Tacoma, Washington, August 6, 1928.

THOMAS J. KELLY

Born May 14, 1854, at Elmira, New York. He spent five years in track work for a railroad in Pennsylvania and five years in train service for various railroads in Iowa and Illinois before he entered the Great Northern service as a brakeman on the Fergus Falls Division May 11, 1883. In October, of that year, he was promoted to conductor. All his employment with this company was in train service on the Fergus Falls Division. He was retired on account of the age limit and pensioned, effective June 1, 1924, with forty-one years of service. He died at 1029 E. Burnside Street, Portland, Oregon, August 14, 1928.

JOHN KING

Born in June, 1855, in Ireland. He was employed by the Great Northern Railway as

a machinist helper at St. Paul shops from February, 1881, to September, 1920, when he was retired on account of permanent incapacity. He was pensioned, effective October 1, 1920, with forty years of service. He died at 174 Lafond Street, St. Paul, Minnesota, on August 16, 1928.

JAMES A. YOEMANS

Born January 25, 1867, at Sergeants Bluffs, Woodbury County, Iowa. He began his service in the roundhouse of the old Sioux City and Northern Railway in August, 1890, and was promoted to fireman January 1, 1894, and to engineer September 23, 1897. From 1903 to 1906, he was engine inspector at Breckenridge. His last service was as a laborer in the roundhouse at Sioux City where he was retired on account of permanent incapacity. He was pensioned, effective September 1, 1917, with twenty-seven years of service. He died at Cherokee, Iowa, August 20, 1928.

HENRY C. LACLAIR

Born February 23, 1849, at Burlington, Vermont. He was first employed by the St. Paul and Pacific Railway in the machine shop at St. Paul, under C. N. Parker, master mechanic, in July 1863. He was later put on as a locomotive fireman and was promoted to engineer in September, 1868. He resigned in December, 1869, and was not again employed by the company until December, 1876, when he worked for about three years as a brakeman and conductor at St. Paul, under J. B. Rice, superintendent. He again resigned in 1879 and was reemployed as engineer for the St. Paul, Minneapolis and Manitoba Railway in October, 1882. He worked under Master Mechanics H. Middleton, T. Downing, W. T. Reed, J. J. Pattee, and G. N. Bailey. In 1902, he was transferred to the Breckenridge Division, and in 1906, to the Willmar Division, where he remained in service until July, 1919. He was retired on account of the age limit and pensioned, effective July 8, 1919, with 36 years of service. He lived at Browns Valley for many years, where both he and Mrs. LaClair died September 14, 1928. They were buried at Oakland Cemetery, St. Paul.

(Continued on Page 13)

GREAT NORTHERN SEMAPHORE

St. Paul, Minnesota

OCTOBER, 1928

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

The Fruit of Youth

THE BOY IS INDEED the true apple eater, and is not to be questioned how he came by the fruit with which his pockets are filled. It belongs to him and he may steal it if it cannot be had in any other way. His own juicy flesh craves the juicy flesh of the apple. Sap draws sap. His fruit eating has little reference to the state of his appetite, whether he be full of meat or empty of meat he wants the apple just the same. Before meals or after meals it never comes amiss. The farm boy munches apples all day long. He has nests of them in the hay mow, mellowing—to which he makes frequent visits. The apple is indeed the fruit of youth. As we grow old we crave apples less. It is an ominous sign, when you are ashamed to be seen eating them on the street; when you can carry them in your pocket and your hand not constantly find its way to them; when your neighbor has apples and you have none, and you make no nocturnal visits to his orchard; when your lunch basket is without them and you can pass a winter's night by the fireside with no thought of the fruit at your elbow, then be assured you are no longer a boy, either in heart or years.—John Burroughs.

Apples

OCTOBER MIGHT WELL be designated "Apple Month" for the apple then comes into its own. Perhaps never before in the history of the world have the apple and the apple industry been developed to such a high degree as at present. Nevertheless most of us do not realize that the apple grower has his problems. All is not pleasure even in raising this popular fruit. The grower has his problem throughout the entire year; in fact, throughout the entire life of the apple tree. He also has his marketing problem. If he is forced to sell all his apples at once and his neighbors do likewise, too many apples will perhaps be brought to market at the same time, thus lowering the prices. Therefore, many warehouses have been built in the Wenatchee District, where apples are raised in abundance. This tends to provide orderly marketing and distribution of the fruit.

Some of the growers believe in co-operative organizations. The SEMAPHORE is neither advocating marketing through associations or any other manner, but the story of the Wenatchee Fruit Growers' Association is interesting in depicting what one group has done in endeavoring to solve the ever-present marketing problem.

There is a time for using each of the important kinds of apples raised in the great Wenatchee District. October brings to us not only the wonderful

Jonathan, popular in all sections of the country, but also the Yellow or Green varieties of the Winter Banana and Grimes Golden.

In November, we have the three varieties mentioned as well as the Delicious, and the Spitzenberg, two of the finest apples of all.

All of the varieties mentioned are suitable for December, as well as the Stayman and Rome Beauty. The Delicious, Spitzenberg, Stayman, Rome Beauty, and Winesap are the kinds most suitable for January and February, and in February the Newtown is also recommended.

For March, April and May the Winesap and Newtown are the best varieties to use. In May also the Arkansas Black is ready for market and this apple is also the best one for June use.

Education

MANY OF US FALL into the error of thinking that education is something we receive only in schools and colleges. If we relied entirely on the education obtained in these places of learning, we doubt if many persons would succeed. Bismarck said, "The nation that has the schools, has the future." This is no doubt true, especially if our education is supplemented by other work, other reading, thought and study; but learning things from books in schools and colleges and stopping there doesn't mean that we are educated.

Some young people today receive an "education," even a degree, without knowing just why. Young men, and perhaps young women too, should have a definite object in view when they go to college. Taking any course that appears convenient or easy, for that reason only, may just be a waste of time. A person going to a college or university aimlessly, without planning his course of study to fit in with the vocation intended to be followed may not accomplish anything worth while. There are those who maintain it were better that such time as is thus occupied in college be spent in obtaining education of another kind, such for instance as might be procured in shop, office or industry—for education is to be had in abundance all about us every day of our lives.

Glacier Park

PROOF OF THE FACT that Glacier Park is annually becoming more and more popular is the record of visitors to the Land of Shining Mountains this year.

There were approximately 54,000 tourists in the Park in the season closed September 15 last. Last year there were 41,745 and in 1926, 36,901.

The Park, it is true, was made more inviting than ever last year with the addition of Waterton Lakes Park and the Prince of Wales Hotel there.

The lure of the mountains, the fascination of this Land of Sky Blue Water grows on one. Many of those who visit the Park go back again. It may be the mountains, the lakes, or streams, the fish or flowers, but they do go back.

Travel to the Park by train is perfected as never was travel before. Highways are gradually being bettered. The thousands who came this year found fine, well constructed roadways from Glacier Park to Waterton Lakes Park. There is opportunity for roughing it in the Park or living in fine well appointed hotels.

The added attendance this year undoubtedly means a still larger number of visitors in 1929, and is a tribute to the call of the many attractions of Glacier Park.

Meritorious Mention

On September 3, Operator R. E. McCloy, Conrad, Montana, found GNX 1124 an empty tank car, off center in train first 435. The conductor was notified and the car was set out. Operator McCloy has been commended for his careful attention to duty.

When extra 3117 was pulling out of Great Falls, Montana, yard on July 29, the train was fouled by a switch engine and a string of cars shoving out on the lead. Car Repairer W. Balog noticed the impending accident, and ran up to where he could signal the engineer, thereby preventing serious damage, for which he has been commended.

Commendation has been extended to Operator B. C. Ish, Havre, Montana, for his careful attention in reporting brake rigging dragging on PFE 3147, extra 2034, east, 1st Twin City, No. 3, a short time ago. The train was stopped and the rigging removed.

While Switch Foreman Wm. H. Barret, who handles the engine on the house job at Spokane yards, was walking through the main yard, he noticed a switch point sprung. Upon investigation, he found a piece of chain wedged between the rail and the switch point, leaving a space of about one inch. It was a lucky discovery, and Mr. Barret deserves much credit for his watchfulness, as a train had a head in on that track, and there might have been a serious derailment.

Arthur Reini, signal maintainer at Quincy, Washington, and Conductor J. W. Jett of Hillyard, Washington, have been commended for attention to duty in discovering broken arch bar on GN 71073 recently. This permitted the setting out of the car and avoiding what might have been a serious accident.

An official letter of appreciation has been sent to a local crew consisting of Conductor W. J. Powers, Brakemen J. D. Woods and M. H. Foster, Engineer C. H. Brawley, and Fireman Ed. Grinde pursuant to a letter of thanks received by the company from Mr. McCabe, of Kalispell, for assistance given him by the above crew, which resulted in saving his property in a fire discovered by the crew.

A letter of appreciation of the manner in which Great Northern train crew composed of Conductor Rector, Brakemen J. S. Hankins, and O. P. Noben, handled an excursion train for the Loggers' and Lumbermen's Union, of Newport, Washington, on Labor Day was received by the management. The thanks of the company have been extended to the above gentlemen.

Conductor R. F. Tolliver has been officially commended for his close attention to duty which resulted in the discovery of a broken flange at Fort Browning, Montana, thus avoiding what might have been a serious accident.

Great Northern Semaphore

VETERANS' CORNER

CHARLES A. AFFLECK

Department Editor

1534 Thomas St.

ST. PAUL, MINN.

ELECTED TO MEMBERSHIP IN THE GREAT NORTHERN VETERANS' ASSOCIATION SEPTEMBER 20, 1928

Armstrong, Pleasant W., engineer, Great Falls, Montana.

Baker, Benj. F., agent, Herman, Minnesota.

Bergman, Chas. J., engineer, Superior, Wisconsin.

Brown, Wm. R., conductor, Kelly Lake, Minnesota.

Hanche, Cora E., depot matron, Spokane, Washington.

Hanrahan, Wm. J., engineer, St. Paul.

Johnson, John A., machinist, St. Paul.

Lawler, Dennis J., night locomotive foreman, Willmar, Minnesota.

Melker, Lawson H., private car cook, St. Paul.

Molitor, John H., engineer, Devils Lake, North Dakota.

McCaustland, Harry G., car foreman, Delta, Everett, Washington.

Nethway, Wm. H., conductor, St. Paul.

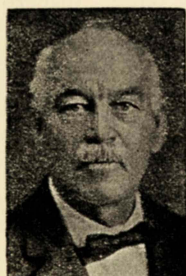
Sivalia, Forrest E., conductor, Willmar, Minnesota.

Skogen, Iver, engineer, Barnesville, Minnesota.

Young, William, engineer, Hillyard, Spokane, Washington.

THE BOARD OF DIRECTORS of the Veterans' Association, at its monthly meeting July 20, decided to advance the date effective of the amendment to Article One, Section One, of the By-Laws from July 1, 1928, to January 1, 1929. The amendment increased the membership fee for those employees who failed to make application within one year from date of completing twenty-five years of continuous service.

Send in your application before January 1, 1929, and avoid the increased cost for membership.



Frank W. McCoy

Veteran McCoy Passes On

FRANK WILBUR MCCOY, civil engineer, Great Northern Railway, died August 27, at his residence, 1164 East Minnehaha Street, St. Paul.

Mr. McCoy was a Great Northern Veteran, retired from active service December 31, 1925. He was born May 8, 1857, at Roscoe, Goodhue County, Min-

nesota. He attended the local public schools, the high school at Zumbrota, and spent three years at the University of Minnesota in the Civil Engineering course. He began work as a civil engineer in 1881 for the Northern Pacific Railway Company, and spent three years on location and construction of the main line in Montana.

From 1884 to 1893 he was assistant engineer for the city of St. Paul under City Engineers W. A. Somers and L. W. Rundlett, mostly in charge of street improvement work.

He entered the employ of the Great Northern Railway Company, April 1, 1895, as an assistant engineer and continued in that capacity, and as a division engineer, for thirty-one years until his retirement.

He was married January 15, 1882, to Martha E. Locke of Zumbrota, Minnesota, who survives him. He is also survived by a daughter, Mrs. Webb K. Barnum, of St. Paul, and a son, Willis M. McCoy, of Phoenix, Arizona.

Funeral services were held at Asbury M. E. Church, St. Paul, on Wednesday, August 29. Interment was at Zumbrota, Minnesota.

Oldest Living Great Northern Veteran

By Charles A. Affleck, Editor, Veterans' Corner

THERE ARE PROBABLY a great number of our Veterans who do not know the name and present whereabouts of our oldest living Great Northern Veteran. The man who holds this distinction is George F. Mortimer, who lives with his daughter, Mrs. H. J. Caldwell, at 1120 24th Avenue Northeast, Minneapolis.

Mr. Mortimer was born at Fort Snelling, Minnesota, December 8, 1838, and will be ninety years old next December. He came to St. Paul with his parents in 1842 when four years old. This record seems to antedate the arrival of the late well known pioneer citizen of St. Paul, A. L. Larpenieur, who arrived in St. Paul in 1843. Mr. Larpenieur died February 24, 1919, at the age of ninety-five. For many years he was considered St. Paul's oldest citizen in point of residence.

Mr. Mortimer's father, R. W. Mortimer, was quartermaster sergeant of the Fifth Minnesota Infantry at Fort Snelling. He died the year the family moved to St. Paul. Four years later, Mrs. Mortimer sold the family "claim" of eighty acres to J. R. Irvin. This tract extended from the present site of the James J. Hill Reference Library west to Seven Corners, north beyond Seventh Street, and south to the Mississippi River. The purchaser's name is memorialized to this day by a small park in that vicinity called Irvin Park.

Mr. Mortimer has a very clear recollection of what the old homestead and its surroundings were like. Instead of the Public Library he visions a double log cabin, which was his first St. Paul home. At that time Jackson's general store, the only store in town, was located at Third and Jackson streets, the latter street having been named in honor of the proprietor. Most of Mr. Mortimer's playmates were Sioux Indian young bloods.

In 1861, at the age of twenty-three, Mr. Mortimer enlisted in Company C, First Minnesota Regiment, for three years, and served in the Civil War. He was wounded in the Battle of Antietam. Before going to war, he worked as a carpenter, and in 1875 began work in St. Paul as a carpenter for the Great Northern, or as it was then called the First Division of the St. Paul and Pacific. He remained in service for thirty-seven years or until retired in 1912 at the age of seventy-four.

Time has dealt gently with Mr. Mortimer, who not only holds the distinction of being the oldest living Great Northern Veteran, but also that of having been the first white child born at Fort Snelling, and of being the oldest living early resident of St. Paul.

F. L. Hay Passes Away

FRANK L. HAY, FORMERLY general superintendent dining cars, died in Cincinnati, September 14.

Many of our employees will remember Mr. Hay, who was with the company from 1912 until 1920 when he resigned to accept a similar position with the Cuban Railway. For the past two years, he has been manager of a hotel near Cincinnati.

J. A. Blair, general superintendent dining cars, attended the funeral of Mr. Hay, which was held in Cincinnati.

Honor Roll

(Continued from Page 11)

FRANK W. MCCOY

Born May 8, 1857, at Roscoe, Goodhue County, Minnesota. Before coming to the service of the Great Northern Railway in April, 1895, he was employed as an assistant engineer for several years with another railway, the city of St. Paul, and the U. S. Government at Red Lake Reservation. All his service for the company has been in the engineering department. On December 31, 1925, he was retired on account of permanent incapacity and pensioned January 1, 1926, with thirty-one years of service. He died at 1164 East Minnehaha Street, St. Paul, August 27, 1928.

HENRY J. WAGONER

Born June 27, 1862, at Milford, Wisconsin. He spent his youth on his father's farm. After working from June, 1884, to February, 1886, in a grocery store and post office, he started to learn telegraphy at West Union, Minnesota, under W. M. Shoemaker, agent, Great Northern Railway. He was made agent at Pelican Rapids in March, 1887, and since that time has been agent at Eagle Bend, Osakis, and West Union. He also worked as operator at St. Cloud and Sauk Center, from which latter place he was retired on account of permanent incapacity. He was pensioned, effective June 1, 1928, with forty-one years of service. He died at Fergus Falls, August 16, 1928.

EDWARD MOYLAN

Born May 14, 1864, in Ireland. He has worked in various capacities as rodman, chainman, timekeeper, draftsman, and clerk for the engineering department since 1897. He was pensioned, effective May 1, 1925, on account of poor health, and had twenty-eight years of service. He died September 6, 1928, at 480 Cedar Street, St. Paul, Minnesota.

HERMAN STINSKY

Born October 15, 1850, in Germany. His first employment in this country was as a blacksmith helper in the Great Northern shops at St. Paul, in August, 1888, under Henry Hinkens, foreman. He worked about four years and then was employed by another company. He also went back to Germany for several months. In May, 1895, he was reemployed as helper, under Mr. Hinkens, worked as helper and blacksmith until he was retired on account of the age limit. He was pensioned, effective November 1, 1920, with twenty-five years of service. He lived at 549 Como Avenue, St. Paul, Minnesota, where he died September 8, 1928. He is survived by his widow, two daughters, and two sons.

For the Health of Your Children

Tonsils and Adenoids

WALTER R. RAMSEY, M. D.

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

FROM ALL AGES AND from all classes, from rich and poor, from the school and the farm, from father and mother, the nurse and the doctor, we are constantly hearing, "You must have your tonsils and adenoids removed," or, "I have just had my tonsils and adenoids removed," or, "I am going to have them removed soon."

Is this simply one more of the great American fads which strike us from time to time, or is it a serious question which really needs careful, honest, scientific investigation on the part of the medical profession and then some real educational work in order to clear the matter up in the public mind? We shall see.

First of all the question arises: What are the tonsils and what is their function?

What and where are adenoids and what is their particular reason for existing?

The tonsils are two glands of the average size of a filbert, placed one on each side of the throat near the base of the tongue. When the tongue is voluntarily retracted, or forcibly depressed, they may be seen readily.

It is not yet definitely known just what their real function is, although much work has been done in the past and is still being done by scientific investigators. This much is known: that the tonsils are normally rather large in young children and after the fifth year they have a tendency to become smaller until at the age of adolescence they remain about stationary in size. This would indicate that they have some function concerning the growth or development of the young child, just as certain other glands preside over particular phases of nutrition and development. A professor at the University of Michigan recently told me that he had made an extensive observation on this subject over a period of more than twenty years and he was of the opinion that the removal of the tonsils and adenoids influenced the stature of the individual to a considerable degree. It must be remembered that this is the impression of only one person and that there are many chances of error. Nevertheless, it is certain that in the very near future we shall know definitely just what is the specific function of this much discussed organ. Until then it should be the general policy of every one not to remove tonsils in very young children unless there is a very good reason for their removal.

What then may be considered good and sufficient reasons for removing the tonsils in a particular case?

In some families all of the children have very large tonsils, and it is often found that the mother or father or perhaps both have large tonsils. In this case, therefore, the size of the tonsils may be considered an hereditary trait. The simple fact that they are large does not in itself mean that they are diseased.

There may be, however, in such a family, one or more of the children whose tonsils when seen by depressing the tongue, are so large that they actually meet in the center of the throat even when there is no inflammation of these organs present. If, then, in addition to these large tonsils, the child also has a large adenoid, it will have great difficulty in breathing, either through the nose, which is the normal channel, and also through the mouth. Such a child will, as a result of such improper breathing, be pale and poorly nourished, and in addition, will have a poorly shaped face and chest from the same causes. Such tonsils should be removed.

It is not always large tonsils which are the offenders. Not infrequently small tonsils will be found, upon removal, to be filled with pockets of pus. Such tonsils are a constant source of danger to the individual. In these cases the repetition of the attacks with the accompanying enlargement of the glands and with more or less fever, which can not otherwise be accounted for by the physician, would be the indication for the removal of the tonsils.

In addition to the local conditions, diseased tonsils are a serious menace to the general health of the individual.

A child who has diseased tonsils containing pus can not be healthy and develop normally. Such diseases as inflammatory rheumatism, St. Vitus' Dance, (Chorea,) both of which are frequently accompanied by serious heart affections, are commonly the direct result of diseased tonsils.

Since then we may well conclude that diseased tonsils are very bad things to possess, what can be done to prevent them from becoming diseased?

There certainly is a great deal that can be done.

In the first place, I am sure that one of the most frequent causes of diseased tonsils is unclean and decayed teeth. How can a throat be healthy if it is bathed continually in saliva which comes directly in contact with filthy and decaying teeth? If the teeth are kept healthy and clean by thoroughly masticating coarse, plain food; if they are brushed daily; and, if in addition the mouth and throat are gargled night and morning with ordinary salt solution (one level teaspoon to a glass of water,) the number of tonsils which need removal will be materially diminished.

Tonsils should never be removed while decayed teeth remain in the mouth. It is positively dangerous to remove tonsils under such conditions as a serious general infection, a condition commonly known as "blood poisoning," may result. If diseased and decayed teeth are removed or filled as indicated, it not infrequently will happen that the tonsils, which were apparently diseased, will become healthy and give no further trouble.

All these are questions for you to talk over with your physician, who, after all

should be the last court of appeal and must decide whether, in each particular case, the tonsils should or should not be removed.

Now for the adenoids:

In the vault of the throat, back of the nose, there is normally, a third tonsil, called the pharyngeal tonsil. When this third tonsil is enlarged so that it interferes with the normal breathing through the nose, it is called an adenoid, and when a child has this condition present he is said to have adenoids.

In a sense, therefore, every child "has" an adenoid. The only question is whether it is large enough to interfere with proper breathing through the nose or whether it is diseased and giving trouble as do the other tonsils when they are diseased.

The nose is the normal channel through which every person should breathe. The nose is lined with a particular kind of cell which is designed to filter the air and free it from dust particles as well as to supply it with moisture before it enters the larynx, tracheid bronchi, and finally the lungs.

A child who can not breathe through the nose will be restless and will usually cough more or less because of the mouth breathing for the reason that the throat becomes dry and irritable. One of the most frequent causes of chronic cough in children is mouth breathing due to adenoids.

Then, too, a common cause of discharging ears is adenoids, because these masses block the opening of the little tube (Eustachian tube,) which drains the middle ear.

Children who constantly breathe through the mouth will gradually develop a badly shaped but characteristically formed face. As a result of the mouth-breathing; the face does not develop normally and sooner or later takes on a rather idiotic appearance. Mouth-breathers will always have poorly formed jaws and the teeth are liable to be irregular in relation to each other. Mouth-breathers almost always have poorly developed chests as a result of this improper balance of air pressure within and without the chest wall.

What then can be said about the advisability of removing adenoids?

If it is certain that an adenoid is large enough permanently to interfere with normal breathing through the nose, it should be removed.

The removal of tonsils is really a major operation and on account of the danger of bleeding it should always be done in a hospital and by one who knows his technique well. The removal of adenoids is a much less operation and often may be done in the physician's office.

In all cases of tonsils and adenoids, as well as in all operations large or small, any history of "bleeders" in the family should be disclosed to the physician or surgeon. In addition to this it is always a safe thing to have the surgeon take a drop of blood from the ear or finger of the patient and determine the clotting and bleeding time. If this were done as a routine and the cases carefully watched for the following twenty-four hours after the removal of tonsils and adenoids, all of the accidents from bleeding about which we now occasionally hear, would disappear.

CLUBS

What the Several Chapters and Allied Organizations are Doing

Great Northern Railway Women's Club

OUR ATTORNEY, Fletcher Rockwood, spoke to the Women's Club at its regular summer monthly meeting on August 16. He chose as his subject, "Valuation," the work of which involves many railroad employees. He stated that a railroad could be valued three ways, namely, reproduction cost new at present-day prices, reproduction cost new less depreciation since property was installed, or on an original cost basis. Mr. Rockwood's talk was of great interest to the members of the Women's Club.

Evelyn Capistrant, a member of the Great Northern Songsters, sang a few songs, accompanied by Thea Gilbertson, also a member of the Songsters group.

"Miss Minnesota" was a guest at the luncheon and spoke about her trip to Galveston, Texas, where "Miss America" was chosen.

The attendance prize was won by Mary Durrenberger.

AT THE WOMEN'S CLUB meeting September 13, Mrs. Hanley, instructor at the University, spoke on "Interior Decorating." She said that interior decoration was more interesting at the present day on account of the abundance of color used, calling attention to the fact that everything from automobiles to fountain pens is now brightly colored. It is thought that an opportunity to take a course of interior decorating might be offered as a part of the Women's Club fall program.

Mr. Daniel Willard of the agricultural department, dropped in unexpectedly. When asked to say a few words, he said he was interested in the exterior or out-of-door decoration or landscaping, as well as interior decoration.

The entertainment consisted of two piano duets by Marion and Grace Chapman, and a piano solo by Marion Chapman. The Great Northern Quartet, always ready to sing, pleased with several selections.

A new arrangement has been made whereby the girl who wins the attendance prize is to provide one number of entertainment at the next luncheon. At this meeting Elizabeth Lee, vice president, was the winner and she will furnish a number for the program at the next luncheon.

Seattle Great Northern Railway Women's Club

AFTER A VACATION OF two months, the club held its regular monthly business meeting in the Douglas Building, September 11. It was decided to have the social meeting of the month on September 25, at the home of Clara Melbye, in the form of a bridge party. The girls were to have the privilege of bringing their "boy friends" if they desired.

On October 27, the Women's Club will hold its first fall dance in Queen Anne Hall. This is going to be a real snappy dance and we look for a large attendance.

Nellie Fowles has resigned her position with the company to enter St. Joseph's Novitiate at Bellingham where she will be known as Sister Helen. While we are all very sorry to lose Nellie, we sincerely hope she will be happy in her chosen vocation.

Georgiana Conley, vice president of the club, accompanied by Grace Moe, of the engineering department, made a trip back to the "old home town"—Havre, Montana. The girls seem rather wild and woolly, after their sojourn in the big, wide open spaces, but we have hopes of taming them down before spring.

Betty Aylmer, of the superintendent's office, also spent her vacation in the "old home town." This town happened to be that quiet and sedate city of Minneapolis.

Tessie O'Neill, in the restaurant, who takes your money without a quiver, has been appointed chairman of the entertainment committee, replacing Miss Fowles. With Tessie at the helm, we anticipate some real lively times this winter.

Marie Ankerson, of the legal department, spent her vacation, we understand, in a little cottage on the shores of Vashon Island. It is rumored that Marie was quite successful in coaxing the finny creatures on to her hook.

Speaking of fish, it seems that the honors of King Street Station are still held by Mettie Longcoy, of the general manager's office. Mettie, we are told, fought a terrific battle at Camano Island, with a huge silver salmon, finally coming off victorious. Any of the boys, who are not very fortunate at fishing, might enter into a contract with Mettie to supply the fish to take home.

Hannah Johnston, also of the legal department, spent her vacation in California. Somehow or other, there seems to be something very attractive about California this summer, as we know several of the boys and girls who have paid the Sunshine State a visit.

Ann Postery, affectionately known to those around the station as "Little Ann," is enjoying a visit home with the folks in Minneapolis. Needless to say, we all miss her, but she certainly deserves a very enjoyable vacation.

Great Northern Blacksmiths' Funfest

THE ANNUAL PICNIC of Hillyard Great Northern blacksmiths was held at Mission Park, Sunday afternoon, August 26. A baseball game, with the blacksmiths' team pitted against the helpers' team, scored a victory for the blacksmiths. The bathing pool proved to be a leading attraction, while prizes were awarded in contests and races. A picnic dinner was the grand finale. Prizes were won as follows: Boys' race, E. Miller; boys' race, over twelve years, G. Miller; girls' race, under twelve years, Evelyn Miller; second prize, A. Cariveau. Girls' race, over twelve, E. Kobberoe; second prize, I. Scott. Helpers' race, Joe Newton, first prize; Paul Gehret, second prize. Blacksmiths' race, R. Zimmerman, first prize; A. Carlson, second prize. Helpers wives' race, Mrs. Carlson, first prize; second prize, Mrs. Getcham; third prize, Mrs. Varroll. Men's ball-throwing contest, R. Zimmerman, first prize; A. Carlson, second prize. Women's ball-throwing contest, E. Kobberoe, first prize; Mrs. Carlson, second prize. Horseshoe contest, R. Zimmerman. Three-legged race, first prize, Joe Newton; second prize, C. Varroll.

The Trainmen's Picnic at Spokane

MANITO PARK, with its rolling green velvety lawns, its sunken gardens aflame with dahlias, cannas, marigolds, asters, and other fall beauties, was the choice of the trainmen for their picnic August 26. The day, a little dark, cast no shadow over the spirits of members of B. of R. T. Lodge 572, and Ladies' Auxiliary, Amethyst

Lodge 581, as they spread a delicious dinner beneath the large trees. A good attendance marked the joyous occasion.

Vic. Warner is president; Wm. Edwards, secretary, and A. F. Schlegel, local chairman of No. 572. J. L. Olson was in charge of arrangements for the picnic and Ed. Miller and A. J. Hackett comprised the entertainment committee. Several contests added to the fun. Prizes in the milk drinking contest were won by Mrs. Ed. Miller; needle threading contest, Mrs. A. J. Hackett, and the peanut race, Mrs. Brown.

Everett

THE REGULAR MONTHLY meeting was held at the freight depot, Everett, September 12. Plans were made for an entertainment to be held October 3, at which time B. C. Everingham will be our guest. Preceding the dance Glacier Park slides will be shown and explained by H. L. Dodd, city ticket agent. A six-piece orchestra will furnish the dance music.

Everett World Travel Club

The following is the report of the World Travel Club of Everett, which was organized in August. The following business has been secured by its members up to September 12:

John Turner, cashier, Everett freight office, two round trips to Birmingham, Alabama.....	\$ 226.70
Gust Hill, machinist, Delta Shops, five round trips, Glacier Park....	155.70
Mark A. Fry, B. & B. department, Delta, one round trip, Duluth....	75.60
L. W. Woodrow, yardmaster, Delta, one round trip, St. Louis.....	90.30
Ben Bottler, porter, Everett, one one-way, Duluth	62.94
Niles Simmilked, switchman, Delta, one return from Saginaw, Michigan	50.30
Hedwig Kornitzer, clerk, freight depot, one round trip, Seattle.....	1.20
Total	\$ 662.74

Havre "Big Four" Picnic

THE ANNUAL PICNIC of the Big Four, held at Fort Assiniboine on Labor Day, was bigger and better than ever, which is saying a great deal. Over three thousand were in attendance. Jeannette Rankin addressed the big crowd on the causes and prevention of war, after which a reception was held in her honor.

The evening was spent in dancing on the spacious floor of the old barracks.

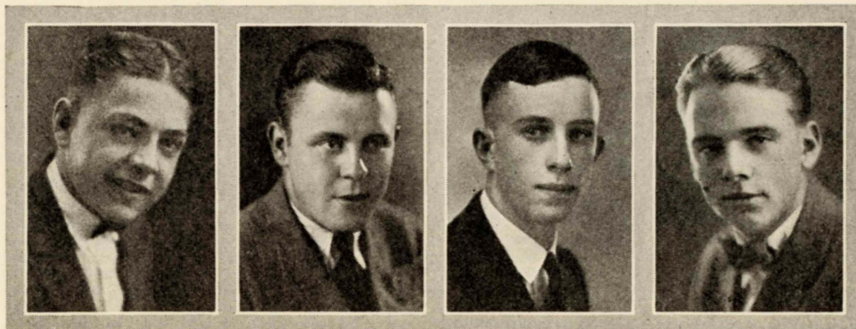
There were races and contests, with better prizes than ever before. In fact, there were so many events on the program that the judges, Clifford, Cullen, and O'Neill, had hard work to get contestants for all of them.

Following is a list of the prize winners for the different events:

Nineteen prizes were awarded for attendance and the drawings were made by a young lady from the crowd.

First, W. A. Spooner; second, M. Baldwin; third, Mrs. W. A. Hoyt; fourth, B. J. Krammer; fifth, Mrs. Marth Kuchard; sixth, Mack McLean; seventh, Mrs. Chartier; eighth, Mrs. J. Brengard; ninth, C. W. Pease; tenth, Mrs. F. H. Cross; eleventh, Mrs. O. Heinrick; twelfth, T. R. Green; thirteenth, Bobby Hein; fourteenth, Mrs. G. Merrick; fifteenth, F. H. Clifford; sixteenth, Noel Prentice; seventeenth, Louise Flynn; eighteenth, O. J. Hein.

(Continued on Page 16)



1928 Officers, Glacier Park Juniors, St. Paul

THE ABOVE PICTURES portray the officers of the Glacier Park Juniors, a St. Paul young men's club, known far and wide on our system. Left to right, they are: Gerald C. Agnew, secretary; Martin Johnson, treasurer; Wm. Haggerty, vice president; Marshall E. Strong, president.

Havre "Big Four" Picnic

(Continued from Page 15)

Most helpful in picnic work—First, W. N. Trudeau, one-half dozen photos, Fuller Studio; second, F. H. Clifford, \$5 in cash or trade, Milk River Motor Company; third, Mrs. James Schollard, \$2.50 in cash, C. W. Young.

Largest families in attendance—First, Mrs. P. J. Walsh, \$5 allowed on radiator repair, Radiator Repair Shop; second, J. Daniels, \$2 in trade at Havre Steam Laundry.

Oldest married couple in attendance—Mr. and Mrs. Jos Daniels, chafing dish, Montana Power Company.

Kittenball games—Enginemen vs. Trainmen, ten tickets to the Orpheum.

Railroad ladies vs. visiting ladies—Ten tickets to the Lyric Theater.

Fat men's race, running backward, twenty-five yards—First, Robert Flynn, \$2 cash, Bell Telephone Company; second, C. P. Dabelow, \$2 in trade, Oxford Cafe; third, S. H. Winneweder, \$1 cigar lighter, Kaste Cigar Store.

Blindfolded race, free for all, twenty-five yards—First, Robert Chisholm, ten-pound roast beef, Pioneer Meat Market; second, Roy Walsh, five red top steel posts, Piper-Howe Lumber Company; third, Max Cebulla, one pair suspenders, Louis Bay.

Tug of war, railroad men vs. visitors—Won by railroaders, ten admission tickets to Orpheum Theater.

Tug of war, railroad ladies vs. visitors—Won by railroad ladies, ten admission tickets to Lyric Theater.

Orange push race, for boys not over fifteen—First, Frank Bassnet, \$2.50; Roy Frame; second, Frank Sasena, \$1.50 merchandise, J. C. Penney Company; third, Caleb Hatler, boy's cap, Hub Clothing Company.

Shoe race, for boys not over fourteen—First, Earl Bright, boy's suit, Havre Commercial Company; second, Jas. O'Reilly, hair cut, Grand Barber Shop; third, Chas. Daily, flashlight, F. A. Buttrey Company.

Girls' three-legged race, not over fourteen—First, Jean More and Agnes O'Haire, each pair of girls' tennis shoes, Champion Shoe Shop; second, Martha Yates, toilet water, Owl Drug Company; third, Geneva Cebulla, box of candy, Gourley's.

Boys' three-legged race—First, Norris Krout, \$2.50 cash, Holland and Bonine; second, Robert McKenzie, \$1 cash, D. J. McAlpine; third, L. Banks, \$1 in trade, Butter Krust Bakery.

Men's sack race—First, W. Hoyt, one ton of coal, Hoppe Coal Company; second, Lee Donham, suit cleaned and pressed, Lou Lucke Company; C. E. Campbell, four shines and two pair shoe laces, Grand Shine Parlor.

Ladies' sack race, free for all—First, Nellie Walsh, aluminum percolator, Electric Shop; second, Mrs. H. Loshe, one gallon ice cream, Hill County Creamery Company; third, Mrs. H. A. Gies, hair bob, Voice Barber Shop.

Ladies' heavyweight race—First, Mrs. Van Austen, one year subscription to Havre News-Promoter; second, Mrs. Jas. Brendgord, picnic ham, Amos Meat Market; third, Mrs. Emma Hardy, eight-inch cake, Home Bakery.

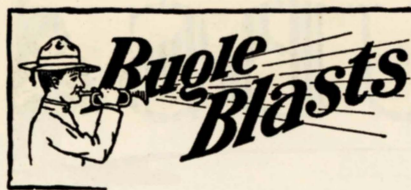
Apple eating contest—First, Abe Gordon, bridge lamp, Nelson Bros.; second, M. Gordon, \$2 shirt, F. A. Buttrey Company; third, Margaret Kronstad, box of candy, Oxford billiard Parlor.

Girls' potato race—First, Florence Kaluva, Bettie Bailey dress, Rainbow Cash Store; second, Margaret Schule, pair slippers, Red Goose Store; third, Rose Geyer, box face powder, Peck's Drug Store.

Kittenball Team Dines

ON THE EVENING OF August 27, members of the Great Northern Kittenball team of St. Paul had dinner in the Club room in the general office building as the guests of Great Northern officers. In addition to the team those present included Edward F. Flynn, assistant to the vice president and general counsel, John H. Boyd, assistant comptroller, A. B. Moran, adviser to the Glacier Park Juniors, from whose ranks most of the players were recruited, and B. C. Everingham, assistant editor of the Great Northern SEMAPHORE.

After an excellent dinner, John Baer, manager of the team, introduced the members of the team and then Mr. Moran introduced Mr. Flynn who stressed the splendid sportsmanship of the team, and complimented them on winning the championship of their section in the city leagues, and making the splendid showing in the play-off, when the team unfortunately lost. Mr. Boyd and Mr. Moran also spoke, and Mr. Everingham made the presentation of electric toasters to Leonard Schultz and Jack Nadeau, from the team, as wedding presents, those two members being about to be married.



Railroad Post No. 416 The American Legion

DISCORD PREVAILED during our August 28 meeting, caused by the summer's heat probably. The boys were so aroused, we thought perhaps they never would feel quite right again. This was the worst session in our recollection, but it was pleasing to note that the cause of the agitation had subsided before the Post assembled for the meeting on September 11, which had been somewhat hurriedly arranged as Chicago Great Western Night. Vice Commander H. R. Halverson, trainmaster of the Great Western's northern division, served as presiding officer, and entertainment both vocal and instrumental, was provided by Great Western men, assisted by their ladies.

Colonel E. E. Stoup, terminal superintendent, Oelwein, Iowa, came to St. Paul expressly for the meeting, to speak on "What work lies ahead for the American Legion."

Colonel Stoup, who has had an interesting career in both military and railway service, is inclined to the belief that all the peace treaties our State Department can negotiate, will be effective only when backed up with sufficient preparedness to insure enforcement. He pointed out that just as the railroads must be prepared to meet unusual situations, our government likewise must be prepared to cope with emergencies that are ever around the corner. He would keep the regular army strength at 125,000, with no change in that of the National Guard, and augment these services with the civilian reserve now organized and functioning, but which he would have attain high standards of efficiency. To Legionnaires individually, he urges the reserve as an institution in which to continue loyal and patriotic service, while Legion posts should be dedicated to the enrollment of eligible young men in Citizens' Military Training Camps, which are nearly as effective as military schools in training Young America to be self disciplined, well poised, and confident. Our elementary and high school training should include adequate preparation for citizenship responsibility and character building, to the end that our country will enjoy more wholesome respect for law.

Colonel Stoup, in closing, left us a new unusual thought regarding pacifists, whose right to their own opinions is conceded, but who nevertheless should be restrained somewhat in their efforts to bring about an inadequate defense. They should be made to realize that the men on whom the burden of military and naval service will some day fall, have a right to expect suitable, effective equipment, arms, ammunition, trained official leadership, competent medical attention, and industrial co-operation. The address was enthusiastically received. Colonel Stoup has acquired a host of friends in the railroaders, who will be very glad to have him call again, when in this vicinity.

The Activities' Committee is to be congratulated for this, one of the best meetings we have had for some time. The finishing touch was provided by J. G. Dox and J. E. Snyder, who served luncheon.

It was officially announced that our kittenball team had won the championship of the Legion League, but have nothing to show for it, since no trophy was provided this year. The Post will not be represented this season in the Legion bowling league, our good bowlers having been signed up by the big leagues. Howard E. Sailor will act as the league secretary, and expects to bowl with the St. Anthony Park team. On behalf of the kittenball team, Henry Doth challenged Legion posts throughout the state, through the columns of the state paper. No answer has been forthcoming, so Henry has claimed the state championship for the boys, which is not so bad.

Ordinarily in the newspapers, outside of the vital statistics, you would not expect to read much about our post members, but we hand it to Dell J. Sullivan for breaking through to first page publicity the other day, as the subject of a feature article. Dell and Mrs. Sullivan had planned an air trip to Rochester, September 9, but in their haste at the airport, embarked on the Chicago-bound plane by mistake. There was nothing to do but go to Chicago, which they did, returning on the afternoon plane to this city. The incident must be genuine since it was published by both of our leading dailies. We understand the local airway pilots have now been instructed to check their passengers before taking off.

Dell was not the first railroader to take to the air, however. At Austin, on August 6, shortly before the dedication of the airport there, Hugh F. Dumas, accompanied by Mike Ulsaker and their friend, Ed. Rischatsch, soared over the cornfields of Minnesota and Iowa. Hugh and Mike were no more excited about it than they would be over another freight claim, but Ed was a bit peeved because the plane selected could not do better than ninety-five miles an hour.

The Post will install its new officers on October 9. Their election took place September 25. We extend a cordial invitation to Great Northern service men to be present at the ceremony.

Spokane World Travel Club

Below is the report of the World Travel Club of Spokane. This report contains business secured by the members of the club as of August 10 and new business secured after that date, up to and including September 10.

The contest closes October 1 at which time the prizes will be awarded to the three leading contestants, \$25 as first prize, \$15 as second prize, and \$5 as third prize.

Grace W. Hitchcock, operator at Fort Wright, total as of August 10.....	\$ 822.62
1 round trip, Spokane to Baltimore, Maryland	140.61
6 tickets, Spokane to Seattle.....	68.34
1 ticket, Wenatchee to Chicago.....	72.09
1 round trip, Spokane to New York	146.45

John Rigg, clerk baggage room, total as of August 10.....	1,006.06
1 ticket, Spokane to Minneapolis.....	51.17
3 tickets, Spokane to Aberdeen, Washington	44.16
1 ticket, Spokane to Minneapolis.....	51.17

Hamilton Newett, assistant baggage agent, total as of August 10.....	491.42
2 round trip, Spokane to Boston.....	305.02
1 ticket, Spokane to Portage, Wisconsin	60.10
1 ticket, Spokane to Tomahawk, Wisconsin	60.56
1 round trip, Spokane to Omaha, Nebraska	76.30

E. N. Neyens, clerk freight office, total as of September 10.....	304.29
J. G. Aune, B. & B. department, Hillyard, total as of September 10	281.34
Harry Melby, brakeman, total as of September 10.....	271.13
G. P. Whitaker, brakeman, Hillyard, total as of September 10.....	232.23
E. H. Touhey, conductor, 2 round trips, Spokane to Asheville, North Carolina	216.50

W. E. Haggart, engineer, total as of September 10.....	172.63
W. H. Doughan, tinworker, shops, total as of September 10.....	162.20
John T. Nelson, fireman, total as of September 10.....	150.70
Waldo Medford, wireman, S. C. & P. Railway, total as of September 10	130.00
W. Boehme, engineer, total as of September 10.....	105.00

E. E. Chamberlain, brakeman, total as of September 10.....	89.90
Harold Jones, press office, G. N. Station, total as of September 10.....	89.60
Alice N. Burger, stenographer, S. C. & P. Shops, total as of September 10	71.16
Fred Bowen, brakeman, total as of September 10.....	70.35
Max Passler, S. C. & P. Shops, total as of September 10.....	50.73

Garland De Chaene, water service department, Hillyard, total as of September 10.....	36.00
Jack Rohn, carman, Hillyard, total as of September 10.....	22.78
J. J. White, engineer, total as of September 10.....	11.39
Evelyn Courchane, exchange operator, 1 ticket, Spokane to Seattle.....	11.39

Grand total.....	\$5,875.39
Total as of August 10.....	4,574.33

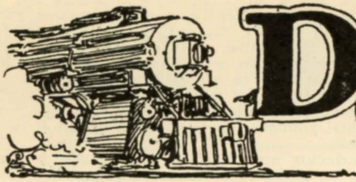
New business	\$1,301.06
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BOWLING Minneapolis

The Transportation Bowling League of Minneapolis held its first meeting of the season the last week of August to elect officers and make arrangements for the coming season. Chris Behr, of the Milwaukee road, was elected president; George Nelson, of the M. & St. L., was chosen vice president, and L. L. Sieberlich, of the Soo Line, was re-elected secretary-treasurer. The league will again be comprised

(Continued on Page 26)

Great Northern Semaphore



Division News

BUTTE DIVISION
Associate Editor
ELZA TWAY
Great Falls, Montana

The volume of business on the Butte Division has assumed greater proportions than ever before in its history, and every man on the division has his shoulder to the wheel and is working right up to his capacity to help keep things moving. The present grain movement through Great Falls is in the neighborhood of 200 carloads daily, and the stock loading is far in excess of that of the same period last year. Fifty brakemen and switchmen have been employed during the past month, and several extra clerks



have been put on at both the freight and yard offices in Great Falls, as well as station helpers at many line stations on the division. Sixteen of our regular brakemen have been promoted to conductors. A time-freight has been assigned between Great Falls and Havre to help handle the business in that district, and a switch crew is being put on to take care of the heavy wheat movement at Brady, Dutton, and Conrad. A crew is also planned to do the switching at Hobson, Moccasin, and Judith Gap. The freight and division offices at Great Falls have lately been decorated with a new coat of paint, and new lighting system has been installed. A complete new outfit of furnishings has been ordered for these offices, and when this has been received, we will feel well rewarded for the tremendous strain of putting over our one hundred thousand dollar increase of business at this station in August. Superintendent F. Wear returned to his desk August 31, after a two-weeks' vacation in the wild country above Augusta. Mr. Wear is one of our most enthusiastic fishermen, and needless to remark, spent most of the vacation enjoying his favorite pastime along some of our famous fishing streams.

Trainmaster L. W. Hill, Jr. returned from Pebble Beach, California, September 1, to resume his duties on the Butte Division. Mr. Hill traveled by air from Great Falls to Los Angeles, and says that his first airplane ride was one of his most thrilling and delightful experiences. After three-weeks' vacation at Pebble Beach, Mr. Hill returned via the Coast Route, stopping at Portland for his automobile. He motored from Portland to Great Falls.

Division Chief Clerk Mat Koenigs and wife left September 7 for a two-weeks' vacation trip to the Pacific Coast. They are driving and are accompanied by Western Fruit Express Company Agent E. E. Doty and family.

Operator J. C. Hickman, of "Pee Dee" office, underwent an operation for appendicitis at the Columbus Hospital in Great Falls on August 27. He is reported making a speedy recovery and is expected to leave the hospital about September 10, although it will be several weeks before he will be able to resume work.

Conductor Ed. Provost and family spent a pleasant two-weeks' vacation in August, in the mountains around Logging Creek. Ed. says the fishing was good, the berry picking fine, the scenery beautiful, and the clean, cool mountain air a tonic that beats any bottled pep producer a druggist ever sold.

Brakeman and Mrs. Dave Edmonds are spending their vacation visiting Mr. Edmonds' parents at Hardesty, Alberta.

Operator Harvey L. Gregory, who has been working extra at "PD" for the past several months, was transferred to St. Paul on September 1. Harvey will be missed around the Great Falls office, where his quiet and pleasing personality made him a lot of friends.

Conductor and Mrs. George Babbe are enjoying a two-weeks' visit with friends and relatives in Iowa.

Leonore Tomlinson, the smiling messenger at "PD," was back on the job August 15, after a thirty-days' visit at the old home in Indiana. She was relieved by her brother Maurice.

Clarence L. Hogan, division car distributor, returned August 18 from a camping trip spent in the mountains above Neihart. Hogue says

he had a wonderful time, but the fish up there must have got wise to his dope, and he had to content himself with a baked beans and salt pork diet.

T. M. Thompson, who has been doing relief work as car stenographer for Superintendent Wear, returned to his home at Clarion, Iowa, August 24. We were sorry to lose Tom, as he made a host of friends during his short stay here.

Conductor H. R. Campbell and Brakeman P. A. Garney were on the sick list for a time in August, but both are now back on the job and rarin' to go.

Operator Herbert E. Brown, who worked at one time as agent at Monarch and Fort Benton, and afterward spent several years in the employ of the government railroad in Alaska, has been working extra at Great Falls relay, during the illness of Operator J. C. Hickman.

Wendell "Bill" Williams, car stenographer, returned to work August 24, after a two-months' sojourn in San Francisco, where he took a course in voice culture under the tutorage of Dr. H. B. Breining.



Mr. and Mrs. G. Thomas Stevens

It is with great pleasure that we announce the marriage of Right of Way Agent G. Thomas Stevens and Mary Mabel Wilson, which took place at the Presbyterian Church in Fargo on June 2. Mrs. Stevens, whose home was at Harrisburg, Pennsylvania, was formerly in charge of the school savings' department of the city schools of Harrisburg. They will make their home in Great Falls, where a host of friends wish them a long and happy married life.

Brakeman W. F. Dixon returned to work August 20, after having been on the injured list for about four months with a broken ankle.

Fred W. Tuttle, formerly employed by the Royal Milling Company at Great Falls, has accepted the position of chief dispatcher's stenographer. This is Mr. Tuttle's introduction to railroad work, and he reports finding it of unusual interest.

Dan J. Muri, chief clerk's stenographer, spent his vacation the latter part of August visiting relatives and friends in Eastern Montana.

J. C. LaBossiere, traveling inventory clerk, arrived in Great Falls August 30, and is now busily engaged checking material on the line.

John Wojack and Peter Campa, from the Minneapolis offices of the Western Weighing and Inspection Bureau, stopped off at Great Falls on August 29, for a glimpse of the "City Beautiful" of the Northwest. They were en route home from a trip through California.

Dispatcher C. E. Foster and wife returned September 1 from a three-weeks' trip to Long Beach, California. They returned via San Francisco, stopping off at several points of interest along their route. They report a very nice time.

Late Night Wire Chief Jimmy Caples returned to work at "PD" September 1 after a three-weeks' vacation spent in the vicinity of Great Falls.

Assistant Chief Clerk Claude Leach returned from a two-weeks' vacation August 27, during which, in company with his family, he visited relatives in Red Lodge. Incidentally, he made some deadly furoads on the finny denizens of the Stillwater River.

Irving Peterson, a former old-time employe of the Great Northern at Great Falls freight station, arrived in Great Falls with his family on August 20, for a visit with relatives and old friends. Irving is a brother of Rate Clerk Roger L. Peterson, and has been located at Spokane for the past few years with the Continental Oil Company.

Mrs. E. G. Erickson, personal record clerk, superintendent's office, is back at her desk after a two-weeks' visit with relatives at Winona, Minnesota.

T. J. Dwyer, general agent for the American Railway Express Company, left on August 6 for a trip through California. He arrived home August 29 after a very enjoyable visit with his several brothers who are residents of the Golden State.

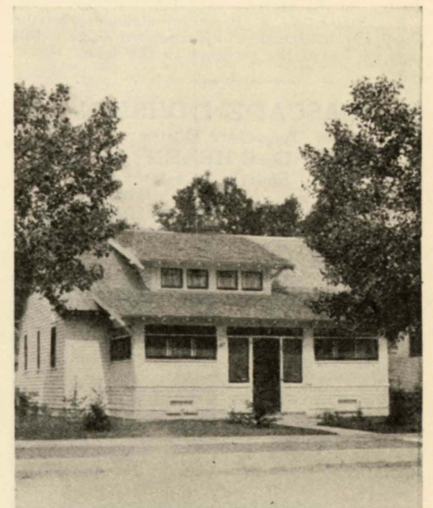
George Brandt, formerly messenger and office boy in the superintendent's office, has been assigned to the position of roundhouse clerk at Great Falls. He was succeeded by James Crawford.

Henry Roth, well known employe of the B. and N. department in Great Falls, was picked up in an unconscious condition under the Great Northern viaduct over First Avenue North, on the night of August 15. He was rushed to the Columbus Hospital, where he was found to have a fractured skull, and the left leg broken in four places. It was at first thought that he had been run down and left for dead by a hit-and-run driver, but it is now believed that he was assaulted by thugs and thrown from the viaduct or the sidewalk into the street. He is still in a serious condition, but reported to be slowly improving.

Butte Division employes and many residents of Great Falls were deeply grieved to learn of the death of Margaret, daughter of Vice President W. P. Kenney, which occurred in St. Paul on September 5. She had a large circle of friends and acquaintances in Montana who will feel her loss keenly.

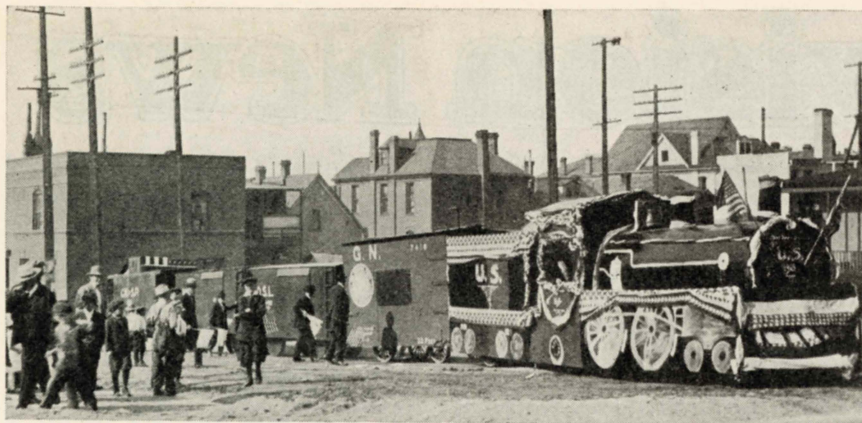
Brakeman C. W. Littlejohn, one of our junior trainmen, suffered severe bruises when thrown from a flat car at Judith Gap on September 4. He is now at the Columbus Hospital, and is doing nicely, although suffering quite a bit from bruised and strained muscles.

J. C. Long, supervisor for the Western Demurrage and Storage Bureau, with headquarters at Billings, spent the last week of August checking the car records at Great Falls.



Above is a picture of the home of W. A. Slown, manager of the relay office at Billings.

Willard L. Kennedy, employed for the past ten years as a clerk in the freight office at Great Falls, left the Great Northern service on August 10 to accept a position as traffic manager for the Royal Milling Company at Great Falls. Mr. Kennedy is a young man equipped with a very thorough knowledge of traffic matters and railroad work in general, and endowed as he is with a keen mind, tireless energy and a most pleasing personality, we bespeak for him eminent success in his new field of endeavor.



Shopercraft Float at Butte

The above picture of the unique float built by the United Shop Crafts of Butte for the Fourth of July parade, was sent to us by Cashier Earl J. Bracken, of Butte freight. We very much regretted that the excellent con-

tribution of Butte news items sent us by Mr. Bracken for last month's issue of the SEMAPHORE, reached us too late to be included in the division news of the September issue.

Butte

Baggage man Guy Hinckley and wife are spending thirty days in California and Coast points, visiting relatives and enjoying a vacation.

Yardmaster Wm. Houlihan and Switchman Ed. Price visited Conductor Charles C. "Peggy" Somo at the Galena Hospital. They report "Peggy" improving.

Harry H. Thomas, brakeman on the Butte-Helena local, has been nursing a bad case of hay fever the past month.

Conductor John Ryan spent two weeks on a fishing trip the latter part of August. John says he caught many. He was relieved by Conductor J. J. Egan.

Mr. and Mrs. Roy U. Veach and children have returned from a thirty-days' vacation trip to Hood River and Portland, Oregon, and beach points. Roy says he caught a big fish "out of" the Pacific Ocean. Mr. Veach is a brakeman on the Butte-Helena local.

Mrs. C. W. Minshall and children spent three weeks at Portland and Seattle on a vacation trip. Mr. Minshall is a brakeman on the Butte local.

Fred Woolmer, yard clerk, at the Butte yard office, spent thirty days attending the Knights Templars' convention at Detroit. Fred says he had some time.

Christine Kaller, bill clerk at Helena freight office, spent two weeks recently visiting her mother in St. Louis, Missouri.

Geo. Foster, veteran brakeman on the Augusta branch run, has been promoted to conductor on the Helena yard job.

Conductor W. R. Brertram claims to be the champion fisherman of Georgetown Lake. Bill says he leaves the sardines in the lake.

CASCADE DIVISION

Associate Editor
D. O'Hearn
Seattle, Wash.

E. J. Hillier and W. B. Morrison, telegraphers, working at South Bellingham and Bellingham doing relief work, were visitors on the Canadian side one evening the latter part of August. The boys like that side very much and think that they would not mind living over there.

Operator Jimmie Devery is at this time working on second trick coast line dispatching. Operator Rust is doing Jimmie's stuff at Burlington while Jim is away.

Agent R. J. Berg, Burlington, has been ill with typhoid fever for three or four weeks, but it is reported that he is improving very rapidly and we hope to see him back on the job soon. He is being relieved by Operator Walen.

Agent Matchin, of Lyman, has been away for some time on a trip to California. He reported a fine trip but says the old Skagit still looks good to him. He was relieved by E. J. Hillier.



The Busfields

Above is the home of James Busfield, at Meadowdale, Washington, which overlooks Puget Sound. Mr. Busfield was operator at Interbay before being retired. He is shown at the left above in the inset. At the right is his son, J. Mac, who is second trick operator at Monroe. James attended the Veterans' Convention at Winnipeg, and thereafter made an extended trip to visit friends and relatives at Janesville, Wisconsin.



Billy and Jack Lally

This picture is of Billy, aged four, and Jack, aged nine, sons of George R. Lally, traveling

freight agent, of Everett, who works out of Seattle. Billy recently won the scooter race, conducted by the Gyro Club of Everett, for children under five years of age. This event was in connection with a sports program put on by that club to arouse interest in the campaign for funds for additional city playgrounds. It is reported that Jack acted as mechanic for his younger brother in connection with the race.

Conductor and Mrs. E. J. Merwin left recently to make their future home at Rockport where Ed bid in that run.

Tony Naser, at this writing is laying off on runs 383 and 384 for a short while and is spending his vacation at Anacortes. He is being relieved by Engineer Dotson.

Third trick at Kruse has been abolished, displacing Operator Moore, who is working at Delta for a short time, relieving Operator Moe, who is doing relief work in the dispatcher's office at Seattle.

Mr. Batchelor, first trick at Bellingham, is relieving Mr. Boggs on the ticket desk while Mr. Boggs is off for a few days, traveling with O. P. Johnson, of St. Paul, who is spending a few days on this division.

F. C. Griffin, relief agent, was spending a few days at Crescent relieving Agent Andrews who was sent to Monitor for the next six months during the fruit rush. F. C. Griffin was also putting on the finishing touches at Crescent and closed up the station for the season. Mr. and Mrs. Griffin made short visits at Colebrook while here visiting Mr. and Mrs. Simpkins of that point.

Mrs. A. L. Rowan, of Vancouver, B. C., wife of A. L. Rowan, of Colebrook, has been quite sick for the past two weeks, but at this time is reported improving very nicely.

Francis Fonfare, daughter of Mrs. Fonfare, who formerly worked as phone operator at various points on this division, spent a few days at Colebrook and in the vicinity recently.

Bellingham, Wash.

Mrs. Susan A. Woodruff, age seventy-two years, passed away at the family home in Sedro Woolley on September 1. She is survived by eight sons and one daughter who were all present at the funeral. They are Harry, of Long Beach, California, Emmett of Tacoma, Nove and Ross of Bellingham, Frank, Edward, Henry, and Herbert, and Mrs. Agnes Claybrook, of Sedro Woolley. Interment was at the I. O. O. F. cemetery at Sedro Woolley, the funeral services having been conducted by the Rev. Geo. Martinich. Six of her sons acted as pallbearers. Ross Woodruff is a member of the station forces at Bellingham. We all join in extending our sympathy to the bereaved family.

Dan Laxdall, billing clerk at Bellingham, motored to Yakima, Washington, for his vacation where he joined his family. They visited at the home of Mrs. Laxdall's sister, Mrs. Guy Anderson. Mr. Laxdall has returned to work. Mrs. Laxdall and the two children will return later.

Mrs. C. F. Smith, wife of car inspector at Bellingham, is visiting at points in Montana and Alberta.

The new Chestnut Street viaduct, which extends over G. N. and C. M. & St. P. railways in Bellingham, has been completed. It is certainly a fine piece of work. This is a big improvement to the city, as well as to the two railways. It was financed jointly by the two railroads and the city of Bellingham.

A contractor is busily engaged in hauling dirt to fill in along the new trestle work which was built along the company's property near the new G. N. passenger depot. It will be planted to flowers and shrubbery and will add greatly to the beauty of the railroad property in Bellingham.

Violet and Mabel Landeck, daughters of Agent Harry and Mrs. Landeck, have returned from Whitefish, Montana, where they visited at the home of Dr. and Mrs. A. T. Lees.

Vancouver, B. C.

E. E. Sundquist, ticket seller of Great Falls, Montana, and wife, were visitors in August.

M. C. LaBertew, superintendent, Kalispell Division, Whitefish, Montana, was a visitor over Labor Day.

Floyd Lucha, carman, Hillyard, and wife, were visitors for several days in August.

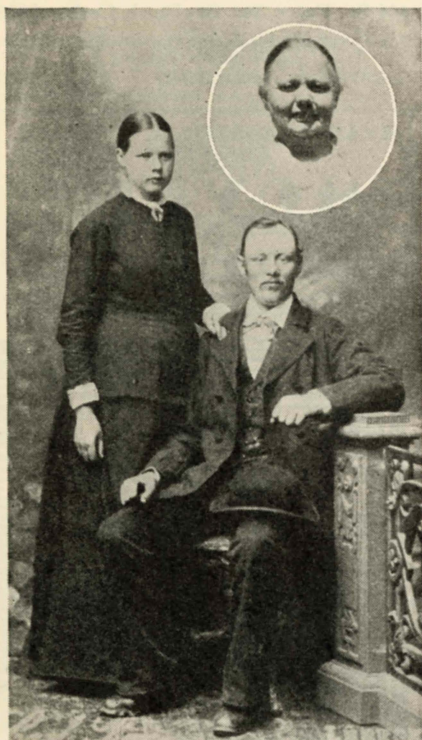
E. J. Daly, chief clerk, and Cecil Lindsay, secretary to general manager, Seattle, were visitors over Labor Day. The principal reason for their visit was to take in the Carter-Morgan fistic encounter which brought many visitors from across the line.

The boys of the American Railway Express are quite proud of the new Ford trucks they had delivered to them in August. These will eliminate the horse and buggy contraptions they have had for years. Word from many shippers has already been received about the better service which is being given. The three trucks are of latest design and model.

R. G. Phillips, former relief man, American Railway Express, is now permanently assigned as night depot clerk, American Railway Express.

S. L. Glarum, express messenger, was away eight days the latter part of August on account of having some dental work done. Some of

the boys were kidding Glarum about his so-called vacation and he replied, "Vacation? Huh! If you fellows have that idea of a vacation, I'd like to know what you consider Christmas and New Years."



Mrs. Elin Borgstrom has been with the company as a car cleaner at Vancouver since 1906. John Borgstrom, her husband, was a bridge tender and worked on the B. & B. gang here for many years, having started with the company when he first came to British Columbia at South New Westminster, before the line was built into Vancouver.

Mr. and Mrs. Borgstrom were born in Sweden and were married there. The photograph, taken in Germany, shows them forty-two years ago just after they were married. The inset shows Mrs. Borgstrom as she looks today. Their son, Wilfred, is a machinist at Hillyard, and another son, Oscar, is a fireman on the Union Pacific at Salt Lake City. They have a married daughter at Reno. A third son, Charles, was killed in the World War. Since the above was written, Mr. Borgstrom passed away, after being unable to work for several years. The SEMAPHORE joins with the many friends in extending sympathy to the family.



Ubil and Boggs

This is a picture of Second Trick Operator Frank Ubil, of Vancouver, and Bill Boggs, ticket seller at Bellingham, Washington, and local chairman of the O. R. T. Both are well known Great Northerners with many years of service with the company. The picture was taken during one of Bill's visits to Vancouver, and his car may be seen in the background.

Etta Thompson, clerk, of Seattle, was a two-weeks' visitor the early part of September. We certainly feel quite proud to have had such a delightful and fair visitor and sincerely trust we may have the pleasure again as soon as possible.

The staff at the news stand in the depot has had another change in personnel lately. The morning shift is in the capable hands of Gladys Hancock, who has been with the news company for some time. The afternoon shift is now handled by Mrs. Hilda Paul, formerly of the C. N. R. depot, and the night position is held by Emile Rushworth, who took the position the early part of September. This stand is now, as it always has been, in very capable hands.

Geo. Lovell, clerk, city office of the American Railway Express, and D. E. Pearsall, depot agent, American Railway Express, accompanied by their families, were vacationing in White Rock, B. C., for ten days in July.

Jimmie Clark, customs clerk, American Railway Express, and family, spent their vacation on a ten-days' visit to Victoria, B. C.

F. R. Mitchell, collector, American Railway Express, spent his vacation in August visiting his usual haunts at Bowen Island.

L. R. Oliver, clerk, American Railway Express, and wife, took ten days the early part of August to investigate the marvelous reports about Lummi Island, the well known summer camping place near Bellingham, Washington. They returned and stated that it certainly lived up to its reputation and that they intended returning next year.



"Jack" Meagher

The above picture is of "Jack" Meagher, station master, who is one of the best known Great Northerners in this section, and who has a host of friends. Mr. Meagher was formerly a conductor on the Canadian Pacific Railroad in eastern Canada and afterward was in the hotel business. He has been station master for the Great Northern at Vancouver for several years.

Art West, driver, American Railway Express, and wife and child, were visitors in Seattle and Portland during their vacation.

Matt McGovern, signal carpenter, Wenatchee, and John McGovern, signal carpenter, Leavenworth, were visitors over the Labor Day week-end.

I. Medvedoff, car repairer, Seattle, wife and son Kirrell, were visitors for several days in August.

Luther Anderson, yardmaster, Interbay, and wife, were visitors here in August, stopping off on the way to Virginia.

We now have Claire Countryman, express messenger, American Railway Express, formerly running out of Portland, with us. "Country" bumped N. A. Mackrill, one of our most genial fellows, and while we hated to lose "Mac," "Country" is another fine fellow and we are glad to have him with us.

Mrs. H. E. Douglas, wife of agent, Fernie, B. C., was a visitor the latter part of August.

Harry Houston, operator, Seattle, was a visitor to the Sumas Roundup the early part of September. En route home, he decided to come to our city and spent several days with friends here.

Engineer Oke Allgren, Nos. 358 and 355, had two weeks off in August and spent the time on Vancouver Island and a few days here. Engineer Jack Carey relieved him.

Grace Addison, stenographer, city office, American Railway Express, spent her vacation visiting in Calgary, Alberta.

Harry L. Clark and Dick Forsythe, messengers, American Railway Express, took several days of their vacation and visited our fair city. Although both of these fellows run into our city, they thought it best to take several days and really find the beauty spots of Vancouver, of which we have many.

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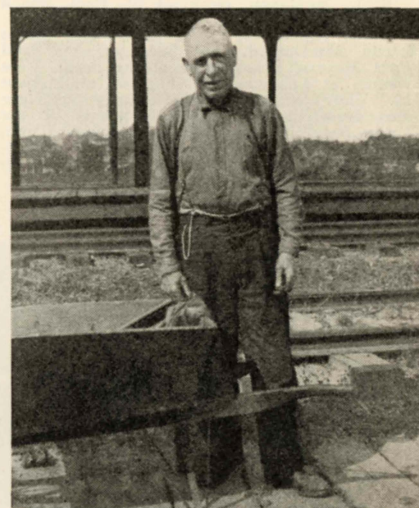
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Horace Shires, car repairer, and family spent their vacation camping at Schelt, B. C., the latter part of August.

Sid Manuel, freight solicitor, was a visitor in Seattle for a week-end in September.

"Shorty" Koons, express messenger, also was away in September on a vacation somewhere but we have no word as to his destination. Rumors have it that he will return with the usual story, "Why, I had one on my hook at least twenty feet long. Well, anyway, twenty inches."



Frank Currie

Frank Currie, the subject of the above picture, is caretaker of the Vancouver station premises, and is responsible for the scrupulously neat appearance of everything under his charge. Frank was born in Scotland, and raised in England. He came to the United States in 1886. He worked for several western railroads, and for nearly twenty years has been with the Great Northern at Helena, Havre, Great Falls, Interbay, Fernie, B. C., and Vancouver. In addition to being a first-class workman, Frank is fond of all sports, and is a popular employee.



Clifford and Jack Stickler

The two young fellows shown in the above pictures are Clifford and Jack, sons of Switch Foreman Robert E. Stickler, of Vancouver.

N. K. Vosper, general agent, American Railway Express, and family, spent several weeks in Victoria, B. C., in September.

W. H. Dache is a newly appointed driver on one of the new trucks of the American Railway Express.

Mrs. Jean Robinson, mother-in-law of Engineer Iver Skogen, Barnesville, Minnesota, was a visitor for some time in August.

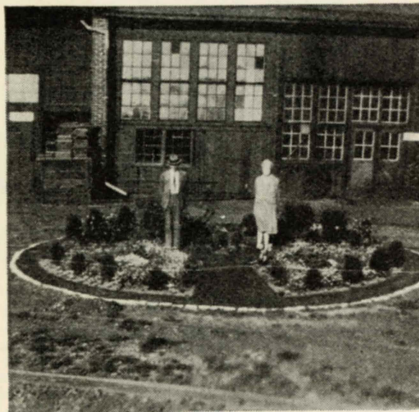
J. Coleman, G. N. attorney, Everett, Washington, was a visitor several times in August. Mr. Coleman is one of the real "old timers" of our company. It certainly is a pleasure to have him visit us.

Jack Meagher, station master, spent the last two weeks of August visiting with his daughter on Vancouver Island. Jack had not been feeling in the best of health for some time, and upon returning from his vacation stated nothing could stop him now. He also said that the doctor stated he was delightfully surprised when he returned in such wonderful condition. Alex MacArthur, son of D. W. MacArthur, dock agent, relieved him during his absence. Alex was quite capable as a depot master, and said he has made up his mind to be a railroad man. He wanted to start with the best of railroads. Of course the name of that company is not necessary.

R. L. McMahon, clerk, of St. Paul, was a visitor in August.

David Alexander, ticket seller, city office; Leslie MacDonald, day baggagemaster, and Paul Meyers, ticket seller at the depot, were visitors at Longview, Washington, on August 19. They came with a great many passenger men from the Northwest as guests of the Union Pacific Railway and the Longview Chamber of Commerce. This certainly was a delightful trip, and many thanks are due those responsible for its management.

Portland



Garden at Shops of Oregon Electric Railway

Here we have the beautiful garden in the grounds of the Oregon Electric Railway shops at South Portland, Oregon. The men in the shops contributed to the cost of the seeds and landscaping. Standing in the garden are F. C. Arvin, sheet metal worker, and Mrs. Arvin. Mr. Arvin made the design of this attractive bed, and takes care of the garden in his spare time.

The Noon Hour Shop

*Thanks for Your Visit,
Come Again*

May we put aside a gift for Christmas, a Shower, a Wedding or a Birthday?

CHRISTENSEN'S

Just over on Fifth St.
No. 144

ST. PAUL

Cedar
4587

Optical
Dept.

Here are some ideas

WATCHES
CLOCKS
RINGS
BEADS
BRACELETS
PENCILS
PENS
CIGAR AND
CIGARETTE
HOLDERS,
CASES AND
LIGHTERS
SILVERWARE
KODAKS
ALSO
DEVELOPING
AND
PRINTING

HEADQUARTERS

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

Dan Cupid, the little gentleman with the bow and arrow, recently made two hits to the bull's eye in the valuation engineer's office

as Frank J. Iffert and Warren L. Nadeau were the happy victims. Mr. Iffert went to the altar on July 28, and Nadeau on August 29.

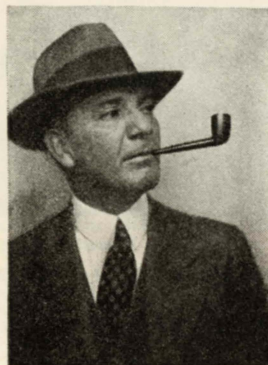
Mr. and Mrs. Iffert made a tour of the Land of the 10,000 Lakes, and Mr. and Mrs. Nadeau took an extended trip to California. The best wishes of the valuation department were given to these two enterprising young men at a grand and glorious stag party given at the home of E. L. Johnson on August 24.

The Great Northern Players have resumed their activities. Rehearsals, for the next production, the mystery play, "Cat O' Nine Tails," which will be given some time this fall, have begun.

In August, kitchen showers were given in honor of Edna Mae Johnson, Louise Gauthier, and Ethel Israel by the girls of the auditor disbursements' office.

On September 1, Ethel Israel and Herbert Kirchoff, both employees of the auditor disbursements' office, were married at the First Baptist Church. Our best wishes are extended to them.

Alice Guetschow, of the auditor disbursements' office, recently underwent an operation at the St. Paul Hospital. We are pleased to hear that her condition is greatly improved.



George Hirshberg

George Hirshberg, of Minneapolis, dropped in the other day to visit and said among other things, that in his opinion the Pondera Basin oil fields in Montana are destined to become the greatest in the country. "George," as he prefers to be called, came to America as a German immigrant boy of seventeen. He worked in his uncle's store at Choteau, Montana, afterward had a store at Conrad, and later became an extensive land owner. Oil was discovered on his grain farms, and today several wells are producing. SEMAPHORE readers will remember Mr. Hirshberg as the man who installed the screen advertising device in the Minneapolis passenger station, the story of which was related in our June, 1926, issue. L. W. Lewis, superintendent, Mississippi Street Commissary, and wife, have just returned from a delightful vacation at Seaside, Oregon. Mr. Lewis says that two weeks out there inhaling the salty ozone and taking plenty

Pictures and Framing

The well-dressed home wears the right kind of pictures

RADLEIN

will help you pick out the right picture for the right place

A picture is always a welcome gift

THE RADLEIN GALLERIES
27 W. Fifth St. Cedar 1784 St. Paul
Have your "Old Ironsides" framed

FINE SELECTION OF OVERCOATS

At Attractive Prices

SAM HOFFMAN
MERCHANT TAILOR

444 St. Peter St., St. Paul, Cedar 2919

The Fall Stock Offers Real Opportunity in Made-to-Fit Men's Clothing

CLEANING PRESSING REPAIRING

RYAN TRANSFER & STORAGE COMPANY

MOVERS

Carefully—Courteously—Quickly

CALL CEDAR 0445

*the
lowest price
in 8 years*

KOPPERS
TWIN CITY
COKE

For those who want to

**REALLY
ENJOY
RIDING**

There's the

Chrysler Plymouth

**The Car of Comfort
The Car of Durability
The Car of Style**

Built by engineers who think of a car as a mechanical utility and not just something on wheels. Strength and power are combined with beauty and the same delicate adjustment you have in your watch.

Be our guest at the wheel any time you say. A ride will help you decide.

Open Evenings

HOLT MOTOR CO.

153 W. 6th St., St. Paul
(After Oct. 15, Fifth and Franklin)

CEDAR 1680

Chrysler Plymouth,
65, 75 and Imperial 80

of fresh clam chowder as nourishment, restores the pep to such an extent that picking a shark up by the tail and snapping his front teeth loose, would be a comparatively easy matter—Believe it or not.

The Great Northern Dining Car Service is becoming so well and favorably known that the moving picture magnates are assigning scouts to ride our crack trains for the purpose of "sizing up" the personnel of the various dining cars operated.

The latest recruit into the movie ranks is Virgil S. Whitmore, steward, Great Falls District, who, on September 5 accepted a lucrative contract with Metro-Goldwyn-Mayer Corporation.

Shop Accountant's Office

Esther Fredien became the bride of Clifford Jahr on August 25. The nuptials were solemnized at Faith Lutheran Church by Rev. Chas. L. Grant.

Jay McTeague has joined the ranks of new car owners. He purchased a Chevrolet coach.

Ruth Brown, of Dale Street, and Helen Hoult, of Jackson Street Stores, spent Labor Day in Devils Lake, North Dakota, visiting Helen's parents.

Clara Johnson recently spent a week-end in Winnipeg visiting friends. Clara says it was a lovely trip although the atmosphere was sort of damp.

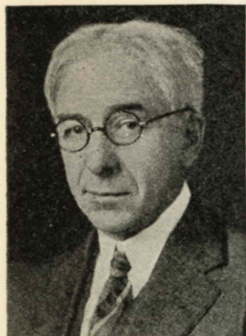
KALISPELL DIVISION

Associate Editor

J. A. MINCKLER

Whitefish, Mont.

The many friends of J. B. Smith, and they are legion on the Kalispell Division where he was employed years ago as chief dispatcher and trainmaster, were greatly pleased to learn of his recent promotion to the office of superintendent of transportation. The entire division joins in congratulating him and wishes him every success in his new office.



Word has been received from Camp Perry, Ohio, where the National Rifle Tournament is being held, that Karl Sagen, section foreman at Columbia Falls, and, incidentally, state champion rifleman for Montana and now representing this state in the national shoot, has been selected as a member of the U. S. Railway Men's Rifle Team, which will play against England, Canada, and Cuba.

It is with sincere regret that we report the passing of Ed Boyle, an old timer in the employ of the company on the Kalispell Division. Mr. Boyle died very suddenly on September 9. He was sixty-three years old and a man highly respected in the community. He leaves many friends in the service to join the SEMAPHORE in extending deepest sympathy to surviving relatives.

Engineer and Mrs. Fred Kaiding enjoyed a vacation visit from their daughter Esther, who is now located at Seattle.

Company Surgeon W. W. Taylor, of Whitefish, has been elected president of the Health Officers' Association, of Montana.

An occurrence of unusual interest to people of the Kalispell Division happened on August 30 when the marriage of Alice Stocking and Dispatcher Ross Donohoe was solemnized. The bride is the daughter of Watch Inspector and Mrs. D. A. Stocking, of Whitefish, and Ross is one of the old time employees at division headquarters. Both are very popular members of the younger set and numerous friends join the SEMAPHORE in extending best wishes.

Conductor and Mrs. W. A. Decker are spending their vacation visiting points in Wisconsin.

Congratulations are extended to the Klamath Falls Division on its success in securing the services of Grace Shaffer as stenographer. We always said those Klamath Falls officials are men of good judgment.

Best wishes of the entire personnel of the division are extended to Switchman Pat Timmons and his bride, whose marriage took place in Kalispell on August 16. The bride was Signe Halverson, a popular young lady of Kalispell. Mr. Timmons is an old time employee, although young in years, and has a host of friends on the division.

That extensive expanse of chest noted on I. T. Dugan follows a notice received by him to the effect that on August 27 a little daughter was born at the home of Mr. and Mrs. Harry Donaldson, of Kalispell, thereby making Irv a grandfather.

KLAMATH DIVISION

Associate Editor

FRANK W. SEXTON

Klamath Falls, Oregon

Grace Shaffer, formerly employed in the superintendent's office at Whitefish, has accepted a position as stenographer in the superintendent's office at Klamath Falls.

J. J. Hess, general roadmaster, spent several days on this division recently.

Fireman Stanley Creech, formerly on the fireman's extra board, is now running an engine on the Oregon, California & Eastern Railway.

Fireman Sid Stauffer spent several days in Seattle the latter part of August.

C. Dachwald, of Spokane, recently spent several days in Klamath Falls visiting his son, L. J. Dachwald, who is a dispatcher on this division.

Resident Engineer C. B. Harding has purchased a new Ford sedan. He reports that the flivver is performing fine and will outrun any Packard on the road.



Lenora Amess

Here is Lenora Amess, daughter of H. G. Amess, agent, Klamath Falls. This picture was taken at Crater Lake National Park. The fish is known as a German Brown Trout and is a native of Crater Lake. This marvelous specimen was caught by our mighty fisherman, Don Boyle, of the city office, with the able assistance of Miss Amess. Personally, we believe the assistant did all the work.



One of the Northland Transportation Company's buses on the highway between Bend and Klamath Falls. Red Wells, driver, is second from left and E. S. Nelson, mechanic is on the extreme right. The bus business is picking up along the line and all the drivers are very well liked.

Mrs. E. H. Crawford, wife of conductor, is spending a few weeks with relatives in Montana.

Jim Monaghan, formerly timekeeper, Extra Gang No. 3, has accepted a position as material clerk with the Oregon, California and Eastern Railway at Sprague River, Oregon.



New

DOUBLE
SHRUNK
HEADLIGHT
OVERALLS

Outwear Two Ordinary Pair



Here is a picture of some of those who were "carrying on" for the Great Northern at Kelly Lake, Minn., in 1909. Left to right, they are: Geo. Meyer, brakeman (now deceased); J. D. Conroy, freight conductor; T. R. Patterson, formerly chief dispatcher (now deceased); Fay

W. Wheeler, night chief dispatcher; M. L. Reid, agent, and now agent at Oroville, Wash.; A. Enger, formerly relief agent, and E. F. Bailey, now trainmaster. In the background, facing camera, is T. J. Mason, trainmaster.

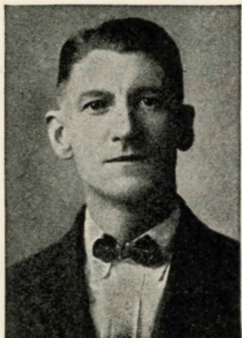
Thirty-eight cars of stock were loaded on the Klamath Division the first half of September for shipment to the East.

The boys of the freight office vouch for the fact that Ted Havens, of the Northland Transportation Company, has a car with a great pickup. He was seen picking up a brunette the other day in front of the freight office.

MESABI DIVISION

Associate Editor
I. G. JORSTAD
Superior, Wis.

We regret to report the passing of Michael Tubridy, veteran engineer, who died at Superior on September 16.



Mr. Tubridy had been in continuous service since July 26, 1897, and was well liked and respected by all who knew him. He remained single all his life and only distant relatives survive him. On the opening day of the duck hunting season Conductors C. A. DeBruyne and E. R. Summer of Kelly Lake, had a very enjoyable hunting trip. They started out with five live decoys and planted them where they were

sure to attract other birds. Suddenly a small flock of ducks was seen shimmering along the water close to the hunters and when the smoke cleared away they picked up their game and discovered that they had shot their own decoys which in some manner had escaped.

Fred Anderson, veteran engineer, who has been on sick leave for a number of months, has recovered and is now running a switch engine in Superior yard. The boys are all glad to see him back.

A short time ago, Thos. Savage, Geo. Savage, and Elmer Bowers, of the St. Cloud shops, were in Superior looking over the shop layout, coal docks, elevators, etc. They were somewhat surprised at the things they saw. The last structure they looked at was the new extension to Elevator "S" which consists of 291 concrete bins, each 110 feet high. Thomas looking at these huge tanks said, "I never knew the Great Northern Railway had gone in for stock raising to this extent." When questioned as to the reason for this remark, he explained to his companions that they were now looking at a bunch of silos.

With the ore business still in full swing and grain movement at its peak, every one connected with train, engine, and yard service is on the jump. Judging from the present outlook we will handle about thirteen million tons of ore this season.

Geo. McNeil, former agent and yardmaster at Sandstone, and more recently yardmaster at Redland, has decided that station work is more to his liking and has established himself as agent at Foreston, Minnesota.

M. J. Sharp, W. R. Powers, and Ernie Swanson of the superintendent's office force, spent the evening of September 15 along the Nemadji River hunting ducks. Sharp shot six mallards, Powers one canvasback and Swanson three redheads. Strange to say, each one bagged the particular kind of ducks that he liked the best.

Frank H. Martin, formerly Minot and Dakota division conductor from 1900 to 1908, is now a Superior resident. After leaving the Great Northern, he purchased a dairy farm near Maiden Rock, Wisconsin. Due to Mrs. Martin's health, he gave up farming and has accepted a position with the National Lumber & Creosoting Company, of Superior, Wisconsin.

When President and Mrs. Coolidge said good-bye on September 10, there was an immense crowd on the Central High School grounds in a down-pour of rain. In the crowd we recognized Switch Foremen John Rymer, Fred Johnson, and Clem Moniak, Engineer John Henning, and E. J. Ohman, A. F. E. clerk in the superintendent's office.

J. E. Walker, claim agent, accompanied by Mrs. Walker and the children motored to Port Arthur, where they spent several days the latter part of August. The balance of his vacation was spent at his home in Superior, where Jim has a fine garden. Safety First is now being practiced to such an extent and with such good results that nothing serious happened to mar the pleasure of his vacation.

Veteran Engineer Charles J. Bergman, of Superior, is very proud, and properly so, of an acknowledgment from President Coolidge of a poem which Mr. Bergman wrote, extolling the glories of the Brule country, and welcoming the President to Wisconsin. The President, through his secretary, Everett Sanders, expressed his appreciation of the sentiments in the verses, and also thanked E. P. Fulton, of the Superior Board of Trade, through whom the poem reached him. If it were not for the rule against using poems in the SEMAPHORE, except now and then a bit of short humor, we would reproduce the verses.

MINOT DIVISION

Associate Editor
CARL CARLSON
Minot, N. D.

Mrs. Gust Kielhack, wife of baggage handler at the Minot passenger station, was called to Winona, Minnesota, September 10 on account of the death of her mother. We join in extending our sympathy in her bereavement.

North Dakota is almost finished harvesting one of the largest, if not the largest, small grain crops in its history and the railroads are going to have a man-sized job this fall moving it to market, but from all indications it will be handled in a prompt and satisfactory manner. No congestion is anticipated if terminal elevators can unload and return cars promptly.

S. S. Caswell, agent, Williston, North Dakota, returned recently from a two-weeks' motor trip through the petrified forest in south-



While on this trip he took in the Yellowstone and Glacier parks and several points of interest in Montana. Mrs. Caswell and children made the trip with him and they had a very enjoyable time. Williston station was in charge of Extra Agent G. R. Carter during Mr. Caswell's absence.

L. W. Bonawitz, agent, Wildrose, North Dakota,

spent three weeks this fall looking after his fruit ranch near Portland, Oregon. Bonny is preparing for old age and when he retires as agent at Wildrose he will have a nice place to spend his leisure time picking peaches, plums, and apples. O. A. Blodgett, extra agent, was in charge of Wildrose station during the leave. From reports, he was kept busy.

Mrs. J. A. White, wife of veteran engineer, was called to Portland, Oregon, recently on account of the death of her daughter, Mrs. Harry Kirk. It is expected that she will bring back to Minot the grandchildren to make a home for them with her.

P. V. Lenarz, extra agent for several months on this division, has bid in the vacancy at Karlsruhe, North Dakota, and being the oldest applicant for it will be checked in there September 11. Geo. Vogt, who gave up the agency, went to White Earth on the second trick telegrapher's position.

R. B. Paulson, who has been holding down the leverman's job on third trick at Hannaford for several years, decided recently that day work was preferable, and bid in the agency at Revere and checked in there September 1.



W. F. Cloone and Daughter, Rita Rose



Frank Emme and "Red" Cloone

True Fish Story: The two snapshots above show what luck three Great Northern fishermen had at Oak Lake just across the line in Canada

Great Northern Semaphore

a few days ago. The three were E. M. Cloone, day yardmaster, Minot; W. F. "Red" Cloone, dispatcher, Minot, and Frank Emme, trainmen's timekeeper, Minot. If it were not for the snapshots and for the fact that the associate editor had one of them, the story would hardly seem true. It was reported that "Red" hooked a monster which broke his thirty-pound test line, and which the boys got a look at. He claims it was larger than any of those that they landed. "Red" felt the loss of his plug and line greatly, and for the balance of the day had to content himself with an inferior plug and with rowing the boat for the other boys, while they pulled in the big muskies, nineteen-pound jacks and northern pike.

While crossing the tracks at Verendrye about 8:45 P. M., September 7, Donald Butterfield, twelve-year-old son of Agent Butterfield, and his companion, Wilson Neperud, noticed a block signal light burning west of the big bridge, and promptly notified the dispatcher, who had maintainers investigate. It was found to be caused by a broken rail. We wish to thank the boys for their close observance in matters of this kind.

Berthold, North Dakota

L. C. Waldo, flying a plane from Coronach, Saskatchewan, landed in this busy city September 17. One of our merchants is conducting a big sale and by the large number of autos the aviator saw in town, he said he thought it was Minot. When he called at the depot he was told his mistake, but on account of the darkness coming on he decided to stay the night. He had his father with him as a passenger. We wonder what the Minot bunch will think when they see this in our next SEMAPHORE.

Williston Items



Above is pictured the Williston Store force before the changes were made on May 6. From left to right, they are: W. H. Abendschein, storekeeper; Wm. Mengel, storeman; Arthur Keiper, general clerk; Alvern Sloulin, store laborer and Geo. H. Merk, shop timekeeper. The peculiar look on George's face is due to his having just lost the mouthful of teeth that God gave him, and the ones he had on order from the catalogue house had not arrived.



Pictured above is the first and only Great Northern band which Williston has ever boasted. The personnel of the band is as follows: Geo. W. Newton, cornetist, clerk at Minot; Alonzo "Spike" Harvey, baritone, formerly yardmaster at Williston and now W.F.E. agent at Whitefish; Bill Harvey, snare drummer, conductor on the Montana Division; Geo. Marelius, bass drummer, with the engineering department at Havre; Winfield "Bones" Harvey, alto, brakeman on the Montana Division; Dr. Austin Belyea, drum major, son of pioneer company physician, Dr. E. H. Belyea, and now a practicing physician himself at Lewistown, Montana.

MONTANA DIVISION

Associate Editor

FRANK J. COVELL

Havre, Mont.

The Montana Division has perhaps the unique record of having located on its territory three of the oldest physicians in point of years of service of any division on the system. They are men who have lived in Montana so long that their names are household by-words not only among the railway employes, but most of the citizens of northern Montana. All three are members of the Great Northern Veterans' Association.

Below we are pleased to show these three gentlemen as they appeared in their younger days. Perhaps they will be rather hard to recognize by their hosts of friends, who were not acquainted with them in the early periods of their practice.



Dr. J. S. Almas

Dr. J. S. Almas, of Havre, who has been company physician on this division so long that the records have been filed and his employment has been recognized as a permanent fixture not necessitating any further record. His service with the Great Northern dates from 1892.



Dr. M. D. Hoyt

Dr. M. D. Hoyt, of Glasgow, who has been counted as one of the company standbys for the past thirty-seven years.



Dr. D. S. MacKenzie

Dr. D. S. MacKenzie, of Havre, who as a boy started out with Dr. Almas and has been in the company's service for the past twenty-seven years. Dr. MacKenzie was elected vice president of the Great Northern Railway Surgeons' Association at its last meeting.

We are indebted to Dispatcher John Koerner for the above information, as well as for the photographs from which the prints shown above were made.

Conductor H. L. Thomas is back to work for the first time since he was injured two years ago. We are all glad to have him working with us again. Harry was away from his run so long that he said he believed he should have made some student trips.

Conductor R. C. Johnson is back from his hay-fever vacation and working every day. He says you can call it a vacation if you wish, but that is not the way he describes it.

Brakeman L. E. Waldrip is back on the job after receiving medical attention at Mayo Clinic at Rochester, Minnesota.

We now have seventy-eight 1928 brakemen on our seniority list and will need more before the rush season is over.



George M. Cole

Above is the picture of little George Milton, son of Forrest Cole, depot clerk at Hinsdale, Montana. May he be as fine a man as he is a lad.

Veteran Passenger Conductor M. D. Tierney is improving at a Mayo hospital at Rochester, Minnesota. We hope to see him back soon on his passenger run.

Yardmaster D. E. Carlin has blossomed out with a shiny, new straight-eight, Auburn Sport Coupe. It is a beauty, but we predict Dan will shoot but few ducks this fall. It would never do to get that bus muddy—for this season at least.

Chief Clerk A. L. Vining recently lost his Chevrolet Coach. He left it near the office building one evening about eight, and when he returned, not over fifteen minutes later, it was gone. It finally showed up, abandoned, in Great Falls, and the speedometer showed it had run some 700 miles since leaving its owner. However, except for a flat tire, it was none the worse for its trip, and Al is at present shaking hands with himself.

Now that the hunting season is open, there should be some wondrous tales to unfold in the next issue of the SEMAPHORE. We will be glad to print anything along this line, especially if "backed up" with photographs.

ST. CLOUD DIVISION

Associate Editor

JULIUS A. JOHNSON

Minneapolis, Minn.

Lillian L. Nahan, bill clerk at St. Cloud freight station viewed considerable country on her vacation. She visited Oakland, San Francisco, Los Angeles, and San Diego and also took a jaunt to Tia Juana.

"Charlie" Parsons is back on the job as agent at Melrose after an enforced two-months' leave of absence due to ill health. Part of this time was spent in a hospital at Madison, Wisconsin, where he underwent an operation. He looked hale and hearty and fully recovered, however, when he



dropped in at the division offices on his way back home.

Conductor Bert W. Stone and son, Vern, have returned from a visit to points in southern Minnesota and Wisconsin.

Operator Mark Rice will soon be leaving Alexandria with the rest of the tourists. He has made numerous friends, who will be sorry to see him depart.

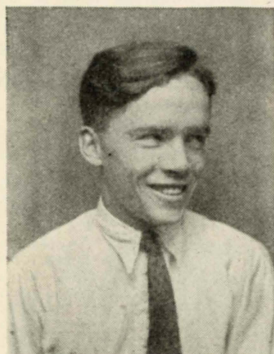
Veteran Henry J. Wagoner passed away at the hospital at Fergus Falls on August 16 at the age of sixty-six years. He was in the employ of this road as agent and telegrapher since 1887 and retired to the pension roll last May. Funeral services were held at Sauk Centre on August 20 and were attended by many out-of-town railroad employees and other friends. The floral offerings were numerous and very beautiful. In the passing of Mr. Wagoner, another of the old timers, there is left a vacancy that will be hard to fill as he was kind and genial to all with whom he came in contact and his demise was a sad blow to his family and friends.

A pumping plant has been installed and is now in operation at Lake Cowdry, near Alexandria, with a pipe line leading to Lake Winona. The purpose of this is to raise the latter lake, which, in turn, affects the water level of Lake Agnes, from whence the locomotive water supply is secured.



Above is shown a small portion of the station grounds at Brandon, Minnesota. The building in the foreground is the office of J. J. Lorusung, manager of the grain elevator, which is also shown in the picture. Mr. Lorusung tends this plot of ground at odd times when not waiting on his patrons, and the picture clearly shows the success he is having. A few years ago, with the cooperation of the business men of the village, a row of trees was planted along the edge of the right of way and Front Street and they are growing very nicely. There is absolutely no "dumping" on railroad property in this community and all lease holders keep their lots in a nice clean condition.

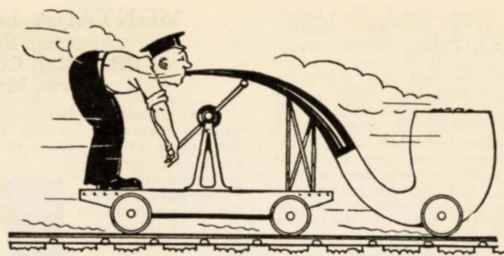
Agent A. F. Schlitz is back at the station at Osseo after an absence of five months. He was suffering from ill health, but we are glad to report that a visit to Rochester and an operation performed there proved beneficial.



Michael Fahey

This will introduce Michael Fahey, the youngest member of the superintendent's office force. He recently assumed the cares and responsibilities of a married man. The picture above plainly depicts his feelings when informed of a vacancy in the office that put him back on a permanent job as file clerk.

Clerk Archie E. Cook, Alexandria, made a vacation trip to the Pacific Coast. Stopovers were made at Glacier Park and several other points of interest and the return trip was made via Winnipeg.



Tobacco that "clicks" smooth all along the road!

IN the roundhouse or the yard, in the cab or at the switch, railroaders agree — Edgeworth's a he-man smoke. Smooth, fragrant, with a flavor that never changes, it completely satisfies the man who seeks solace in his pipe.

This tobacco *must* hold some secret charm worth trying. For an informal brotherhood — a pipe-lovers' club — seems to bind Edgeworth smokers closer the world over.

On sale everywhere, including Commissary Stores and camps, railroad depots

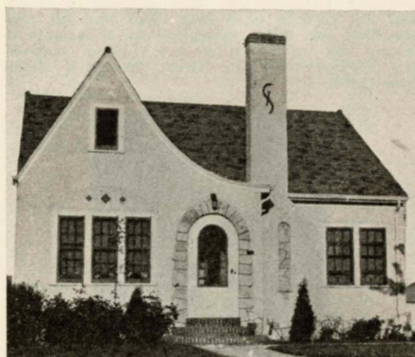
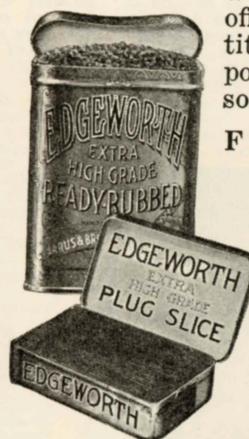
and stations. Two forms: Edgeworth Ready-Rubbed and Edgeworth Plug Slice. Both offered in various quantities from handy, small pocket-size tins to handsome pound-size humidors.

FREE OFFER

to Railroad Men

If you have never made friends with Edgeworth Smoking Tobacco, let us send you free samples so that you may put it to the pipe-test. Send your name and address to Larus & Brother Company, 27 S. 21st Street, Richmond, Va.

On your radio — tune in on WRVA, Richmond, Va. — the Edgeworth Station. Wave length 254.1 meters. Frequency 1180 kilocycles.



Here is the new home of Baggage Foreman George N. Bowman, located on Eleventh Avenue South, Minneapolis.

Water Supply Foreman Earl Holland and family, together with Mr. Holland's father, made a recent trip to Sullivan, Missouri, in their new Oldsmobile.

Agent E. C. Harrison has just returned to St. Paul from a week-end visit with his mother in Chicago. His daughter, Dorothy, accompanied him on the trip.



These three maidens are the daughters of Engineer Arthur Graham, of St. Cloud. From left to right are: Estelle, Myrtle, and Margaret.

Baggage man Geo. Brueske, at Alexandria, is sporting a new Essex.

Car Checker Fred Shepard, St. Paul, is recovering from injuries sustained in an automobile accident while on his way to work one morning. He suffered an injury to his wrist and some broken ribs.

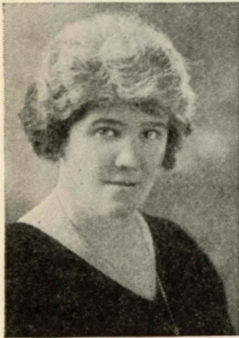


Here we see Lorraine and Verdon Betts, children of E. S. Betts, brakeman, and Ruth Ruble (center), daughter of Ed. Ruble, switch foreman, all of Minneapolis, enjoying a horseback ride on their uncle's farm near Alexandria.

SPOKANE AND MARCUS DIVISIONS

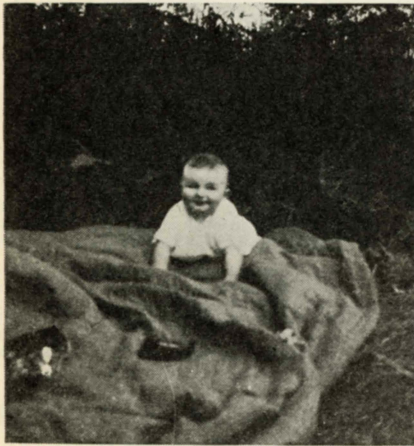
Associate Editor
GRACE W. HITCHCOCK
Spokane, Wash.

Brisk optimism marks the opening of the apple rush which came in some three weeks early this year due to the unusual hot weather



of July and August. On September 1, the total shipments of fruit, including peaches, pears, apricots, cherries, apples, strawberries, and cars made up of mixed varieties were 1170 cars, which were more than double the amount handled on that date for the preceding year. Forward Great Northern!

Fred Gephart, for five years yardmaster at Hillyard, has been promoted to yardmaster, Wenatchee, and has left for the Apple Capital where he will be joined by his family later. Lester Glenn, for five years a member of the Hillyard yard crew, succeeds Mr. Gephart as yardmaster at Hillyard.



Jo-Ann Sappenfield

This cute little lass is Jo-Ann, granddaughter of F. W. Sappenfield, chief airbrake inspector, Spokane.

We firmly believed that there is a man and a woman in the moon and that it may be made of green cheese but here's a new one. M. Bailey, agent at Curlew, Washington who has returned from a circle trip by auto which included southern California, Death Valley, and Oklahoma, declares he saw a desert moon that resembled a long striped barber pole. Well, we never saw a desert moon. We do know Mr. Bailey had a terrible time trying to buy water in that arid district. We hope, at least, that it was water. Upon his arrival at Curlew, he was summoned to serve on the United States grand jury, at Spokane.



Ralph LaVerne Bowers

The young chap in the above picture, who looks supremely happy, is Ralph LaVerne, son of Kenneth B. Bowers, and grandson of Veteran John B. Bowers, night roundhouse foreman at Appleyard.



Dorothy Bowers

The picture shows Dorothy, daughter of Veteran John B. Bowers, night roundhouse foreman at Appleyard. Miss Bowers was graduated this year from Wenatchee High School, and in the near future will enter a nurses' training school at Glendale, California.

Conductor E. W. Horsfall is again in service after a vacation of two months taken on account of sickness. He is relieving Conductor Jas. R. Coleman on 39 and 40, who is off on a sixty-day leave.

Conductor Jas. R. Coleman with his wife and niece, Luverne, are visiting relatives in Minnesota and Wisconsin. While attending the funeral of William Coleman of St. Peter, Minnesota, the car in which they were riding to the cemetery struck loose gravel and overturned, killing an aunt, Mrs. Bridget Towey, of Minneapolis. Mr. and Mrs. Coleman, their niece Luverne, and Mrs. Towey's daughter, Agnes, suffered slight injuries. Full particulars have not yet been learned.

All work and no play makes Jack a dull signal maintainer—which good old axiom certainly isn't going to apply to Chris Anderson, of Spokane, not if he knows it. Chris has just purchased a Buick Master "Six."

Mrs. Edith Pitschow, operator at Kootenai Falls, Montana, spent a few days with Great Northern friends in Spokane recently.



Here we see little Harold Christopher, whose father, Hugh, is a fireman working out of Spokane.

George Polanski, agent at Edwall, Washington, is vacationing on his farm near Swift Current, Saskatchewan. The far reaches of golden grain in that section of the country make a beautiful sight at this time of the year.

Gladys Anderson, talented daughter of Roadmaster George Anderson, left for New York recently to resume violin studies. She has been studying in New York for the past year at the Juillard School of Music.

Operator C. P. Merry and wife, of Bluestem, have returned from an automobile trip to Trail, B. C. Mr. Merry was very much interested in the big smelter as well as the mountain scenery.

Engineer Fred Whitmore, of runs 3 and 4 Spokane to Troy, spent the latter part of August at Pacific Beach.

Engineers J. J. White and Dominick McDonald have taken switch engine jobs at Appleyard for the fall rush.

Twelve of the large 2100 class engines have been assigned to the west end main line, Spokane to Wenatchee, to take care of the fall business.

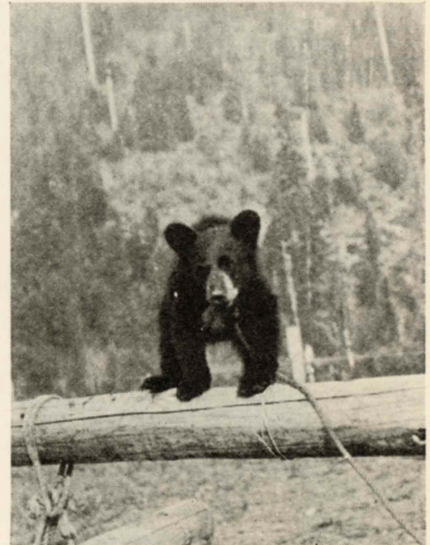
The new electrical roundhouse at Appleyard is now nearing completion. Plumbers are putting in the steam heat system, while electricians are putting the finishing touches to the lighting system.

The work of placing washed gravel on both main lines between Hillyard and Spokane is now completed. We have the best looking main line of any road entering Spokane.

Operator Roy Harrington is now side-kick on the wire at Wenatchee freight house.

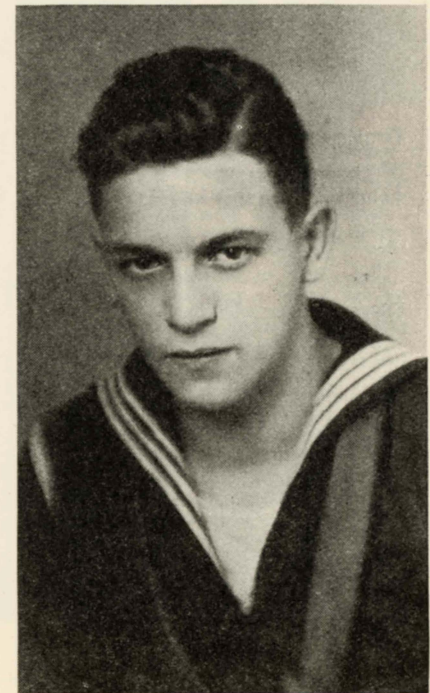
John C. Mellenbacher, operator at Wenatchee, who has been ill for about two months, is now able to resume work.

The ditching crew, in charge of Conductor Paul Bergh and Engineer Hugh Andrews, is now on the W. O. line doing necessary work in the vicinity of Pateros.



"Bear Cat," mascot of the Hillyard switchmen, is shown above in one of his favorite poses. He's really not as cross as the picture might indicate.

W. A. Perusse, assistant superintendent of dining cars, recently received a very complimentary letter thanking the force at the station lunch room for its splendid service at the Usadian Club Luncheon at the Great Northern station, July 23. The Usadian Club has a membership made up of some of Spokane's leading business men.



Roy Brown

Roy Brown, son of Air Brake Foreman J. W. Brown, has returned from Honolulu, where he has been stationed for a year and a half, studying government aviation.

Be sure you're right, then go ahead! Lost: a "General Motors" in the downtown parking district. Police headquarters was notified. Thirty minutes later said "General Motors" was found one block distant from the spot where the car was thought to have been parked. Ask Carman Robert Russell what the sergeant at police headquarters said. It's good.

Mrs. E. W. Berger has been called to Butte, Montana, on account of the death of her mother, Mrs. Joseph Kaufman. The SEMAPHORE extends sympathy.

Merle Moyer, daughter of Conductor "Bob" and Mrs. R. L. Leslie, of Spokane, surprised a large circle of friends when she was married on September 2, at Olympia, Washington, to Robert J. Henry. Mrs. Henry is well known in musical circles of the Northwest as a soloist at the Davenport Hotel and the Church of Truth. She has a beautiful voice and coupled with this a pleasing personality, which have endeared her to many. Mr. Henry is president of the Olympic Motor Boat and Aircraft Corporation of Seattle.

On September 12, at the Davenport Hotel at Spokane, Mrs. Henry sang for the meeting of the National Ticket Agents' Association. She wore an Indian costume and sang the "Indian Love Call" and other selections, accompanied by a chorus of forty girls. Alice Garry, as "Princess America," was also a guest. So clever was Mrs. Henry's impersonation, that many took her for an Indian girl. She was widely entertained while at her mother's home for a few days.



The dainty little lady in the picture is Jacquelyn Doris Hunterman, who is the granddaughter of Wm. Davis, section foreman, Brewster, Washington.

Verne Twist, old time telegrapher, now with the Bell Telephone Company, Walla Walla, Washington, spent several days in August in Spokane "swapping" yarns with other old timers.

Manager C. J. Koll, of the relay office, Spokane, and his wife and daughter are visiting in Ohio and other points in the East.

Glen Koll, of A. W. MacKay's office, spent his vacation in Eastern Ontario.

George Berg, chief operator in the relay office at Spokane, and his wife and daughters returned the early part of September from a vacation spent in Wisconsin.

Engineer Wm. Young, on runs 27 and 28 Spokane to Wenatchee, was off duty the early part of September due to sickness. His run was handled by Engineer W. J. Barrett.

The layover of the W. O. Line passenger was changed from Oroville to Wenatchee on the new card of September 2. One train and two engine crews now handle this run.

Minneapolis—Bowling

(Continued from Page 16)

of eight teams consisting of the following: M. & St. L. Boosters, North Coast Limited, Soo Mountaineers, Soo Winniepegs, Great Western, Milwaukee Olympians, Northwestern Limiteds, and Northland Bus. All games will be rolled Monday evenings on the Central Alleys with the schedule opening on September 17. The race for honors in this organization last year was close and hard fought all the way, and with the personnel of the teams largely unchanged, many closely contested matches are anticipated this season.

The Spokane Division placed two additional locals on the W. O. Line on September 12 to care for the fruit business on the branch.

Mrs. Wm. Molden, second trick operator at Quincy, returned to work September 10 after a vacation of sixty days spent on the Pacific Coast.

Business has increased to such an extent as to warrant the placing of nine crews on the east end and seven crews on the west end in through freight service.

Mr. and Mrs. Philip Casey, Helen Casey, and Mr. and Mrs. Ray Ellis spent the weekend at Wallace, Idaho, recently with Mr. and Mrs. Robert Casey.

Conductor and Mrs. W. R. Eddy left August 19 for a trip to St. Paul.

Harold Grisdale, of the mechanical department, has returned from a visit with his parents at Grand Forks, B. C.

S. C. & P. News

Winsome little Kathleen Kemmery, six, daughter of Conductor B. L. Kemmery, captured not only the hearts of her audience but won first prize for girls in the Kiddies' Pirate Costume contest at the Hippodrome Theatre during Fair Week. Miss Kathleen in pure white, made a dainty pirate.



Kenneth Dow

This little fellow, Kenneth Allan Dow, has the distinction of being doubly a railroad child, as his father, Allan Dow, and his grandfather, A. C. Dow, are both motormen on the S. C. & P.



Herbert Warren Willhoite

The above picture is of Herbert Warren Willhoite, sometimes called "Our Little Crank." He is the son of Herbert Willhoite, of the S. P. & S. Railway, at Portland, Oregon, and also the nephew of Mrs. Grace W. Hitchcock.

S. P. & S. Notes

You've heard of Tia Juana. Well, that's where Brakeman George Croak spent part of

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LARGEST IN THE WORLD CINCINNATI, OHIO.

his vacation. He also went to Houston, Texas, so perhaps it isn't so bad after all.

Conductor Frank Hudson, in freight service for the past fifteen years, has donned the brass buttons and is now in regular passenger service.

The little birds that hovered over the Interstate Fair at Spokane say that Conductor Dan Sullivan was seen in the fortune-telling booth. Of course, he doesn't believe in it. Oh, no!

Three switch engines are now required at Wishram daily to take care of the business at that point.

Is There Anybody Who Would Like to Meet Johnny Walker?



Johnny Walker

JOHNNY WALKER, of the Hillyard Shops, has been in sixteen fights and has won all except one. Pete Bross, of Great Falls, Montana, actually whipped Johnny at Kellogg, Idaho, but the decision will in no way affect his standing as Bross has had several years of experience. Walker is scheduled for several fights at the American Theater, Spokane, during the coming winter. His weight is 155 pounds. Come on, you lightweight!

WILLMAR DIVISION

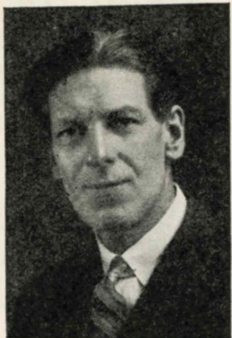
Associate Editor
L. A. JORSTAD
Willmar, Minn.

Fred N. Nelson, station clerk, Yankton, South Dakota, was married to Esther Knutson, of Viborg, South Dakota, August 17 at the

Trinity Lutheran Church, Yankton, Rev. O. M. Ostlund officiating. After the ceremony, Mr. and Mrs. Nelson drove to Viborg where a wedding dinner was served at the home of the bride's parents. The newlyweds went to Chicago on a short honeymoon trip. Congratulations!

Engineer Peter Dalen, wife and daughter, Agnes, enjoyed a two-weeks' outing at Gull Lake, in the northern part of the state, the latter part of August.

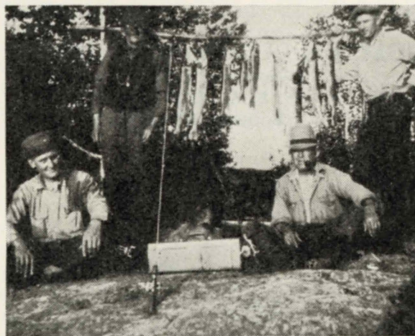
The G. N. goat on our new 100,000-gallon capacity water tank, recently constructed at Willmar, has caused Carpenter Frank Berglund considerable grief. He has been assigned the duties of taking Mr. Goat down for feed and water once a day. Frank says he wishes there were no such animal.



M. L. Gaetz, trainmaster, Willmar, was transferred to the Dakota Division as trainmaster, with headquarters at Grand Forks, effective September 17. Mr. Gaetz and family have resided in Willmar over nine years and during that time have made a host of friends who will miss them. C. A. Gallagher was appointed to succeed Mr. Gaetz.

B. C. Harrison, telegrapher, St. Paul, has been added to the Willmar relay office force. The opening game of this year's bowling season has been scheduled for October 22. With plenty of good material, the Great Northern will have eight teams in the line up and competition promises to be keen.

Actual work has been started on the Yankton, Norfolk and Southern Railway which will be constructed from Yankton, South Dakota, to Norfolk, Nebraska, a distance of about seventy miles. A. S. King, general manager, is in active charge of the new road with offices at Yankton, South Dakota.



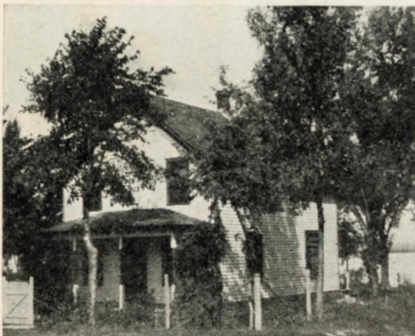
Engineers "Hi" Johnson, W. Scott, Conductor W. R. Beard and Flagman J. Steaufenbel, of Willmar and Sioux City, spent their summer vacations among the pines of northern Minnesota. They motored from Willmar to Duluth, then along the north shore of Lake Superior and through seventy-five miles of forest to Hinton, Minnesota. This is the last



Andrew Patchell and Son

This is Engineer Andrew Patchell, of Benson, and his son, Lancelot, on his tenth birthday. Andy is rather proud of this fine looking chap and judging from the picture he will follow in his "Dad's footsteps."

B. C. Everingham, assistant editor and advertising manager of the SEMAPHORE, paid Willmar a pleasant visit, September 28.



Above is a photograph of the home of T. M. Loftus, agent, South Shore, South Dakota.

station on the D. M. & N. R. R. From there they portaged over Fall and Newton lakes, finally arriving at Basswood Lake, which lies partly in Minnesota and partly in Canada. Renting a boat, they moved their luggage and camp outfit to an island in Basswood lake among the pines. Their equipment included a Johnson twin-motor boat, which enabled them to motor twelve miles or more to Basswood Falls, where big walleyed pike and muskies gave them the thrill of their lives. The pictures prove that their fish stories are true and there's no question that they had a real outing.



The picture shows the new double track bridge recently completed at Howard Lake under the supervision of B. & B. Foreman Gus Johnson.

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For grimy hands— Lava Soap



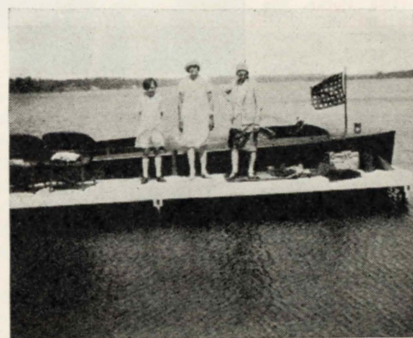
Old Timers—here's the soap you need on the job. Cleans the toughest-looking pair of hands that ever pulled a throttle, fired a "Hog," packed a hot-box or "oiled around." Rubs up more lather in 15 seconds than ordinary soap in 60, and even hard or cold water can't kill it. Millions use it. "Good old Lava," they call it. Gets hands clean! Not just "surface-clean" but clean 'way down deep. Quick and thorough, but as easy on your hands as fur-lined gloves—because it's made from the finest of vegetable oils. All grocers sell it.

Have you tried Lava Soap?
If not, send this coupon and get a full size cake FREE.

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I want to try the soap which removes all the dirt and grease from the hands. Send me a free cake of Lava.

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The picture shows left to right, Phillis Bohne, Mrs. F. Bohne, and Mrs. J. A. Bohne, at Lake Lahamodu, near Alexandria, Minnesota. While camping at this lake a few weeks ago, Engineer F. A. Bohne saved Clayton Thompson, age five, of Minneapolis, from drowning, when the little fellow fell off the dock into five feet of water. Fred deserves credit for his quick action in reaching him in time and bringing him safely back to shore.

Harvey McIntyre, former second trick wire chief at Willmar, has been promoted to dispatcher, third trick east end. He was relieved by C. T. Dolan; Dolan was relieved by Gilbert F. Marshall, from Grand Forks.

Duck season is in full swing in the vicinity of Aberdeen, South Dakota. Carman Roy Erickson, with a new Winchester, was out shooting "Santa Fe" Jones, with his trusty Parker, on the opening day.



The picture above is of Marion Kagel, daughter of G. W. Kagel, Watertown, South Dakota, conductor on the Watertown-Benson line. Miss Kagel has won many trophies as a swimmer, and recently became the possessor of a silver cup for first place in the 220-yard free-style race in the statewide swimming meet at Lake Kampeska, South Dakota. She swam this race in four minutes and twenty-five seconds. She also won first place in the breast stroke contest for girls. Last year Miss Kagel swam across Lake Kampeska, at a point where the lake is four and a half miles wide.

DAKOTA DIVISION

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

Effective September 16, Chief Dispatcher F. H. Stull was promoted to a position in the office of superintendent of transportation at St. Paul. His many friends were sorry to have him leave, but all wish him the best of success in his new position. E. R. Joyce, trainmaster, has been appointed chief dispatcher, and M. L. Gaetz, trainmaster at Willmar, has been appointed to succeed Mr. Joyce. Ticket Agent P. G. Holmes, of Grand Forks, has been appointed traveling passenger agent. He left for St. Paul, September 16, to assume his new duties at that point. Leo Warner has taken the position of ticket agent at Grand Forks temporarily.

Oscar Thomas, who has been agent at Hillsboro, North Dakota, for a number of years, has bid in the vacancy of relief agent, and assumed his new duties September 10.

Mrs. F. B. Peschel, wife of B. & B. clerk, superintendent's office, who had the misfortune to break her right arm in an automobile accident recently, is reported to be recovering rapidly.

A. C. Slater, disbursement traveling auditor, has completed his check of the division office and is returning to St. Paul.

Conductor W. H. McGraw was called to Seattle recently on account of the death of his brother.

Effective September 15, the Great Northern news stand which has been in charge of H. W. Johnson, was closed. Special Agent Harry Hanson has moved his office to the quarters formerly occupied by the news stand.

R. R. Rottweiler, assistant A. F. E. clerk in the superintendent's office, who recently had his tonsils removed, is reported recovering rapidly.

Devils Lake "Rip"

Blase Zontek, carman, and Stanley Zontek, carman-helper, spent Labor Day visiting relatives and friends at St. Cloud, Minnesota.

"Tony" Christianson, carman, and family have returned from a trip to St. Paul.

Iver Farstad, carman, spent a recent week-end at Thief River Falls, Minnesota. We wonder why.

Louis Cristie, carman, spent Labor Day with his family at Casselton, North Dakota.

Ed. Ziegler made a flying trip to Bismarck recently. He reports that the old Dodge performed marvelously.

Hunting season opened September 16. All ducks and geese beware! Ducks seem to be very plentiful this year. There appears to be thousands of them on Sweetwater and Devils Lakes. Enthusiasm is running high on the rip among the chronic hunters, including Alfred Tollefson, leading carman; Cliff, McLaughlin, painter; Mike Schwartz, Ed. Ziegler, Mike Steffans, Steve Cisewaski, Frank Lahr, carmen, and others.

Frank Yager, Thos. Holstein, and Emil Farstad motored to Minot recently to spend the day.

Clarence Christianson, carman, has purchased a new sport model Ford coupe. Some little wagon!

Al. Tollefson declares that there is getting to be a shortage of cows around Devils Lake, as he hasn't run over one for two weeks.

SOMERS LUMBER COMPANY

Associate Editor
R. E. GAUTIER
Somers, Mont.

Bob Keeling is passing around cigars on account of the arrival at his home of an eight-pound boy. Bob says there is nothing like having plenty of boys around the fireside.

R. W. Bailey and family have returned from an extended tour of the Pacific Coast. They visited Seattle, Portland, San Francisco, Los Angeles, and various other points of interest en route. Bailey says the Coast is a fine country, lots of people, many things to see and very interesting, but, after a trip through it, one is well satisfied with the old Flathead Valley where climate and wonderful scenery are hard to beat.

Mr. and Mrs. Tom Horsman, James Hellen, and Ruth Peterson are taking a trip to southern California. From last reports, they reached Salt Lake City O. K. and were floating around in the Great Salt Lake.

Once again the old trusties will be taken down from the shelf, oiled, cleaned, and put in first-class condition for the opening season for ducks and chickens. The bombardment begins Sunday, September 16, and will continue for the first few days with unusual severity. Many of the local boys will be stationed at their favorite blinds on the Point, while others will seek more secluded spots in nearby lakes and sloughs.

Mr. and Mrs. E. N. McDevitt accompanied by their son, Ned, have left for the East, where Ned is to enter the Shattuck Military Academy at Fairbault, Minnesota. He will enroll for a four-year course of military and academic training.

Mrs. Perry C. Russell and daughter, Leta, have left Somers to make their home in Elwood City, Pennsylvania, where Perry is in business.

Mrs. W. R. Ballard has returned from San Francisco, California, where she went with her mother, Mrs. Clinton Jones, and her daughter Betty. Mrs. Ballard returned alone, having placed Betty in a private school for girls in San Francisco.

Breezy Point and Juniper Lane, formerly called Pavilion Hill, were awakened one evening recently from a peaceful community to a very much excited neighborhood. It all came about through wild calls for help from shipwrecked navigators exploring beautiful Flathead Lake. After several shrill requests for help had been sounded, Gordon Parr put on his bathing suit and hastened to perform his duties as a lifeguard, while Charles DeVoe commandeered a row boat and sped forth, on the dark waters of Flathead Lake in search of the stranded unfortunates. Gordon waded out about a quarter of a mile on the beach and found a launch stuck in the sands. The water was about knee deep and the occupants were very much excited as they thought they were stranded on a coral reef in mid-lake. After an investigation and an assurance that they were in shallow water, the party, with the assistance of Charles DeVoe and Gordon Parr, was pushed into deeper water and headed in the right direction for landing at the dock. Dr. W. Q. Conway and party, who were the occupants of the misguided launch, rewarded the two gentlemen who so graciously responded to their call for help.



About the SHOPS

ST. CLOUD

Car Repairer John Materna has charge of the stripping yard gang at the "bone yard." Nic. Hoffmann has come back after a short vacation and is working at the furnace with Nic. Späden.

At the State Diamond Ball Tournament, held at St. Cloud over the Labor Day period, the "Dinty Moore" club, which is composed of G. N. employees, easily defeated the Crookston kittenball team.

The Great Northern Dramatic Club of Waite Park, which consists almost entirely of Great Northern employees, very successfully presented the "Rosary" at the recent convention of the Central Verein at St. Cloud. A full house greeted the players. P. J. Zierden, director, again showed his skill in staging this beautiful play, which was most enthusiastically received by the Verein delegates.

Joe Notch, blacksmith helper, has acquired a new Chevrolet coach and praises the late model very much.

Machine Shop Foreman Paul Theisen returned on September 4 from his two-weeks' vacation. He motored to Port Arthur and other points in Canada.

Harry Larson, machinist, has recently purchased a Chrysler car.

Blacksmith Frank Reberg is sporting a new Durant.

J. B. Theisen, assistant foreman of the blacksmith shop, left September 1 for Montana where he will spend his vacation. Joe has a new Oldsmobile.

Wood Mill Foreman Peter J. Zierden returned September 4 with a big smile after spending two weeks vacationing in the northern part of the state.

Arthur Brandes and wife spent several days visiting relatives at Spicer.

Our sympathy is extended to Peter Lacher at the loss of his brother, Andrew, whose death occurred at Sonora, California, August 30.

John Meemken reports the birth of a son on August 27. Congratulations, John!

Efficiency Engineer George Anderson looked over the local water and steam equipment on August 22.

John Wilmes and family spent Labor Day visiting with relatives at Bancroft and Algona, Iowa.

Cupid has again become a visitor, this time in the person of Carman Sylvester Sauer. The bride was the former Alvina Karls, of St. Cloud. Sylvester has returned to work after a week's honeymoon. Congratulations!

Carman Apprentice John Radding recently became the daddy of an eight-pound baby boy.



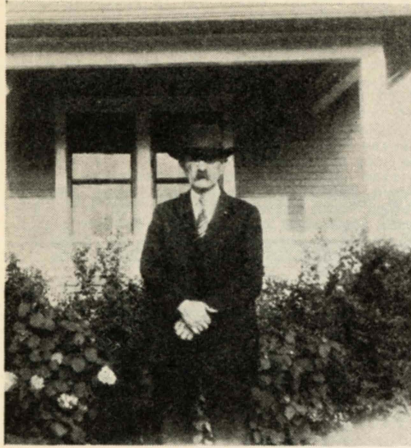
Wm. Hedlund and a Pal

The above picture shows Carman Wm. Hedlund and his pal sunning themselves in Willys Park at Toledo, Ohio.

Carman Andrew Schuler returned to work after spending a week with friends in various parts of North Dakota.

Carman Phil Keller has returned from a political tour in Montana.

On September 10, Olive Scheil, daughter of Assistant Foreman Wm. Scheil, became the bride of Charlie Trebetowski, of Brainerd, Minnesota. The groom was formerly associated with the Universal Granite Company at St. Cloud and at the present time has his own retail shop at Brainerd.



Gabriel Krausert

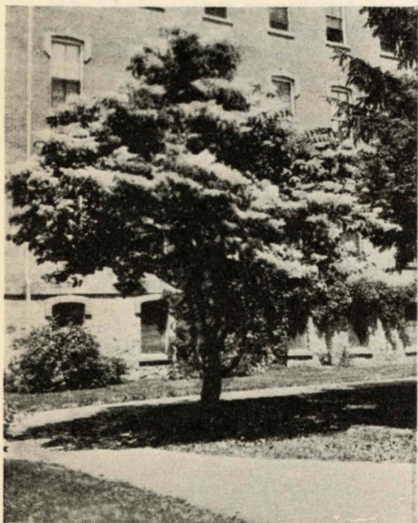
Above we present Carman Gabriel Krausert, who retired August 20 on account of reaching the age limit. Gabriel entered the service of the Great Northern June 26, 1911, as a carman.



Mr. and Mrs. Wegler

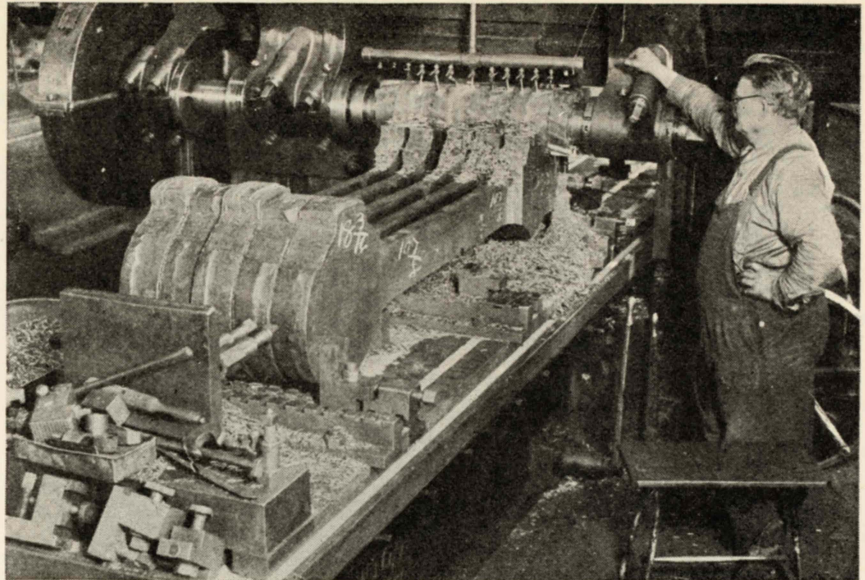
Here are Mr. and Mrs. Lawrence Wegler, who were married some time ago. The bride was the former Flossie Etnier, an attractive member of St. Cloud's younger set. Lawrence is working with Pete Miller's gang.

Carman George Yaeger became the proud daddy of a ten-pound baby girl September 10.



No, this is not a snowstorm in the good old summer time but an imported Japanese lilac tree grown at St. John's "U," at Collegeville. The picture was sent in by J. Hohman.

October, 1928



Milling Machine at Dale St. Shops

DALE STREET

Fred Conrath, foreman sheet metal department, and Mrs. Conrath spent their vacation at their summer home on Long Lake near Park Rapids, Minnesota.

Ephraim Thompson, sheet metal worker, recently spent a few days visiting friends at Thief River Falls, Minnesota.

Charles McCarty, of the tin shop, and Mrs. McCarty, have returned from Denver where they visited friends and relatives.

Cora Drager, stenographer, superintendent's office, spent Labor Day with friends motoring on the Iron Range.

James Gillespie, clerk in the machine shop, expects to return to the city from his summer home at Lake Phalen in the near future.

R. W. Oszman, assistant machine foreman, looks pretty good after his two-weeks' vacation.

Joseph Tauer, engineer of steam gauges and speed recorders, is recovering from a siege of hay fever. Charlie Stromwall, machinist, prescribed a remedy, but Joe somehow or other did not follow Charlie's advice.

Louis Peterson, of the laboratory, is not arriving home at the usual time after his day's work of late. Maybe he has now found a longer route but one that is more pleasant.

Ben Okonesky, of the laboratory, has sold his home on Van Buren Street, and has moved closer to the shop. By the way, he is now getting to work fifteen minutes before starting time.

Now that the cold weather is coming, it is intended to use Waterton Lakes in the Dale Street garden for a skating rink. There will be no charge. The Prince of Wales Hotel will be used for a warming house. Make your reservations now.

William J. Long, veteran machinist, slipped this comment to us the other day. We think so, too:

Take me away from the sound of the whistle,
Take me away from the ink and the pen.
Take me out to the lake's green shore,
And let me view Nature again.
Take me out where the fish are biting,
Take me out where the anglers, I see,
Take me back to the scene of my childhood—
That is vacation to me.
Take me out to the forests,
Where the birds are building their nests,
Take me out to the lake shore on my vacation,
Where Nature is at its best.

Charles Groebner, boilermaker, who has been away from work on account of sickness, has returned to work.

George Cartwright, assistant blacksmith foreman, resigned to accept the position of blacksmith foreman with the Soo Line, at Minneapolis.

M. J. Guiry, boilermaker foreman, with Mrs. Guiry, spent a very pleasant vacation touring Yellowstone National Park.

Joseph Bauman, our tall, good-looking electrician at Dale Street, was married to Pearl Warring on September 15, at the Assumption Church. They spent their honeymoon motoring in the North and on the Iron Range. Congratulations!

We hope by the time this issue goes to press that Prescott Capron, machinist, will have recovered after having been confined to his home since August 29 on account of sickness.

William Adams, pensioned machinist, recently visited some of his old friends at Dale Street.

The above picture shows a milling machine in Dale Street machine shop, with five new locomotive side rods being finished. Almost all main and side rods for locomotives for the entire system are made at this point. Milling cutters used in this operation are also made at Dale Street.

GREAT FALLS

Dagmar Anderson was appointed stenographer to fill the vacancy created by Helen Buck, who was granted a leave of absence on account of illness.

Fred Kropp, machinist, was married recently. On his return to work the boys gathered around him at noon hour and tendered him a rousing charivari which was heard at some distance and brought a number of inquiries. We congratulate the newlyweds.

Phillip Marquard, boilermaker, was granted a ninety-day leave of absence on account of illness. We hope for his speedy recovery and return to service soon.

Shop Superintendent A. H. Malenke returned to work after a two-weeks' vacation spent in the mountains above Augusta, Montana. Mrs. Malenke was with him. The rain tried hard to spoil the outing but from all accounts it did not.

Hunting season opens Sunday, September 16, a very convenient date for every one to be first-outers. Some of the shopmen have all preparations made to leave Saturday afternoon and will be lying in wait for sun-up Sunday. In view of the large number of hunters leaving on the opening date, it is hoped the casualties will be heaviest among the game.

Considerable interest is noted among the employes in bowling this season. The season officially opened September first and since that time there is usually a number of ex-Great Northern Leaguers on the alleys. In due time it is expected to get the ball rolling and organize a 1929 League—bigger and better. The boys are still trying to find "Looie," the King Pin. As soon as they locate him, we ought to get some action on the new league.

DELTA

When we asked Bernard Geary where he went on his vacation September 4 to 18, he said he motored to the South Sea Islands. Bernie would. He's just that type.

Harry McCaustland, car foreman, and wife visited Mr. McCaustland's mother in Atlantic, Iowa, making the trip via Oakland, California. They returned September 15 and reported a most enjoyable visit.

Among those who went to Vancouver, B. C. on Labor Day to attend the Carter-Morgan bout were: Ed Lynam, Lloyd Hede, Earl Brower, John Lynam, and Verd Collins.

Theresa Bardon, daughter of Machinist Helper John Bardon, returned from Milwaukee the latter part of August after spending the summer with relatives.

We believe a vacation does any one good and you would agree with us had you seen the smiling faces of Rudolf Eisenberg, Otto Eisenberg, and Joseph Petesorich as they breezed to work September 10 after ten-days' vacation spent at Spokane and vicinity.

Ernest Enhelder, tankman, was called to Park Falls, Wisconsin, on August 28 on account of the death of his brother. Our sincere sympathy is extended to him.

Anna Forrest, billing clerk, Everett Store, left September 12 for North Dakota to visit her sister. She will also stop in South Dakota to visit friends.

John Schaum, sheet metal foreman, is back to his regular routine after a motor trip in his new Buick to Lake Crescent, Sol Duc Hot Springs, Hoods Canal, and Olympia. There's no doubt that Mr. Schaum put his car through numerous tests but the results must have been satisfactory as we have not noticed it at any of the Used Car markets.

It has been rumored that Earl McGhie, our popular coach painter apprentice, has been giving his undivided attention to a certain girl friend for some time. This may solve the question of why Earl gives away his favorite piece of cake to Harry Lewis. The boy is living on love, but will it last?

Mrs. B. Knapp, wife of boilermaker helper, and Mrs. H. Wieber, wife of car repairer,

left Everett September 21 for Havana, Cuba, as representatives to the national convention of the Spanish-American War Veterans' Auxiliary, which is to be held in that city October 7 to 11. En route, they will visit in the Twin Cities, Milwaukee, Chicago, Washington, D. C., and Key West, Florida.

Chas. Blomberg, coach foreman, and wife spent their vacation visiting their son and daughter in Portland and Yakima in August.

Frank Gordon, coach painter, was off for several days early in September due to forest fires which threatened his home near Warm Beach. Mr. Gordon reports that his home is out of danger now and we are glad to hear it.

Here's one on John Tenbrink: On Mr. Lundby's return trip from the dance at Mt. Vernon several weeks ago he passed John Tenbrink's farm and saw John working in his oats field about 2 A. M. Now Mr. Lundby says he is certain that John grows wild oats,

as otherwise he would not be sneaking up on it in the dark.

Some one reported that they heard Toby Johnson asking Elmer Eslick if he thought it would be advisable for him to turn his Ford coupe in and get a Graham-Paige. A word on the sly to the other fellows is that we believe this is just another one of Toby's air castles. What we can't understand is how he can build such high air castles when he's so busy giving the "reefers" the rub-down.

Ivan Howard, delivery foreman, Everett Store, had the honor to say, "Good morning, judge," and explain just how the new Fords make forty-eight miles an hour down at Hewitt. The judge decided that such an experience was worth fifteen dollars, which sum was paid by Ivan.



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