A black and white photograph of a large flock of sheep grazing in a field. The sheep are scattered across the foreground and middle ground, some facing the camera and others with their backs to it. The field appears to be a dry, open landscape. In the background, there are low, rolling hills or mountains. The sky is very bright, with a large, starburst-like sun or moon in the upper left corner, creating a strong lens flare effect. The overall tone is sepia or aged black and white.

# Great Northern Semaphore

December

1928





ILLINOIS  
21-JEWEL  
BUNN SPECIAL

60 hours  
6 positions  
Motor Barrel

Standard  
for railroad  
service

## *The* BUNN SPECIAL

### A NEW STANDARD IN RAILROAD SERVICE

In both design and performance, the 60-hour, 6-position Bunn Special has created an entirely new standard of railroad timing.

It is the safety watch. It will run more than 60 hours on one winding. Should you neglect for any reason to wind it after the first 24 hours, it will maintain its same even, accurate rate for at least the second 24 hours.

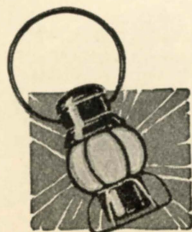
It is the perfected watch. Only a watch which practically eliminates friction, which embodies such vital developments as the Illinois Superior Motor Barrel, fine jewelery and almost perfect

matching of parts, can possibly permit the use of the longer, thinner, 60-hour mainspring which is the last word in sustained, dependable accuracy.

It is further perfected in its adjustment to six positions. Position adjustments are the proving ground of accuracy. Each adjustment eliminates certain possibilities of error. And only a watch adjusted to six positions is as nearly perfect as human skill can make it.

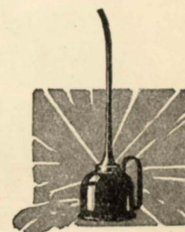
Ask your jeweler to show you the Bunn Specials. Talk a trade with him and let him show you how easy it is to lead in watch equipment.

Bunn Special, 21 jewels, 10k yellow gold-filled case. . . . . \$60  
Bunn Special, 21 jewels, 14k yellow gold-filled case. . . . . \$65  
Bunn Special, 23 jewels, 10k yellow gold-filled case. . . . . \$70  
Bunn Special, 23 jewels, 14k white or green gold-filled case. . \$75



## The ILLINOIS WATCH

Established 1870  
SPRINGFIELD, ILLINOIS



ILLINOIS WATCHES ARE BETTER THAN THEY HAVE TO BE



# THE SHEEP INDUSTRY IN MONTANA

Excerpts from a paper prepared by Murray E. Stebbins, Secretary of the Montana Wool Growers' Association, Helena, Montana

**S**HEEP HUSBANDRY IN Montana started when Thomas Harris drove some wethers from California into the Bitter Root Valley in 1857. A man named Dobbin is given the credit for bringing the first breeding ewes into Montana. Mr. Dobbin located in the Deer Lodge Valley shortly after Mr. Thomas located in the Bitter Root. It is strange to note that the Deer Lodge Valley was the first place for a band of breeding ewes to be located in Montana,

1,769 head of sheep for assessment purposes, which increased to three times that number in one year, and to 249,987 head in 1880, a period of fifteen years.

Before the railroads reached Montana, in 1883, large quantities of wool were shipped on flat-bottom boats down the Missouri and Mississippi rivers to New Orleans and thence to Boston. Martin T. Grande, living at Lennep, south of Harlowton, and still operating a large sheep ranch, shipped wool in this way

Montana in sheep population was 1901, for that year Montana showed 6,417,000 sheep assessed. However, the peak of the wool production was not reached until 1904, when 37,773,000 pounds of wool were produced.

For the next ten years, Montana's clip averaged in excess of 30,000,000 pounds annually. In the next four years it dropped to 18,000,000, 1920 to 16,000,000, and in 1922 the recovery started with an increase of 700,000 pounds and by 1926 Montana was third in the list of states, producing 23,672,000 pounds from 2,880,000 head, or 8.8 pounds a fleece or an increase of two pounds a fleece. The 1927 clip, according to shipping records, was 24,033,648 pounds of wool from 2,736,000 head of sheep, and the 1928 clip is estimated at 25,370,000 pounds. Montana was third in wool production in 1928, being surpassed only by Texas with 35,591,000 and Wyoming with 26,550,000. California is fourth with 23,250,000 pounds.

About 1870 a new chapter in the sheep industry was ushered in by the invention of the refrigerator car. Prior to that time the extension of the railroads had provided much more general and rapid transportation. These two new facilities made it possible to slaughter sheep and lambs in the Middle West and put them in the city markets of the East in prime condition. Furthermore, the rapid growth of urban population increased the consumption of lamb and mutton. Before that time the sheepmen prospered or failed according to the wool markets.



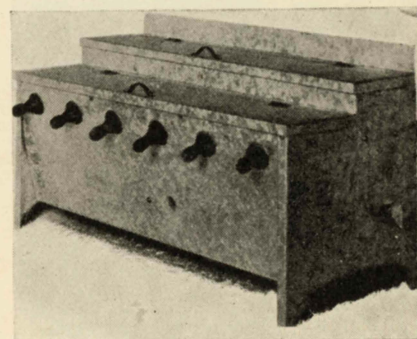
Typical Scene on a Montana Sheep Ranch

and, today, seventy years later, it is still the greatest sheep valley in the state, for here we find a larger number of registered sheep than in any other valley in Montana. Here are the famous Williams & Pauly ranch, the Deer Lodge Farms, and the world famous Hampshire Ranch known as the Mount Haggin Land & Livestock Company, owned and managed by Dr. H. C. Hardiner.

In 1865 the territorial auditor listed

when he first started in the sheep business in Montana.

By 1890 the sheep population of Montana had grown to 1,990,000 head and ten years later, 1900, reached the high point of 6,170,000 head. These 6,170,000 sheep sheared 26,020,120 pounds or an average of about four and one-fourth pounds each. At that time Montana was the largest wool producing state in the United States. The record year for

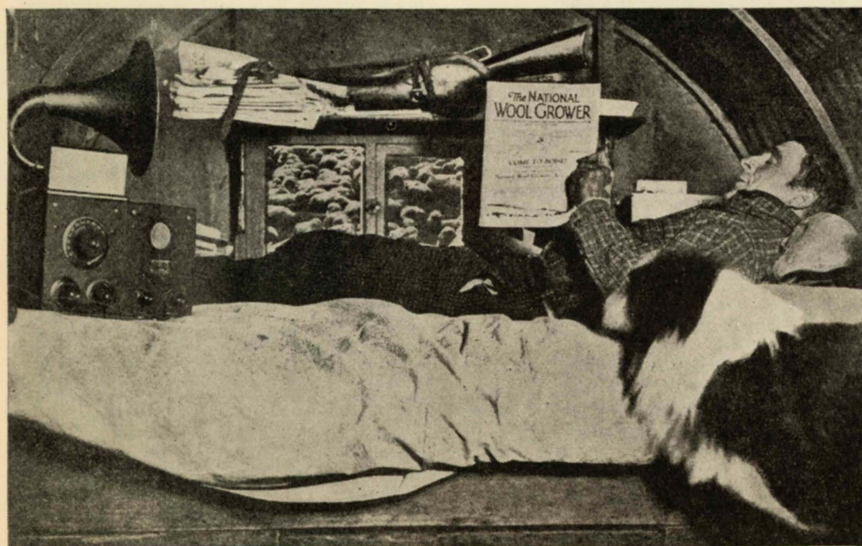


Orphan Lambs Must be Fed

This progressive extension and broadening of the base of the sheepman's business is illustrated by the fact that in 1899 the sale of sheep and lambs for meat provided 52.3 per cent of the flock income, and the sale of wool, 47.7 per cent. In 1909, 56.4 per cent meat, and 43.6 per cent wool; 1923, 57.5 per cent meat, and 42.5 per cent wool; and in 1927, 67 per cent meat and 33 per cent wool.

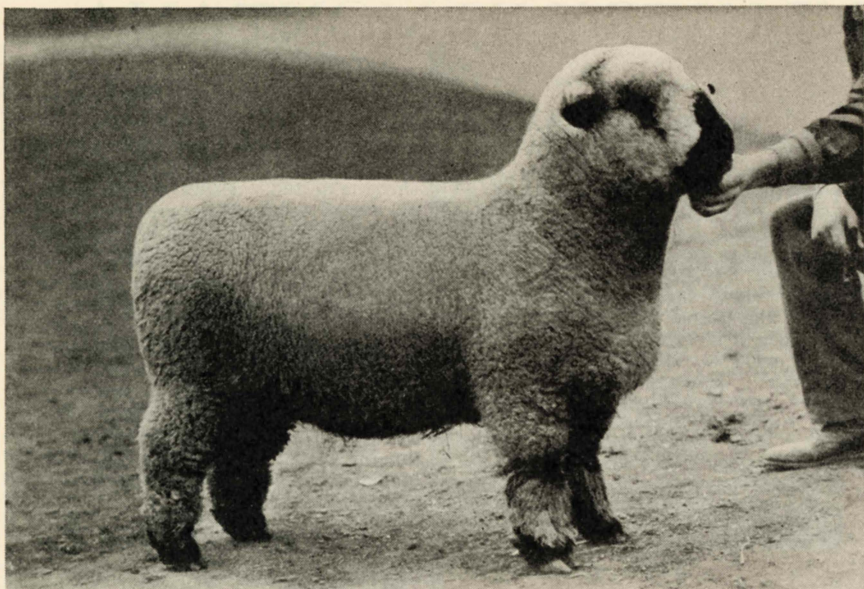
The Montana 1928 lamb crop is estimated by the United States Department of Agriculture at 1,875,000 head compared with 1,656,000 for 1927, and 1,788,000 for 1926. It gives the percentage of lambs docked for 1928 at 80 per cent; 1927 at 75 per cent, and 86 per cent for 1926.

Montana's lamb crop, 1,875,000 head, is of national importance for it places Montana ahead of Wyoming and Texas



A Wool Grower "At the Front"

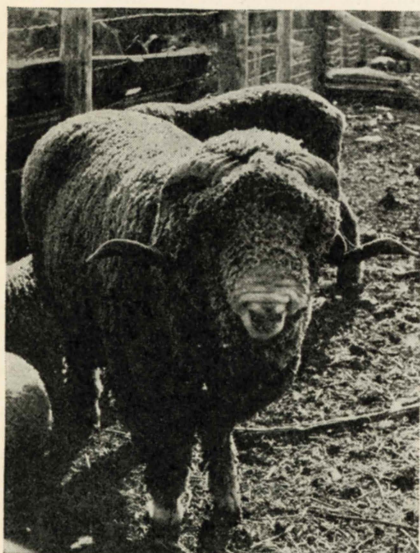




**Here's Wool and Plenty**

and gives our state second place, being surpassed only by California with a crop of 2,337,000 lambs.

The importance of sheep to Montana's agriculture is indicated by the income

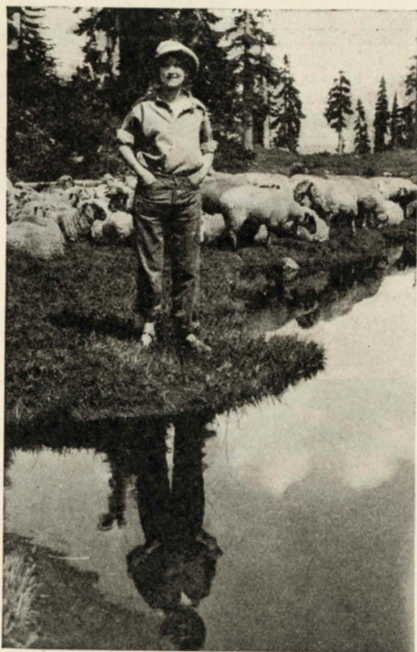


**A Monarch of the Flock**

that is derived from sheep and wool sales in the state. The cash value of sheep and sheep products in Montana in 1927 was estimated at \$19,486,000, and at \$14,590,000 in 1926. Only two other items of farm cash income in the state, wheat and cattle, exceed that of sheep.

There are, as near as can be figured, 2,686 sheep owners in Montana, coupled with approximately 200 herders and camp tenders. About 6,000 other employees are engaged at least part time in ranch work in connection with the raising of forage and care of the sheep. One thousand or more shearers each year are engaged in the removing of fleeces from the sheep. This would indicate that there are about 10,000 or 11,000 men engaged either in whole or part time in the care of sheep in our state, and they are dependent in whole or in part on sheep for a livelihood. It is carefully estimated that there are over 10,000 dogs employed, which rank in diligence with the human labor.

Sheep numbers have been increasing steadily in Montana since 1923, and with a population of 3,206,000 on January 1, 1928, are at their peak since 1915. This increase in sheep population is due in part to sheepmen restocking their ranches and in part to the farm flock movement in Montana. There has been a great increase in the number of people owning sheep in Montana. With Montana's cheap land and abundance of nutritious feed, it is coming back to its place as first in wool production and sheep raising.



**Sheep in the Movies**

**N**OT INAPPROPRIATE to the contents of the present issue of the SEMAPHORE, is the picture shown above of Carol Lincoln, as the shepherdess in "Wolf Fangs," a picture recently filmed in the Mount Baker National Forest of Washington. Sheep have been the background for many movies, of both ancient and modern times, and lend themselves to romance and adventure in an unusual degree.

## Makes Hall of Fame

**T**HE ST. PAUL *Daily News* conducts a Hall of Fame in the first column of its evening pink sheet, where the pictures of those are printed who achieve something out of the ordinary. Recently this department was graced by the picture of Marian Clift, daughter of Judge W. L. Clift, Great Northern attorney for the state of Montana. We take pleasure in quoting from the *News* story and by its permission reproduce the picture of this charming young lady.



**Marian Clift**

"To her friends at the University of Minnesota, where she is enrolled as an art student, this Indian is known as Marian Clift. Her home is at Great Falls, Montana, so close to the Blackfeet reservation that she frequently visits the Indians. This fall, just before returning to the University, Miss Clift was invited to become a member of the tribe. The Indian braves made her a full fledged princess with the name Eki-Na-Wo-Kus, which means "Timid Fawn."

The adoption gift to the Princess was a pair of beaded moccasins. The gown Miss Clift is wearing in the picture is made of doe skin and is elaborately embroidered with beads.



Give a thought for the suffering and put one of these on each Christmas package.

## Pretty Bad

Mother (to little boy playing bareheaded in hot sun)—"Come here, 'arold, and put your 'at on—if you 'adn't got one you'd always be wearin' it, you're that contrary."

Great Northern Semaphore



## What Improved Transportation Has Done for the Lumber Industry

By J. J. Donovan, Vice President, Bloedel-Donovan Lumber Mills, Bellingham, Washington

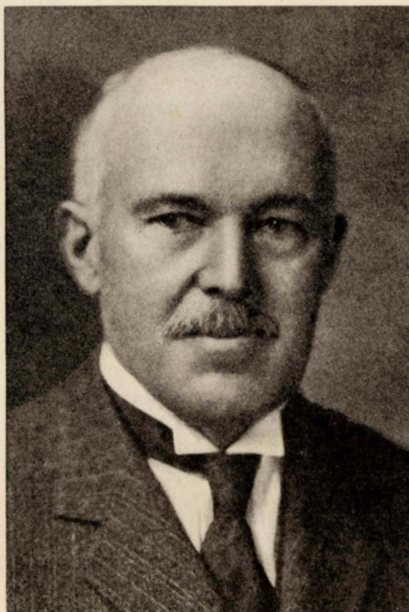
John Joseph Donovan, vice president, Bloedel-Donovan Lumber Mills, Bellingham, Washington, was born September 8, 1858, at Rumney, New Hampshire. He was graduated from the Plymouth, New Hampshire, State Normal School, and received his degree in civil engineering at Worcester Polytechnic Institute. At one time he was a civil engineer for the Northern Pacific Railway in charge of the Cascade Division and Montana construction. Mr. Donovan was chief engineer and manager of three railways radiating from Bellingham which were later sold to the Great Northern, Northern Pacific, and the Chicago, Milwaukee & St. Paul. He is also vice president of the Columbia Valley Lumber Company, the First National Bank of Bellingham, and the Pacific Foreign Trade Council.

Mr. Donovan is very active in civic affairs and has served as an officer of various organizations. He has been president of the Bellingham Chamber of Commerce, the Washington State Good Roads Association, and the Pacific Logging Congress. He is a life member of the American Society of Civil Engineers, the American-Irish Historical Society, and the Navy League; a member of the National Municipal League and the National Foreign Trade Council.

He is considered one of the state's best public speakers, and is a contributor of many articles of constructive character to papers and magazines. Bloedel-Donovan Lumber Mills have a number of large mills, huge timber interests, logging railroads, retail lumber yards, and employ several thousand men. Mr. Donovan long has been one of the state's most useful men and largest lumbermen.

built in the 30's the first sawmill in the State of Washington, but it was many years later before the Puget Mill Company, still vigorous, built the first important commercial mills in the state.

The schooner and sailing ship slowly developed trade, but the new railroads had little to say about lumber excepting to buy it for ties, bridges, and buildings, until the completion of the Great Northern in 1893, and the establishment of the forty-cent rate to Minnesota Transfer from Sound terminals in that year. Until then the forests stood green and unbroken, much as when viewed by Gray and Vancouver.



John J. Donovan

That bold act of James J. Hill's effected an immediate revolution in the lumber trade. Mills sprang up along the railway lines, and long, solid trains of lumber rolled eastward to the prairies. In the nineties the rail freight consisted of eastern manufactures and supplies for the undeveloped West and wheat for export. East bound freight had to be found to balance and lumber and shingles filled cars that otherwise would have gone back empty.

This condition no longer exists, due largely to the steamer competition via the Panama Canal, the falling off of wheat export and the shipments of fruit and other products of our farms and orchards to the East. The steamers through the canal take practically all lumber for the Atlantic Coast that formerly went by rail, and the competition of these ships is the reason for the long and short haul fight which has caused so much dispute and misunderstanding.

Formerly it took from forty to sixty days for lumber to reach its eastern destination. Improved roadways, better motive power, and skilled management have cut this delivery two-thirds. This means a great reduction in the amount of Western stock on hand in prairie and Eastern yards—a result not yet fully

comprehended by some manufacturers as permanent.

Quick service by the railways means less capital invested by the distributing yards, and should mean lower prices to the consumer. West Coast manufacturers claim their prices are below cost now. However this may be, prompt railway service should benefit all concerned because it is a true economic saving.

Builders are less inclined to consider uncertain and often unsafe substitutes for lumber when it can be obtained from the mill to the Middle West in less than one-half the time required a few years ago. Forest products have been, and are, a very important part of east-bound freight on all the Northwestern transcontinental roads since started by the Hill forty-cent rate in 1893.

Railway purchases always have been a strong factor in the lumber market, even though steel, cement and tile may have been used in increasing quantity.

There is no substitute for a wooden tie. There are many coal bunkers, wharves, warehouses, and minor structures which it is true economy to build in wood. There are still many low trestles and short trusses where wood is as safe as steel and cheaper. This is especially true when an ultimate change of line or regrade is contemplated.

The lumber industry purchases great quantities of supplies brought here by the railways. As the greatest industry of the state, its officers and employees contribute largely to passenger traffic. A few millions are paid for long freights, camp to mills, and many millions in freight on lumber from mills to user.

Production of lumber in the United States is only three-fourths of that of twenty years ago, and this is not due to timber famine or excessive prices.

There is a clearer understanding between the lumbermen and the railway managers of their respective problems than ever before, but there is still room for improvement and for mutual benefit.

Each must have a fair profit in order to live. Depression in either industry is reflected in the other. Their interests are mutual and problems properly studied and solved will result in greater prosperity for both parties.

Fogg: "Saw your washing jumping around on the line yesterday."

Bogg: "That was probably my athletic underwear."—*Railway Employees Journal.*

### A Dependable Railway

Through the Pullman Company's offices in Minneapolis recently came a very much appreciated letter from Don P. Hawkins, who is a professor at Drury College, Springfield, Missouri. The letter follows:

"I wish to tell you of the courteous service, the most efficient I have ever received in the United States, on your diner on train 4, in charge of Mr. Wood, steward. Mr. Wood was so courteous and helpful I am sure he should have a note of commendation and you should know also of the excellent service he is giving."

FROM 1789 to 1792 Captains Kendrick and Gray, in the Columbia cruised the coasts of Washington a few months ahead of the intrepid Vancouver and laid the foundation for the claim, afterward successfully maintained by the United States, for sovereignty over the lands which are now the State of Washington.

It is true the English ship-of-war *Raccoon* captured Astoria and renamed it Fort St. George in the War of 1812, and that the British Hudson's Bay Company established and maintained its ports at Okanogan, Vancouver, Steilacoom, and many other points; but they finally gave way to the Americans after the treaty established the Forty-ninth parallel as the boundary in the Northwest between the United States and Canada. That there was no bloodshed was due largely to the broadmindedness and true Christian courtesy of Dr. John McLoughlin at Vancouver when, as governor for the Hudson's Bay Company, he ruled the country west of the Rockies. In 1846, he resigned under fire from London because he had given too cordial welcome to the incoming Americans. He



## Easterner to Describe Trip on Great Northern

**L**AST SUMMER MRS. LELA Gardinier Burhans, clerk in the Veterans' Bureau, Washington, D. C., visited her cousin, Lewis B. Gardinier, connected with B. & B. crew No. 9, on the Great Northern, and in a letter written upon her return to Washington, she praised unstintingly the service of the Glacier Park Line.

She was especially pleased with the open observation cars, and hugely enjoyed the free side trips, neither of which features she knew about until she chanced to see them mentioned in one of the company's folders as she was coming into St. Paul from Chicago. She visited Winnipeg, and Great Falls, Montana, saying of the drive along the Missouri River there, that it compared favorably with the Potomac River Speedway at the National Capital. She visited Glacier National Park, from which place, she sent souvenir miniature papooses to many of her friends in Washington. She also enjoyed the Puget Sound boat trip from Seattle to Vancouver and Victoria, B. C.

Mrs. Burhans is a member of the Business Women's Council of the Presbyterian Church of the Covenant in Washington, and has been asked to lecture on her trip to that organization. Over six hundred women, mostly employees of the Federal Government are members of this organization. The Council is equipped with stereopticon, post-card projector and movie machine, and the members are looking forward to a most entertaining evening when Mrs. Burhans talks to them about the Northwest country.

## A Dependable Railway

Some time ago, J. W. Naylor, editor of the Allentown, N. J., Messenger, and his wife and three daughters, made a trip on the Great Northern Railway from Duluth, Minnesota, to Glacier Park. On their return to New Jersey, Mr. Naylor wrote a story of the trip in his paper, and among other things said:

"The conductor, T. J. Evans, did everything for our comfort, and Phil Hall, in charge of the diner, told us he was going to make us feel 'just like you all were right at home.' Then he proceeded to get together from somewhere a most wonderful dinner, ending up with raspberries as large as strawberries.

"When one thinks of a great train like the Oriental Limited, one seldom takes into consideration that in order to keep up daily service, there must be about eight such trains on the rails all the time. Each train has cost a million dollars—and while everything imaginable seems to have been done for the passenger's comfort, yet there is no extra fare charged."

## Zeppelin Mail for G. N. Agent

**O**N THE FIRST PASSENGER airship of the dirigible type to cross the Atlantic from Europe, the Graf Zeppelin, was a postcard for William Blonder, agricultural development agent for the Great Northern at Omaha, Nebraska. A photographic reproduction of the front of the card is shown on this page. The message to Mr. Blonder from his friends, Erich and Hedwig Havemann, in Stolp, Germany, was as follows:

"On the occasion of the sailing of our

## On the Shore of Whitefish Lake



**W**HITFISH LAKE always has been considered a beautiful playground for the grown-ups, but now the kiddies are occasionally taking possession. Recently some Great Northern children held a dance on the green banks at Rest Haven. Pictures of a few of the little girls were taken and are reproduced above. The photographs are

through the courtesy of Elliott Studios, of Whitefish, Montana.

In the upper picture, from left to right, are Jean Freeland, Evelyn Allison, Morell Reynolds, and Jean Neville. In the lower left picture, from left to right, are Dorothy Jacoby, Doris Jones, and June Gregory, while in the picture, lower right, from left to right, are Belle and Vera Bethel.



proud L Z 127 'Graf Zeppelin,' we would not miss the opportunity to convey our sincere thanks and best wishes, in this

most unusual manner. Hoping to see you again and hear from you some time, and best wishes for the future."

Great Northern Semaphore





### In the Klamath Country of Oregon

**L**AST MAY THREE EMPLOYEES of the Great Northern took a trip by automobile from Seattle, Washington, to Klamath Falls, Oregon, by way of Portland and Bend, Oregon. The party included Conductor Sid Pierce, and Engineers Wm. Cummings and Frank W. Little, to the latter of whom we are indebted for the pictures used in the photographic layout above. All three of the travelers were most enthusiastic about the country and its prospects for development, and they wrote that they enjoyed every minute of their trip.

The pictures show the following scenes: 1—Klamath Falls, Oregon, looking across the milling section; 2—Lava caves, south of Bend, Oregon; 3—The highway bridge over the Des Chutes River, north of Bend; 4—Pelicans on Bird Island, Klamath Lake; 5—Cummings and Little acting as “strong men”—these are pumice stones, however; 6—Cummings and Pierce, and their machine, on the splendid highway, “one of the best in the world,” they said.

### President Budd Speaker at Corn Show

**P**RESIDENT RALPH BUDD addressed the exhibitors at the North Dakota Corn Show at Bismarck, North Dakota, on November 9, dealing in his talk with railroad conditions generally and especially in the Northwest. The Corn Show was held November 5-10, and was pronounced a great success. Many prizes were won by Indians from the reservations in the state.

December, 1928



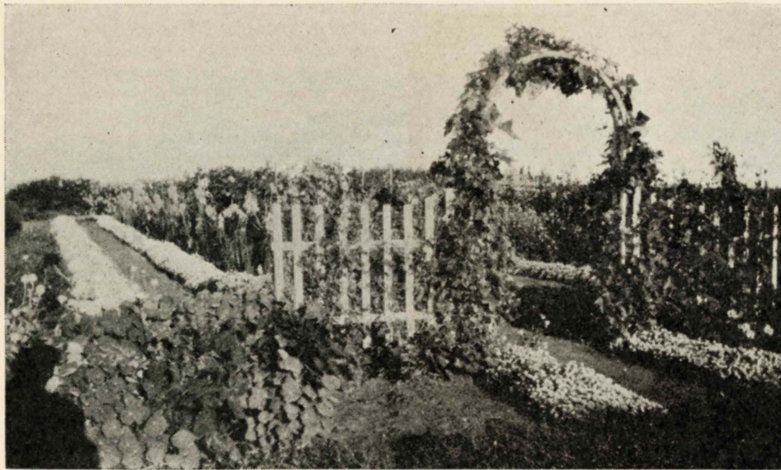
Health is the greatest gift to man.  
Put a Christmas seal on each piece of  
mail and help give this gift.

### Golf Champions Honored

**T**HE GREAT NORTHERN GOLF Team, winners of the 1928 Municipal League championship in St. Paul, were the guests of the Great Northern Railway Company at the St. Paul Athletic Club in October, at a complimentary luncheon to the members of the team, Frank Anderson, J. J. McGeever, Wm. Hagerty, and Joe Priestersbach. After partaking of the food, James T. Maher, right of way, land and tax commissioner, acted as toastmaster. He called on the members of the team in turn and also on several others present, comprising about twenty of the officials of the company, to make a few remarks. It was a most enjoyable occasion and a fitting tribute to the team which has won the Pioneer Press-Dispatch cup in two consecutive years.



## Station Garden at Emerado, North Dakota



**T**HIS BEAUTIFUL GARDEN is the result of many hours of hard work on the part of Agent F. McKinnis and his wife, of Emerado, North Dakota. It is located back of the depot on the station grounds, and covers a plot fifty by one hundred feet. A pathway divides just beyond the arch, converging again at the farther end at the opening in the hedge of cosmos that separates the flower and vegetable gardens.

The center of the plot is planted with thirty-nine varieties of dahlias, around which are three hundred gladiolus, comprising sixty named varieties. The gladiolus bloomed over a period of eighty days this summer. "Little Gem" sweet

alysium is used as an edging for the pathways.

A wild cucumber vine is growing over the arch. Spencer sweet peas adorn the wings on either side of the arch, and in the immediate foreground are geraniums, coleus, and nasturtiums.

Other flowers in this veritable little paradise are delphiniums, including the English Hybrids, "Glory of Puget Sound," and the blue and white butterfly species; salpiglossis, snapdragons, asters, pansies, calendulas, the kochia or burning bush and others too numerous to mention.

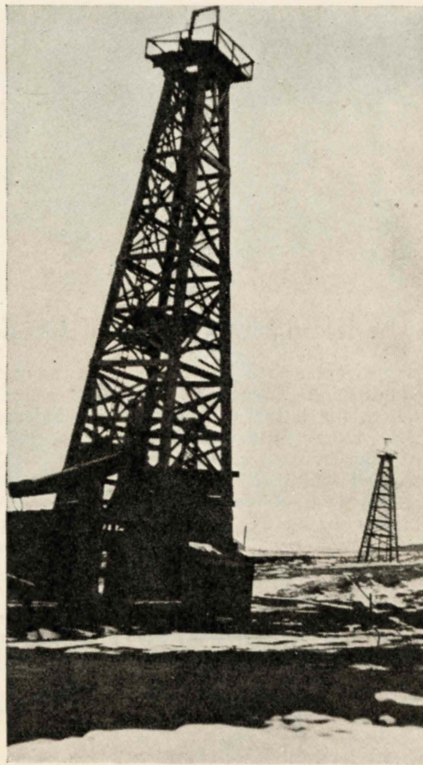
Mr. McKinnis did all the work of planting and caring for the garden, but Mrs. McKinnis deserves her share of credit for the planning and arrangement.



Help make Christmas a real day of happiness to thousands by putting a Christmas seal on each parcel.

## Making Carbon Black Interesting Industry in Natural Gas By-Product

**N**ATURAL GAS is being used very extensively in the manufacture of carbon black, which is almost pure carbon in a finely divided form. There are two manufacturing plants in Montana, one located at Coombs, about twelve miles from Hesper, on the Great Northern Railway, and one at Baker, Montana, on the C. M. St. P. & P. Ry. The capacity of the plant at Coombs is 4,000,000 cubic feet of gas a day, and judging from plant production, the average yield of carbon black in pounds per thousand cubic feet, is probably about 1.4. The first carbon black made in 1872 sold for \$2.50 a pound. This price rapidly decreased until it reached the low mark of five cents a pound in 1912. In 1915 support was given the carbon black industry, when it was discovered that its use in rubber tire mak-



A Close-up of Well Furnishing Natural Gas near Hesper, Montana

ing was so beneficial. It is estimated that one and one-half pounds are used in a small tire, with proportionate increase in larger tires. The market price

## Neil Shaw

**N**EIL "PIPER" SHAW is a roadmaster on the Midland Railway of Manitoba, at Winnipeg. He is a piper on the Headquarters Staff of the 79th Battalion Queen's Own Cameron Highlanders. Mr. Shaw won the Scottish Amateur Athletic Association's gold medal for "piobaireachd" (pibroch) at the piping contest in connection with the Scottish games held at Polo Park, Winnipeg, September 3. This is the highest award given at the games. The medal was won in competition with twenty pipers.

"Piper" Shaw also holds the gold medal, given by the Lieutenant Governor of British Columbia, for the year 1925, and the General Stewart Trophy gold medal for 1926. Both of these medals were won in open band piping competition in Vancouver, B. C.



Neil Shaw

Mr. Shaw has played in six first prize band competitions and four second, with the band of the 79th Battalion Queen's Own Cameron Highlanders. This band held the championship of Canada for two years—1925 and 1926.

of carbon black has increased, and has not since fallen below eight cents. During the past year, it has sold for about fifteen cents. Carbon black is used in the rubber industry, printers' ink, stove polish, phonograph records, carbon paper, typewriter ribbons, black leather, etc. Considerable quantities are shipped to England, Germany, and France.

Carbon black is manufactured by taking the gas at the wells and reducing the pressure by suitable regulators, then sending it through gasometers that regulate the flow by a butterfly valve. The gas then passes to the burners in the condensing building, special precaution being taken in the pipe line design to obtain equal distribution of gas in all the buildings. The condensing buildings are of sheet iron about 100 feet long and from eight to ten feet wide. Arranged in rows along both sides of an alley, and at right angles to the condenser units is the main driving shaft which operates the machinery within the

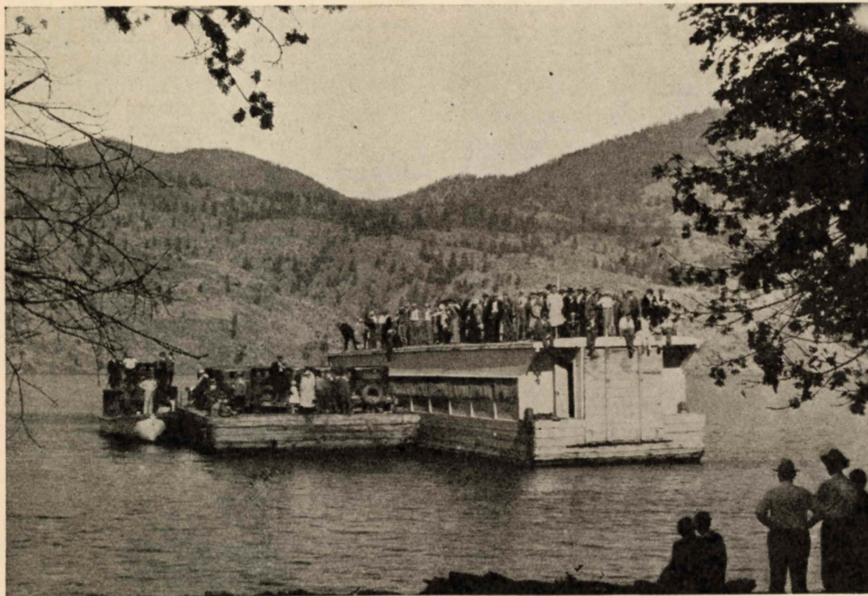
(Continued on Page 9)

Great Northern Semaphore



## How Strangers Became Friends

By F. W. Graham, Assistant Agricultural Development Agent, Seattle



M. E. Field's Auto Barge and Floating Dancing Barge

**P**RIOR TO 1926, THERE WAS NO inter-communication between the residents of Skagit County and Chelan and Okanogan, which physically join at the summit of the Cascade Mountains in Washington. The people were strangers to each other and products grown or manufactured on one side of the mountains were marketed on the other by rail via Wenatchee, but there was no personal relationship.

The suggestion was made to the Skagit County people that a friendly get-acquainted visit be made by horseback

part of the east side people, a similar trip was made over the mountains to visit the Skagit County residents. The "west siders" were the guests of their neighbors for a week in a series of luncheons, dinners, meetings, and automobile rides.

In August, 1927, a return visit was made to Skagit County on the west, by a party of fifty from the two eastern counties. Similar entertainment was provided.

A third trip was made in August of this year, when twenty-five Skagit Coun-

ty representatives made a second visit to the east side. The trip was extended this time to include the Okanogan Valley. In the meantime, Lake Chelan had been raised eighteen feet, and the ten million dollar power project at Chelan had been completed. An automobile barge was sent up the lake with twelve automobiles

to bring the party to the head of Lake Chelan. A covered barge for dancing was supplied. The Chelan Chamber of Commerce provided a large evening banquet in honor of the visitors. An automobile trip was made up the Methow Valley. The bank and stores at Winthrop were closed in compliment to the visitors, and at Twisp, a special radio performance and a barbecue were given. The party then went on to Okanogan where a banquet was given in the Cariboo Inn by the Okanogan Commercial Club. The next day, the trip was continued to Wenatchee, where the Chamber of Commerce gave a noon luncheon. That afternoon, representatives of Wenatchee and Leavenworth took the party through the Wenatchee Valley and over the new Stevens Pass Highway to the summit, where a delegation from Monroe, Skykomish, and Miller River Commercial clubs took the guests down the Skykomish Valley to Everett. The visitors returned home from Everett after a week's delightful experience.

On the trip down the Stevens Pass Highway, the new Great Northern eight-mile tunnel construction was observed, and the new Chumstick main line cut-off was also seen on the east slope.

As a result of these three trips in the past two years, friendships have been formed between the people of these neighboring counties and the mountain barricade no longer separates them. The leader of these three pilgrimages has been D. G. McIntyre, of Sedro-Woolley, Washington, president of the Cascade Pass Highway Association and president of the Skagit Steel & Iron Works.

Much credit for the success of these trips is also due Allen Wetsel, of Twisp, a lumberman and operator of the buses and trucks which serve Methow Valley, who is president of the East Side Cascade Pass Highway Association. The Skagit County Chamber of Commerce and the chambers of commerce of Chelan and Okanogan all co-operated in making these trips successful.



Senator Balingier Welcoming David G. McIntyre

and on foot across the Cascade Pass to meet the good hospitable people of the two neighboring counties. Although the trip necessitated camping for three nights in the mountains, a party of representatives from Skagit County made the trip by foot and mounts. They were well received, and in response on the

ty representatives made a second visit to the east side. The trip was extended this time to include the Okanogan Valley. In the meantime, Lake Chelan had been raised eighteen feet, and the ten million dollar power project at Chelan had been completed. An automobile barge was sent up the lake with twelve automobiles

## Making Carbon Black

(Continued from Page 8)

units. On the interior of the buildings are tables of channels that travel on trucks supported by a trestle six feet high and sixty-six inches wide. The channels have a backward and forward motion of about fifty-five inches. The gas is burned through ordinary lava tips, with an even, luminous, and smoky flame, the draft being regulated by a slide door or slits at the base of the building, or by the chimneys. There are about 1,600 tips per building. The carbon black is deposited upon the under side of the channels. Underneath the channels and spaced every four feet are sheet iron hoppers to catch the carbon removed by scrapers set in the hoppers. Connected to the hoppers is a spiral conveyor that carries the black to the bolting room. The bolters are galvanized sheet iron drums having a layer of forty-five to sixty mesh iron screen, held by heavy wire as reinforcement, over which fibre brushes rotate. The purpose of the device is to remove grit scale, and like material from the bolters; the product is then elevated by an endless chain, to a storage bin whence it is sacked in twelve and one-half pound sacks ready for shipment.



# Our Honor Roll



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

William E. Bosworth, car repairer, St. Cloud shops, effective October 1, 1928.  
Nels Schuldt, painter, St. Paul shops, effective October 1, 1928.  
Richard A. Butler, conductor, Sioux City, effective October 1, 1928.

## In Memoriam

Thomas M. Whitford, machinist, Minneapolis, retired June 1, 1924; died October 25, 1928.

John Rasmussen, car foreman, Minneapolis, retired November 1, 1918; died October 25, 1928.

Andrew Ziegel, wood machinist, Jackson Street shops, retired February 1, 1922; died November 5, 1928.

Peter J. Schanks, yard foreman, Jackson Street shops, retired February 1, 1927; died November 14, 1928.

Pensioners on the October, 1928 rolls..... 364

Pensioners died since September, 1916..... 206

The amount paid out in pensions to October 31, 1928, was.....\$975,534.12

### WILLIAM E. BOSWORTH

Born September 15, 1858, at St. Martin, Minnesota. He was a farmer before he came to work for the Great Northern Railway in June, 1903, as a car repairer at St. Cloud shops, under W. P. Schmidt, foreman. He was retired on account of the age limit and pensioned, effective October 1, 1928, with twenty-six years of service. His address is 510 Eighth Avenue South, St. Cloud, Minnesota.

### NELS SCHULT

Born August 31, 1858, in Lynby, Sweden. He worked as a laborer in St. Paul for various contractors and also for the city water department prior to being employed by the Great Northern Railway in February, 1901, as a painter in the St. Paul shops, under N. B. Watson, foreman. He was retired on account of the age limit and pensioned, effective October 1, 1928, with twenty-eight years of service. His address is 90 Hatch Street, St. Paul, Minnesota.

### RICHARD A. BUTLER

Born September 9, 1856, at St. Charles, Illinois. He entered the service of the Sioux City and Northern Railway in October, 1889, as a conductor. He also worked on the Willmar and Sioux Falls Railway and Sioux City Division. He was retired on account of the age limit and pensioned, effective October 1, 1928, with thirty-seven years of service. His address is 1311 Iowa Street, Sioux City, Iowa.

## In Memoriam

### THOMAS M. WHITFORD

Born August 22, 1854, in Philadelphia, Pennsylvania. From 1872 to 1880, he worked in a general machine shop in Pennsylvania, and for one year was a machinist and engineer in a sawmill in Arizona. He worked as a machinist for eight years for another railroad before entering the service of the Great Northern in June, 1892, as a machinist at Minneapolis. He was retired on account of the age limit and pensioned, effective June 1, 1924, with thirty-two years of service. He died October 25, 1928, at 3259 Arthur Street Northeast, Minneapolis, Minnesota.

### JOHN RASMUSSEN

Born November 20, 1849, in Denmark. He had three years of experience as a car inspector on another railroad before he entered Great Northern service in October, 1882, as a car inspector at Minnesota Transfer under D. Boyle, foreman. In December, 1886, he was made car foreman at Minneapolis Junction. He was retired on account of permanent incapacity and pensioned, effective November 1, 1918, with thirty-six years of service. Died October 25, 1928, at 1126 Sixth Street Northeast, Minneapolis. He is survived by his widow, one daughter, and two sons. Interment was at Oakland Cemetery, St. Paul.

### ANDREW ZIEGEL

Born January 6, 1852, in Germany. His first service for the Great Northern was from November, 1881, to July, 1890, as a wood machinist at Jackson Street shops. The next nine years, he worked for another railroad, returning to the Great Northern in June, 1899, at Jackson Street shops. He was retired on account of the age limit and pensioned, effective February 1, 1922, with twenty-three years of service. He died November 5, 1928, at the home of his daughter, Mrs. G. Reetz, 20 East Morton Street, St. Paul, and was buried at Elmhurst Cemetery. He is survived by four daughters and ten grandchildren, three great grandchildren and one brother.

### PETER J. SCHANKS

Born July 2, 1866, in St. Paul, Minnesota. He was a lather for several years before he entered the service of the Great Northern Railway as a laborer at Jackson Street shops, in August, 1897. He was retired as a yard foreman, on account of permanent incapacity, and pensioned, effective February 1, 1927, with twenty-nine years of service. He died November 14 at 115 West Arch Street, St. Paul, and was buried at Calvary Cemetery. He is survived by his widow and three children, two sisters and one brother.

## A Dependable Railway

General Superintendent Dining Cars J. A. Blair recently received the following letter from Ben W. Olcott, former governor of Oregon, and now president of the Union Savings & Loan Association of Portland, Oregon. It denoted a keen appreciation of Great Northern service. The letter follows:

"I accompanied the Portland Chamber of Commerce excursion to Klamath Falls, Oregon, upon the occasion of the Great Northern's entrance there. A most enjoyable time was had by all. The dining car service was excellent and received universal commendation. I would like to mention, in this connection, J. L. Tibbs, of Seattle. Unfortunately, I have forgotten the name of the steward of the other car. We liked them both very much and I take pleasure in favorably calling their names to your attention."



## Another Group of Recent Pensioners

From left to right: Mrs. Alice De Mars, elevator operator, Minneapolis; August Hedin, painter, Spokane, Washington; Michael J. Dalton, engineer, Everett, Washington; Harry W. Mudgett, switchman, Hillyard, Washington; Wm. Scott, engineer, St. Paul.



# Our Business Getters

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

Barnes, W. D., helper, Appleton, Minn. Two passengers to Duluth and one passenger to Minneapolis.

Bates, Gene, engineer, Seattle. One passenger, Seattle to Des Moines and return.

Caulkins, H. L., dispatcher, Seattle. One passenger, Seattle to Waterville, Minn., and return.

Corrigan, S., passenger conductor, Seattle. One passenger, Seattle to Buffalo, New York.

Cox, John W., conductor, Great Falls. One passenger, Great Falls to Seattle and return.

Fountain, Jay, conductor, Seattle. Two passengers, Seattle to St. Louis.

Goff, G. F., switchman, Delta. One passenger, Delta to Boston and return.

Goos, J. H., inspecting engineer, St. Paul. One passenger, St. Paul to Glacier Park and return.

Graceson, C. H., pensioned conductor. Two passengers, St. Cloud to Waterville, Maine.

Hoffman, Earl, yard clerk, Hillyard, Wash. Two passengers, Spokane to Mankato, Minn.

Jamieson, R. C., chief clerk, engineering department, Seattle. Two passengers, Seattle to St. Louis and return.

Johnson, Swan, car repairer, Delta. One passenger, Seattle to Chicago and return.

Jorstad, I. G., superintendent's chief clerk, Superior. One car household goods, Superior to Seattle.

Leach, J. J., chief clerk, special agents' department, Seattle. One passenger, Seattle to New York and two, Seattle to St. Paul and return.

McCulloch, J. I., chief clerk, G. N. Dock. One passenger, Seattle to New York.

McIntosh, C. W., check clerk, Seattle. Four passengers, Seattle to New York and return.

Mathiney, Gordon, yard clerk, Minneapolis Junction. One passenger, Minneapolis to Bellingham, Washington.

J. Murray, comptroller's office, St. Paul. Three and one-half one-way tickets from St. Paul to Vancouver, B. C.

Pagels, I. B., cashier, freight office, St. Cloud. Building material for church, St. Paul to St. Cloud.

Rasmussen, C., roadmaster, Willmar, Minn. Two passengers, St. Paul to California and return.

Van Sant, F., local freight agent. Two passengers, Tacoma to New York City.

Van Sant, Mrs. F., wife of agent, Tacoma. One passenger, Tacoma to Chicago and return.

## Meritorious Mention

Conductor R. H. Poe, while inspecting a train at Devils Lake, North Dakota, on October 30, discovered a broken wheel on GN 3251, grain for Duluth. His careful inspection no doubt prevented a serious accident and he has been commended.

Brakeman J. L. Martin, of the Kalispell Division, recently discovered a cracked wheel on his train. He has received a letter of commendation for his close attention to duty, which prevented what might have been a troublesome accident.

Commendation has been awarded Brakeman G. E. Bradley, who discovered a cracked wheel under GN 39900, on train 402 at Gaynor, Washington, on October 20. The car was set out at Merritt, Washington, and thus danger of accident averted.

Roundhouse Foreman C. H. Sundstrom at Skykomish, Washington, while looking over train 401 at that point on November 4, discovered a piece of flange broken from wheel on car WP 5578. The car was set out and Mr. Sundstrom has been commended.

A credit mark has been given to First Trick Operator R. L. Adams, at Bainville, Montana, for exceptional care in watching Extra 3360 East, as the train was passing that station on November 11. His close observation detected broken truck fastenings on GN 33954. The train was stopped and it was discovered that the bottom strap to the arch bar was broken and the arch bar and top strap were badly bent. The car was set out at Bainville, thus avoiding what might have been a serious accident.

Conductor H. E. Nickey, St. Cloud, Minnesota, while acting as pilot for a Western Union gang, discovered a broken rail in the main line west of Brandon, Minnesota. He flagged train No. 11, and notified the section foreman. The rail was changed out and the track made safe for the passage of trains. Conductor Nickey has been commended for his watchfulness and prompt action which probably prevented a serious accident.

## Prize Beef for Dining Cars

EVER ON THE ALERT to obtain something particularly pleasing to Great Northern patrons, J. A. Blair, general superintendent dining cars, went shopping around the Junior Livestock Show held at South St. Paul recently. The result, after spirited bidding, was the purchase of a Purebred Hereford yearling, champion of Swift County Exhibit, from Master William Beveridge, Appleton, Minnesota. Mr. Blair also acquired a Purebred Short-horn calf, winner of second prize Yellow Medicine County Exhibit, from Lois Brown, Hanley Falls, Minnesota.



Here we have a picture of a large party of St. Cloud folks, constituting the repair shop crew at St. Cloud shops. This picture was made in 1925, and comes to us through the courtesy of L. E. Hick, of the St. Cloud shops.



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

## A Billion Ships

We should not overlook the fact that tuberculosis is a communicable disease and that in helping eradicate it by the purchase of Christmas seals, provided by the National Tuberculosis Association, we are protecting our friends, our families, and ourselves.

Sweet clover has proved a great benefit to the wheat farmer recently. This is a highly valuable food for sheep. Then the land devoted to growing sweet clover is plowed under and two bushels of wheat raised where one might otherwise have grown. Now farmers realize they can easily include one hundred to two hundred sheep on their land, and these materially increase the farmer's net return. We all owe a debt of gratitude to the all important though lowly sheep. In many places along the Great Northern, especially in the extreme West, great flocks of sheep are raised, usually containing several thousand.

Particularly interesting is the chapter on the Great Northern Railway, which, of course, eulogizes James J. Hill. Of John F. Stevens, the book states he was given "The Fritz Medal for 'outstanding accomplishments in engineering' which medal has been accorded only to such men as Edison, Kelvin, Bell, Marconi, Wright, and Goethals." Many illustrations of Great Northern's new and old equipment are included. Considerable space is devoted to our Oriental Limited, and our Great Northern steam and electric engines.

Important business decisions frequently must be made in the twinkling of an eye. If you don't believe it, step into a stock exchange some day, and see all that goes on in a minute; fortunes are

DO NOT ENDORSE YOUR PAY CHECK UNTIL YOU ARE READY TO DEPOSIT OR CASH IT, because if a check is lost without your endorsement and the finder forges your signature on it, we can recover for you. The above is important for your protection.

"The story of the construction of a transcontinental railroad can best be told through the life of its builder, James Jerome Hill. Oscar M. Sullivan tells it, but takes a different slant than that of the usual biographer, presenting his theme through the eyes of another, Lucient Ryder." . . . "The result has been a distinct contribution to history, describing how a nation scattered hither and yon, waged its struggle toward unity. The man who played so great a part in the campaign is shown with exceptional clarity."



# VETERANS' CORNER

CHARLES A. AFFLECK

Department Editor

1534 Thomas St.

ST. PAUL, MINN.

## ELECTED TO MEMBERSHIP IN THE GREAT NORTHERN VET- ERANS' ASSOCIATION NOVEMBER 19, 1928

Beeth, Bert B., district storekeeper, St. Paul.  
Belcher, Harry E., brakeman, Minneapolis.  
Bonawitz, Lawrence W., agent, Wildrose,  
North Dakota.

Cummins, Walter V., chief clerk, general  
baggage department, St. Paul.

Duffy, James P., conductor, Kelly Lake,  
Minnesota.

Hirano, Mark W., section foreman, Armington,  
Montana.

Kleiv, Halvor O., conductor, Great Falls,  
Montana.

Killam, Aaron D., engineer, Havre, Montana.  
Little, Calvin A., engineer, Sauk Center,  
Minnesota.

McDonald, John P., conductor, Grand Forks,  
North Dakota.

Olson, Arthur L., engineer Minneapolis.

Ponsonby, Leo, engineer, Minneapolis.

Porter, Charles H., agent and operator,  
Choteau, Montana.

Schoen, Gotlieb, machinist, St. Paul.

Schwartz, Nicholas, engineer, St. Cloud,  
Minnesota.

Shelley, John D., engineer, Spokane, Wash-  
ington.

Stone, Bertram W., conductor, St. Cloud,  
Minnesota.

Torkelson, Ole, section foreman, Espanola,  
Washington.

Wright, Henry V., conductor, Willmar,  
Minnesota.

**T**HE 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.

## Honor for T. E. Cannon

**A** CERTIFICATE OF LIFE membership in the Great Northern Veterans' Association was recently sent to Thos. E. Cannon, formerly general master mechanic for the Great Northern at Superior, Wisconsin. Mr. Cannon, after having been retired, went east and is now general superintendent of locomotives and equipment of the Pittsburgh & West Virginia Railway Company, at Pittsburgh, Pennsylvania.

In acknowledging the membership, Mr. Cannon wrote this letter to R. L. Bonham, secretary of the Veterans' Association at St. Paul:

"I received your card making me a life member of the Veterans' Association of the Great Northern Railway Company. It certainly is very nice and I appreciate the card, but appreciate the Veterans' Association more than the card.

"The Great Northern is a wonderful railroad and it was a real pleasure to work for it. I often wonder if the Great Northern employees appreciate what a wonderful corporation they are working for.

"I want to say to you and all my old friends that I am feeling fine, although I am working quite hard. You would not think that necessary on a small railroad, but there are lots of things I have to do here that I did not do on the Great Northern, as I am the head of the mechanical department.

"I expect to make a trip back to the West to spend the holidays and I hope you will be one of the first of my dear old friends I meet.

"With kindest regards to yourself and all my old friends in the building and again thanking you for the card, I remain,"

## Veteran Conductor Completes Forty Years



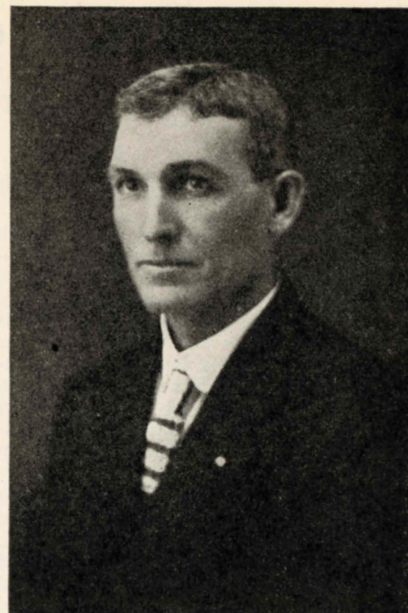
Charles H. Cracraft

**I**T IS A PRIVILEGE to bring before the readers of the SEMAPHORE, especially members of the Veterans' Association, the above recent picture of Veteran Passenger Conductor Charles H. Cracraft of Seattle, Washington. Mr. Cracraft entered the service of the Great Northern Railway in May, 1888, and he is now a conductor between Seattle and Vancouver, B. C. He is still active and we extend best wishes for many more years of usefulness, such as he already has given to his profession, accompanied by the best of health and happiness.

## His Order

Judge (rapping on desk): "Order, gentlemen, order!"

Juryman (just awakening): "Egg sandwich and cup of coffee."—*American Boy*.



## Harry S. Landis Needs No Introduction

**H**ARRY S. LANDIS, popular engineer, was in passenger service for more than a quarter of a century and pulled the Oriental Limited over the Spokane Division from the time the service was created until the date of his retirement May 1, 1928. He has worked for many railroads since he started as hostler helper for the Union Pacific at Ebans-ton, Wyoming, back in 1884. He says the Great Northern is the best railroad in the world with the finest officials he ever knew. There is a ring of sincerity in the statement that makes one know he means it.

Mr. Landis first came to the Great Northern on August 17, 1892, having been employed as engineer by J. O. Pattee, St. Paul. His first job was to break in compound engine 503, a brand new type at that time.

His hobby, music, particularly the violin and the trombone, both of which he plays, brings to him a great deal of joy. He has been a member of the Spokane Shrine band for the past sixteen years and has made his home in Hillyard.

His health has been none too good in recent months and he plans to spend the winter in Texas and other parts of the sunny South.

## James A. Yeomans Passes Away

**A**NOTHER MEMBER of the Veterans' Association went to the Great Beyond recently. He was James A. Yeomans, who died on August 19. Mr. Yeomans was born in Sergeants Bluff, Iowa, January 25, 1867. He entered the service of the Great Northern (then the Sioux City & Northern) in February, 1890. He was transferred to Breckenridge in 1903 and worked there until 1906, as engine inspector. Ill health compelled him to retire from the company's service in 1918. Mrs. Yeomans survives him. His passing is mourned by a large circle of friends including his comrades in the Veterans' Association.



# For the Health of Your Children

## Keeping Children Out of School

WALTER R. RAMSEY, M. D.

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

**W**HETHER A CHILD IS SICK enough to be kept from school is a question which every mother has to decide many times. It is not always easy for her to settle the matter, for even if her judgment tells her to keep Mary or John out of school, it is liable to be influenced by other members of the family, and especially by father who is inclined to think that mothers pamper their children too much and that a little hardship is good for every boy.

Mother mentions the fact at breakfast that John was restless during the night, wakened several times, asked for a drink, coughed some, seemed to have fever and didn't want any breakfast. The school is a mile and a half distant and he and the other children walk both ways. The question is whether John should stay home or be sent to school.

If mother thinks carefully about it, she will view the matter from two points of view; first, whether it will be harmful to the child's health if he walks to school, and second, whether his going to school will endanger the health of the other children.

If she considers the first point only for a moment, it will be apparent to her that any child who has fever and feels ill will not learn enough at school to make it worth while, and certainly there is a chance that the exercise and fatigue may do him real harm and perhaps favor some complications which may greatly extend the period of his illness.

The question must be decided whether John has simply eaten something which has disagreed with him, in which case a copious dose of the family's favorite physic will set all things right, or whether he is coming down with some acute infection.

### *What a Little Fever Means*

With the symptoms which mother has enumerated, what are the possibilities of an infection?

Well! I should say the chances were excellent. He may not be in for anything more serious than a common cold, or he may during the following two or three days come down with any one of the following diseases—tonsilitis, diphtheria, influenza, scarlet fever, measles, German measles, bronchitis, pneumonia, chicken pox, small pox, or even infantile paralysis.

If John stays home as he should and is kept in bed and away from the other children, and the family's favorite prescription does not effect a prompt cure, but on the other hand the symptoms become more severe, the family physician will be sent for and he will usually be able to clear up the diagnosis and prescribe the proper treatment.

On the other hand, suppose John goes to school and the following day comes down with almost any one of the diseases mentioned above, what are the possibilities of the other children in the school contracting the disease?

Suppose the condition turns out to be nothing more than a common cold? John sat in school surrounded by his

fellows and every few minutes he sneezed and coughed considerably. The nose is a splendid atomizer, and so is the throat, so that every time John sneezed or coughed he threw out a fine spray of infection over an area of several feet, which was promptly inhaled by the other children. During the following few days most, if not all of them, will have colds and some of the susceptible ones may have pneumonia, for the secretion from any one's nose or throat contains not only the germs of the disease from which they are suffering at the time, but a great variety of others. So John at least has started an epidemic of colds in the school, which might have been prevented if he had stayed home for a few days.

### *John Starts a Measles Epidemic*

Suppose that John stayed at home the second day, but did not feel very well and coughed a little more, that on the third day he had more fever, and the fourth day he broke out with a fine crop of real measles. What are the chances that his going to school for the one day might start an epidemic of measles in the school?

The chances are almost certain that unless the other children have already had measles, most of them will be infected. Measles is extremely infectious and there are comparatively few children who are not susceptible. Measles is most infectious from the time the very first symptoms appear, and often several days before the rash appears. So John has by his going to school started an epidemic of measles.

Supposing instead of coming down with measles John continued to go to school, but had a cough which although not severe gradually became more so and recurred at intervals of every hour or two. After the attacks continued for a week or so it became apparent that John had "whooping cough." What chances are there that the other children at school were infected in the period before the "whoop" began? The chances are that many of his schoolmates will have whooping cough, for whooping cough is most infectious during the first weeks and it must be remembered that many children with whooping cough never "whoop" at all. So John has started an epidemic in the school.

And so we may go on through the whole category and find that whatever disease John came down with he endangered the health of his schoolmates by going to school on the first day when his mother should have kept him at home.

### *Must Children Have Whooping Cough?*

But you say, is it not true that children must get whooping cough and measles and chicken pox and a lot of other children's diseases anyway, and the quicker they get through with them the better?

Well, it is unfortunately true that most children do get measles and whooping cough some time, but it must be remembered, and this is not generally known, that the death rate in whooping cough

and measles is very much higher in young children than in older ones.

It is easy to see, therefore, how a single pupil with an infectious disease may start a widespread epidemic. Each child at school who is infected in turn carries the disease home to his brothers and sisters, including the baby.

There is a good deal of doubt in the minds of many people concerning this whole question of infection and contagion, and there are those who profess to believe that there is no such thing as infection at all.

Well! That may be all very well for some city folks but country folks know from first-hand knowledge what happens when a pig with hog cholera gets into their herd, and when tuberculosis gets into their herd of milk cows what happens. There are people who send their children to school or to church, even bring them on a visit, when they know perfectly well there are chances that they have some infectious disease.

It is a common experience in the city for mothers to permit their children who have whooping cough to run about the neighborhood and to resent any restraint from the Department of Health at quarantine; but when a neighbor's child has some infection they want to see the quarantine sign on their door at once and make a terrible fuss if the law is not carried out to the letter. Well, that may be human nature but it is not very humane. The time is coming when every county will have a full-time thoroughly competent public health officer who will be assisted by the necessary number of public health and school nurses. They will instruct the teachers, the pupils and the public in the fundamentals of health and will be empowered by the people themselves to see that the rules are carried out.

### *Public Health is a Personal Matter*

After all, public health is pretty much a personal matter, and unless the individuals who make up the community themselves observe the rules, little will be accomplished in that community in the way of public health.

During the past few years there have been great advances in the knowledge of the control of contagious diseases.

With all this new knowledge and the oftentimes conflicting opinions concerning it, it is little wonder that parents do not know what or whom to believe.

However, in matters of health it is logical to assume that the national and state health authorities and your own physician will know more than any one else, and you are much safer in taking their advice than that of the wise-acre of whom every community has at least one.

In a recent bulletin from the United States Public Health Service the following list of symptoms are named, any one of which is sufficient reason to keep your child from school until the physician and school authorities decide it is safe to have him return:

1. Fever.
2. Sore throat.
3. Cough, especially if paroxysmal in character.
4. Rash on skin. Any form except one to which the child is accustomed, such as eczema.
5. Discharging nose.
6. Discharging ears.
7. Discharging or inflamed eyes.
8. Severe cold even if there is no temperature.
9. Earache.
10. Vomiting.
11. Severe abdominal pain.
12. Pain in chest.



# CLUBS

What the Several Chapters and Allied Organizations are Doing

## Great Northern Club, St. Paul, Chapter No. 1

**M**UNICIPAL BOND ISSUES" was the subject discussed by Honorable H. P. Keller, October 17, at the regular meeting of the club. The speaker very earnestly tried to show the members of the club what the vote on the bond issue meant to each one, as citizens, and to St. Paul in its relation to the community. He stated that the city has come to the point where the citizens must realize that improvement in the housing of the city government, beautifying the parks and playgrounds, and widening the streets, are absolutely necessary to keep St. Paul in the front rank as a first class city and a desirable place to live. Also that the proposed bond issue is the only way to accomplish this. He clearly explained that issuing bonds is merely borrowing money to pay for the improvements. Prominent citizens have been working on a program for many months, and a year ago one was formulated, but because the different projects were not correlated into one definite program, it was turned down. The committee wanted more time to consider and study various plans. Among other things, the plan under consideration includes a municipal building, beautifying parks and playgrounds, adequate barge terminals on account of St. Paul being the recognized head of navigation, completion of the airport and widening of streets in connection with certain highways entering the city. It was estimated that taxes on a property valued at five thousand dollars would be raised but \$6.70 if the proposed plan received sufficient votes to pass.

The Great Northern Quartet tried out some new numbers, which were well received.

**O**N OCTOBER 31 Chas. Bell told the story of his trip to Africa in company with Alice O'Brien, Mr. and Mrs. Flandrau, and Ben Burbridge, all of St. Paul. They went in search of elephants (bwano), and from the experiences they had, one would imagine they found much more than elephants. Mr. Bell explained that the proper way to kill an elephant is to shoot him in the eye. Their visit to British East Africa proved that there were still large numbers of wild game in existence there. Among other things, he thought the thermometer went about as high there as in any country he knew; and there are very few, if any, real old people. He said the natives are very fond of certain lizards as food and eat grasshoppers and ants by the handful. While in that country, they had to take five grains of quinine daily. Another "wild animal" they encountered was what we call jiggers, and he related his experience of how a boy, son of a Zulu chief, extracted a jigger from his big toe. After his talk he showed some wonderful movies which had been taken during the trip.

The club was fortunate in again hearing the Northern States Power Company orchestra.

**T**HE STORY OF IRON, one of the seventy-two elements of the earth, begins with the creation of the world, as related by G. R. Martin, vice president executive department, in his talk to the club on November 14.

Whether science and scriptures agree on the subject, the speaker left for his audience to choose, but how the use of iron was discovered and who was the first man to discover it, probably never will be known. However, Mr. Martin said, we learn that Tubalcaine, who lived many centuries ago, was the first known artificer and worker in brass and iron. It was very evident that Mr. Martin had much more information to give on the subject than his time allowed. Many statistics relating to the iron ore industry were presented. He divided the iron ore lands of Minnesota into three general groups, or ranges, viz, the Vermillion, Cuyuna, and Mesabe. The Great Northern Iron Ore Properties have to do principally with the Mesabe Range. Located in this group is the Mahoning open pit mine, which is considered the biggest hole ever dug by man. He spoke of the relation in digging these big open mines with the digging of the Panama Canal, calling attention to the part taken by John F. Stevens, formerly chief engineer for the Great Northern Railway, who was actively engaged in both projects. The speaker also showed how valuable the iron ore lands

are to the State of Minnesota, by the amount of taxes that have been paid on ore taken out.

New musical talent was discovered when Adolph Urmann, from the freight receipts division, brought his accordion to the meeting and showed how skillfully he could play. L. H. Van Camp, from the employment bureau, also newly developed talent, manipulated a red silk handkerchief and twelve cards to the mystification of the crowd.

## St. Paul Great Northern Railway Women's Club

**A**T THE WOMEN'S CLUB luncheon meeting on October 25, Chas. Farnham, one of the well known literary men of the Twin Cities, spoke on "American Modern Humor." Mr. Farnham is known particularly for his readings of the works of James Whitcomb Riley and Edgar Guest. He read from "Nize Baby" and other books.

F. C. Becker, tenor soloist, also a vocal and piano instructor, sang a few numbers.

Mrs. Robinson, who won the attendance prize at the last luncheon, furnished as her number of entertainment, the Oriental Limited orchestra.

**A**IR MAIL AND SOME FACTS CONCERNING IT," was the subject of Postmaster Chas. Moos' talk to the Women's Club, at its luncheon meeting November 8. Mr. Moos said that mail service dates far back to the history of early times. He showed its development from the running carrier and pony express, to the present day air mail service.

He said that the volume of mail in St. Paul necessitates the services of one thousand employees, sixty-one trucks and six airplanes. The air mail service, Mr. Moos said, was inaugurated June 17, 1926, the first air mail carrying trip having been made from St. Joseph, Missouri, to San Francisco, California, and throughout the United States in the past few

years has developed until now there are twenty-three air mail lines in operation. He recalled that it has been said that Lindbergh's non-stop flight across the Atlantic has made the people "air minded." Passengers have been carried by airplane promptly and safely to their destinations so that the confidence in air passenger traveling is steadily increasing.

Entertainment for this luncheon meeting was furnished by the postoffice department, a banjo ensemble, consisting of Mauritz Linnell, James H. Long, Jr., Ragndald Taulsrud, and Jos. H. St. Germain.

The attendance prize, a handkerchief case, was won by Lena Tschida.

## CHRISTMAS PARTY

Next month brings Christmas and the Women's Club Christmas Party. Plans are now under way to make this annual affair a huge success. The officers and members of the board are working hard in order that every one who attends will have a good time.

The party is to be held at the Athletic Club, December 19, at 6:30 p. m. During and after the dinner there will be a program, followed by dancing. The program will be just as long this year as others, the dancing being extra.

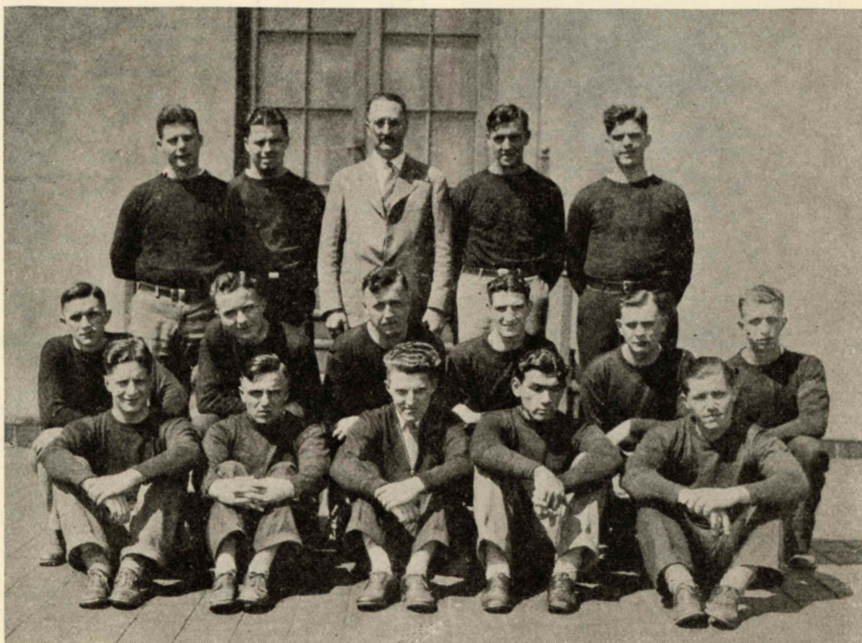
## Glacier Park Juniors, St. Paul

**W**ITH SUCH A GREAT display of enthusiasm on the part of the young men of the General Office, the annual season of the Glacier Park Juniors promises to be the most successful year of the club.

At the first meeting held October 26, which was strictly a business one, the Juniors decided to again enter the Y. M. C. A. basketball race. They will endeavor to break their jinx, and go after first place in the league, as well as to live up to the nice things said about their teams in previous years. With only the loss of Haggerty, and with such stars as Peterson, Hurley, Kinsler, Beck, and Stromberg eligible this year, together with the new material trying out, indications are that the going will be rocky for any quint which they might meet. This is an outfit which should have most of its games on the right side of the sheet. With Eddie Graves coaching we should have the basketball honors in the "Y" League cinched at the three-quarter mark.

Upon leaving the athletic question, the Juniors decided that probably, next to helping them in their work, the club's most important function is the social side. It was suggested and approved that the Juniors hold a get-together at least once a month in the form of a dance, card party, or theatre party. These affairs will be given at cost so that the members will become better acquainted, and with no idea of making a profit.

The first of these social affairs was held November 10, with just a little more enthusi-



Great Northern Kittenball Champions

**H**ERE WE HAVE A PICTURE of the Great Northern Champion Kittenball Team, winners in one of the St. Paul leagues, and runners-up for the city championship. Those in the picture from left to right are, top row: Dan McCarthy, Jack Powers,

A. B. Moran, physical director; Harold Lind and Jack Nadeau. Middle row: Gil Conroy, Jack Tuair, Vinc Brown, Nick Savage, Bud Connors, and Len Schultz. Bottom row: Ed Graves, Al Burgoyne, Jack Baer, manager; John Pitzel and Joe Kroll.



asm shown than at previous activities, which only tends to show that we have accomplished a friendly attitude among our members.

Al Olander was immediately aware of the fact, and announced that the date of the next party, in whatever form it may be, is December 1.

With the majority of the members of the club unaware of the type of entertainment to be supplied for the meeting of Friday, November 9, each one had an expectant look, and the same kind of feeling while they ate their lunches shortly before the meeting was called to order. Upon the arrival of the speaker and his associate, the former in somewhat strange attire, the expectancy developed into a most interesting aspect throughout the club room.

One wondered what the profession of this gentleman could be, or if he were possessed with some natural talent that would afford us entertainment. However, he proved to be one of the most interesting and modern of the present-day professionalists; that of an instructor in aeronautics.

After L. McDonald had chosen to speak on some particular phase of his profession, Mr. Moran suggested that he explain the training of students in the art of aviation. The aviator explained in the most minute detail the trials of the student and the tribulations of the instructor.

Aero-traffic being the most modern means of transportation, and closely connected with the railroads commercially, it served as a very fitting subject. Mr. McDonald laid much stress on the safety of this method of travel, and also told its many future possibilities.

Mr. Blumenthal passed out some interesting literature concerning the course of study in the schools, having accompanied Mr. McDonald for that purpose.

## Great Northern Railway Women's Club

### SEATTLE CHAPTER

**E**DWARD F. FLYNN, editor of the SEMAPHORE, addressed the members of the Women's Club and their friends, at a luncheon at the Frye Hotel, November 3. Mr. Flynn's subject was "My Impressions of European Railroads," which included a very interesting account of his trip abroad last spring. His talk, given in true "Flynn style," was immensely enjoyed by every one, the only regret being that his time was short. However, he has promised to pay us a return engagement very shortly.

An interesting event for November, is the party planned on November 20, at the home of Tessie O'Neill, in honor of Margaret Fisher, who is to become the bride of Harry Hanson on December 3. Margaret has worked in the office of G. L. Siebert, freight claim agent, Seattle, for a number of years. In fact she is one of the "old timers," and has a host of friends with the Great Northern.

Members of the club are, at the present writing, busily engaged in raffling off a 15-pound turkey, the proceeds of the raffle to go toward a fund we are endeavoring to pile up to aid in spreading good cheer to the old folks at the King County Home at Christmas. There are forty-one old ladies and two hundred and seventy-four old gentlemen out there, so we have quite a task ahead of us and need the support of every one. A visit to the farm is certainly a panacea for those of us who are inclined to self pity and grumbling at our lot in this old world. They are in need of clothing, as well as all other necessities of life, and we'll issue a warning now to the men around the offices that their neckties won't be safe very much longer.

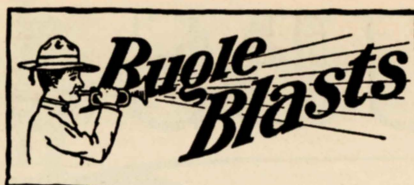
### DELTA

**A**T THE GENERAL MEETING held at the freight depot, Everett, November 12, the members of Chapter No. 10 voted to entertain with a card party and lunch at Vasa Hall, Wednesday, November 21. Suitable to the season a turkey will be given as a door prize. There will also be table and other game prizes.

### Everett World Travel Club

**T**HE WORLD TRAVEL Club of Everett, which was organized in August, reports the following new business:

Ben Bottler, porter, two one-way tickets to Chicago.....	\$153.68
E. McBride, baggage clerk, one one-way ticket to Chicago.....	76.84
John Turner, cashier, Everett freight depot, one one-way ticket.....	45.15
Chas. E. Mitchell, switchman, one round trip to St. Paul.....	114.00
	<b>\$389.67</b>



## Railroad Post 416 American Legion

**R**ECENT ACHIEVEMENTS of local legionnaires acting in behalf of the county department, have been the cause of considerable elation during the past month. Two noteworthy efforts in community service were successfully undertaken, in one of which the Community Chest team attained for the first time, a quota that had heretofore been thought impossible to reach. Under the direction of Arthur A. Raymond, commander of Square Post No. 203, the legionnaires came through nobly. The railroaders on the team were Elmer A. Swanson and Harold J. Beech, illness having prevented Edmund R. Simons from participating. Considered no less important as a service rendered the city, the public speaking campaign carried on in behalf of the bond issue placed before the voters for approval on November 6, has won city-wide recognition for the members on department committee of public affairs. This work was carried on under direction of Vice Commander Arthur A. Nyberg, who serves the department as a representative from East Side Post No. 358.

The usual Armistice Day program was held on November 11 at the Auditorium. Aided by several prominent citizens, the committee, in charge of activities, conducted exercises appropriate for the day. Hon. Royal A. Stone gave the principal address.

Our Post meeting scheduled for November 13 was passed in favor of the Fourth District's annual banquet held at the Masonic Temple on that date. Thirty-five of the Railroaders were present at the feast and the general assembly that followed. The occasion facilitates the reception of annual messages from both the state and county commanders, and this year both gentlemen are stressing considerable "go get 'em" initiative. It was announced that nothing out of the ordinary will be attempted by the County Department. However, some concern was expressed over the fact that here in the Fourth, there are fewer legionnaires than anywhere else in the state. All Posts were urged to do everything possible to attain membership quotas, which have been assigned to them, and to exceed them as well.

State Commander King long has been known for his fiery zeal in behalf of the ex-service man's welfare, but surprised us somewhat in frankly expressing his belief that the time has come to request compensation for disabilities which cannot be service connected, but which can be proved as incidental to that service. Some are inclined to believe that such a program might not be highly regarded by the general public, which has come to look upon the Veterans' Law as the most far reaching remedial legislation the world over.

It was announced that the Spanish-American War Veterans have inaugurated a campaign to remove the conditional restrictions placed on their hospitalization. If the effort is successful, some two hundred additional beds should be secured for the Fort Snelling Hospital, and the next Congress will, therefore, be asked to supply the deficiency.

The American Legion has been asked to assist in the entertainment of visitors for the 1929

convention of Veterans of Foreign Wars. Plans for the event are now under consideration by various local committees, which have asked for our co-operation.

Quite recently the local dailies related the sad plight of a war veteran, now deceased, a victim of tuberculosis acquired in service. He lived and worked in our midst and was unaware of his condition until medical attention was sought through the Red Cross. His compensation claim was proved and accepted; full payment was made on receipt of which plans were being formulated for a sojourn in a warmer climate, but death came to him before the journey's start. Legionnaires generously regret this tragic incident, pointing out they have unselfishly provided bureaus of information everywhere throughout the land, for the particular benefit of the disabled. If the veteran had only associated himself with some Legion Post, somebody certainly would have noticed his condition, and advised treatment.

It causes us to wonder if there are other cases of the kind in this vicinity, where facilities for medical attention and custodial care are adequate. The incident should serve to spur every legionnaire to a renewed effort to seek out every veteran who may still want for attention, because he lacks the knowledge of proper procedure.

We have been asked to broadcast the strange disappearance of one William C. Gordenier, a gentleman of great talents and athletic ability, one of which is Spanish, but who, nevertheless, has vanished into mysterious oblivion. Information as to his whereabouts is sought by, and should be turned over to the Post Commander.

## Railway Business Women's Association of Twin Cities

**A**SPECIAL COURSE ON "Social Etiquette and Current Events" was a feature of the autumn activities of the association. Three of these lectures already have been given. Those remaining to be given, and the dates and subjects are as follows:

December 4. By Mrs. Marion Stembel. "Forms of expression. The voice and its possibilities. Things that are often said and which should be avoided."

December 11. By Mrs. Arthur A. Stewart. "A review of the Royal Family, by George Kaufman and Edna Ferber."

December 18. By Mrs. Marion Stembel. "Etiquette of the woman in business; her problems; how she ought to meet them. Social amenities of the business world."

These will be given at the Midway Club rooms, Prior and University Avenues, St. Paul, at eight o'clock in the evening on the dates shown.

### WILLMAR

**S**TANDING OF GREAT Northern Bowling League, week ending November 17:

Teams	Won	Lost	Percent
Grain Samplers .....	11	1	.913
Store House .....	7	5	.581
Superintendent's Office.....	6	6	.498
Roundhouse No. 1.....	6	6	.498
Engineers .....	5	7	.415
Telegraphers .....	5	7	.415
Yardmasters .....	4	8	.332
Roundhouse No. 2.....	4	8	.332

High, three games—Yardmasters.....	2,941
High, three games—Grain Samplers.....	2,930
High team average, three games—Yardmasters .....	980
High, single game—Yardmasters.....	1,047
High, individual average, three games, Joe Holmberg.....	214
High, single game—John Hennessey.....	247

# The First National Bank

of  
SAINT PAUL, MINNESOTA

extends

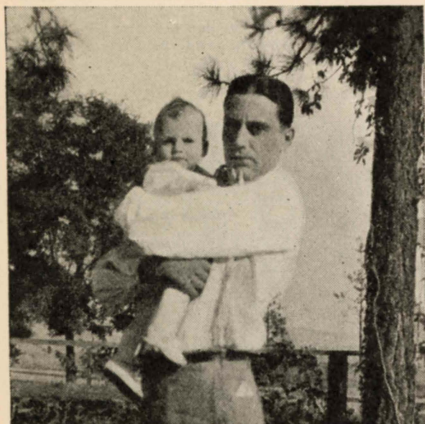
## Hearty Christmas Greetings and Best Wishes for the New Year



## The World Travel Club Spokane's Great Northern Club Adopts a Thriving Youngster

**T**HE SPOKANE WORLD Travel Club is only five months old, but it is a sturdy child and has proved that it can stand on its own "pink toes."

So far as is known, the World Travel Club is an original idea. It was formed for the purpose of obtaining reliable first hand information about people who might be contemplating trips regardless of the destination.



Neal Kellar and son Richard

Neal D. Kellar, city passenger agent, Spokane, is the originator of the idea and has worked untiringly to make the club a success. The contest which has run from May 1 to October 1 has met with such great interest and success that the Spokane Great Northern Club hopes to promote the World Travel Club in 1929.



Mrs. Grace W. Hitchcock

Never before in the history of commercialism have dollars dangled before a reading public as they do today—prizes for slogans, limericks, letters, poems, songs. Large corporations such as retail concerns, department stores, et cetera, conduct contests that thrill their employees with enthusiasm and create an interest that results in new sales. In the aggregate these total a large amount of business that otherwise might not be secured. Recognizing that a group of employees working together is able to obtain more valuable information than the individual working alone, Mr. Kellar or-



John Rigg

ganized the World Travel Club. An employee gets the habit of boosting for his own firm or railroad and the habit remains throughout the year. Loyalty to the Great Northern makes

a Great Northern employee a better workman, wins for him the respect of the public with which he comes in contact, and promotes his own interest as well as that of the company.

In speaking of the contest, Mr. Kellar says, "The membership of the World Travel Club has throughout the season given me whole-hearted support and co-operation in making a real success of our club and a good volume of business has been secured through this channel. Some have in a number of instances worked after hours to call on travel prospects and I wish to thank each and every one who has participated in the contest.

"We hold membership in a number of business service clubs of the city and our connections so far in regard to securing passenger business have not brought the results achieved by the travel club.

"The Spokane Great Northern Club, F. J. Bauer, president, which heartily sponsored the World Travel Club, is one of the enthusiastic clubs of the system. Energetic members, who have made Spokane Chapter No. 2, have put forth the same hearty support in behalf of the new club, which, in my opinion, will remain the leader of travel clubs on the system."



Hamilton Newitt

The idea is growing. The Spokane Club now has a little sister in the newly formed World Travel Club at Everett. Other cities on the system are endeavoring to form similar clubs in their respective localities. The total amount of business secured by the club during the contest was \$6,101.72.

Mrs. Grace Hitchcock, telegrapher, Fort Wright, won the first prize, \$25; John Rigg, baggage clerk, Spokane, second prize, \$15; and Hamilton Newitt, assistant baggage agent, Spokane, third prize, \$5.

## Vancouver, No. 11

**T**HE DANCE HELD by the Great Northern Club at New Westminster on November 16 turned out as predicted. It was a huge success from all angles. Seventy-five couples attended the affair, which was held at Columbia Hall. Music was furnished by Cowan's orchestra, and lunch was served.

Much favorable comment was heard about the work of the committee in charge of arrangements. It is the intention to hold dances every two weeks, alternating between Vancouver and New Westminster. Judging from the success of this affair, it looks as if we may look forward to several enjoyable times during the coming winter.

## Agricultural Department Publications

**M**ANY OF THE READERS OF THE SEMAPHORE know of the splendid series of publications published by the Agricultural Development Department of the company. Several are issued for the various states, and a list of them will be published in a future issue. Others which are available for distribution to those interested in agriculture, are:

**New Line Book.** A well-illustrated folder describing the excellent farming country along the new Saco-Turner branch line in northern Montana. This folder, in addition to telling about the advantages of that section, gives an interesting account of the building of the new line.

**Milk River Valley.** This booklet presents a picture of the marvel of the irrigated land in the Milk River Valley of Montana, with its beet sugar growing, alfalfa crops, dairying, and diversified farming.

**Oroville-Tonasket Irrigation Project.** A story of the rapidly developing, high-class, irrigated fruit growing, and diversified district in the

state of Washington, in many respects similar to the far-famed Wenatchee Valley district.

**Kootenai Valley.** A district of northern Idaho, centering at the city of Bonners Ferry, and in addition to being a land of amazing beauty, it is a country of unsurpassed agricultural opportunities. The folder, like the others in the series, is profusely illustrated.

**Valier Irrigation Project.** Describing the Valier Irrigation Project, composed of seventy thousand acres of high-class irrigated land, where opportunities abound for dairying, beet raising, and diversified farming.

## Spokane Great Northern Women's Club

**T**HE CLUB MET FOR its regular November meeting at the Y. W. C. A. for supper November 8. At this meeting the matter of taking over the Maylon Players on December 3, was decided on, the proceeds to be used for the Christmas Charity Fund. This is the second annual event for the fund.

The next regular meeting will be a Christmas party at the home of Past President Betty Pugsley.

Gertrude Glotfelty, stenographer for the boarding car department, Hillyard, left recently on an extended trip through the East, going by way of Denver, Colorado.

## Glacier Park Riding Club



On the New Bridle Path Around Como Park, St. Paul

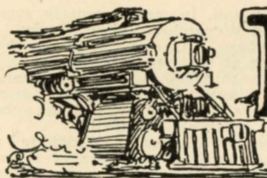
**T**HE NEW BRIDLE PATH has been completed! Members of the Glacier Park Riding Club took a leading part in arousing interest in this project, and were instrumental in procuring considerable money with which the path was financed. They deeply appreciate generous contributions from a number of Great Northern officials. The new path traverses some of the most beautiful scenery in the state, and it constitutes one of the most charming rides of any bridle path in the Northwest.

The Glacier Park Riding Club was organized several years ago, and has thrived from the beginning. It is thought that this is the only riding club connected with a railroad organization. Its sole purpose is to foster horsemanship among its members, all of whom are railway employees.



Buy Christmas seals and put one on each letter and package you send.





# Division News

## BUTTE DIVISION

Associate Editor

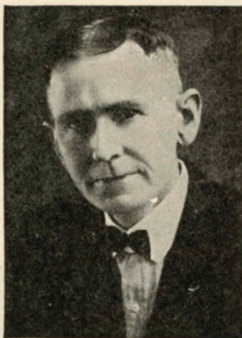
ELZA TWAY

Great Falls, Montana

Passengers on train 43 were recently given a living illustration of the sympathetic and humane nature of railroad men. No. 43 was

standing on the siding at Windham waiting for train 44. Just over the right of way in a barn yard a cow was standing with its foot tangled up in a barbed wire, blood dripping from the wire cut. Every effort of the animal to extricate itself only resulted in the wire being drawn tighter, making the cuts much worse. No signs of life were to be seen about the farm, and, apparently, the family was away from home. Railroad employees are not responsible for cattle off the railroad company's premises, but Conductor Joe Romunstad, and Agent Bert Moore, of Boulder, who happened to be a passenger, climbed the fence into the barn yard, and with considerable difficulty released the unfortunate cow from her dangerous and painful predicament. The act was witnessed by the passengers on the train, and many favorable comments attested their hearty appreciation. But for the fact that Attorney H. S. Woodward, of Hobson, was among the passengers on No. 43, and gave the story to the SEMAPHORE, this little incident would have been lost to us, for railroad men are famous for their modesty as well as their humanity, and Joe Romunstad and Bert Moore are no exceptions to the rule.

Assistant General Freight and Passenger Agent J. F. Pewters stopped off in Great Falls October 19, while en route home to Helena from St. Paul, where he spent several days on official business. Mr. Pewters' popularity among business men along our line is in evidence on all sides. As a traffic department official, he has been a big factor in building up the wonderful goodwill and unusual public confidence which the Great Northern enjoys in Montana.



Everett and Arthur Johnson

In the picture above we see a pair of "collegiates" ready to have fun on the campus of life. They are Everett and Arthur, sons of J. A. Johnson, lumber yard foreman at the Great Falls store, Great Falls, Montana.

General Safety Supervisor C. L. LaFountaine was in Great Falls October 18, and conducted the regular division Safety First meeting. The fact that there were thirteen in attendance did not in the least dampen the enthusiasm of the chairman, and an unusually interesting and instructive meeting was reported by Secretary Mat Koenigs.

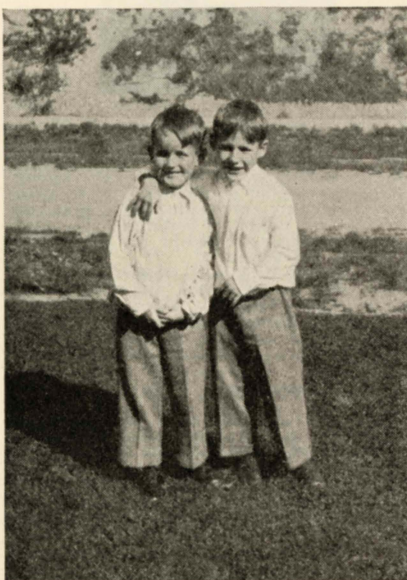
Relay Manager J. M. Faunce was taken to the Columbus Hospital in Great Falls on October 24, where he underwent an operation for appendicitis. Serious complications followed the operation, and for several days his condition was very grave. His daughter, Wilda, was called home from Kirksville, Missouri, where she is a student at the Kirksville College of Osteopathy. At this writing, November 8, Mr. Faunce is reported improving slowly and is now considered out of danger.

Traveling Auditor W. J. Warren was in Great Falls October 29 and 30, on business with the store department.

Brakeman E. E. Lyman, Jr., was on the sick list for ten days recently due to sinus trouble.

An eight-pound baby boy was born to Conductor and Mrs. Earl W. Oakes, on October 26. At the present writing both mother and boy are doing very nicely.

Norma Stewart, operator in the Great Falls yard, has taken several weeks' leave of absence, and is being relieved by Mrs. R. E. Blanchard. Miss Stewart has worked steadily every day for more than three months. Now that business is on the decline, and she has done her bit toward getting the big crop moved, she is going to take all her "Sundays" together, and catch up on the social end of the game in Great Falls and Whitefish.



Wm. J. Jr. and Chas. T. Kirwan

These two young fellows are the sons of Conductor Joe Kirwan, of Carter, Montana. Their names are Charles and William, Jr., and they surely look like a happy pair.

Section Foreman Walter Griesbach, of Teton, was killed on the morning of November 3 by the accidental discharge of a shotgun which he had taken out with him on his motor car. He was in the act of lifting the gun from the car when the accident occurred, the entire load of shot striking him in the abdomen above the hip. Two section men, who accompanied him, placed him on his motor car and rushed him to the hospital at Fort Benton, where he died a few hours later. He is survived by his wife, residing at Teton, and two married sisters in Great Falls, who have the sympathy of the SEMAPHORE in their sad bereavement.

Dispatcher Jack Bassett laid off November 2 and left for a sixty-day trip to the West Coast for the benefit of his health. He was relieved by Roy Fenton.

Agent Dan McMahon, and wife, of Butte freight, were called to Los Angeles November 3 by the serious illness of their son, Arthur.

Ann Herzog, popular demurrage clerk at Butte freight, left November 1 for a two-months' visit at Chicago and other Eastern points. She was relieved by Mrs. Sophie Loomis.

Operator R. E. McSloy, first trick at Conrad, laid off October 25 and went on a big game hunt. He returned November 8 without any game, and with nothing to say. We were unable to get the lowdown on a persistent rumor that Mack had a narrow escape after having been attacked by a big six point buck, which finally lost its temper because Mack kept following him around and shooting at him. Efforts to trace the story to Bill Eastman were without avail, and we are compelled to pass it along purely for what it is worth.



Geo. M. Blackford and Family

The above is a picture of Operator George M. Blackford, first trick "BG" office, Billings, and family. George is the fortunate possessor of a most pleasing personality, a "hale fellow, well met," and is very popular in his large circle of friends. With George is shown Mrs. Blackford, and the five kiddies, from left to right: George, Jr., Helen, Ruth, Mildred, and Louise.

Conductor Martin Connelly, who suffered a stroke of paralysis while on duty at Sand Coulee on October 2, is still confined to Columbus Hospital. He is reported slightly improved, but is still in a serious condition.

Assistant General Freight Agent James Robinson, of St. Paul, was a business visitor in Great Falls October 15. While here, Mr. Robinson spent some time looking over the sites of the proposed new buildings of the Massey-Harris Company, the International Harvester Company, and the Chevrolet Motor Company, which buildings will be erected this winter in our industrial yards.

Cashier Earl J. Bracken and wife, Butte freight, have returned from a two-weeks' trip to Portland, Seattle, and St. Paul.

Johanna Dahl, comptometer operator in the superintendent's office, received several minor bruises in an automobile accident a short time ago and is now receiving professional care at the Columbus Hospital. We were very sorry to learn of Miss Dahl's misfortune and hope for a speedy and complete recovery. Mrs. Frances Molter, of Minneapolis, is doing relief work as comptometer operator in the superintendent's office, during the absence of Miss Dahl.

Operators Harold Cunningham and George Horne, both of whom have been working extra at Seattle, were transferred to "PD" office on November 1.

Relief Agent K. O. Kessler was on the sick list for a few days in November, but is now back on the job with his usual pep.

Baggage Agent W. G. Hinkley and wife, of Butte, returned November 1 from a very pleasant two-weeks' trip to California.

Extra Agent Roy E. Baker has been assigned to the agency at Monarch. He assumed his duties November 15.

Webb Hobart, caboose supplyman, and Mrs. Hobart, left November 3 for Seattle and other points on the Pacific Coast, where they will visit several weeks with friends. Mr. Hobart has an enviable service record with the Great Northern, having lost but twelve working days during the seven years he has been employed here. He has proved himself a very cheerful

Great Northern Semaphore



and dependable workman, and his absence is keenly felt by those who looked to him for the upkeep of the cabooses in Great Falls. Mrs. Hobart is also indirectly connected with the Great Northern, having acted for several years as representative for the Travelers' Aid at the Great Falls passenger station. She has created a host of friends while serving in this capacity.

## CASCADE DIVISION

Associate Editor  
D. O'Hearn  
Seattle, Wash.

### SEATTLE—INTERBAY

The yard office force at Interbay recently enjoyed some mighty fine venison. This treat was due to the prowess of Switch Foreman U. H. Nichols, the genial foreman of the Ballard switch job who secured a 300-pound, eight-point buck a few miles west of the Okanogan Ferry Company line in northeastern Washington.

It has been definitely determined through reliable sources that there is no truth to the rumor that the new Second Avenue change of line, Seattle, will result in increasing the population by one, namely, Roy Ford, of Everett.

Myrtle Bravo, who for the past nine years has been bill and voucher clerk in the superintendent's office, was married November 10 to Ernest Hanson, of Portland, Oregon. The best wishes of the bride's many railroad friends are extended to the happy couple.

Beaudette McDonough, personal record clerk, is spending an extended leave of absence in sunny California. We wonder what the attraction can be down there. Fred H. Cooper is filling the vacancy during Miss McDonough's absence.

Compton C. Bull, of the Kalispell Division, has taken the bill and voucher clerk's desk in the superintendent's office.

F. C. Griffin, relief agent on this division, is relieving H. G. Amess, at Klamath Falls, for a few weeks.

Hollis C. Nelson, assistant material distribution clerk, celebrated Armistice Day by going north. We, in Seattle, all know what "north" means.

The twelfth annual ball of the Brotherhood of Railway and Steamship Clerks held at Queen Anne Hall, Seattle, on November 10, was very well attended. All reported a very pleasant evening. We are informed that those who missed it "missed it."

It is rumored that one of the Seattle boys, who attended the B. R. C. annual ball, was so entranced by the music that he overlooked the fact that he had driven down, and walked home, being obliged to return to the scene of festivities Sunday morning to get his buggy.

Tom Stenson, genial yardmaster at Delta, is the proud possessor of a new high-powered Graham-Paige. What Tom doesn't know about automobiles would fill a very small space.

The wheat and apple movement westbound has been exceptionally heavy this year, necessitating many new faces in the rank and file of train service. The apple movement westbound this year is heavier than any heretofore.

Harry Van Dyke, switch foreman, has been appointed yardmaster at Delta to replace M. M. Nebel who has resigned on account of ill health.

The sympathy of the Cascade Division employees is extended to Mrs. L. Fink, widow of Conductor Fink, who died November 2. Mr. Fink had been a conductor on the Cascade Division since 1902.

We understand that Engineer Larry Grant, who pulls the Oriental Limited between Seattle and Wenatchee, is soliciting help to pile up mileage on his new Buick. Girls, Larry is a bachelor.

A. Nugent, traveling engineer, is on an enforced leave of absence due to illness. All's many friends hope he will be able to resume his duties shortly.

Heavy business has necessitated putting on a third trick operator at Kruse, and Operator R. E. Moore has returned to his old location.

George Hander, clerk in the master mechanic's office, went hunting over a recent week-end but failed to bring home the bacon. George claims an excellent excuse—too much wading and not enough shot in the shells.

Louise Evans, the small daughter of our assistant chief clerk, who has been ill recently

with plural pneumonia, has now fully recovered and has resumed her school work.

### COLEBROOK, B. C.

C. C. Simpkins, agent, Colebrook, who was off for three weeks in October on account of sickness, has resumed work and is improving very nicely. He was relieved by A. L. Rowan, who is now back at his regular position.

W. B. Morrison, who was relieving on second trick at Colebrook during October, was transferred to Rockport to fill a new position as second trick telegrapher.

Art Fry, second trick operator at White Rock, was off a few days the early part of November and it was reported that he was on a hunting trip. We presume for "deer" but have not heard what the luck was. He was relieved by Operator Jones.

Operator S. McKay, second trick, has been away for a few days, being relieved by M. E. Hoverson, regularly on the third trick, he, in turn, being relieved by L. E. Pravitz.

Tony Naser and R. B. White, engineer and freman on 383 and 384 from the Guichon branch, were visitors at Anacortes and Stanwood over the recent election day. We are not sure whether they made this trip in vain as they have not stated which way they "cast it."

George B. Robertson, wife and daughter Shirley, from Ladner, were visiting in Everett over a recent week-end.

R. A. Wilson, newly assigned brakeman on trains 383 and 384, has moved to Ladner and will make his home there.

William Smith, section foreman at Ladner, spent the week-end recently at Ferndale visiting old friends. Bill used to be foreman at that point. He reports a very fine trip.

N. Sato, foreman section 11, Colebrook, spent the Thanksgiving holiday in Vancouver, B. C. C. E. Jackson, agent, Cloverdale, spent the week-end recently at his home in Seattle.

### EVERETT—DELTA

Switchman L. L. Otis, wife and son, drove to Vancouver, B. C., and took a cruise on Georgian Bay, the first of the month.

Switchman W. E. Reeder and wife visited Mackinaw City and Flint, Michigan, also Austin, Minnesota, in October and November.

Engineer Klopfenstien has taken yard work recently while recovering from an old injury, which was the result of breaking his leg. He is on the "logger" at present.

Yard Checker Earl Gonhue has bid in a job at Seattle freight station.

Conductor Alex White has taken the Gold Bar "logger," vacated by William Gannon, who returned to the Rockport local recently.

Conductor S. E. Corrigan, of the Skagit Line, was off ten days recently on account of sickness. Conductor Ray Boozier relieved him.

Retired Engineer Maurice Dalton has bought a small grocery store at 1202 Grand Avenue, Everett, and will serve the public with food necessities in the future.

Electrical Superintendent L. H. Telfer was a visitor at the shops recently in connection with repairs and painting of electric locomotives.

Switchman W. D. Van Winkle has returned from a trip to Alaska, and resumed his work in Delta.

Mrs. H. E. Cook, wife of Delta car clerk, has returned from a visit with her mother in Alaska.

Mr. and Mrs. L. W. Woodrow visited over the week-end, October 27, with their son, Harrison, and family in Wenatchee and toured the Leavenworth part of the valley on Sunday, the 28. Mr. Woodrow was yardmaster from 1907 to 1908 when Leavenworth was the last frontier and an intensely interesting and lively place. There were six to eight saloons, eighteen or twenty hotels and it was always difficult to secure lodging. Lumbering, mining, ranching, Forest Department work, lumber mills, and the Great Northern made big payrolls and good times. Aside from the transients, a wonderful class of people, the best of schools, largest savings deposits and no city ever turned out better young people than Leavenworth. Clifford Newdale is in the American Opera. Marion Hamilton is a dancer on Broadway. Miss Goerger is in vaudeville. Many young men are in business for themselves or holding good positions throughout the state.

### VANCOUVER, B. C.

Mrs. Al Bowles and Marion, wife and daughter of welder, Spokane, were visitors for several days in November.

Ardoth Hollister, telephone operator, Minneapolis, was a visitor for several days the middle of October. We gave Miss Hollister strict instructions to give M. J. Welsh, former trainmaster here, who is now located at Minneapolis, as superintendent terminals, our best regards. She said she certainly would and remarked that Mike was one of the best bosses she ever had had.

George Grey, of the engineering department, New Cascade Tunnel, and wife, were visitors over a week-end in October.

Ben Lockwood, brakeman, 356-355, enjoyed a fishing trip of a few days in October. Ben takes these fishing trips several times a year, but, as yet, the fish have not been forthcoming, the reasons being unknown. Ben blames it on the weather, the wrong kind of bait, some times the hook is too small, and has numerous other reasons, but these seem to fall flat. The best thing to do, Ben, is to get Ted Kibble to go out with you some time and, if the fish are thereabouts, he will catch 'em.

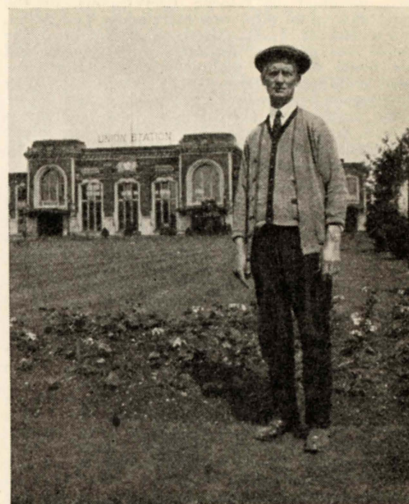
R. H. Russel, electrical assistant, St. Paul, and wife, were visitors in October. This being their first trip west of Spokane, both were delightfully surprised by the beautiful country. They already have promised themselves a return trip in the near future.

Oke Allgren, engineer on 358 and 355, had a week's vacation, or you could hardly call it that, as Oke was not feeling up to snuff and thought he would lay off for a short time. He took the week the early part of November and came back "raring" to handle the throttle again.

L. C. Swan, welding foreman, accompanied by his wife, her mother, Mrs. Nulph, and sister, Hazel, were visitors in Seattle on Armistice Day.

Mrs. Pearl Simmons and daughter, Bernice, were visitors in Seattle over the Canadian Thanksgiving week-end.

Cecil Weeks, collector and wife, were visitors in Seattle and Tacoma over a week-end the early part of November.



J. W. Hardiman

Employees of the Great Northern as well as other citizens of Vancouver, B. C., are very proud of the lawns and gardens in front of our depot and the Canadian National, all of which are known as Thornton Park. The park is under the care of the park department of Vancouver, and is supervised by J. W. Hardiman, who had much to do with laying out the grounds. Mr. Hardiman was born in Southport, Lancashire, England, and has been engaged in gardening all his life, having been taught the profession by his father. At this season of the year, the landscaping of these grounds is most attractive, and the park is well worth seeing.

Through the courtesy of Paul Meyers, a Great Northern ticket agent, we are able to print above a picture of Mr. Hardiman.

W. A. Mitchell, cashier, New Westminster, and parents spent the first two weeks of November on a motor trip to southern California.

Mrs. George Smith, wife of operator, and Mrs. Mitchell, wife of cashier, New Westminster, B. C., left the latter part of October for a three-weeks' visit in southern California.

Mrs. J. T. Richardson, mother of Mrs. R. G. Anton, wife of car inspector, returned the latter part of October to her home in Los Angeles, after spending the summer here.

Mrs. F. C. Meyers, wife of the local freight and passenger agent, was a visitor in Wenatchee for two weeks in October. Mr. Meyers accompanied Mrs. Meyers on her trip over but could only manage to stay a short time.

H. E. Milliken, chief clerk, New Westminster, spent three weeks in October in the hospital on account of an operation. It is reported that at the present time he is doing very well.

Operator Moore, formerly of Kruse, is now towerman at Sapperton, having displaced Jack Graham.



W. E. Burton, cashier, accompanied by his wife, was a visitor in Seattle over Thanksgiving and Armistice days.

Mrs. Wm. Ashworth, wife of hostler helper, accompanied by her son, spent part of October and November visiting in southern California. Bill says he will be pleased when his wife returns, as he doesn't relish the position of chief sardine and bean can opener.

Tex. Foster, special agent, spent ten days in November on a vacation. Tex. isn't the rambling kind and so did not leave the city, but did a lot of work around his home.

Alf. Martin, car inspector, had the honor of participating at the one hundred and eighth celebration of Dad Quick's birthday. Alf. assisted considerably in the entertainment of the evening by singing several solos. Dad Quick is one of Vancouver's oldest citizens and one of our city's best known characters.

Fred Rice, traveling auditor, was a visitor to Vancouver on Thanksgiving and Armistice days. Mr. Rice visits our city about once every two months. A finer or better liked man can not be found among our visitors.

We have been worried, thinking we would have to write an item about Neil Scott, saying how very sorry we were to lose him and so on, but everything has turned out all right and every one is happy. The early part of November, Neil successfully bid in on 27 and 28. Conductor Joe Stevens relieved him on 360 and 357. But Neil found that he just couldn't leave his friends on the Coast Line and after a few trips on the mail trains, went back on his old run with a broad grin on his face.

On September 27 Elsie Gertrude Williams, only daughter of George J. Williams, of the maintenance of way, was married to Ted Allen, oldest son of J. E. Allen, of this city. The house was daintily decorated with flowers and the bride made a picture which would have been a delight to the eye of any artist. The honeymoon was spent in Seattle and other Coast cities. On arrival home, the newlyweds moved into a beautiful new stucco bungalow. Congratulations to both. May they have all the happiness in the world!

The banquet and dance held on November 5, in honor of Edward F. Flynn, editor of the SEMAPHORE, from St. Paul, proved a great success from all angles. The banquet was held at Spencer's. At seven o'clock a delightful dinner was served to about eighty guests. During the dinner, several cornet solos were given by Art Griffiths, accompanied by Harry Tarlton at the piano, which were greatly enjoyed. Between courses there was community singing led by Paul Meyers. Following the dinner, a solo was sung by Jim Hedley. The event of the evening was an address by Mr. Flynn. For over a half hour he kept the audience on its toes with his wonderful talk. Mr. Flynn touched on many topics including some present-day railroad problems, the new Cascade Tunnel and other improvements which the Great Northern is just completing and compared European railroads with American. After the banquet, the crowd adjourned to the club rooms over the freight office and indulged in the light fantastic. Music was furnished by Harry Tarlton's Music Masters. The decision was that a perfect evening had been enjoyed by all. F. W. Pravitz, newly elected president of the club, was greatly pleased with this, our first affair of the season. The comment was made, "May we have more like it."

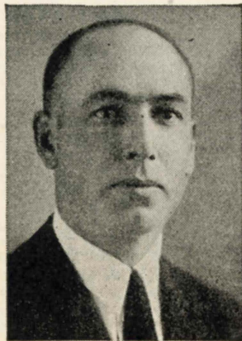
## DAKOTA DIVISION

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

Katherine Bennett, stenographer, superintendent's office, is spending her vacation visiting friends and relatives in Cincinnati and other points in Ohio.

The following appointments were recently made in vacancies of agents' and operators' positions:  
A. J. Merck, agent, Humboldt, Minnesota; W. W. Wegner, agent, Cavalier, North Dakota; G. Burris, operator, Warren; A. C. Pike, operator, Crookston; and O. Paulson, operator, Tilden Junction.

E. H. Quigley, of the superintendent's office, attended the University of North Dakota and Mount St. Charles College football game at Great Falls, November 17.



Tom Reynolds, of Willmar, has been appointed night yardmaster at Grand Forks, succeeding F. H. Fearon, who has been transferred to Fargo.

The Dakota Division has loaded nearly twice as many cars of grain and potatoes during the crop movement of 1928 as were handled in the year 1927 while the tonnage of sugar beets handled was approximately the same. Grain cars loaded in 1928 have amounted to 20,592 as compared with 11,757 last year, while carloads of potatoes totaled 6,775 in 1928 compared with 3,540 in 1927.

Trainmaster and Mrs. M. L. Gaetz have returned from Portland, Oregon, where they were called on account of the serious illness of Mrs. Gaetz's mother.

H. L. Marsh, president of the First National Bank of Crookston, Minnesota, recently succeeded in securing for the Great Northern Railway a shipment of stock from St. Paul to Crookston. The shipment consisted of 67 feeder steers in GN 59244 for H. G. Vogel. The efforts of Mr. Marsh in securing this business are very much appreciated.

## KALISPELL DIVISION

Associate Editor  
J. A. MINCKLER  
Whitefish, Mont.

They had a big safety first meeting at Whitefish October 14. Superintendent of Safety La Fountaine was present and, as always, had some very interesting things to say.

Chief Clerk E. N. Dunwiddie was called east on account of the death of his aged father, which occurred at the old home in Wisconsin the first of November. The SEMAPHORE joins in an expression of sympathy.

Mrs. Ross Donohoe and Hazel Woolf are spending a few weeks visiting at Glasgow, Montana.

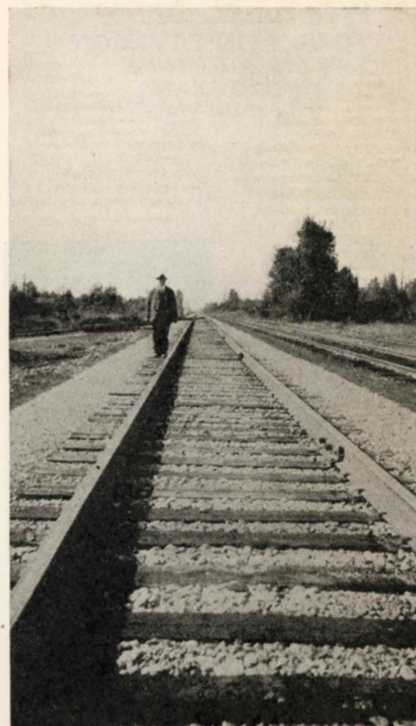
A general expression of sympathy goes out to Conductor Dean Sherman on account of the distressing accident at Elroy, Wisconsin, which resulted in the death of Dean's father and serious injury to his mother and aunt. The auto in which the three were riding was struck by a switch engine at a crossing.



Dugan in Flying Togs

Claim Agent I. T. Dugan went down to March Field, California, to see his son, Dick, graduate as a flying cadet, and while there did a little flying on his own account. The above picture was taken just as Irve was about to take off on a stunt trip in which they gave him the "works." They harnessed him to a parachute and gave him minute instructions about pulling the ring, etc., in case it became necessary to step off into the air. As soon as the graduation exercises were over, Dick left for Kelly Field, in Texas, to complete a course in advanced military flying.

We thought we would have a lot of good hunting stories for this month's SEMAPHORE, but we find the list of successful trips by railroaders so long that space forbids. However, from all the stories going the rounds, we should have some good pictures for the next issue. Let's have them, boys.



F. A. Larson

Here is a typical Kalispell Division track view and a typical Kalispell Division roadmaster. It is F. A. Larson in charge of the third district, looking over a stretch of track that seems to satisfy him. And a track that satisfies Fred has to be a mighty good one. He is a particular sort of roadmaster and knows a railroad when he sees one.

Ed. Grant, one of the pioneer Great Northern men of the Kalispell Division, has returned to his old stamping ground. In the early nineties Mr. Grant came to the Kalispell Division when Kalispell was the new headquarters, and acted as car foreman. In fact, he was the first car foreman of this division. In 1909, he went to the S. P. & S. and a few years ago left that service to sojourn in Canada. Mr. Grant is renewing old acquaintances and living over some of the events of pioneer railroad days. He has promised the SEMAPHORE a few stories of that interesting period.



Jim Smith

This picture is of "Jim," son of Veteran Engineer C. A. Smith, of Troy, Montana.

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TWIN CITY  
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### Walk around one

See the grace of it and the strength—power and beauty combined.

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The very feel of it predicts the character of the gears, the steer and the brakes.

### AND THEN

### Drive it!

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**WHAT A CHRISTMAS PRESENT  
FOR THE WIFE, MOTHER  
OR THE YOUNG FOLKS!**

**HOLT MOTOR CO.**  
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*Open Evenings*  
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*Be Our Guest at the Wheel*  
Chrysler Plymouth, and 65,  
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That Lasts Forever**

Nothing would be more appreciated than your photograph by a friend or a member of your family.

To insure delivery for Christmas arrange early for a sitting at the

**CAMERA ART STUDIO**  
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*The Home of Perfect Portraits*

Test shipments of spruce pulpwood have been made from this section to paper mills at Appleton, Wisconsin. Here's hoping that they will find the wood O. K. We know Great Northern service will boost the game. There are worlds of pulp timber here and if it can be marketed, it means tonnage, and tonnage is business and business lengthens out the pay checks, and puts money in the company's treasury. Here's hoping!

The annual contest between the football teams of the high schools at Kalispell and Whitefish was held at the Kalispell field November 2 and resulted in victory for the railroaders. This is the big event of the year along the line of the Kalispell division and always keeps the respective fans busy for a few weeks arguing before the game. This is the fourth victory out of the last five games played, for the Whitefish boys. A year ago Kalispell took the game.

### HEADQUARTERS

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

A kitchen shower was given by the girls of the auditor disbursements office in honor of Myrtle Schifferl, October 23 at the Pirate Tea Shop. Miss Schifferl and Melvin Samstad were married October 27, at St. Luke's Lutheran Church. Congratulations and best wishes are extended to the happy couple.

C. F. Bartelheim, auditor freight receipts, and Herb. H. Brown of the same office, spent a few days duck hunting at Three Mile Lake near Fergus Falls. The trip was successful, as can be attested by some of the officials who enjoyed the duck dinner in the cafeteria.

W. J. Donahue, milling in transit bureau, auditor freight receipts' office, is in the northern woods on a deer hunting trip. We have not yet heard from him but feel confident that we will all be invited to a venison dinner. Thanks, Bill!

Rita Gouette, of auditor station accounts, is one of the girls who has taken up horseback riding. Her big ambition is to be able to roll a cigarette with one hand while riding at full gallop. She has seen a cowboy do it in the movies.

A. T. Lundgren, auditor station accounts office, recently moved to 1404 North Simpson Avenue. The numerous Great Northern employees in that district welcome him to that beautiful part of the city.

Leo Nagel, of the auditor freight receipts office, should have his eyes examined. He can't see his friends when he walks up Fourth Street in the morning.

Auditor station accounts office was represented in the "Duck Barrage" by Milt Knoll. He came back with a few ducks and a black and blue shoulder.

The members of the joint facility kittenball team, champions of the Great Northern building league, have been proudly exhibiting their silver loving cup.

Everett F. Bridewell, Oriental Limited dining car steward, is a staunch believer in cool showers and occasional plunges to restore vim, vigor, and vitality as well as to retain that schoolboy complexion. But to find oneself suddenly struggling in ice cold lake water twenty feet deep and weighted down with heavy hunting boots and clothes, also a blinding snow-



storm raging to add to the frigidity of the situation, is an entirely different matter. This is what actually happened when a boat Mr. Bridewell was using overturned during a duck hunting expedition October 24 about a hundred miles north of St. Paul. Fortunately another hunter heard his cry for help and came to the rescue, but Everett says those ninety minutes in the water seemed like twice that many years.

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Something just for personal use or adornment.

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*Miss Morris' Delicious  
Hand-Rolled Chocolates*

5-lb. box - - - \$2.50  
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*Cash with order*  
Sent parcel post prepaid.

**Glacier Park Juniors**  
1683 Jefferson Avenue  
ST. PAUL, MINN.

## Attention, Auto Owners!

A group of Great Northern Railway Company employees is organizing a company under the name of Owners Auto Sales and Service Co., with the purpose of establishing a garage (centrally located) whereby gasoline, tires, painting, financing, insurance and other accessories for an automobile may be purchased at practically cost prices.

This company will consist of a limited number of members and any one desiring a membership in the organization, should take advantage of this opportunity promptly, in order to participate in the benefits which the company will secure.

Further particulars may be obtained from H. J. Krengel, Room 622, Great Northern Railway Building.



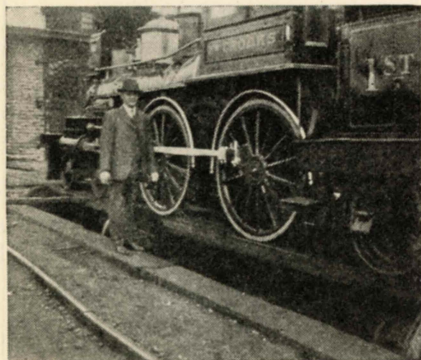
We have a silent member on the recheck force of the auditor freight receipts' office, but news will out. W. A. Olson is the proud daddy of a baby boy. The boys are still "rolling their own" while waiting for Wallie to distribute his favorite brand of autumn leaves.

"Jim" Petrie, traveling auditor, station accounts, was on the "disabled" list for a few days. He accidentally cut his hand quite severely.



**Al Olander in Costume**

Most of those in the general office building know Al Olander as an indefatigable worker for the welfare of the Glacier Park Juniors, of which he is advisor, assistant in connection with dramatic club events, hustler for picnics, and on the job wherever energy is needed. But now and then we all have our lighter moments. The poet says, "A little nonsense now and then is relished by the best of men," and Al has a capacity second to none for enjoying himself. Recently he was snapped as he was going to a fancy dress party. Some of those present said he made a "cute" boy.



**Fred Rowley, machine shop foreman at Jackson Street shops, shown beside the "One Spot," Wm. Crooks Engine**

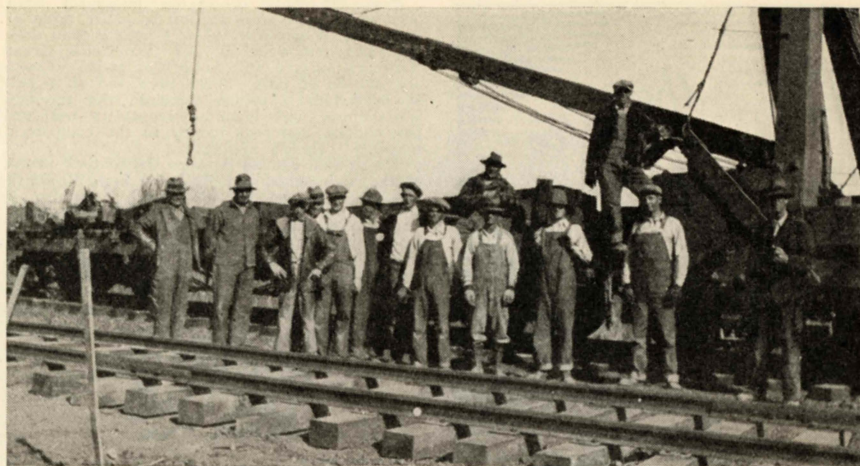
## KLAMATH DIVISION

Associate Editor  
**FRANK W. SEXTON**  
Klamath Falls, Oregon

C. B. Harding, resident engineer, and F. J. Suss, field accountant, made a short business trip to Bend the first week in November.

The Bachelor Courts, occupied during the summer as a temporary office building, has been sold to the Porter Construction Company. It was moved from its present location in November.

J. W. Chatterton, claim agent at Spokane, was a visitor the latter part of October. Chat left feeling that he had seen a large expanse of new territory.



**Frank Howell's extra gang, and a portion of derrick X-1765 at Klamath Falls yard**

L. J. (Doc) Dachwald, dispatcher, returned to his former position at Spokane the latter part of October on account of the dispatcher's position being abolished. Doc's grin and his cheerful line will be missed by every one on the division.

J. O. Devins, formerly employed by the S. P. & S. at Portland, has accepted a position as operator in the office at Klamath Falls.

L. F. Howell, derrick engineer, and Herman Ryser, machinist helper, made a hurried trip to Portland early in November.

H. G. Amess, agent at Klamath Falls, was called to St. Louis in November in connection with the settlement of his father's estate. During his absence F. C. Griffin, relief agent on the Cascade Division, acted as agent at Klamath Falls.

S. Kono, formerly employed as section fore-



man on the Cascade Division, has accepted a position as section foreman at Bend.

H. R. Cahan, traveling auditor from Spokane, spent several days here checking Klamath Falls station.

T. C. Deighton, roadmaster on the Kalispell Division, and Mrs. Deighton were guests of Superintendent and Mrs. T. F. Dixon for a few days in November.

Wm. Kelly, general superintendent motive power, and J. J. Dowling, superintendent motive power, were in Klamath Falls recently on an inspection trip.

The famous goose and duck hunting season in Klamath County is now in full swing. A number of the employes have had the good fortune to bag their limit, and some of them have come back with nothing but experience.

R. W. Mitchell, fireman, and J. B. Ferrell, extra fireman, narrowly escaped injury when their car was struck by another with a drunken driver a few miles east of Chiloquin. Their car was badly damaged, but fortunately there were no serious injuries.

Construction work has been started on the new building being erected by the Great Northern directly opposite the new passenger station on Sixth and Broad streets, Klamath Falls. The building, a \$30,000 structure, will be occupied by the Lorenz Company, which will handle hardware and plumbing supplies.

W. J. Riley, extra brakeman, worked a short while on the construction train on the O. C. & E. in November.

Engineer J. F. Stafford was off for a short time on account of illness in November.

Fireman Sid Stauffer has purchased a new Chrysler coupe, which from all appearances is some car.

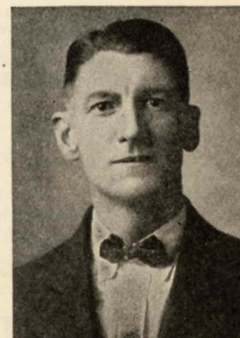
Jim Monaghan, formerly employed as extra gang timekeeper, and now employed on the O. C. & E., was confined to Klamath Valley Hospital for a while in November on account of stomach trouble.

## MESABI DIVISION

Associate Editor  
**I. G. JORSTAD**  
Superior, Wis.

With the weather holding up fine, the ore is still coming down from the Iron Range. However, the season is nearing its end. Al-louez was closed as a terminal for ore trains on November 16.

Boats are named up to November 30, the last being the steamer "Harvester," which will arrive on that date for the last cargo of ore this season. Up to November 1, 237,462 cars of ore have been handled from Range points during this season. The average total detention time of steamers per 1,000 tons ore was thirty-four minutes and the average loading time per 1,000 tons was twenty-one minutes, or an average of three hours and twenty-one minutes per vessel, which is the best record of any year to date. The average ore tonnage per boat this season was 9,772 tons.



## Take Care of Me

Perhaps you don't think much of me at times, but if you were to wake up some morning and realize you did not have me, you would start that day with an uneasy feeling.

From me you get food, clothing, shelter and such luxuries as you enjoy. But I am exacting; I am a jealous mistress. Sometimes you appear hardly to appreciate me at all. In fact you make slighting remarks about me at times, and neglect me. Considering the fact that you need me not only for the material things of life, but spiritually as well, I wonder, sometimes, that you neglect me as you do. What if I should get away from you? Your happiness would flee for a time at least, and your friends would worry and your bank account dwindle. So, after all, I'm pretty important to you. Cherish me. Take good care of me, and I'll take care of you.

I'm YOUR JOB.



H. E. Solid, section foreman, State Line, accompanied by his family, is visiting at Lime Springs, Iowa. From there they will go to Tacoma, Washington, where they will visit friends and relatives, and will return home about December 20.

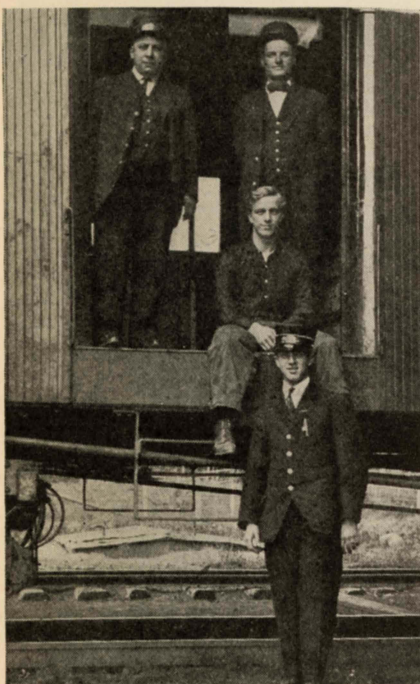
R. S. Kniffen, formerly division roadmaster, Mesabi Division, was appointed general roadmaster, effective November 1. Mr. Kniffen has made numerous friends during his several years' residence in Superior. While they do not like to see him leave, they are all glad of the fine promotion and wish him the best of luck.

Lawrence Delaware, formerly chief clerk at Superior Dock station, was appointed assistant agent, effective October 1. This gives Agent Turgeon an assistant at the dock as well as at the local freight office. Mr. Delaware has been in the service of the company for many years, is a capable young man, and deserving of the position to which he was appointed.

Mrs. Otto Schibret, wife of engineer, was recently called to St. Louis on account of the serious illness of her sister.

John C. Bertrand, disposition clerk, Allouez ore docks, expects to take a short leave of absence at the close of the ore season. He will join Mrs. Bertrand and the children at Detroit, where they have been visiting relatives for a few weeks.

Now that the ore season is about over, train and enginemen, as well as yardmen, are busy figuring where they will spend the winter. According to the pass requests there is going to be quite heavy travel to Portland, Oregon, Los Angeles, and Chicago.



**The Jones Children**

Those in this interesting quartet are the children of Carman F. R. Jones and grandchildren of Carman Joseph DeBack, all of Superior, Wisconsin. In the upper row, from left to right, are Fred and Joseph, while those sitting are Verna and George.

## MINOT DIVISION

Associate Editor  
**CARL CARLSON**  
Minot, N. D.

Fred Malin, our agent at the Kincaid Lignite Coal Mine, is on a leave of absence and has gone to Hot Springs, Arkansas, where he is undergoing treatments. Mrs. Malin and the family also made the trip with him, as well as his mother, who has been making her home with her son for several years. Kincaid station is in charge of Extra Agent G. R. Carter during Mr. Malin's absence.

Fred B. Benedict, regular agent at Guthrie, returned recently from a two-months' vacation spent in the southern and central states for the benefit of his health. He also visited relatives and friends. Mrs. Benedict accompanied him on his trip. Extra Agent M. E. Withey filled the agent's position at Guthrie during Mr. Benedict's absence.

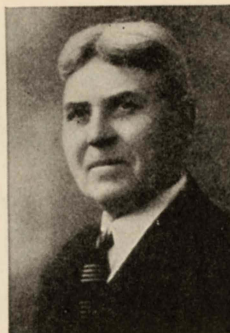
It is reported that the dispatchers, claim agent, and some mechanical employees are the only hunters on the division, as indicated in last month's SEMAPHORE. We are informed that some of these days our bridge and building employees are going to send us a picture showing what they can do. Come on, B. & B. and track men, and show them up.

Leslie Jackson, bridge carpenter, was off for several days recently on account of sickness.

Division Roadmaster Chas. Sundstrom, who has been "under the weather" for some time, has gone to Rochester, Minnesota, to recuperate. Hope you will be able to talk when you come back, Charlie. Can our readers fancy a division roadmaster not being able to talk?

James Ball, telegrapher, Stanley, recently sold his Whippet, as he says the girls around Stanley refused to ride with him until he gets a new car. Pretty tough, Jim!

Operator Fleming, Williston, was recently seen repairing a flat tire in the southeast part of Williston. Well, we wonder.



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**Frank Stephenson**

The above picture is that of Brakeman Frank Stephenson, better known as "One Punch Darby," who hails from Guyandotte, West Virginia. The boys claim he has a bright future if he can just keep away from the one-punch men.

The yard office newly has heard gossip to the effect that our newly married switchman, R. E. Van Hook, is moving. The yard forces are anxious to help you move, Van. Wonder why?



**Fred Anderson**

Here is a picture of Fred Anderson, veteran ticket agent, Minot, taken about twenty or twenty-five years ago, when he was making regular week-end trips to White Earth. We are not telling on Fred, but—well, ask some of the old timers about it.

S. M. Ellingson, agent at Selz, North Dakota and a Miss Rinehart, were married at Sheldon, North Dakota, on November 10. We wish to extend our heartiest congratulations to the happy couple.



Philip Daveau, who has been car stenographer for several years, has decided that a road job is no place for a married man, and has taken the B. & B. desk in the office.

A picture of a Sunbonnet Girl was published in last month's SEMAPHORE. She is the daughter of Agent Sidney F. Oliver and wife at Aurelia. We have been asked to rectify an error in showing this young lady as two years old, when in fact her age was only fourteen months.

The boys at Breckenridge have asked the associate editor to mention in the December issue of the SEMAPHORE that Minot Division brakeman Philip "Casey" Jones is about to take unto himself a better half. The lucky girl is Clara Fink. The date of the wedding has not been announced, but the boys are looking for it in the near future and anxiously awaiting Phil to pass out the cigars. We join in wishing the young people all kinds of success.

A. C. Slater, accounting department auditor, has just finished his work of checking the division offices, also the storekeeper's office at Minot. He was with us for six weeks. We are always glad to have you with us, Art, and hope it will not be long before we will see your smiling face again.

## MONTANA DIVISION

Associate Editor

FRANK J. COVELL

Havre, Mont.

Dennis Kelly, car distributor, advises that so far this season there have been 18,000,000 bushels or approximately 12,000 carloads of grain loaded on the Montana Division.

It is estimated there are between 7,000,000 and 8,000,000 bushels yet to be moved, which will give us a total for the season of between 17,000 and 18,000 carloads. Our Montana wheat is in great demand by all the leading millers throughout the Northwest because of its high protein content and because of this it commands a premium of from twelve to thirty cents a bushel. Weather throughout the harvesting season has been ideal for that work, with scarcely any rain and all roads in perfect condition. This, with the more general use of the combines, has brought the grain to our cars in a golden flood unknown in past years, and which only our present high-class power and equipment could handle.



"Major Mite"

Clarence Chesterfield Howerton, "Major Mite," a passenger on the Oriental Limited, through Havre November 2, was the smallest full fare passenger ever to travel on this train. Mr. Howerton was born in Salem, Oregon, in February, 1908, is 21 years old, 26 inches tall, and weighs 20 pounds. He has four brothers each of whom is six feet tall.

He has just finished the season with Ringling Bros. Circus in Florida and was en route to his home in Milwaukie, Oregon. His clothes are necessarily all made to order. A suit costs him \$75, shoes \$15, and hat \$14. We are indebted for the picture and information to Conductor William Goggins, on whose train "Major Mite" was a passenger. Mr. Goggins says Mr. Howerton very highly praised the Oriental Limited, its dining car service, and the courtesy extended by its crews.

So far this fall, 4,000 cars of cattle have been moved off this division, the greater part of it in August, September, and October. There was no shortage of cars at any time during the peak movement, and as other divisions were experiencing their rush season at the same time, it indicates that the Great Northern is well supplied with equipment to take care of any traffic that may be offered.



J. C. Banks

The arguments as to the comparative efficiency, as game shots, of C. E. Wagner and J. C. Banks, have brought out the above exhibits, each duly certified and each speaking loudly as to the ability of these sportsmen. The argument, however, it seems is far from settled. A bag of geese, such as Mr. Banks produced, in addition to the several ducks, is rarely made, and evidences that he has rare knowledge of the habits of these wily birds, as well as the ability to bring them down. On the other hand, a string of ducks such as Mr. Wagner and his son brought in, is hard to duplicate. There are exactly fifty of them, every one a Northern Mallard and forty-two of them Greenheads.



C. E. Wagner and Son Charles

Chas. Wagner, Jr., whose picture appears above, has acquired a great reputation around Lake Bowdoin as a duck shot. He is just seventeen, but has been so successful that he has been appointed hunter for the Malta Gun Club for next year. This club claims members from all over the state and is a very busy place throughout the entire hunting season.

On November 1, in honor of the arrival of steel at Turner, Montana, on the Saco-Turner branch, the local business men and farmers of the vicinity furnished Murphy's steel gang with sixty-five chickens and five geese. A big banquet was enjoyed by members of the gang, train and engine crews which handle the work trains, and the business men and farmers. It was an occasion of great rejoicing for the people of that vicinity to whom it means the dawn of an era of decreased transportation expense and increased prosperity for their community. The pioneer car arrived at Hogeland on November 5, as promised by A. Guthrie & Company, and on November 7 a banquet and celebration were held in the same manner as that given at Turner; a dance followed, all of which was greatly enjoyed. It seems that construction work in Montana very decidedly has its advantages.



Don Holst

This young gentleman is the three-year-old son of Carl Holst, assistant material clerk in the superintendent's office at Havre. The picture was taken in front of their Plentywood home. Don appears to have his father's sense of humor.



Ed. Wolfe and Julius Johnson

Here are two of our Montana Division water inspectors, both veterans and each good for another twenty years of service at least with the Great Northern. Mr. Wolfe, of Malta, has twenty-five years' continuous service, and Mr. Johnson, of Wolf Point, thirty-three.

We have just been informed of the death at Malta of Winifred Partridge's mother. Winifred is a clerk in the superintendent's office. The sympathy of Miss Partridge's many friends is extended to her in her bereavement.

B. S. Robertson, Interstate Commerce Commission inspector of Washington, D. C., was in Montana the early part of October on business connected with the commission. Mr. Robertson, who is familiarly known throughout the entire Northwest by the nickname of "Buckshot," was a most welcome visitor at Havre, where he has a host of friends and acquaintances. "Buckshot" retired several years ago from the Great Northern as a veteran passenger conductor, having served in the vicinity of Havre as yardmaster, terminal agent, conductor, and trainmaster. While here recently, he met several of his old co-workers and employees of the Great Northern and it was rather interesting to listen in on their reminiscences. The only drawback to his visit was that he could not stay longer as his numerous friends had not exhausted all of the topics they wished to discuss with him. We hope to have him with us again soon.

Great Northern Semaphore



Conductor "Mike" Tierney's many friends are glad to again have him back on the division, after having recovered from a protracted illness.

Paul Kamps, of the Whitefish store, was a recent visitor on the Montana Division, spending his vacation duck hunting at Plentywood, Wolf Point, and Havre. He was very successful, especially on his trip to Plentywood, where he made some very fine bags of greenheads. His many friends were glad to see him again and renew old acquaintances.



**The Buell Girls**

The two interesting Misses, shown in graceful pose, in the above picture, are Cecilia and Lorraine, daughters of Engineer John Buell, of Havre, Montana.



**At Big Sandy**

The above picture was taken at Big Sandy, Montana, in 1903. Those shown on the station platform, are, from left to right: C. I. Jensen, agent, and W. N. Giegerich, operator, now employed as agent and operator on the Montana Division. It should be noted that the agent had two caps and two sleeve protectors, and insisted on the operator displaying half of his possessions.

Karl Thum, operator, Stanley, recently traded his new Ford coach for a new Ford business coupe. Guess the young ladies of Stanley like the coupe the best, as "two is company, and three is a crowd." What about it, Karl?

John Federenko, telegrapher, Ray, recently acquired a Dodge coupe. We wonder if he is still making regular trips to White Earth?

#### **MINOT RIP TRACK**

Carman Geo. Kuhahenn has nearly completed his spacious residence for occupancy and is working day and night for the final "move" into it. He has had several applications for the leasing or renting of the place he has lived in for the past year.

Car Inspector Peter Hustad got the bug for building this summer. He has been busy erecting a beautiful home for himself and family which will be occupied before the wintery blasts strike here.

Millman Walter Garnioki, the first part of the month, was found missing and inquiry at the county judge's office elicited the information that a marriage license had been issued to him and Mrs. Mary Zitka. They were married and are living in apartments in the Minot Hotel. Walter treated with a very good brand of cigars.

Gust Johnson was confined to his home for a few days suffering with a severe cold. He has recovered and is back on the job.

During the coming half of the month of November the question of elections will hold the attention of the Shop Crafts over the entire system. Grand Lodge president, secretary-treasurer, a system chairman for each craft, three trustees, as well as local officials, will be on the boards. Watch for the landslides!

S. S. Boden, father-in-law of "Iron Man" Ratzlaff, is very much exercised over the recent decision of "Ratzie" to meet one of the limelights of the prize ring in the person of Light. Tommy Gibbons of St. Paul will likely be one of the Ratzlaff trainers.

Carman Ben Carpenter, who was transferred here from New Rockford, has finally found a place to live and has his family here. They are comfortably situated in the northwest part of the city west of the Harrison school.

Clifford Vance and Jacob Fix have been alternating as "utility" men on the rip by having charge of the burner. Jake, however, has not been detailed as yet to the write-up job.

Local secretary of the carmen, J. C. Riebe, is somewhat out of luck since he bid in the wheel-lathe job. He is confined alone in his "shack." There is no one around to help sharpen his wit so he whiles away the time "dressing" up cut journals.

If there is another on the system such as our rip track blacksmith of ambidextrous abilities, let him step forth. We claim that our blacksmith can weld a truss rod right or left handed, strike equally well with either hand, never gets excited, and, like many left-handed persons, looks awkward to some of us right-handed fellows. He is gracious, looks natural, and it seems that is the way he should be.

#### **WILLISTON**

Glenn Aus, assistant cashier at Williston, was an airplane passenger on a recent Sunday from Williston to Crosby, North Dakota. He left Williston aerodrome at 10:30 A. M. and arrived at Crosby at 11:05 A. M. He returned the same evening by plane, just after dark. Some of the boys at Williston must be getting flush.

### **ST. CLOUD DIVISION**

**Associate Editor**

**JULIUS A. JOHNSON**  
Minneapolis, Minn.

The work of installing automatic block signals between St. Cloud and Moorhead Junction, which was started in September, is making rapid progress. There are three signal crews on this job.

Folks in St. Paul are glad to welcome back Car Checker Fred Shepherd, who has recovered from injuries sustained in an automobile accident some time ago.

Agent L. P. Madsen, Spring Park, who has been on a leave of absence, has resigned after fifteen years' service to look after other interests.

Irma Petri and her mother are on a six-weeks' visit with relatives and friends in California. Irma's place in the cashier's department is being filled by Cecelia Brunk.

Clerk Charles McCloskey, Minneapolis baggage office, is mourning the loss of his mother, which occurred recently after an extended illness.

Roy Oakes, Billy Hubert, and Harold Beckstrom, of the St. Paul local, were away on a pheasant hunting trip. On being questioned after their return, they stated that all they got was "back," which is the first time these mighty nimrods have admitted defeat.

Agent Clarence J. Meissner bid in Walker station.

Friends were grieved to learn of the sudden death of the nine-year-old daughter of Chief





## 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 druggists and grocers sell it.

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

.....

**Procter & Gamble (Dept. D-1228)**  
Cincinnati, Ohio.

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

Name.....

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City.....

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Clerk T. F. Quealy, of Minneapolis freight station. The little girl had been in attendance at a Hallowe'en party and after returning home was stricken with a sudden attack of pneumonia. She passed away early the following morning. Surviving are her parents, a sister, and brother, and also a twin brother. The SEMAPHORE extends the deepest sympathy to the bereaved family.

Al. Buhse, of the Minneapolis baggage office, made a hurried scouting trip through the country north of Bemidji looking for deer. He says that although he saw deer, they are hard to get on account of the warm weather and lack of snow.

Friends are extending sympathy to Harry Kindall, St. Paul freight, whose mother passed away the latter part of October.



**The Thompson Children**

These two charming little girls are Eleanor and Ruth Thompson, of Duluth, Minnesota, granddaughters of Carman Gottlieb Fiergolla, of the St. Cloud shops, St. Cloud, Minnesota.





#### A St. Cloud Switch Crew

This picture shows one of the switch crews at St. Cloud. From left to right they are: Fred Daubanton, Frank Poepeke, Ed Marlowe, Nick Spoden, and Charles Poepeke. Their combined service with the company amounts to 156 years—three of them having passed the forty-year mark.

On October 9, Switchman Peter P. Peckskamp was married to Cornelia Gebhardt at St. Patrick's Church near St. Cloud. The ceremony was followed by a reception at the Gebhardt home and a mid-day dinner for sixty guests. After a wedding trip to Chicago, the couple will be at home at 111 Thirteenth Avenue North, St. Cloud. Friends join in expressing congratulations and good wishes.

Mrs. Frank Hirschfeld passed away rather suddenly and unexpectedly on October 21 at St. Cloud following an operation. She is survived by a daughter and her husband, who is conductor on this division. He has been in service since 1899 and he and his family have a host of friends who extend the deepest sympathy, in which the SEMAPHORE joins.

We are glad to see "Major Hoople" Fritz back again as second trick yardmaster at Fargo, and "Peerless" Sam Fearon on the third trick. Best wishes from the boys at St. Cloud.

Agent J. L. Tracy and wife, of Fergus Falls, have returned from a short trip east where they visited relatives.

Lineman Harry Brewster, Alexandria, was awarded the position of storekeeper for the telegraph department at Larimore. He will have charge of all outside line material for the system. During the past ten years on this division, he has made a lot of friends, who regret his leaving, but who wish him success in the new position.

Sympathy is extended to Conductor William E. Flahavan at the death of his father who passed away at Melrose recently at the age of ninety-one years.

Clerk Roy H. Berg, Fergus Falls, has just returned from a short visit with relatives at Yankton.

Carl Schramm, Herman Haack, and George Sullivan, of the Minneapolis baggage force, have gone to the woods near Tower after deer. They are equipped with a movie camera, as all good expeditions are now-a-days, and intend to try various ways of shooting their game.

Roadmaster John Czock was away for two weeks in October when he paid a visit to a Minneapolis hospital and had a growth removed from his shoulder. The operation was successful and he will soon be as fit as ever.

Baggage Checker Ed. O'Leary spent two days hunting in the vicinity of Finlayson. Before he left, he told the gang that he was carrying only a small game license and would accept no orders for venison.

Friends are sympathizing with Clerk Louis Treichel, of the St. Paul local, at the death of his mother, who passed away in St. Paul on October 16.

#### MISSISSIPPI STREET COACH YARD

V. A. Tetu, assistant superintendent of Jackson Street shops, and wife spent a week-end visiting friends and relatives at Duluth.

Carman Marcus Omansky left on the opening day of the season for a deer hunting trip in the northern part of the state. We have not as yet heard whether he got his deer.

Albert Benjamin, electrician, recently traded in a tudor on a deal for one of the new Fords. He claims the new car is a real automobile.

Cleaner Warren "Shorty" Hallinger recently traded in his touring car on a new Dodge sedan. The boys who have had a ride in the new car say it is entirely all right.

Herman Larson, carman leader, is back on the job after having been confined to his home for some time on account of rheumatism.

Carman Peter Wallander reported to work on November 7 after an absence caused by illness.

We are sorry to report that Cleaner Mike Petter is still in the Ancker Hospital. We hope for a speedy recovery.

John Dudero, carman, is again back at work after a short lay-off due to illness.

We are grieved to report the death of Mrs. Fellhofer, mother of Cleaner Nick Fellhofer, who passed away October 10. The sympathy of all the coachyard employees is extended to the bereaved.

## SPOKANE AND MARCUS DIVISIONS

Associate Editor  
GRACE W. HITCHCOCK  
Spokane, Wash.

What the Oregon mist (missed)! Yes, it's Dachwald for he's back in Sunny Old Spokane. Welcome to our city! "Doc" knows a good

town when he sees one. We do not wish to start a controversy; of course we haven't seen Klamath Falls. We have heard they have a deep and beautiful lake nearby.

A baby girl, Mertha Ann, arrived on October 8 to brighten the home of Mr. and Mrs. O. H. Quinby, of the Spokane news stand.

George Dishmaker, official creator of beauty spots, was at the Hillyard shops November 6 putting in some evergreen trees.

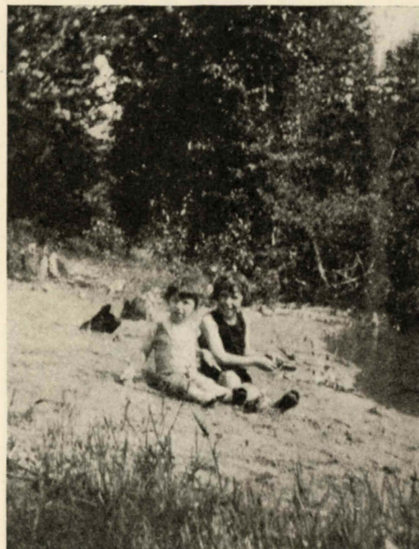
Sympathy is extended to Machine Foreman Lee Rothwell, of the Hillyard shops, who lost his brother, Archie, October 29.

The big, new Cascade Tunnel seems to have a peculiar attraction for Mr. and Mrs. Ben Burbridge, who occasionally spend the week-end at Berne. Is the big tunnel the real attraction? No, it is a sister who lives at Berne.

Mrs. A. B. Westcott has returned to her home with Engineer and Mrs. O. R. Day, Spokane, after visiting with friends and relatives in Seattle and Tacoma for about six weeks.

Peggy Ann arrived at the home of Mr. and Mrs. Bert Green October 16, so now Betty Lou has a little sister. Bert Green is a boilermaker at the Hillyard shops.

Mrs. Don Applegate and son have returned from a visit to the old home in Missouri and Don is wearing a smile that won't come off.



#### Maxine and Edith Abbey

In the above picture are shown Maxine Minerva and Edith Caroline, adopted daughters of Agent and Mrs. A. J. Abbey, Oroville, Washington. These little girls were brought north by Mrs. Abbey's mother from an Atlanta (Georgia) Children's Home, when she recently visited Mr. and Mrs. Abbey.

Engineer Lawrence Helterline has taken the K. V. local job for fall and winter work.

During the fall rush the Spokane Division has had twelve regular chain gang freight crews in service between Hillyard and Wenatchee. For the past two months there has been a regular hill helper between Spokane and Hillyard to keep all east bound freight trains moving lively between these two points. The "iron horse" is in charge of Engineer Charles Miller and Fireman Walter Hassebrock.

An old time landmark, the Espanola water tank, was permanently removed by the B. & B. department in October.

Conductor Bill Price, who has been on the sick list for the past two months, is much improved at this writing.

George W. Wood, third trick operator, Fort Wright interlocker, hoped to spend election night on the "sidewalks of New York," having left for the metropolis a few days before election. Mrs. Etta M. Hopkins, second trick at the Fort, has been confined to her home because of sickness, and Operators H. M. Cooke, R. Olson, and M. Morice have been doing the "strong arm" on the levers during their absence.

Engineer John T. Brown has the second Columbia River helper during the apple rush.

Louis W. Faler, year-old son of Mr. and Mrs. Leonard Faler, died at the family home October 6. Mr. Faler is a carman at Hillyard shops. Sympathy is extended to the bereaved parents.

Engineers Joe Siedel, Howard Johnston, and Thos. Summers have been in switch engine service at Appleyard recently.

Christopher MacDonald, formerly an employe of the Great Northern for a number of years, died November 8 at Wenatchee. He is the father of John MacDonald, roundhouse clerk at Hillyard, to whom our sympathy is extended. Interment was at Fairmount Cemetery, Spokane.



#### Frank Clemens and Daughters

The weddings of Florence and Myrtle Clemens, sisters, to William H. Patton, Long Beach, California, and Harry E. McCarthy, Seattle, were recently solemnized at the home of their parents, Mr. and Mrs. Frank W. Clemens, E. 927 Mission, Spokane. Their father, Frank W. Clemens, is well known as traveling engineer on the Spokane Division.

The double ceremony was not read but one couple followed the other, each having the others as attendants. Rev. Frank C. McKean, of the First Presbyterian Church, officiated. Only relatives and a few close friends witnessed the ceremonies.

The sisters have been living in Seattle but had their home in Leavenworth, Washington, for many years. Florence Clemens was employed as a school nurse at the Seattle General Hospital, and Myrtle had worked at the state university and taught two years at Mt. Vernon. Mr. Patton is employed by the government and Mr. McCarthy by the Alaska Steamship Company.

Congratulations are extended through the SEMAPHORE.

Several pre-nuptial affairs were given for the brides-elect, among which was a pinochle party and miscellaneous shower at the home of their aunt, Mrs. Fred Weber, E. 2918 Wabash Street, Spokane. Mrs. Weber was assisted by Mrs. J. M. White. About forty guests, all former Leavenworth folk, were present.

Another charming affair was given by Mrs. Jennie White when ten were entertained at dinner. The center piece for the table was a motif of pink rosebuds and the decorations were in pink and white.

A co-worker of R. C. Nichols, enterprising lineman of Wenatchee, suggests that as Nichols is on the job in more ways than one, he should be in line for a medal of some kind, either brass or leather. It seems that Nichols discovered some ties ablaze opposite the Wenatchee freight house and immediately put out the fire.



R. L. Bradshaw, who filled the assistant car distributor's chair, Spokane, during the absence of L. J. Dachwald, was called to White Bluff, Washington, recently because of an accident to his aged father. His brother, C. O. Bradshaw, formerly general manager of the Milwaukee Lines, accompanied him. Their father was getting along nicely according to late reports.

Joe Moarle was severely burned on one leg and arm while working in the firebox of a locomotive at the Hillyard roundhouse November 9. He is under the care of the company physician.

The long approaches to the Chelan River bridge at Chelan Falls are now nearly filled in. This work is being done by A. Guthrie and Company.

We are glad to see Operator Bennett back on the job at Wilson Creek after a three-months' siege with rheumatism.

Engineer Frank Hanover has had the Wenatchee-Pateros fruit pick-up run for the fall and Engineer John Steele the Omak-Pateros turn-around switch local.

Work of replacing the Wenatchee River bridge with a steel structure by the B. & B. department is well under way.

Mrs. J. A. Taylor, wife of the assistant car foreman, Hillyard, had her tonsils removed on November 8. We understand she is getting along nicely.

Hamilton Newett, assistant baggage agent, Spokane passenger station, returned October 1 from a month's trip to Los Angeles, Hollywood, New Mexico, and Texas. Among other joys of the trip, he found the Fox and Warner motion picture studios very interesting. Since he returned he has seen pictures he saw in the making. Mr. Newett has a brother employed in one of the large studios of Hollywood. He was accompanied on the southern trip by his father and mother, Mr. and Mrs. Philip Newett.

F. Miotke, car foreman, Hillyard shops, formerly employed at Great Falls, has been confined to his home for a few days because of rheumatism.

Conductor E. W. Horsfall has been filling a temporary vacancy on runs 39 and 40 for the past sixty days.

Conductor S. Y. Hanson, who has been on one of the W. O. passenger jobs for the past four months, has returned to chain gang freight service between Spokane and Wenatchee.

George Nordstrom, traveling A. R. A. accountant, has been in Hillyard for several weeks making a check of the A. R. A. records.

C. L. La Fontaine, general safety supervisor, was at the Hillyard shops on November 9 and attended the Safety First committee meeting.

B. S. Robertson, known to his fellow employees as "Buckshot," formerly a passenger conductor for the Great Northern, but now connected with the Bureau of Service, Interstate Commerce Commission, with headquarters in New York City, recently spent four days at the Coeur d'Alene Hotel, his former home. Mr. Robertson was with the Great Northern for more than fifteen years as a passenger conductor and trainmaster, and has many friends among the railroad boys who are glad to learn of his success in the business world.

Signalman "Ted" Rudy was not chasing trouble but he found it recently. He was knocked unconscious by a flying rock while riding in an automobile driven by Chris Anderson. The rock was thought to have been hurled from the road by a passing car. Mr. Rudy was treated at the emergency hospital for a wound on the left temple.

Engineer John Harrington has transferred to the West End during the apple rush.

Two regular W. O. locals and two switch locals have been busy getting the fruit off the W. O. line. This is surely a fine business for a branch line.

A. O. Sargent, who has held the agency at Pateros for many years, was the successful bidder on the vacancy as agent at Chelan. Pateros is now open for bids. Mr. Sargent has many friends along the W. O. line and on the main line, too, who will be glad to learn of his promotion.

R. Harrington recently bid in the vacancy at Oroville as cashier-telegrapher. George Ingersoll goes to Myncaster as agent-telegrapher.

Little Robert Bunch, son of Mr. and Mrs. George A. Bunch, Spokane, recently missed a few days of school because of a tonsil operation.

Henry Johnson, clerk in the Hillyard store house, has returned from a two-weeks' visit with his sister and brother in Montana.

Members of the auxiliary of the Brotherhood of Locomotive Engineers of Spokane were guests at a Halloween party presided over by Mrs. H. H. Dean, Mrs. A. Mullins, and Mrs. J. S. Wallace at the Dean home. Tea was served at four-thirty. The guests were entertained with music, readings, and guessing contests. Included were Mrs. Lewis Becker, Mrs. Frank Clemens, Mrs. William Young, Mrs. W. B. Miller, Mrs. Ernest Smith, Mrs. Fred Kysgaard, Mrs. William Struck, Mrs. Edward Lenz, Mrs. D. C. Kimble, Mrs. Edward Sweetney, Mrs. Lewis Picton, Mrs. Ella Von Erick-

son, Mrs. W. E. Haggart, Mrs. E. M. Bromley, Mr. and Mrs. Chas. McLean, of Wenatchee; Mrs. A. Mullins, Mrs. J. S. Wallace, Lucile Wallace, Margaret Kerr, Dodge Dean, Donald and Lorin Wallace, and Mrs. Dean. S. P. & S.

Duck and geese hunting have been particularly good down around Snake River and Redd and also quite good at Lamont. A. W. Ranson, of the engineering department, spent a week-end recently hunting the wary goose at Redd but from what we learn he did not "go too near the river."

## WILLMAR DIVISION

Associate Editor  
L. A. JORSTAD  
Willmar, Minn.

Pheasants seem to be quite plentiful along the Yankton Branch this fall. A short time ago, a nice specimen flew through the front window of Motor

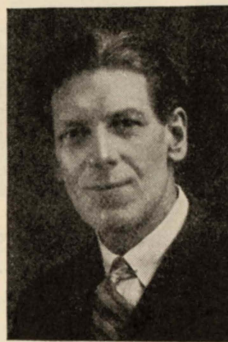
Bus 2310 and landed in Engineer Garstad's lap. Next trip, Engineer Coffey had the same experience and Conductor R. T. Miller is now riding the front end in hopes of having similar luck and saving the expense of a non-resident license. Reports from other sections of South Dakota are that pheasant hunting is in full swing and from all indications everybody is getting their limit.

Paul Covert, telegrapher, Willmar, passed cigars recently in honor of a new baby boy.

Foreman Kenney and his gang of twenty are engaged in rebuilding the telegraph line on the Yankton Branch.

J. C. Sheffield, agent, Marshall, Minnesota, and wife recently returned from a short vacation trip to Des Moines, Iowa.

We are glad to report the improved condition of Agent C. Steen, who is back at Beardsley after an extended leave, during which time he underwent treatment at Rochester.



Rule Ohman

This happy little maid is Ruie Arelene, daughter of Mrs. Kate Ohman, operator, Breckinridge, Minnesota.

A. S. King, general manager of the Yankton, Norfolk and Southern Railway, has established offices at Yankton, South Dakota, and moved his family there.

T. J. Reynolds, switch foreman, Willmar, has been transferred to Grand Forks as night yardmaster.

Amos Bjelkengren, W. F. E. employe, Willmar, hied himself to northern Minnesota for

## Willmar Business Houses

Willmar, Minnesota, is situated in the south central portion of the state, about one hundred miles west of the Twin Cities. It has a population of more than six thousand, and is the center of a rich agricultural district. It also has thriving industries, and is an active wholesale distributing point. It is a division point of the Great Northern Railway, has a prosperous chamber of commerce, a Kiwanis Club, three newspapers, and is surrounded by a beautiful lake resort country, which is the mecca for thousands of tourists every summer.

## Christmas Gifts THAT BRING HAPPINESS

*It is the personal gift that means the most*

An unusual selection of watches and wrist watches. Fountain pens and pencils in many designs and styles. The newest things in rings, bracelets, beads, pearls, compacts and mesh bags.

Exquisite silverware for the home. Cigarette holders, lighters and cases for the men folks. A complete line of fraternal emblems in charms, pins and buttons.

*A wide array of dainty gifts in our Gift Shop Section*

Expert watch repairing. Great Northern Railway Watch Inspector

**R. S. PAFFRATH**  
JEWELER and WATCHMAKER  
Pacific and Fifth Streets  
Willmar, Minnesota

## New HOTEL LAKELAND Willmar, Minnesota

(An Arthur L. Robert Hotel)

\$2.25 to \$5.00 American \$1.75 to \$1.50 European

60 Rooms, 30 with private bath  
Beautiful Dining Room Coffee Shop  
Bus Station in Lobby  
B. T. Hansen, Resident Manager  
*One Visit Will Make You Want To Stay*

## DELICACIES FOR THE TABLE

Seasonable Foods in a Wide Variety and a Fine Selection of Standard Products

Exclusive in Willmar

**ATWOOD'S PRIVATE BRAND COFFEE**

*with the Flavor Others Try to Copy*

You'll find what you want for table and pantry at

**THE PALACE GROCERY CO.**

Litchfield Street Willmar, Minnesota

Telephones: 183, 184, 185

**Order Your Christmas Candy and Fruits Now!**

## ROYAL CAFE

*"Where Food Has the Home Taste"*

315 Pacific Ave., Willmar

A favorite eating house for tourists, railroad men and all lovers of good food.

*This is your invitation to come in.*

the recent deer season and bagged his prize fifteen minutes after hitting the trail. Amos says his good luck is due to the red flag he wore in his pink stocking cap.

Third brakeman on Watertown-Huron Line has been taken off and Brakeman T. J. Casey has again taken his old run with Conductor Kegel on 529-530.

Conductor W. F. Peterson, who was quoted in last month's issue of the SEMAPHORE as selling Smith caps, wishes to say that the caps he was selling were bottle caps and Operator Freske, of Huron, was the only one to whom he could sell. He would not have been able to dispose of that, only he convinced Freske that they were all the rage and that as a Smith supporter he should have one. Needless to say, Freske bit it before he saw it.

John Nelson, locomotive foreman's clerk, Willmar, is thinking seriously of taking up golf, providing he gets a set of clubs for Christmas.





**Willmar Trainmen 1896**

In the above picture of Great Northern trainmen, taken at Willmar, Minnesota, in 1896, we see from left to right, standing: John C. Struble, present address unknown; Wm. T. Barrett, in the railway insurance business at Spokane, Washington; Al Harris, freight conductor on the Northern Pacific. Seated, John A. Redmond, passenger conductor, Omaha Road; James Collahan, present address unknown; and Miles A. German, deceased.



The picture shows thirty-eight pheasants which are the result of a two-day hunt by Conductor W. F. Peterson and wife. W. F.'s brother-in-law and sister, Mr. and Mrs. H. C. Lewis, and Charles Peterson, accompanied them. Mr. and Mrs. Lewis are from Benson, Minnesota.

R. J. Murray, special agent, Willmar, returned October 29 from a two-weeks' vacation spent in Chicago, Cleveland, Detroit, and other eastern points.

Conductor J. W. Granger, Watertown, has been busy recently, assisted by Coach Cleaner C. Tommerrason, laying a new sidewalk around his house.

The Watertown Booster Club held another of its popular dances in the depot October 27. As usual the affair was a big success and a good time was reported by all.

Engineer Ralph Davis, Willmar, who has been a steady on local 589-590 between Willmar and Breckenridge, for the past eight or ten years, is now pulling 9 and 10, having drawn that run on a recent bulletin.

Harold M. Hansen, material clerk, superintendent's office, Willmar, and family spent the week ending October 24, visiting their parents at Sioux City.

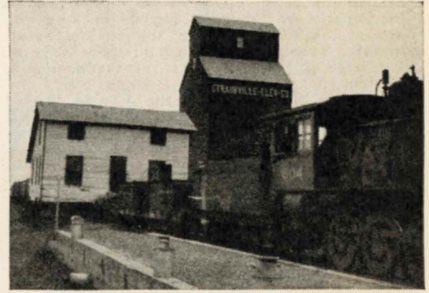
We understand that J. W. Bell, machinist, Willmar, did not bring back his deer from northern Minnesota. Jim says that because of the size it was impossible to drag it between the trees into camp without cutting a swath in the forest. He did bring back a steak, however, but we cannot vouch as to whether it was venison or choice horse variety.

Al Kolb, labor foreman, Willmar round-

house, passed cigars to the boys the day after election in fulfillment of his agreement. We don't know whether it was the result of a

wager or a promised cabinet position under the president-elect.

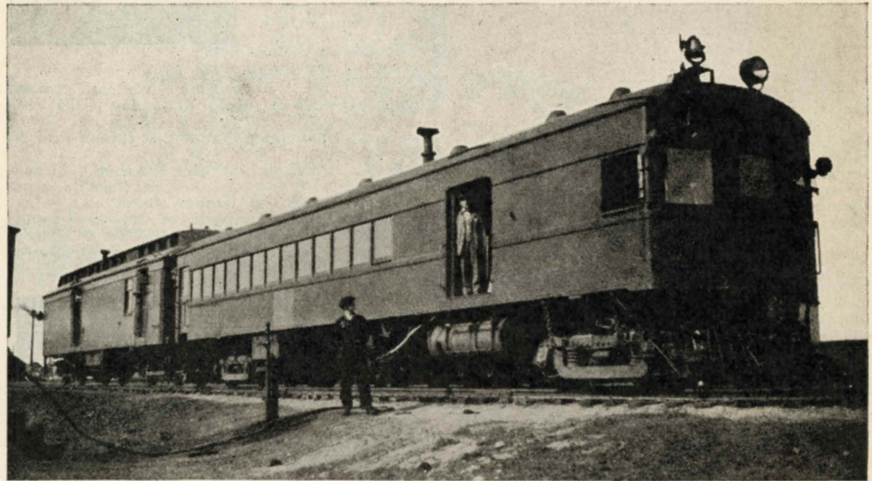
Earl Hogan, roundhouse blacksmith, and Clark Phillips, car inspector, Willmar, returned from northern Minnesota recently. Luck was with them, Hogan getting a one-year-old buck and Phillips a 240-pound doe.



The picture shows the manner of moving a section house recently under the direction of B. & B. Foreman Joseph Happ, from Brookland to Straubville, North Dakota.

E. N. Luken, relief telegrapher and agent on Sioux City Line, has been granted six-months' leave and will spend the time in Mexico City and other southern climes for the benefit of his health.

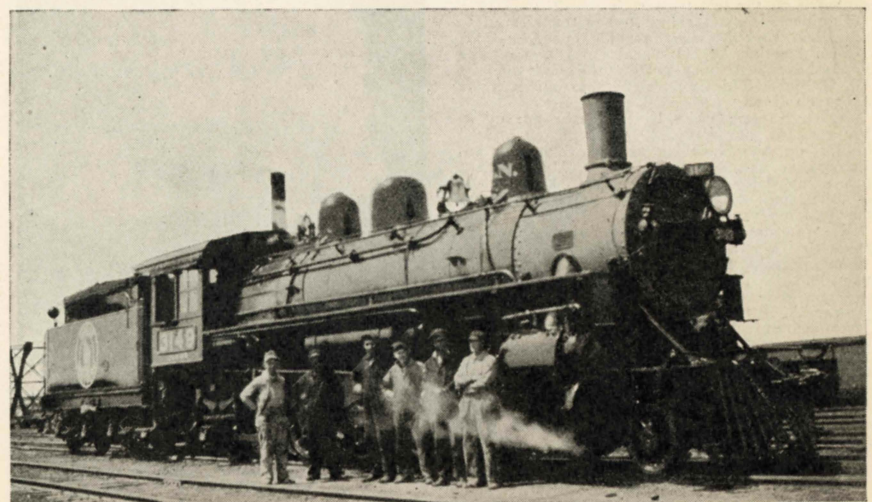
A. W. Callan, boilermaker, and F. Carlinsen, laborer, Willmar roundhouse, are having considerable trouble getting radio results after change in wave lengths. They are thinking seriously of making complaint to the Radio Commission.



**Motor Bus 2314 at Watertown**

Picture shows Motor Bus 2314 taking gas at Watertown with Roundhouse Laborer William Vanderbush in charge of the hose. G.

W. Hill, secretary of the Masonic Temple, a former G. N. employe and still a great booster for our line, is shown in the doorway.



**Group of "Rails" Beside No. 3149 at Watertown**

Picture shows a group of "rails" alongside the 3149 at Watertown. Left to right, S. W. Krieder, engineer; A. Rost, boilermaker; A.

Wells, boilermaker helper; A. Barrett, machinist; F. Tarbox, machinist helper, and D. J. Frederick, carman.



Hazel Dalien, car foreman's clerk, Willmar, has joined the city league of lady bowlers. She threatens to set a new record among the fair sex before the season is over.

Shirl Randall and William Jensen, machinists and worthy politicians, Willmar roundhouse, had different views on the outcome of election prior to November 6. A friendly wager resulted in Shirl giving Bill a wheelbarrow ride six blocks through the main business district of Willmar together with a ten-course dinner at the Lakeland Hotel at the conclusion of their joy ride. A large number of autos followed the procession, headed by Butts Larson, as the official horn tooter.



Clara Mae Chamberlain

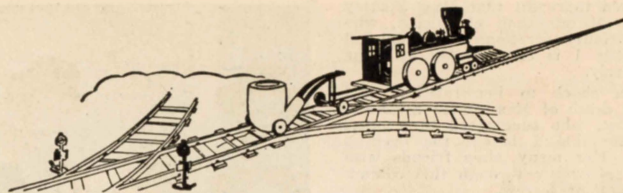
The two young people in the picture shown are Clara Mae and Milan Clifford, children



Milan Clifford Chamberlain

of John Chamberlain, section foreman, Straubville, North Dakota.

December, 1928



## You won't switch from this Merry Xmas smoke!

**R**AILROADERS, the very best present you can give pipe smokers this Christmas is Edgeworth—a real smooth smoke that will keep them right on the main line to pipe-contentment.

On sale everywhere, including Commissary Stores and camps, depots and stations. There are two forms: Edgeworth Ready-Rubbed and Edgeworth Plug Slice. Both are offered in various size packages ranging from small

handy pocket tins to handsome one-pound humidors to suit the needs of every smoker.

### Offer to Railroad Men

If your dealer will not supply you, send us 75c for each 8-oz. tin, \$1.50 for each 16-oz. tin, or \$1.65 for each glass pound humidor of Ready-Rubbed to be shipped; also a list of the names and addresses of those you wish to remember this Christmas, with your personal greeting card for each friend, and we will gladly help you distribute these attractive Edgeworth Christmas packages, to men who appreciate a real good smoke. Address, Larus & Brother Co., 27 S. 21st St., Richmond, Va.

On your radio—tune in on WRVA, Richmond, Va.—the Edgeworth Station. Wave length 270 meters. Frequency 1110 Kilocycles.—Special Feature: The "Edgeworth Club" Hour every Wednesday evening at nine o'clock, Eastern Standard Time.



## About the SHOPS

### DELTA

Mrs. Fred Mattson, wife of carman, underwent treatment at a hospital in November. We are glad to hear that she is improving.

Thomas Mulligan, retired shop man, returned to Everett October 30 after a month's visit in Oakland with his nephew. Mr. Mulligan is a state booster, having expressed his pleasure at being back on Washington soil.

Mrs. L. Gaul, wife of shop superintendent, and Mrs. Thos. Delaney, returned October 25 after several weeks in St. Paul where they visited relatives, among whom were Mrs. Gaul's mother.

Mr. and Mrs. Gerritt Vrieling, 2718 Federal Street, Everett, announce the birth of a daughter, October 14, at the Providence Hospital. Congratulations!

We take this opportunity to wish a speedy recovery for Jake Knapp and Clarence Hayden, machinists, who have been on the sick list for some time. David Swanson and James Stever are doing relief work during their absence.

Julius Scholl, tank foreman, was enrolled in the Veterans' Association on October 17, having completed twenty-five years of continuous service. We hope that this is just a lap on his journey and wish him many more successful years.

Bernard Openheimer, timekeeper, Delta Store, was back on the job October 25 after two weeks of vacationing with his brother in Spokane.

Jack Liming, formerly timekeeper at Delta Store, and Clarence Knutsen were recent visitors at the shop. They are both attending the University of Washington this year and have all the "ear-marks" of college boys.

Arthur Ford returned from Havre October 24 after doing relief work for thirty days at that point.

Mr. and Mrs. Robert Discher, locomotive carpenter and wife, returned in October after spending two weeks in Chicago, Green Bay, and Luxemburg, Wisconsin.

It is with regret that we report the death of Mrs. Mary Matilda Vreeland, mother of Carman Walter Vreeland, who died at her

home, 3719 Smith Street, Everett, November 12. We join the SEMAPHORE in extending our sincere sympathy to the family.



### Precious and Davies

The above picture shows Thos. F. Precious, blacksmith foreman, with his friend, Ed. Davies, at his right. Mr. Precious has served the company for nearly twenty-six years and is truly a pioneer, having enrolled at Delta Shops as a blacksmith March 26, 1903. We sincerely believe Mr. Precious could have been Longfellow's inspiration for "The Village Blacksmith" and he is just as dear to us as his name indicates.

Our Advertisers are Patronizing Your Magazine

29

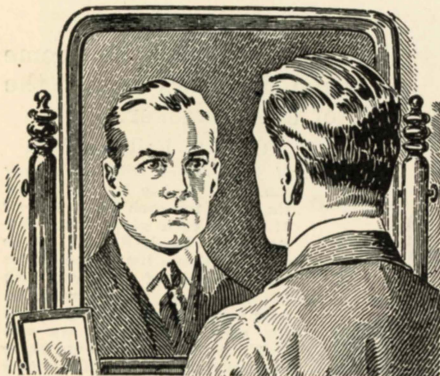


We are pleased to report that Mrs. Stanley McCarthy, wife of our shop electrician, who underwent a serious operation at the general hospital November 1 is convalescing at home and is doing nicely.

Coming as a shock to her relatives and friends was the death of Mrs. David Swanson, wife of machinist, who succumbed to a heart attack while attending a bazaar the evening of October 20. Her many shop friends wish to extend their sympathy through this column to her family in their sorrow.

Last, but not least, of the foremen to have their vacation this year, was Chas. J. Moore, painter foreman, who, with his wife, spent two weeks in "Sunny Cal."

Mrs. Nels Garno, wife of boilermaker, left Everett November 13 for Kankakee, Illinois, where she was called on account of the serious illness of her brother.



## "What would I do if I lost my job?"

SUPPOSE your employer notified you tomorrow that he didn't need you any longer? Have you any idea where you could get another position?

Don't have this spectre of unemployment hanging over your head forever. Train yourself to do some one thing so well that your services will be in demand. Employers don't discharge such men. They promote them!

Decide today that you are going to get the specialized training you must have if you are ever going to get—and keep—a real job at a real salary. It is easy if you really try.

Right at home, in the odds and ends of spare time that now go to waste, you can prepare for the position you want in the work you like best. For the International Correspondence Schools will train you just as they are training thousands of other men—no matter where you live—no matter what your circumstances or your needs.

At least find out how, by marking and mailing the coupon printed below. There's no cost or obligation—it takes only a moment of your time—but it may be the means of changing your whole life.

### Employees of this railroad will receive a Special Discount

#### INTERNATIONAL CORRESPONDENCE SCHOOLS "The Universal University" Box 5365-B, Scranton, Penna.

Without cost or obligation, please tell me how I can qualify for the position, or in the subject, before which I am marking X in the list below:

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| <input type="checkbox"/> Locomotive Fireman                         | <input type="checkbox"/> Rate Clerk                                  |
| <input type="checkbox"/> Air Brake Inspector                        | <input type="checkbox"/> Station Agent                               |
| <input type="checkbox"/> Roundhouse Foreman                         | <input type="checkbox"/> Bookkeeper                                  |
| <input type="checkbox"/> Roundhouse Machinist                       | <input type="checkbox"/> Cost Accountant                             |
| <input type="checkbox"/> Trainman and Carman                        | <input type="checkbox"/> Industrial Management                       |
| <input type="checkbox"/> Electric Locomotive and Train Operator     | <input type="checkbox"/> Executive Training                          |
| <input type="checkbox"/> Conductor                                  | <input type="checkbox"/> Stenographer and Typist                     |
| <input type="checkbox"/> Machinist                                  | <input type="checkbox"/> Secretarial Work                            |
| <input type="checkbox"/> Boilermaker                                | <input type="checkbox"/> Good English                                |
| <input type="checkbox"/> Pipefitter                                 | <input type="checkbox"/> Telegraph Engineer                          |
| <input type="checkbox"/> Blacksmith                                 | <input type="checkbox"/> Practical Telephony                         |
| <input type="checkbox"/> Tinsmith                                   | <input type="checkbox"/> Diesel Engines                              |
| <input type="checkbox"/> Coppersmith                                | <input type="checkbox"/> Gas Engines                                 |
| <input type="checkbox"/> Electrician                                | <input type="checkbox"/> Airplane Engines                            |
| <input type="checkbox"/> Toolmaker                                  | <input type="checkbox"/> Plumbing and Heating                        |
| <input type="checkbox"/> Painter <input type="checkbox"/> Carpenter | <input type="checkbox"/> Common School Branches                      |
| <input type="checkbox"/> Apprentice Training                        | <input type="checkbox"/> High School Subjects                        |
| <input type="checkbox"/> Railroad Construction                      | <input type="checkbox"/> Car Repairer                                |
| <input type="checkbox"/> Civil Engineer                             | <input type="checkbox"/> Car Inspector                               |
| <input type="checkbox"/> Bridge Building                            | <input type="checkbox"/> Mechanical Drawing                          |
| <input type="checkbox"/> Concrete Work                              | <input type="checkbox"/> Surveyor <input type="checkbox"/> Chemistry |
| <input type="checkbox"/> Architects' Blueprints                     | <input type="checkbox"/> Business Correspondence                     |
|   | <input type="checkbox"/> Personnel Management                        |

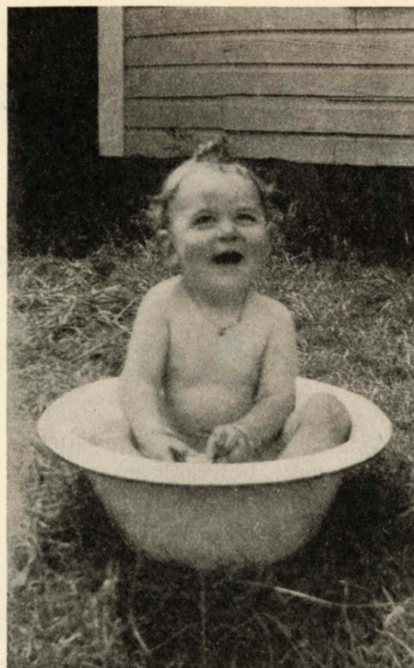
Name.....

Occupation.....Employed by.....

Street Address.....

City.....State.....

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada



Marjorie Marsh

Here is Marjorie Gloria, age eighteen months, daughter of Mr. and Mrs. Alex Marsh. Mr. Marsh is a painter at the shop. Little Marjorie is the "gloom chaser" at their home and with such a winning smile as she has here, we believe she has inherited some of her pop's personality.



The Gilson Home

A few months ago we announced the marriage of Henry Gilson to Mrs. Anon and now it is our pleasure to show their home at 2222 East Grand Avenue which overlooks the Snohomish River. We are sorry that this does not show more of their gardens as the flowers there are truly wonderful.

Ruth Illman, our popular chief clerk, spent the week-end in Seattle recently, when she entertained a friend from California, who had journeyed from there to see the California-Washington tangle which resulted in the score of 6 to 0, favorable to her friend. Nevertheless, Ruth was back on the job the following Monday feeling none the worse after the defeat. Perhaps other entertainment in the city made her forget her sorrow as she reports a wonderful time.

The friends of Fred Fritzberg, coach carpenter, wish to express their sympathy on account of the loss of his wife and brother early in November.

Charles Linden, tankman helper, went to Spokane November 1 where he spent five days visiting his brother, William, who is attending Washington State College. Bill, who is a senior, was formerly employed at the shop.

The carmen's local held a meeting November 2, at the K. of C. Hall. Election of officers took place previous to the talk given by R. R. Hunter. New officers are as follows: Chas. Stead, president; Earl Brower, vice president; Edward Lynam, secretary-treasurer; Arthur Ebersold, chairman; Ole Berg, guard; and Richard Swift, chaplain.

### GREAT FALLS

Mrs. Rose Larkin, coach cleaner, suffered the total loss of all of her household goods, clothing and personal effects in the recent fire on Central Avenue which razed the Abbey Apartments. It is thought that the fire, caused

by spontaneous combustion, started in the basement of one of the stores below the apartment dwelling. The flames spread so fast that it was impossible to save much from the apartments above, though happily every roomer made his exit in time. A popular subscription was taken up among the employees and, with the donation from the Carmen's Local, a considerable sum was gathered to replace essentials lost in the fire.

Carmen's Local No. 9 held its annual meeting and election of officers recently. Those chosen to guide the craft of the rip saw and hammer for the next year are: Alden L. Larson, president; Dave Gardner, local chairman; Henry Schuman, vice president. Alex Ferguson was re-elected secretary and treasurer, and Frank Patterson and William Wilson were re-elected on the grievance committee.

Victor Fisher, boring mill operator, returned to work after an absence of several weeks due to illness.

Two hundred and fifty more cars will be allotted to Great Falls for steel underframing which may keep the boys busy all winter.

Joseph E. Foster, carman, resigned from the service of the company to operate a service station at Loma Linda, California. Mr. Foster writes that he is well pleased with the California climate.

Alex Durdy, former carman at Great Falls, succumbed to a prolonged illness at Denver, Colorado, according to word received locally. Mr. Durdy left the service several years ago due to ill health.

Reinard Snyder, leading wheelhouse man, is the father of a baby girl born recently. Congratulations!

Evan Heisel, inspector in the west yard, left for Rochester, Minnesota, recently, to take treatments for anemia, which has caused his absence from work for several weeks. Rollin Hathaway, chief freight car inspector, is accompanying Mr. Heisel as far as St. Paul. Mr. Hathaway is a delegate of the local carmen's lodge to assist in counting the votes cast in the system election of officers.

Clyde Francis, chief freight car inspector, is also on the sick list. He is spending several months on the coast in the hope of regaining his health.

Considerable interest is being displayed in all departments in regard to the organization of a 1929 bowling league. If the present plans carry, it is possible that the league will be under way within a few weeks.

Engine 2184, the fifth and last P-1 mountain type locomotive assigned to Great Falls shops to be converted to Santa Fe type, class Q-2, has now been completed. Approximately \$100,000 were spent in labor and material to remodel, repair, and make oil burners of the five engines.

A new two-man welding outfit recently has been installed in Great Falls shop to take care of the large amount of work coming to Great Falls and to expedite the shop output. The welder was constructed at Jackson Street shops.

The machine shop is now in the process of being dressed up. The walls and the ceiling are being whitewashed and the windows cleaned. Storm windows will then be applied, when the shop will be ready for winter.

### ST. CLOUD

The following carmen are on the sick list: Sylvester Schwartz, Carl Mouski, and Joe Oien. Reports indicate they are all improving. We'll be glad to see them back at work again.

Some class to Wm. Dueber since's he's stepping around in his new Buick master six roadster.

Carman Apprentice Sylvester Salaski has distinguished himself on the stage as he recently appeared as a leading character in "Aunt Lucia" at the Sherman.



Fred Cebulla

Above we present Assistant Superintendent of Shops Fred Cebulla, who came to the local shops in April of this year.

Henry Schwinden returned to work after an extended illness.

Carmen's Local No. 3 gave an old-time dance October 22. Those who attended reported a very enjoyable time.





## Taxidermy Work

of all kinds  
done true to life

Send me your fine game  
specimens

FIRST CLASS JOB ASSURED

**Frank C. Esplan, Taxidermist**

Waite Park, Minnesota

Considerable enthusiasm prevails this year in the deer hunt. The car department is certainly furnishing its quota of hunters. The following carmen are leaving for various parts of northern Minnesota: Isadore Rozmark, George Yaeger, John Krafty, John Prem, Fred "Spatz" Reber, Gerald Uriel, Wm. Dueber, and Math Malisheski. Joe Jacobs also intended to go, but his pals got buck fever before leaving so that spoiled his fun.

Carman Art DesMarais is rejoicing over the arrival of a baby boy.

The St. Cloud shops suffered a severe loss October 26 when John B. Glass, chief clerk in the superintendent's office, died suddenly. He was born in Rieden, Germany, where he received his early education. John taught school before coming to the Great Northern in 1907 where he served in various capacities. He was appointed chief clerk September 1, 1912. The large attendance at his funeral was an expression of the high esteem in which he was held. Our deepest sympathy is extended to the bereaved family.



### June, Joy, and Allen

Shown above are June Rosemary, age five, Joy Beth, age seven, and Allen Clifford, age two, children of Laborer John Hopkins. John is to be congratulated on being the father of such good looking children.

Paul Theisen and J. B. Theisen, foremen, attended the wedding of their niece on November 5 at Watkins, Minnesota.

Henry Wischneski, machinist helper, was married to Susan Lahr, September 25. Best wishes to the newlyweds!

Eddie Pfannenstien, blacksmith helper, recently purchased a Majestic radio. Ed is quite proud of it.

Mike Ziegelmier, blacksmith helper, is the only man from the blacksmith shop to go deer hunting. Mike says he has an engagement with a deer up in the north woods.

"Irish" Erickson returned to work recently after an absence of a month due to an accident. We are glad to see him all "pepped up" again.

While Frank Lauermann and Paul Hohman, both blacksmith helpers, were in the vicinity of McGrath, Minnesota, on November 4, a fine deer came into the way of their automobile and had to leave its life. As they were driving within the game reserve, they had to summon the game warden to avoid difficulties. When the warden learned of the case he was generous enough to provide each of the parties with a good supply of fresh venison, though the deer season had not opened at the time.

John Ertl, machinist, and Sylvester Mallon, helper, have gone on a deer hunting trip to the northern part of the state. They claim they will not be back without a deer.

Mrs. J. Hohman, wife of our "Jake," returned on November 5 from an extended trip to the Twin Cities and Eau Claire, Wisconsin.

We were grieved to learn of the death of Hubert Hick which occurred on October 14. Two of his sons, Lawrence and Martin, are Great Northern employees. Our sincere sympathy is extended to the family.



"Joe Joe" Plombon

This is a picture of the son of Joseph B. Plombon, car repairer at St. Cloud shops. Everybody knows little "Joe Joe," and likes him.

### JACKSON STREET

Hugh Anlund, our useful truck layout man, enjoyed a hunting trip to the northern part of the state November 8, 9 and 10 and from all reports luck came his way. Mr. Anlund says that while he sat on the side of the road a nice, big buck deer came and stood and looked at him. What we can't understand is how that deer dropped dead from the sight of Mr. Anlund. (Signed, Buck Fever).

Mr. Wallo, painter, is improving slowly from an illness which has kept him from his duties for some time. We hope he will soon be back with us.

Teeth extracted and damaged, apply First Aid Room, Jackson Street shops, for repairs.

Mrs. Suzan Zimmerman, painter helper, has been ill recently, but we hear that she will be back with us soon.

Fred Cogswell, wood machinist, has been laid up for two weeks with a severe case of the grippe. At this writing, he is improving slowly.

Mr. Sanft, foreman of the platform and steel crews, gets a good deal of amusement in driving "Old Nash." Now, Richard, the boys want to know how many times it spits and backfires.

### SOMERS LUMBER COMPANY

Associate Editor

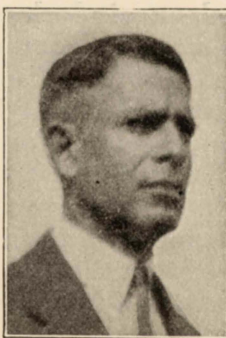
**R. E. GAUTIER**

Somers, Mont.

Now that the election is over and all bets paid, we can return to a normal existence satisfied that we did our bit regardless of the outcome.

Deer season is coming to a close and it is needless to say that many fine specimens were brought to Somers. Gus Hoppe, after many weary miles of tramping through the woods, managed to bring home a vest pocket edition of a deer. Whether Gus used a club or choked the deer, we are unable to state; nevertheless venison was leading the menu at Gus' home for a few days.

Chas. Willis brought in a five-point buck the first day of the season. In fact nearly all the mighty hunters were well rewarded with their limit, with the exception of a very few who claim the old alibi that the sights need adjusting. This is commonly known as buck fever and is contracted very easily when game is sighted.



Allan Milne, the singing Scotchman, is again doing his stuff. Allan says his latest Scotch song is, "I have nothing to give but love." Scotty says, "What more do they want?"

Wm. Henry, formerly of Somers, spent a few days in Somers recently. He reports that he likes his new location very much, but says he is always glad to get back to visit even for a few hours with old acquaintances.

A. J. Robinson has returned from a business trip to Seattle, Portland, and other cities on the Coast. Mrs. Robinson accompanied him.

H. Pothen, auditor from St. Paul, is in Somers checking the accounts of the company.

Harry Ratchford and the Schlegel brothers returned from the South Fork after a hunting trip of about ten days. They report game very plentiful but hard to get. Fishing was great and, taking everything into consideration, it was a very successful trip. They brought back a big buck elk.

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