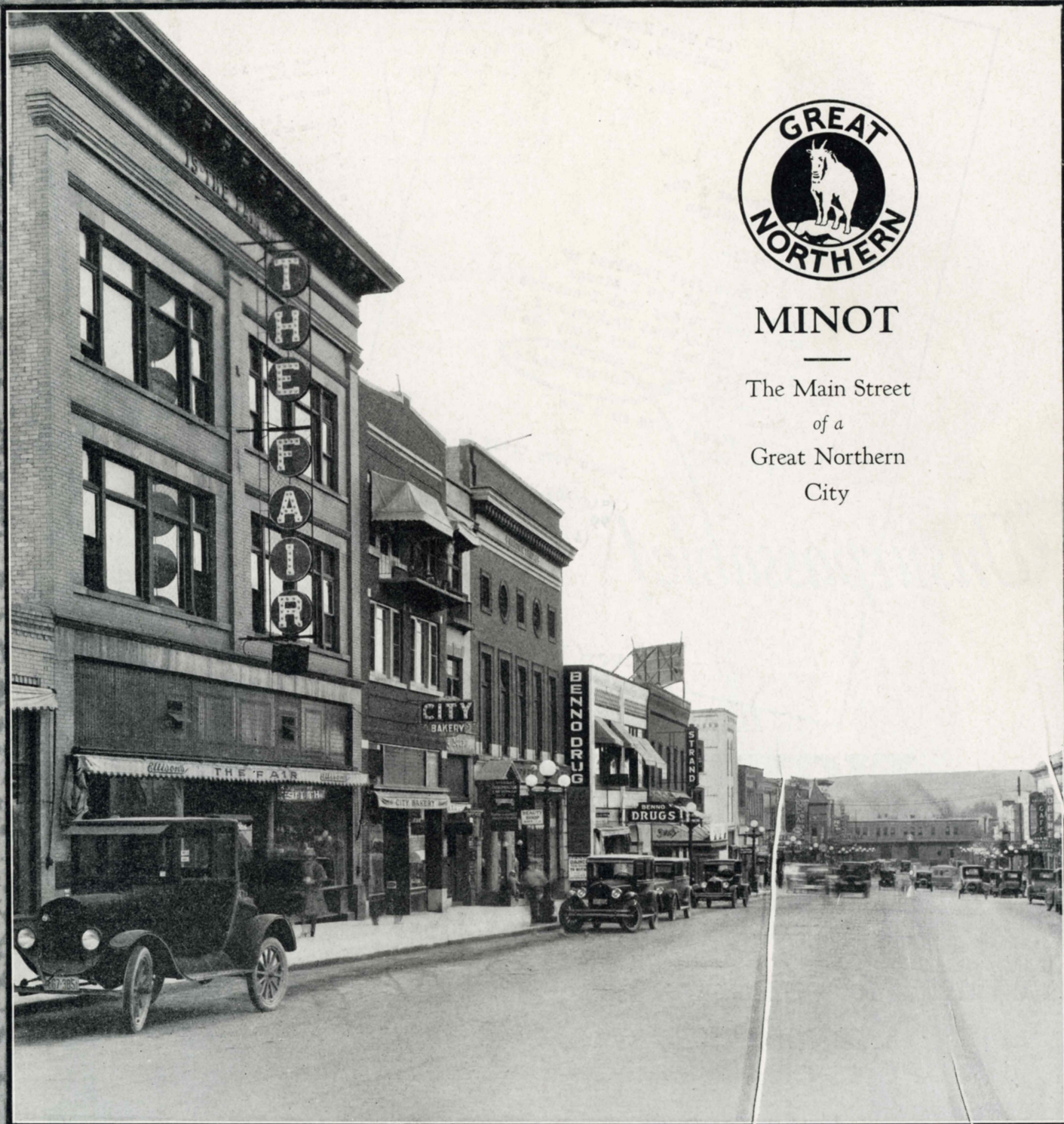


# Great Northern Semaphore



MINOT

—  
The Main Street  
of a  
Great Northern  
City

OCTOBER, 1926

# HEADLIGHT OVERALLS

UNION MADE

OUTWEAR TWO ORDINARY PAIR

303 West Huntington St.  
Savannah, Ga.

June 15, 1926

Larned Carter & Co.  
Detroit, Michigan

Gentlemen:-

I have just received my  
June number of the Trainman,  
and I want to say that I endorse  
most heartily what Mr. Moore of  
Boone, Iowa had to say about the  
durability of your overalls.  
I have found them unsurpassable.

Please send me a new  
time table

Yours very truly

(Signed) H.B. Foster  
(A.C.L.R.R. Co.)

Boone, Iowa

Larned, Carter & Co.  
Detroit, Mich.

Dear Sirs:

I am an enthusiastic customer and  
booster of your HEADLIGHT OVERALLS.

I have two suits that have given  
me continuous service for two years with not  
a rip or hole in them, and they are not  
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that could compare with HEADLIGHT OVERALLS  
for comfort and durability.

Please send me one of the new  
Railroad time books.

Yours truly,  
H.E. Moore,  
Eng'r. C.N.W. Ry.

227 Lise St.

*"Unsurpassable!"*

Even Before We  
Introduced Our Own  
HEADLIGHT SPECIAL WEAVE

## EIGHT OUNCE DENIM

Headlight Overalls were unsurpassable

NOW—with this incredibly TOUGH, STRONG and LONGER  
WEARING fabric, Headlight Overalls are

**UNEQUALLED**

Write me for one of our new Railroad Time Books, they are free!

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Here's a bargain price and easy terms besides! The rich elegance of this coat will appeal to every well dressed woman. The material is of fine quality wool bolivia while the collar and cuffs are of richly colored Mandell fur. The sides are made in novel panel effect of self material attractively trimmed with rows of neat buttons. Entire garment is warmly interlined and fully lined with silk satin de chine. Black or French blue. Sizes 34 to 44. Length 47 inches.

Order by No. C-12F. Terms \$1.00 with coupon, then only \$4.85 a month. Total Bargain Price only \$29.95.

# **6 Months to Pay!**

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# GREAT NORTHERN SEMAPHORE

VOLUME III

OCTOBER, 1926

NUMBER 10

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

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

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

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

# FORTY YEARS AGO

## Building from Devils Lake to Minot — First Leg of Long Jump from Red River Valley to Pacific Coast

Minot, Then a Nameless Destination of Railroad Construction, Now a Thriving City

**T**HE FOURTEENTH ANNUAL MEETING of the Great Northern Veterans' Association at Minot, North Dakota, June 12, will commemorate the fortieth anniversary of the construction of the main line of the Great Northern Railway from Devils Lake to Minot in the fall and summer of 1886.

The building of that extension probably marked the first gesture of the "Empire Builder," James J. Hill, in his determination to push through to the Pacific. It seems quite evident that when the start was made from Devils Lake west, Mr. Hill was firmly committed to the plan of extending the line into Montana, and ultimately on to the Pacific. Indeed, the late Senator Paris Gibson, of Montana, in his "The Builder of Great Falls," says that Mr. Hill, on the occasion of his first visit to the Falls of the Missouri, in 1884, stated to him very definitely his purpose to build to the Coast, and said that it would be the fastest built of any of the trans-continental lines.

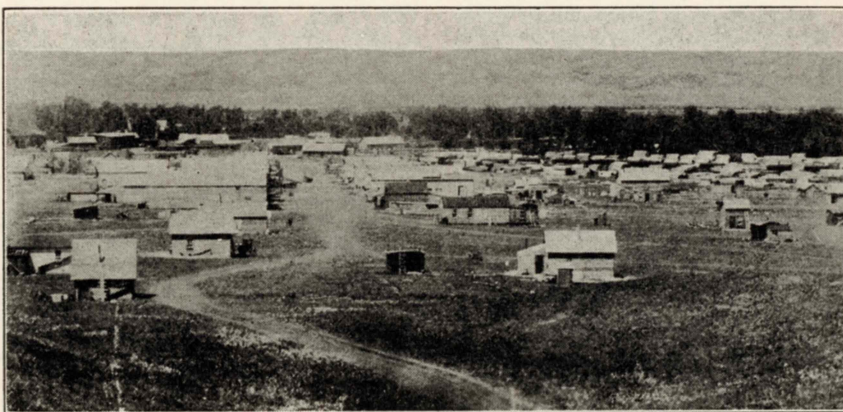
Although the road had been into Devils Lake since 1883, a westerly extension probably was deferred by Mr. Hill, in keeping with his policy not to build too far ahead of the business developed, and because of the necessity of proceeding slowly in the raising of capital. But the country was being settled rapidly, and by 1886 the settlers were fairly thickly located along the first twenty-five miles of the route west from Devils Lake. For the next twenty-five miles, the territory was more sparsely settled; and beyond that, the settlers were few and widely scattered, located for the most part along the water courses.

Once the decision to build was reached, however, construction proceeded at an amazing pace. The line had been extended westerly from Grand Forks in comparatively short stretches: from Grand Forks to Ojata, twelve miles, in 1880;

from that point to Larimore, 16 miles, in 1881; thence to Bartlett, 40 miles, in 1882; and from there to Devils Lake, 20 miles, in 1883. It will be seen, therefore, that the track laid in 1886, from Devils Lake to Minot, 120 miles, was a very much greater mileage than had been laid theretofore on the westward extension.

A reconnaissance of the territory from Devils Lake west across the Mouse River and into western North Dakota

an average of slightly over one and a half miles a day. Track laying west of Rugby was resumed August 2, and completed to Minot October 4. A distance of 63.6 miles was covered in 40 working days, also a daily average of one and a half miles. During September, track laying was held up for sixteen days because of shortage of rail. Following the laying of rails, the track was surfaced by casting in material from the sides.



"City of Minot," Dakota Territory, when six months old in 1887.

had been made by N. D. Miller, then chief engineer, during the fall of 1885, and the route he recommended was followed by the surveys, which started in April, 1886. After a preliminary line had been run a few miles ahead, the location survey was made, and grading operations followed hard on the heels of the locating engineers. Grading started in May and was completed in October. This was at the rate of about a mile a day. Track laying was begun on June 9. By July 31, Rugby was reached. In 37 working days 56.8 miles of track had been laid,

This and the operation of construction trains set the track sufficiently for train surface in the fall. No ballasting was done until a year or two later.

Quite a little freight business was done in the fall of 1886, mostly in the movement of grain; there was very little shipment of livestock until the line was extended into Montana in 1887. The first passenger service consisted of a mixed train handling both freight and passengers; and it was not until late in the fall that a separate passenger train was put on, consisting of a baggage car and one or two coaches from Devils Lake to Minot.

The dominant characters amid the feverish activity of the extension were James J. Hill, of course, president of the St. Paul, Minneapolis & Manitoba Railway, as the railway was then known; Allen Manvel, general manager; Archie Guthrie, division superintendent; and Captain C. H. Jenks, assistant superintendent. Of these men, Mr. Hill was destined to become the greatest railroad genius of all time; Mr. Manvel later went to the Santa Fe Railway, and became its president, and was with that company at the time of his death. Mr. Guthrie not long thereafter became a general contractor engaged in railroad construction and built many miles of the Great Northern's western extensions. The firm he founded, A. Guthrie & Company, became known the world over, and is now engaged in constructing the mammoth Cascade Tunnel for the Great Northern. Captain Jenks became division superintendent of the Northern Di-



Type of boarding car, in which the workmen slept and ate just back of rail ends forty years ago.

vision, and died in the service. He was an operating genius and left a lasting imprint on the Great Northern organization. His son, C. O. Jenks, followed in his father's footsteps. Today he is vice-president of the Great Northern in charge of operation, and may claim credit, we think, for much of the remarkable advance in methods and improved equipment, and the resulting achievements that have marked Great Northern operation in recent years.

"It was one of the wonderful sights to us," says Conductor McGraw, "when Mr. Hill came out on the line during construction days, to see Captain Jenks and Jerry Sullivan in conference with him. To us they were the real builders and the real workers of the world."

The period when the Devils Lake-Minot extension was built was one to develop great railroad men. It was a time of great stress, of unremitting endeavor. From the president down, every one was doing everything humanly possible to attain the goal they had set. There was no time for rest; sixteen to twenty hours a day was the usual "day's work."

Captain Reilly was in charge of grading; Brennan Brothers were the contractors who laid the track. A. Guthrie, who later formed a partnership with Reilly, and, as we have said, built a great part of the lines to the coast, and Captain Jenks had been conductors for twelve or fifteen years before their promotion to the posts they then occupied. Mr. Guthrie will be remembered as being rather quiet and easy-going. Conductor McGraw, of Grand Forks, who was employed on the line at the time, says of Captain Jenks, "He was tall, slim, and wiry. He naturally came in contact with us more than any other official on account of being immediately in charge. He was on the job day and night; he rode every train of material that went to the front; and we never got an engine or car off the track but what the Captain was sure to come before we got it on again."

Among the conductors of the period, B. F. Miller, W. D. Scott, E. J. Cameron, Harry Norry, John Pratt, Casper Sands, Walter Alexander, John Copeland, "Dinkey" Miller were in command under Captain Jenks in handling material at the front. Others were W. H. McGraw, Tom Driscoll, and Jack Read. McGraw and Read are still in the service; Driscoll is a hotel keeper in Vancouver, B. C. Miller's authority was supreme, and woe betide the man who made a false move that delayed material destined for the front. He was profuse with his language; every one understood it, and no one came back for second helping.

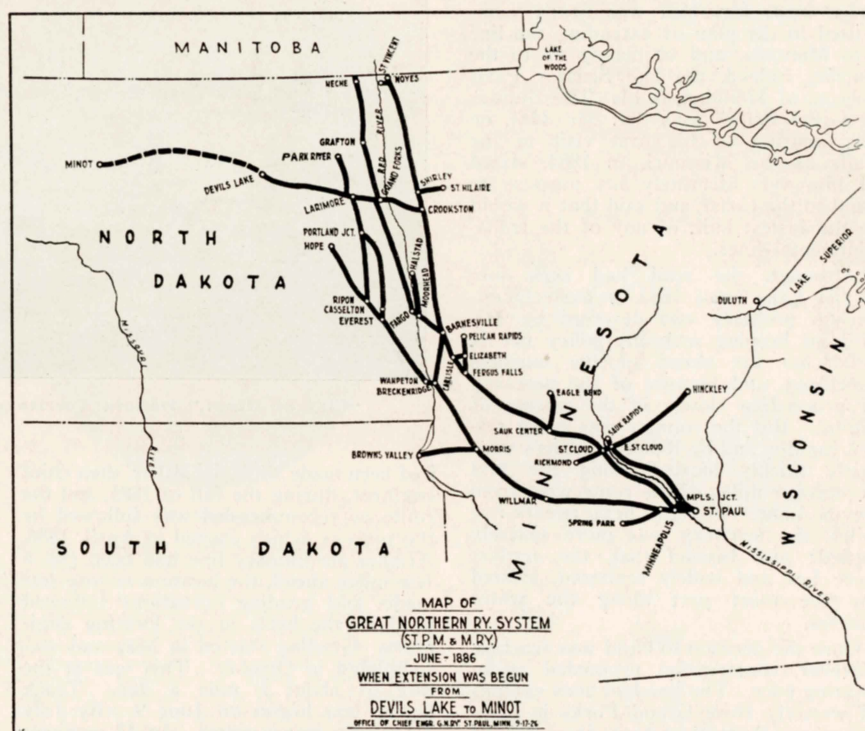
The engineers were Morgan Curran, Jerry Sullivan, William Green, Jack Streeter, George Winney, George Lovelless, Charles Phillips, Barney Dreelan, Martin Doyle, Albert Higgins, Sam Work, Ed. Brisland, Arthur Hurd, Joe Huel, Bob Smith, Bill Callahan, Owen Jones, Tom Jones, Tom New, Albert Nugent, Ed. Burke, and Joe Sieberts. Jerry Sullivan was a wonderful character. He died, a very young man, and his passing was a very regrettable one to the men of the Dakota Division. Every calling has its own service value to the railroad, but this was particularly true of Jerry Sullivan. He was the ideal railroad man, and had that remarkable gift of making friends of all with whom he came in contact. He, and many

others, have gone west carrying green signals.

Then there was Morgan Curran. An associate says of him, "Some men have worked and given twenty-five, thirty, and forty years service, but Morgan has given his whole life from boy to man in the service. Like Mr. Hill, he saw the wilderness disappear. He brought the rails to the transfer at Crookston; again he brought the rails to the transfer at Grand Forks. Climbing out of the Red River Valley, he again made the transfer to the steamboat at Devils Lake. He crossed the Mouse River twice to the end of the Dakota Division at Minot. Clean, decent, earning and holding the confidence of every official from Mr. Hill, who was his best friend, down to the humblest employee on the railroad, decorated by the Brotherhood of Engineers for distinguished service for over forty years, and retiring full of honor, he has earned his rest and may he live long to enjoy it."

derful body of water, clear and good, and had been a drinking hole for ages. Trails radiated from it in all directions, and the bones of animals covered the prairie for miles about. A carnival was held at this camp one day, and during the festivities a young woman performer in a feature show broke her leg in a horse race, and Dinkey was called on to put it in splints. To this day the location is known as Broken Bone Hill to all the Dakota Division. In going through this hill the graders came on twenty-five or thirty Indian graves. Rumor was that it was the scene of the roundup of the last of cattle rustlers, and that a great many of them were executed on the shores of Pleasant Lake.

Conductor McGraw tells of two very wealthy English lords who had ranches on the Mouse River. They entertained every one, from Mr. Hill down, who had time to be entertained. One of them, Lord Thursby, had seen service in the English army in Europe and Egypt; the



The Devils Lake roundhouse consisted of two stalls, and the master mechanic and roundhouse foreman was Julius Johnson. John Anderson was car repairer foreman. Track capacity at Devils Lake was thirty-two cars.

Chas. Summers was superintendent of water service; John Johnson and J. N. Brown were foremen. John Malloy was roadmaster, with John Smith as his assistant.

J. N. Chamberlain was master carpenter, J. R. McLean, foreman, and Fred Barrington, James Clement, and Wm. McLean, brother of J. R., made up the carpenter gang. These men constructed the depots, water tanks, and culverts. Chas. Summers was superintendent of water supply.

There were many incidents and romances in connection with the building of this line between Devils Lake and Minot. Towner was one great camp.

At a place between Knox and Pleasant Lake temporary camp was established overlooking the lake, which was a won-

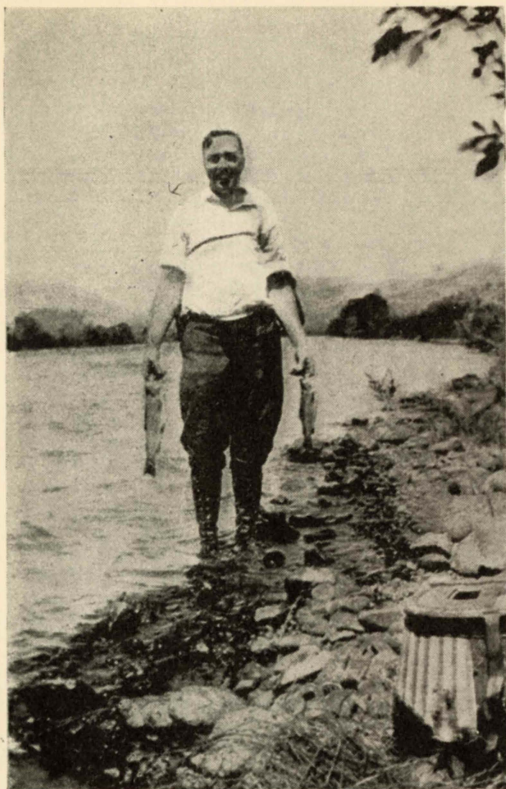
derful body of water, clear and good, and had been a drinking hole for ages. Trails radiated from it in all directions, and the bones of animals covered the prairie for miles about. A carnival was held at this camp one day, and during the festivities a young woman performer in a feature show broke her leg in a horse race, and Dinkey was called on to put it in splints. To this day the location is known as Broken Bone Hill to all the Dakota Division. In going through this hill the graders came on twenty-five or thirty Indian graves. Rumor was that it was the scene of the roundup of the last of cattle rustlers, and that a great many of them were executed on the shores of Pleasant Lake.

E. E. Naugle was the first agent at Devils Lake. A fire occurred there in 1883, and Naugle reported it to the general manager direct. The general manager next day asked Superintendent Guthrie for some information, and he did not know anything about the fire. The general manager immediately called for Naugle's resignation. Patrick Kelly, who had been relief agent, was appointed in Naugle's place, and was agent afterwards at the front—Churchs Ferry, Rugby, Towner, and Minot.

The duties of the agent at Devils Lake were many and varied. "As there was no switch engine," says Mr. McGraw, "we used to place the cars so that they

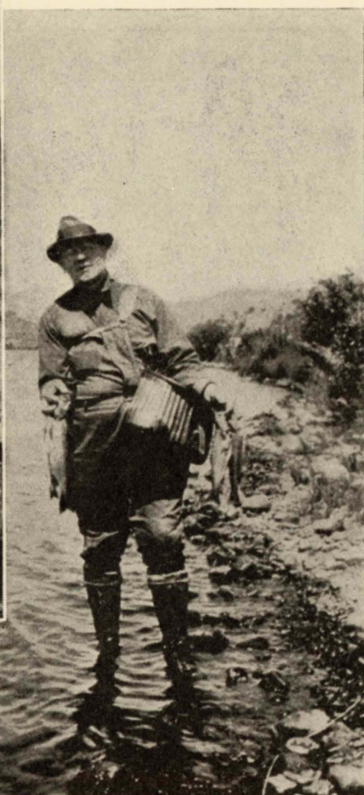
(Continued on Next Page)

Great Northern Semaphore



Lee Metcalfe

Charles A. Anderson



### With Fly and Spinner

**J**UST TO LOOK AT THE expressions on their faces you can tell that these fishermen are happy, and there is no one happier than a happy fisherman. At the left is Lee Metcalfe, chief clerk in the Great Northern office at Portland, Oregon. The other artist is Charles A. Anderson, cashier in the same office, and they are proving that the Deschutes River is an angler's paradise.

But let Mr. Anderson tell about it. He says in writing to us:

"Here are a few snapshots of my friend Lee and myself taken on our recent sojourn to Deschutes River on Memorial Day. For some years back Lee and I have been in the habit of going fishing together, being bitten by the same bug and hearing the red gods calling, we find the cure prescribed in S. P. & S. time table which says 'Leave Portland 8:00 P. M., arrive Kaskella 2:45 A. M.' Now that's a nice time for a chief clerk and cashier of a railway company to get up, but we do it without grumbling.

"Lee is a fly purist and I am a spinner artist. Sometimes (mostly always) Lee gets the best of it, but this day the wiley Rainbows could not see a fly, so he is holding a couple of my fish to get his picture taken. Guess his luck stayed with the coffee which he left at home. This was about noon, and he got his share before dark, as both our baskets were well filled at quitting time.

"The Deschutes is considered one of the finest trout streams in the world today. It is reached by S. P. & S. Railway connecting with the Oregon Trunk at Wishram, Washington. There are

nearly one hundred miles of fishing water and numerous lakes reached from Bend, Oregon, whose waters abound with Eastern Brook and Rainbows, the kind that gives a thrill with every strike and often a broken rod or leader."

### Forty Years Ago

(Continued from Page 4)

could be moved around by horses; and sometimes we left them on a track leading down to the lake that was called the dock track, with brakes set, and Captain Herman and the agent would move the cars around to the dock. A consignment of five or six cars of coal was to be transferred and taken to Fort Totten by steamboat. As the weather was getting cold Captain Herman became anxious, and, finding out that some coal had arrived during the night, got Dennis Kelly, who was the assistant agent, warehouse foreman, baggageman, express agent, and what other duties were required of him, to get up at four o'clock in the morning and help him get the cars to the dock. They cut off three cars and started letting them go down hill to the dock. The rails being frosty, Dennis was unable to control them, and had it not been for a log that Captain Jenks required to be kept near the end of the dock, the cars would have all gone into about fifteen feet of water in the lake. As it was they were wrecked on the dock. Dennis looked at the wreck, and decided then and there that his future was in farming. But on account of his being a very good worker, Captain Jenks

let him keep on, and 'never do it again.'"

The weather was very fine during the year. The air was filled with bird life of all kinds, and the prairies were covered with the buffalo, west of Minot, and with deer and antelope by the thousands. Around Mouse River and Denbigh, in the sand hills, every lake contained fish of the finest kind. To the men who advanced with the track, the country seemed a paradise and Minot, with its hills and heavy timber, and winding river, seemed a goal worth striving for.

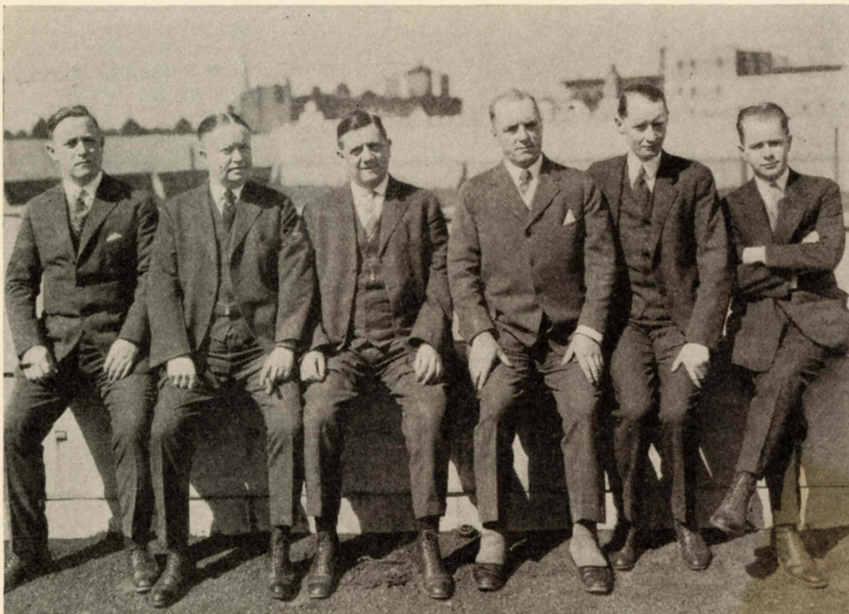
The Indians began to follow the forces, and it was one of the delights of the men to assemble the Indians and their families around the boarding cars and have their pictures taken so as to send back home as an illustration of the frontier life.

With the completion of the line to the "Second Crossing of the Mouse River," as it was known before the townsite was platted and named after Henry D. Minot, the terminus became the "Front Yard," the name very generally given to the farthestmost point of a railroad extension. When the rails came, the future city of Minot was a meager scattering of flimsy crudely contrived shacks, and roughly fashioned buildings, occupied mostly by saloons, gambling rooms, and dance halls. For early Minot was as rough and wild, probably, as any of its kind. The dissipated and depraved among the construction gangs were easy and willing prey to the predatory horde of sinister men and women who fattened on their vicious propensities.

Then, in 1887, came the record-breaking drive for Great Falls. Minot became, as Devils Lake had been before it, the "jump off" from which six hundred miles of railroad was to be pushed through a wilderness—six hundred miles from snow to snow. A great material yard sprang into existence where were stored huge stocks of rails, ties, timbers, and the myriad stores incident and necessary to railroad construction, to be rushed "up front" as occasion required. The town became a teeming center of activity. Came then serious faced men, sober, industrious, with a part to play in a herculean task, business men, with legitimate aims, intent on making an honest livelihood; and with their coming, the lawless element, the rum sellers, gamblers, and tawdry women, slunk away in search of more congenial environment.

Minot was on its way, and it grew space. Born with completion of the first lap of the Great Northern's drive to the Coast, it has grown with the railroad, prospered with the railroad. Its destiny has been, and always will be, indissolubly linked with that of the Great Northern by bonds that have root in those days of brave endeavor, days when a master mind envisioned an empire, and with a courage equal to his vision set himself to the building of it, days when other men came, and saw, and believed, and put their shoulders to the wheel, the railroader, the farmer, the stockman, the business man, all bent on making a homeland where before had been an unbroken wild. Conceived of Belief, born of Hope, nurtured by Endeavor, Minot long ago attained city stature. It is a typical Great Northern city. It typifies, too, the stalwart breed of men and women who came to North Dakota to make of its vast prairies a granary for half the world. Such is Minot. May it ever continue the pride of those who builded it and all who call it "home."

## Commercial Story of New England



**Boston Office Staff**

Left to right: F. H. Morrissey, contracting agent, freight department; C. H. Walker, general agent, freight department; J. A. Malloon, traveling freight agent; John H. Kenney, New England passenger agent; T. F. Carroll, city passenger agent; W. D. Goss, stenographer and clerk, freight department.

**T**HERE IS HARDLY a man, woman or child in the United States who is not familiar with the traditions and historic shrines of Boston and New England, while on the other hand, the great commercial supremacy of New England is a matter of fact less generally appreciated, not only in the West, but in the East as well.

To properly visualize New England, reduce the state of Minnesota, containing 80,858 square miles, to three-fourths of its area, which equals the entire New England territory of approximately 61,000 square miles; within that space place 7,500,000 persons, 25,228 manufacturing plants, employing 1,313,848 persons, both men and women, and producing fabricated goods to the value of \$7,181,899,000, of which the employees receive \$1,436,400,587; add 11,846 schools, including colleges and universities known throughout the world for their excellence, and you will have some conception of this densely populated and immensely rich territory.

Density of population is perhaps best illustrated in the fact that there are in the state of Massachusetts alone sixty-six cities with a population of more than 10,000 persons, a record unequalled elsewhere in the United States. Within a thirteen-mile radius of Boston are located, 1,658,936 people; within a fifty-mile zone, 4,000,000; another 100 miles, 5,200,000; within two hundred miles, 7,200,000.

Sixty-eight percent of the people in New England have money in the bank; and it is this particular feature that fascinatingly interests the writer and Tim Carroll, city passenger agent, for it is our problem to turn these bank accounts into railroad transportation destined for Glacier National Park and our Pacific Northwest cities.

The total capital invested in the cotton industry, in all its branches in New England, exceeds \$500,000,000. Approximately 250,000 persons are employed in

these mills, and the finished product is valued at nearly half a billion dollars yearly, plus a quarter billion added by further manufacture.

Of the 572,724,000 pounds of wool taken by mills in the United States during 1921, New England mills took 355,294,000 pounds, which was eventually turned into approximately \$700,000,000. This New England dominance of the wool manufacturing industry has made Boston the greatest wool market of the country.

New England leads all sections of the United States as a shoe manufacturing district. It produces about 50 percent of the boots, shoes, and slippers, and a large proportion of the leather made in this country. The thousand shoe factories and cut stock and findings establishments of New England distribute their products all over the world. More than \$250,000,000 capital is invested in New England shoe industry, 125,000 wage earners are employed, and the annual value of product is approximately \$560,000,000. Sixty-three cities and towns in Massachusetts contain shoe manufacturing, and in one county is produced one-seventh of the combined boot and shoe and leather products of the United States.

Here is manufactured considerably more than two-thirds of the textile machinery produced in the whole country.

Massachusetts leads the country in the manufacture of leather working machinery, shoe machinery, machines used in pulp and paper mills, blowers and fans, confectioners' machinery, grinding machines, and bench lathes.

New England employs more than one-sixth of the total wage earners in the electrical manufacturing industry, and produces \$151,416,880 of the total of \$997,968,119, output in the United States.

Connecticut is first in the manufacture of brass, bronze, and copper products, producing more than one-third of the

total output of the country. Of the total \$482,312,790 in 1919, Connecticut produced a value of \$169,550,248, more than two and one-half times the output of its nearest rival, New York.

Another specialty of New England and Connecticut is the manufacture of needles, pins, and hooks and eyes. The total value of these small necessities for the United States was \$29,000,000. Of this, \$19,803,547 worth was manufactured in three New England states.

In spite of the tremendous growth of the tire industry in the Middle West, Massachusetts, where the Goodyear process was first discovered, is the second state for the value of manufactured rubber goods. In the production of rubber boots and shoes it stands first. Massachusetts and Connecticut together turn out a value of \$66,759,300, more than half the total rubber footwear made in United States.

New England produces annually one-half billion pounds of fresh fish, which returns to the fishermen \$20,000,000. Over thirty thousand persons and one thousand vessels are directly engaged in this industry. It represents an investment of \$40,000,000. The nation as a whole, produces about two and one-half billion pounds of fish annually, valued at approximately \$80,000,000. To put it another way, New England produces about 20 percent in pounds and 25 percent in value of the entire American production. Boston is the most up-to-date fish port in the world; and in production, is exceeded only by Grimsby, England.

And so we could continue interminably about Connecticut, with its brass and hardware, its firearms and ammunition, its silverware and cutlery, its silk and felt hats, its tire fabric, amounting to \$30,000,000 annually and leading the world; of Massachusetts, with its multitude of varied manufacturing plants, embracing every imaginable article from a needle to an ocean-going liner; of the cotton and worsted felt and knit goods of Rhode Island; the pulp, paper, and fishing industry of Maine; and the wonderful marble and granite quarries of Vermont and New Hampshire.

In this territory, richer than an Aladdin dream, Great Northern solicitors are daily striving for tonnage; and last but not least, the passenger department is endeavoring to solve the problem of influencing 68 percent of the people with bank accounts to invest a portion of their funds in Great Northern transportation, and is meeting with some success.

JOHN H. KENNEY,  
New England Passenger Agent,  
Boston, Mass.

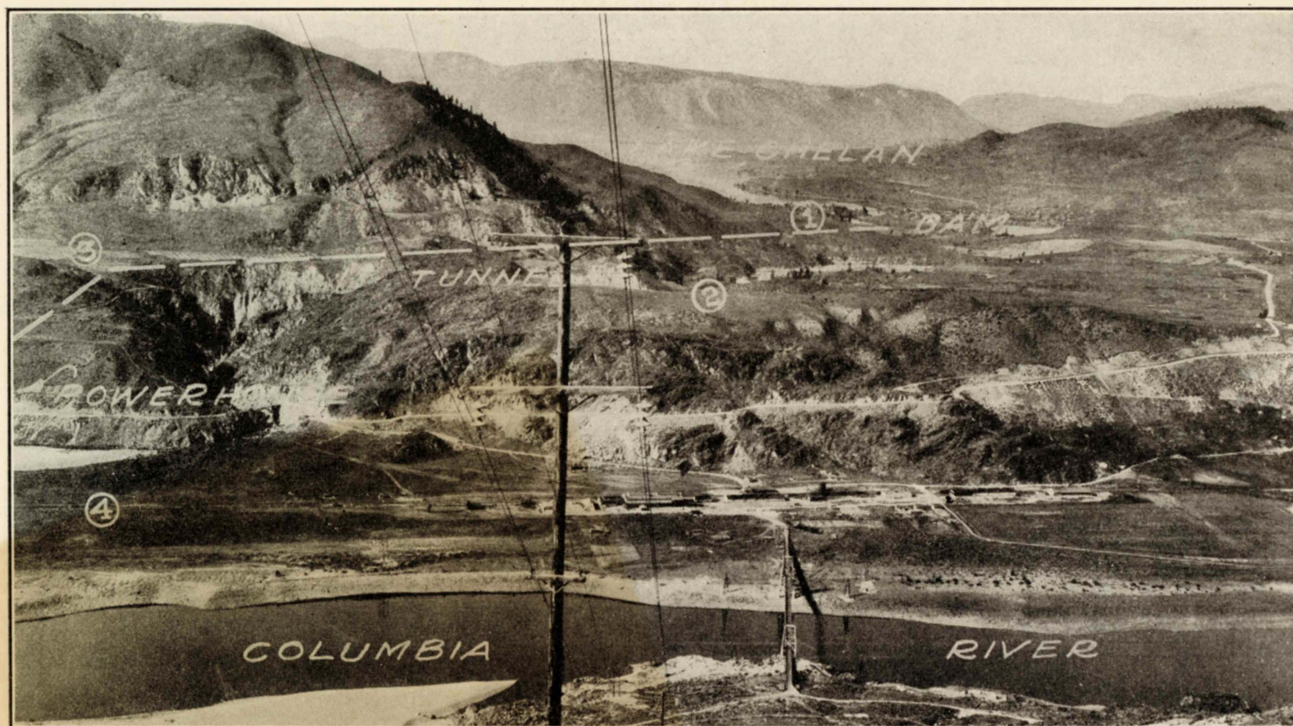
### "Thanks, Mr. Moot"

**U**NDER THE ABOVE caption, *The Eagle Magazine* says in its September issue:

"E. H. Moot, passenger agent of the Great Northern Railway, accompanied the grand worthy president's special from Chicago to Seattle, and was, in a sense, in charge of the train from Minneapolis to Puget Sound. His thoughtfulness had anticipated the needs of the travelers, for everywhere evidences were found of arrangements which he had made in advance of the coming of the special. Progressive men like Mr. Moot make unnumbered friends for the railway that is so fortunate as to employ them."

*Great Northern Semaphore*

# RUSH WORK ON TUNNEL AND POWER STATION AT CHELAN



Bird's-eye view of the power project originated by the Great Northern and being constructed by the Washington Water Power Company.

**D**EEP DOWN IN THE granite foundation of Chelan Butte the forces of Grant, Smith & Company are working day and night on the two-mile tunnel of the Chelan Power project. Blasting and mucking machines have been progressing an average of 15 feet a day at four points, and the gravel is being excavated at a much faster pace at three other sections of the tunnel.

More than 950 men are now employed on the Chelan project, and three shifts for each 24 hours are rushing their work to the limit on the underground construction. With an all-winter job ahead, Grant, Smith & Company has put the latest labor-saving machinery on the work. Speed, efficiency, and safety are the three important elements in their program.

The project was originally planned by the Great Northern, which, operating through a subsidiary, The Chelan Electric Company, acquired the property necessary, and the entire development was turned over to the Washington Water Power Company, as stated in a former issue of the SEMAPHORE.

The artist has given his impression of the development in this illustration which presents an excellent bird's-eye view of the entire Chelan district.

Construction work on the dam began in September and will be carried on during the period of low water in the Chelan River. Two shafts drop down to the level of the main tunnel. Here the rock and gravel from the underground work is lifted to the ground level and hauled

away in dump carts on a narrow gauge railway.

There are two adits to the main tunnel, where the main tunnel line has been tapped from the side of the hill. Huge piles of native blue granite are being formed at the mouth of these adits.

Excavation work began some weeks ago on the surge tank and power station sites. Other points of interest seen in the accompanying picture are the Chelan River and Canyon, the Columbia River, Lake Chelan, the town of Chelan, and the lower hills of the Cascade Range. There are four construction camps on the project.

September 1 workmen from shaft No. 1 of the main tunnel came face to face with those from shaft No. 2 when the two sectors were joined, with 1,612 feet of excavation. The two sections missed the point by only three-sixteenths of an inch. Concrete will soon be poured on this section of the work.

At the power house excavation a Bucyrus drag line is being used, which is one of the largest made, having a 100-foot steel truss boom and a 4-yard bucket. It is operated by two shifts a day.

On the surge tank site a Bagley excavator is making good progress. The railroad spur, which connects with the Great Northern line along the Columbia River, has been built about 2,200 feet toward the power station site. About two miles of the upper county road have been greatly improved to handle heavy travel.

The permanent bunk house to be used by W. W. P. engineers is now practically completed and an inter-camp telephone system has been installed. It requires about 10 miles by automobile to visit all camps and sites of operation on the Chelan project.

About 640,000 acres feet of additional storage of water will be obtained by raising the lake. Construction data also shows that 350,000 pounds of dynamite will be used on the job and 100,000 barrels of cement will be needed for the dam, tunnel, and power station.

The General Electric Company has been awarded the contract for the generator and lightning arresters for the first unit. The generator will be of the same vertical shaft type as used at the Spokane Upper Falls power station. The Westinghouse Electric and Manufacturing Company has been awarded the contract for four transformers and the necessary oil switches for the operation of the new plant.

Wm. Cramp and Sons Ship and Engine Building Company will supply the turbine water wheels and accessories. This equipment will be delivered early in 1927.

Eventually two generators will be fed by the first tunnel, now under construction, and finally, another tunnel with additional generators will be installed in Chelan. The first unit in the power station, to be installed at present, will be rated at 32,000 horsepower and the ultimate install capacity will be about 128,000 horsepower.

## Monument to David Thompson Grave of Explorer to be Marked by Monument



**N**O ONE NAME was more frequently on the tongues of those who accompanied the "Columbia River Historical Expedition," than that of David Thompson, explorer, astronomer, geographer, who, in 1811, was the first man to explore the Columbia throughout its length. None of the early explorers of the Northwest country is entitled to more prominent place in our regard. He stands out conspicuously, no less by reason of character and attainments than because of the importance of his contributions to the early history and development of the country, which were numerous and of extreme importance.

And yet, this man of high attainment, of impeccable character, and indefatigable purpose occupies an unmarked, and

until quite recent years, an almost forgotten grave in Mount Royal Cemetery, Montreal, Quebec.

Belated recognition has come, however. Certain men prominent in Kiwanis have interested themselves in recording his achievements, and from their activity has grown a movement, among members of the Kiwanis Club, to erect a fitting monument on the site of his grave.

We are indebted to L. W. Mickel, fruit agent at Wenatchee, Washington, for the accompanying picture showing a group of Pacific Northwest Kiwanians and their ladies, who placed a wreath of flowers on David Thompson's grave on the occasion of the Kiwanis International convention held at Montreal in June, this year.

### The Best of Friends

**T**HE PICTURE SHOWS little Fern Handley and her playmate "Nigger" who are great friends of each other and both pals of Carman Edward Barry. Fern is the daughter of a former waitress at the Great Northern Lunchroom and has been in the charge of Mr. and Mrs. Barry for over two years. Her winning ways have endeared her to all who have come to know her, especially the carmen at Williston.



Fern Handley

### We Keep Our Promises

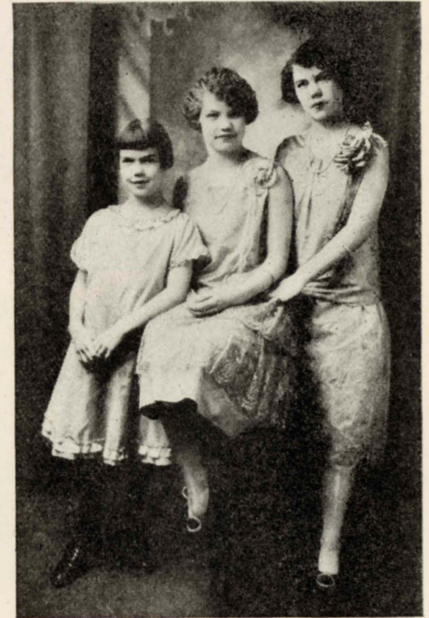
**A** LETTER WAS RECEIVED July 22, 1925, in our pass bureau from Rev. F. H. Cumming, of the Methodist Church at Selmer, Tennessee. With his letter, he enclosed a letter from C. H. Warren, general passenger agent of the St. Paul, Minneapolis & Manitoba Railway, written February 1, 1887, in which Mr. Warren promised Reverend Cumming a trip pass to any point on our line to which he might desire to go. The letter was filed away by Rev. Cumming, and the pass was never claimed until he was going through some old papers last year, when he suddenly thought it would be a good plan to go to Seattle and visit his sister.

He wrote to our people, addressing his letter to C. H. Warren, and asked if he could have the pass promised him in 1887. He stated that he would like, also, to take his daughter with him. It was explained to him that while we could legally issue transportation to clergymen, we could not furnish it to members of his family.

Nothing more was heard from the reverend gentleman, until July 16 of this year, when he again wrote and stated he was now in a position to make the trip to Seattle and would greatly appreciate the pass. It was sent to him—almost forty years after it had been promised.

## An Accomplished Trio

**T**HE THREE AUNE SISTERS, Ethel, Merle, and Ella are girls anyone would be proud to know. One can tell that by looking at them. In addition to being attractive, they are clever. Ethel is a talented violinist, whose playing has evoked much praise in the Northwest. Last summer, accompanied by her teacher, Margaret Anderson, she went to Pullman State College, where she took a special course of instruction under Professor Harlachek.



The Aune Sisters

Merle is one of the "stars" of the "Rainbow Girls," a military organization of young ladies, which was widely and favorably commented upon during the past school year at Hillyard.

Ella has charge of the advertising section of the *News*, the official newspaper of North Central high school. They do say she is the best advertising solicitor the paper ever had.

They are daughters of Mr. and Mrs. J. G. Aune, Mr. Aune being in charge of water service under the B. & N. department at Hillyard.

### One Jackass, One Burro

**A** CONTEMPORARY IS responsible for the following "tenderfoot" offering:

Joe Lambert, fresh from New York state, was the new station agent at the Nevada town. He did not know that that diminutive animal known as a jackass back home is called a burro by the prospector who uses him to pack his pans and kettles in his wandering in the hills of the desert land.

One day the local freight unloaded one of these beasts of burden at Joe's station. The conductor tossed the waybill to the agent, gave the engineer the high sign and was gone. The waybill read: "One burro."

Joe scratched his head and thought awhile before making his way to his office to report to headquarters: "Am over one jackass and short one bureau on waybill 629, train 221."

Great Northern Semaphore

# OUR DIRECTORS

## Short Biographical Sketches of Those Who Direct the Policies and Affairs of the Great Northern Railway Company

No. 1 Arthur Curtiss James

**T**O THE RANK AND FILE of railway employees the board of directors of their railroad is for the most part a remote and all but mythical body of men who rule over the corporate destinies. The employees know that "the board" foregathers at stated intervals to vote heavy expenditures and declare dividends or, as all too frequently happens with railroads these days, pass them. (Fortunately, the Great Northern, beginning with the year 1881 has been able to declare a dividend each year, including the year just completed.) But few employees of a railroad know anything of the personality, or the primary pursuits of the members of the board of directors, save of the few who are also executives of the company. Yet these men, by the very fact that they are called on to direct and control the major affairs of a vast property, are marked as men who have achieved more than ordinary success in the field of their major endeavor.

This lack of information is not as should be; and the SEMAPHORE, knowing that its readers will be keenly interested, purposes to publish short biographical sketches of those Great Northern directors who are also actively engaged in the conduct of other important lines of business.

In contemplating any series of the kind, the director who comes first to mind is Arthur Curtiss James, of New York City—not for the reason that he possibly is one of the largest individual holders of railway stocks living today, or that he is identified by such ownership with several transcontinental railroads; but for the reason that he is a man who has achieved a very marked success in an unusually extensive field of business, industry and finance, and because of the sentiment inhering in the fact that as a director of the Great Northern, he occupies a place held by his father before him, for D. Willis James, as close friend and advisor, was intimately associated with James J. Hill in the early years of the development of the Great Northern and its related interests, serving as a director of the St. Paul, Minneapolis & Manitoba from 1883 to 1888, inclusive, and maintaining from the first an ever-increasing interest, both personally and financially, in the success of the property.

The story of the elder James' connection with the Great Northern and its

predecessors and the interest to which the son, Arthur Curtiss James, succeeded, is an engaging one and very directly bears on the life work of the son.

After the Hill-Harriman titanic struggle for control of the Northern Pacific from which Mr. Hill issued victorious, the Union Pacific turned its attention to the Southern Pacific system and later secured control of it. Subsequently it was forced by decree of court to relinquish that control. Meanwhile, suspect-

of its heavy stockholders. This stock, together with his large holdings in the Great Northern, he turned in to the Securities Company in payment for his shares in that company. When the U. S. Supreme Court, by a five to four vote, held the Securities Company a violation of the Sherman anti-trust law, the holdings of the company were distributed pro rata among its stockholders without reference to the particular securities they had originally turned in as payment for stock. As a result, the elder James emerged from the experience one of the largest holders of both Great Northern and Northern Pacific stocks.

Mr. James' father was associated, also, with interests grouped about the First National Bank of New York and J. P. Morgan & Company and was, as senior partner of Phelps Dodge and Company, developers of vast copper and railroad properties, one of the outstanding forces in the development of Arizona, especially in the construction of the El Paso & Southwestern, of which he was the principal stockholder.

When the Southern Pacific acquired the El Paso & Southwestern, Thomas M. Schumacher, who had been president of the latter railroad, became a vice-president of the Southern Pacific and retired from the Great Northern board, where he had previously represented Arthur Curtiss James, and Mr. James, himself, became a member of the board.

An incident that has rendered Mr. James almost unique among his associates was his action when the Clayton Act became effective. Aimed at interlocking directorates, the act forbids dealings in securities or supplies, or the making of any contracts for construction, involving more than \$50,000 in any one year, without competitive bids,

between a railroad and any concern having as a director, president, manager, or selling or purchasing agent, any person similarly identified with the railroad, or in which the railroad has any substantial interest. As the prohibited transactions include the sale of railroad securities to banks as well as dealing in material and supplies, many bankers and industrial leaders retired from railroad boards. Mr. James, on the contrary, elected to continue as a railroad director, and resigned from those directorates which were within the inhibition. Needless to say, this action has earned for

(Continued on Page 11)



Arthur Curtiss James

ing a possible design of the Harriman interests to gain control of the two northern lines, the Northern Pacific and Great Northern, and as a means of preventing any attempt of the kind, "fifteen men of advanced years," owners of large blocks of the two northern companies' securities, conceived the idea of pooling their holdings, and for that purpose organized the Northern Securities Company, of which D. Willis James became vice-president and director, and James J. Hill president. Mr. James had held a large amount of the securities of the old Northern Pacific Company, and with its reorganization found himself one

## This Year's Gardens on the GREAT NORTHERN



1—Garden of F. J. Strzelech, operator, Castle Rock, Wash.; 2—Store garden at Redland, Minn.; 3—Flowers around home of Chas. Duncan, track watchman, Katka, Ida.; 4—Devils Lake shops garden; 5—The beautiful yard of Robt. Steel, district storekeeper, Great Falls, Mont.; 6—Dale Street shops garden, St. Paul, showing the Great Northern Railway System in flowers.

### Shopmen Grow Flowers in a Cindery Desert

#### Four Garden Plots Adorn Shop Yards at Devils Lake

From the Devils Lake Journal

**W**HERE IS THAT BIRD who said that flowers and grass cannot be grown on cindery ground?

Walter Newgard, foreman of the Great Northern roundhouse, and Herman Poole, boiler maker foreman, here, John Hultberg and George Brown, employed at the shops, would like to have this fellow visit the shop yards and learn the error of his statement.

Four flower beds blooming in all colors adorn the yards, and meticulous care is being taken of them by the shop's gardeners, with George Brown earning for himself the title of the shop Luther Burbank, for his ability in making the garden growing around the flag pole. This year they are experimenting with perennials in the flag pole plot near the roundhouse, and sponsors are confident of success.

The large garden plot adjoining the shop building on the east is being cared for by Mr. Hultberg, chief engineer in the power house, and in it may be found Petunias, Dahlias, Phlox, Asters, Chrysanthemums, with Sweet Elysum blooming in white, used as border. In one corner is a bed of pansies in all colors, and California poppies, those sensitive flowers which hide their faces at night, may be seen interspersed about the border. This plot is about 35 by 75 feet,

and in the center is the greenest grass that can be grown.

Near the store is another garden, in which George Houtt takes considerable pride, the color scheme on the border rocks being red, white and blue. Some evergreens have been planted in this plot.

The roundhouse plot is divided into triangular sections with walks between, and each section is a mass of variegated colors.

"We want to prove to the world," Mr. Newgard told the *Daily Journal* representative, "that flowers can be grown on cinder ground, although we admit that it has been necessary to lay dirt that is adaptable to flowers growth. Any resident in the city may have as fine a garden as we have here with just a little care and attention."

The boiler shop flower garden is particularly deserving of mention, due to the fact that it is really a dual garden, not so much because it produces color and blossoms but because it is part "boiler shop and part blacksmith shop."

Previous to the Thorn Anderson retirement program it was only slyly mentioned that the guiding brain and hand controlling this garden really was in the blacksmith shop. At this meeting, however, the truth came out, when Thomas Downey openly declared and without contradiction, that his, and not Poole's was the genius that produces the wonderful riot of color on the west side of the shop.

J. G. Treacy, who has been superintendent of the shops here for the last three years, also takes considerable pride in the garden spots, and has encouraged the men in their artistic endeavors.

### A Winner on Both Counts

**D**AWN HAWKINS, DAUGHTER of C. W. Hawkins, locomotive engineer, Watertown, S. D., won first place in the Vanity Fair contest staged at the University of South Dakota last spring. She was judged by Neysa McMein, noted artist, of New York City, to be the prettiest girl student. Miss Hawkins was graduated in June from the College of Arts and Sciences.



Miss Hawkins

Great Northern Semaphore

# CURRENT EVENTS

## Our New Big Capacity Tenders

**D**ELIVERY, NOW BEING made to the Great Northern of seventeen locomotive tenders with water capacities of 21,500 gallons, is hailed as a significant development. According to the *Railway Age*, it "is of more than passing interest from several standpoints. These tenders reflect a trend that affects operating, mechanical, and engineering departments alike, and show the close co-ordination necessary between these departments in their respective efforts to reduce transportation costs."

The tremendous capacity of these tenders illustrate how rapidly water capacity has been increased in recent years to keep abreast of operating necessities. The largest tender appearing in the 1906 *Locomotive Dictionary* was of 7,500-gallon capacity, while most of those shown carried from 5,000 to 6,000 gallons. In the 1916 edition of the same publication the average capacity of the tenders illustrated was 7,000 gallons and the maximum 12,000 gallons. Tenders of 12,000-gallon capacity are common today, while the capacity of those purchased by the Great Northern exceeds by more than 75 percent that of the largest tenders of ten years ago.

The necessity for larger tenders is due to the constantly increasing loads of both passenger and freight trains. The fixed distance between water stations has necessitated larger water storage to carry the train between stops. A more important consideration is a reduction of the loss due to unnecessary train stops. A striking evidence of the realization of this fact by transportation officers was furnished by the Missouri Pacific a few months ago when a freight train of 2,455 tons was operated from Kansas City, Mo., to Jefferson City, 162 miles, without a stop. This was done by hauling an auxiliary water tank of 10,000-gallon capacity.

The Great Northern for years has been in the forerank of railroads in the matter of heavy trains. Within the past ten years we have made remarkable strides in this direction; hundreds of miles of heavier rail have been laid; passing tracks have been lengthened; grades flattened, and curves eliminated; heavier, more powerful motive power purchased, all looking to longer, heavier trains, fewer stops, and faster movement of tonnage over the line. Now we are acquiring these tenders of tremendous capacity, lengthening the cruising radius of our locomotives, and eliminating unnecessary stops.

The cost of these improvements, excluding the new Cascade Tunnel with its tremendous expenditure, has mounted into millions of dollars; but the reduced cost and increased efficiency of our operation has more than justified the investment and has proved the acumen and foresight responsible for the improvements.

October, 1926

## Patrick Kelly Passes On

**W**ITH THE RECENT passing of Patrick Kelly, of Conrad, Montana, another figure of consequence fades out of the picture of Great Northern pioneer days; but his memory will live always in the hearts of those who knew him.

The Conrad *Independent* says: "Pat Kelly was one of the sturdy, rugged, honest pioneers of Montana who took a big part in laying well the foundation for a high type of citizenship in the communities where he served. Starting out as a young man, he entered the service of the Great Northern Railway Company as a telegraph operator in North Dakota, and gradually, but steadily, worked his way up with that company, and when the road was built westward, it was Mr. Kelly who was put in charge of the local offices in Great Falls, having been the first freight and passenger agent for the Great Northern in Great Falls.

Having demonstrated his ability and worth in the railroad service, greater opportunities presented themselves, and he was taken into the banking business with the Conrad interests, and for a few years devoted his time to that work in Great Falls.



Patrick Kelly.

When W. G. Conrad decided to build a great irrigation project in the territory now embraced within the borders of Pondera County, and to found a new town there to bear his name, Mr. Kelly decided to cast his lot in the new community, which he could vision as some day becoming a great and prosperous country.

And so it was that P. Kelly was one of the very first men to launch in business in Pondera County, in 1905, founding the first bank, the Pondera Valley State Bank, of which institution he remained at the head until 1918, when he sold his interests and retired.

Mr. Kelly was one of those who took part in, and were astonished witnesses of the Great Northern extension from Devils Lake to Great Falls in 1887. In his railroad career, as in his subsequent business experiences, he was justly honored, respected, and esteemed by a host of friends, and his death has saddened thousands who knew him in Montana and adjacent states.

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## Our Directors

(Continued from Page 9)

him a most enviable distinction and has made him a notable figure in railroad circles.

Arthur Curtiss James was born in New York City, June 1, 1867. His collegiate education was secured at Amherst College, of which his father was a trustee. He was graduated in 1889 with the degrees of B. A. and M. A. Since entering the business field, his interests have widened until today his activities are extremely varied and he is a member of the directorate of numerous institutions other than those of which he is an executive and directly concerned in the management. He is known among financiers as one who has managed the multitudinous interests of his great estate with rare judgment and notable ability.

Mr. James is president of the Curtiss Southwestern Corporation, vice-president of the Phelps Dodge Corporation and its subsidiaries, and is a member of the boards of directors of the Great Northern and Chicago, Burlington & Quincy railways; and vice-president and director of the El Paso & Southwestern Railway Company and its subsidiaries. He is also a director of the First Securities Company, New York City, trustee of Amherst College, his alma mater, and of Hampton Normal and Industrial Institute.

Despite the close attention necessary for the successful management of his business affairs, Mr. James finds time to devote to civic and charitable activities, and to several of New York's famous institutions of research and learning, notably the Metropolitan Museum of Art, New York Public Library, the Children's Aid Society, and of Union Theological Seminary, in each of which he is either a trustee or director. He is vice-president of the New York Chamber of Commerce and a member of the American Institute of Mining Engineers, American Geographical Society, New York Zoological Society, and New York Botanical Gardens.

Mr. James, in common with a great number of New York's successful men, is devoted to the sport of yachting. He is a member of the Atlantic, New York, and Seawanhelm-Corinthian yacht clubs, serving as commodore of the New York Yacht Club during 1909 and 1910. Among his other recreations are horseback riding and tennis.

Mr. James is an only son, and has retained his father's holdings of Great Northern and Northern Pacific stocks. Other large holdings have been split up through the death of James J. Hill and others of the famous "fifteen" who had more than one heir. The result is that Mr. James is said to be the largest individual stockholder of Great Northern, Northern Pacific, and Southern Pacific. He recently acquired, also, a very large holding of Western Pacific stock, and it is to be expected that his interest in that property will result in strengthening its financial position among the western railroads. While Mr. James is a director of Great Northern, and vice-president and director of the El Paso & Southwestern, his interests in Northern Pacific, Southern Pacific, and now the Western Pacific, are represented by other directors.

# Our Honor Roll



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

- 407 Sever Moen, laborer, Dale Street shops, effective July 1, 1926.
- 408 Gilbert H. Newgard, carpenter foreman, Devils Lake shop, effective July 1, 1926.
- 409 John Opheim, storekeeper, Marcus, Wash., effective July 1, 1926.
- 410 Charles Sell, Jr., machinist, St. Cloud shops, effective July 1, 1926.
- 411 Frank L. Thurston, agent, Simcoe, N. D., effective July 1, 1926.
- 412 John Purdy, engineer, Minot, effective January 1, 1926.

## DECEASED

- 126 David Duncan, retired January 1, 1925, died July 5, 1926.
  - 127 John Purdy, retired January 1, 1926, died August 29, 1926.
  - 128 George Spoden, retired March 1, 1921, died September 12, 1926.
- The Pension system of the Great Northern was established September 16, 1916.
- |  |              |
|--|--------------|
| Since that date the number of pensioners enrolled has been ..... | 412          |
| Of whom there have died .....                                    | 128          |
| Leaving enrolled on the Pension List at this time .....          | 284          |
| The amount paid out in pensions to August 31, 1926, is .....     | \$597,287.29 |

### SILVER MOEN

Born June 9, 1854, in Norway. He worked as section laborer at Minneota, on the Chicago and Northwestern Railway, from 1894 to 1898 and farmed near Cottonwood, Minnesota, for two years previous to entering service of the Great Northern Railway April, 1901, as section laborer at Cottonwood. He was promoted to section foreman at Granite Falls September, 1904, and worked until December, 1904, when the regular foreman returned. In May, 1905, he returned to work for the company as laborer at Dale Street shops where he remained until he was retired on account of age limit, and pensioned, with 23 years of service, effective July 1, 1926. His address is 199 Charles Street, St. Paul, Minn.

### GILBERT H. NEWGARD

Born June 6, 1856, in Norway, Thrygstad P. O. Before coming to this country he worked as carpenter. On arrival in America he settled at Fergus Falls and worked as carpenter for three years from 1882. In August, 1885, he was employed by the Great Northern as carpenter at Barnesville. In 1907 he became carpenter foreman at Devils Lake. He remained at Devils Lake shops until he was pensioned, effective July 1, 1926, with 41 years of service. His address is Devils Lake, N. D.

### JOHN OPHEIM

Born March 20, 1861, in Norway. From 1882 to 1884 he worked on section for the Northern Pacific Railway in Minnesota and Dakota. From November, 1884, to January, 1885, he was employed by the Great Northern as wiper and hostler helper at Fergus Falls, when he had the misfortune to lose his right hand in service. He was afterward employed as pumper at Fergus Falls, also oil house man at St. Paul shops. In 1890 he became storekeeper for the company at Minneapolis Junction and has worked as such at Glasgow, Havre, Barnesville, Minot, and Great Falls. In January, 1906, he was promoted to store inspector. October, 1906, he was appointed assistant general storekeeper, and November, 1909, he became general storekeeper at St. Paul, which position he held until September, 1916, when he was transferred to Hillyard as storekeeper. In May, 1920, he was transferred to Marcus as storekeeper and remained there until June 30, 1926, when he was retired on account of permanent incapacity, and pensioned, effective July 1, 1926, with 43 years of service. His address is Marcus, Wash.

### CHARLES SELL, SR.

Born June 30, 1861, in Lessentin, Germany. He began his service for the Great Northern Railway as machinist

helper at St. Paul shops in March, 1887, under G. Dickson, foreman. In June, 1891, he transferred to the St. Cloud shops as wheel borer, and worked in this capacity until August, 1917. After that he worked as machinist until June 30, 1926, when he was retired on account of permanent incapacity and pensioned, effective July 1, 1926, with 39 years of service. His address is 600 11th Avenue North, St. Cloud, Minn.

### FRANK L. THURSTON

Born April 4, 1861, at St. Ansgar, Ia. In July, 1883, he left farming to be assistant agent for the Great Northern at Hope, N. D. He worked there until October, 1884, when he went back home and stayed until November, 1885, when he was re-employed as assistant and extra agent at Hope. He also worked at Clifford. From June, 1895, to April, 1896, he was in the grocery business at Albert Lea, Minn. He was re-employed in May, 1896, as operator at Barnesville. He has also worked at Ada, Guthrie, Warren, and Simcoe. While at Simcoe he was retired on account of permanent incapacity and pensioned, effective July 1, 1926, with 30 years of service. His address is Simcoe, N. D.

## In Memoriam

### DAVID DUNCAN

Born December 29, 1854, in Colinsburgh, Fife, Scotland. From April 6, 1871, to September 30, 1885, he was a clerk in Colinsburgh and Glasgow. Coming to America, he was engaged in the land and insurance business at Fergus Falls, Minn., up to October 1, 1892, when he started to work for the Great Northern as assistant storekeeper under G. L. Bonney, superintendent D. & S. cars. He held this position until August 20, 1900. In September, 1900, he was employed in the general stores department, and has worked in the capacities of laborer, foreman, checker, and rail clerk. He was lumber foreman from April 22, 1903, up to the date he was retired on account of age limit. He was pensioned, effective January 1, 1925, with 24 years of service. Died July 5, 1926.

### GEORGE SPODEN

Born February 5, 1851, in Germany. Came from Germany to St. Cloud in March, 1884, and worked on a farm until April, 1887. From 1887 to August, 1892,

(Continued on Next Page)



Another Group of Recent Pensioners

Left to right, Wm. Anderson, car repairer, St. Cloud, Minn.; Anton Kotowski, car repairer, St. Cloud, Minn.; Bernhard S. Johnson, section foreman, Halstad, Minn.; Fred A. Blake, car inspector, Minneapolis, Minn.; John A. Peterson, freight checker, Minneapolis, Minn.

## Birthday Party Aboard Oriental Limited June 23, 1926

**O**NE OF THE MOST POPULAR members of the "Service Family," as the Great Northern organization is well named, is the dining car steward who greets each guest with a smile when he or she enters the dining car on our Oriental Limited. One of the most popular of these stewards is Frank Bond, who celebrated his "steenth" birthday June 23 while enroute from Spokane to Seattle on Train Number One.

To celebrate the occasion in a fitting and proper manner, Pullman Conductor W. J. Cook secured a birthday cake at Spokane and, with the assistance of Chef "Mike" Young, took care of the proper trimmings for the cake. It is reported that they had fifty-two candles on the cake; but Frank contends that there should have been but twenty-five, as he surely felt that young even if it was hot. However, when Frank was finishing his luncheon, Mr. Cook and a number of the passengers appeared in the diner, presented the lucky man with his cake, and complimented him on his youthful appearance and splendid service. Like all small boys, Frank blushed a rosy pink and was properly embarrassed. The passengers' interests in him certainly speaks well for the service he renders them on their long trips across the continent.

Joseph Keho, of New York, one of the celebrants, presented Frank with several volumes of good reading matter, and several other passengers donated tokens of their esteem. Among the passengers who joined Mr. Bond in his birthday celebration were: Anne Melbrush, of Cleveland; Bertha Ellis Depew, of Seattle; Stella Frederick, of Bremerton; Phyllis Frizzell, of Long Beach, Cal.; Julia and Olga Lowmen, Lucile Zbinden and Mrs. Edward L. Kiley, of Seattle. We'll say that Frank should have enjoyed the party.

### Our Honor Roll

(Continued from Page 12)

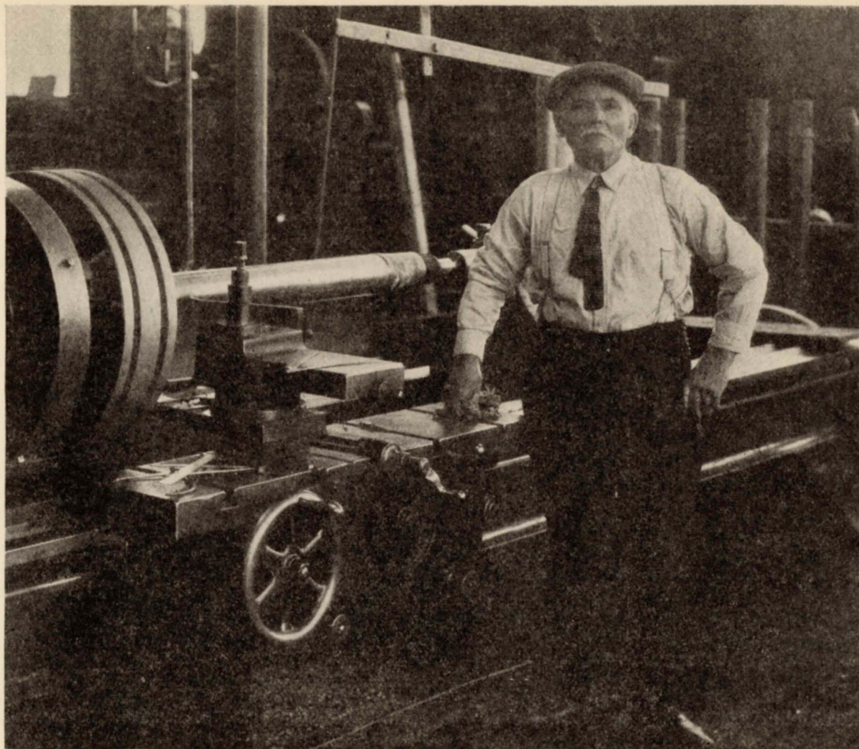
he worked for A. Koope, contractor. In 1892 he entered service of the Great Northern as a blacksmith's helper at St. Cloud shops, in 1903 he was promoted to blacksmith, and remained in this position until February 5, 1921, when he was retired on account of age limit and pensioned, effective March 1, 1921, with 28 years of service. Died September 12, 1926.

#### JOHN PURDY

Born November 30, 1854, in Massachusetts. He was engineer at Eau Claire for the Chicago, St. Paul, Minneapolis & Omaha, and Chicago Great Western from 1875 to 1896. He began service for the Great Northern, as engineer on the Dakota Division, in 1896, and worked on that division until March, 1908, since which time he has been on the Minot Division. For a short time in 1905 he was on the Northern Division. He was retired December 8, 1925, with 28 years of service and pensioned, effective January 1, 1926. He died August 29, 1926. Mr. Purdy's picture is shown in the next column.

If wrinkles must be written upon our brows, let them not be written upon the heart. The spirit should not grow old.—James A. Garfield.

October, 1926



### Thron Anderson Honored

**T**HE GREAT NORTHERN SHOP Craft entertained on Thursday evening, August 6, at the Hotel Grayson in honor of Machinist Thron Anderson, Devils Lake shops, who retired from service August 1, 1926, after 40 years of service.

The evening was spent in games and reminiscence; also a trio, Thomas Downey, Herman Poole, and Wm. Rossin, sang several selections. Gilbert Newgard, Herb Ridgedale, Thomas Downey, and Joe Collinson gave short talks.

After the program Mr. Anderson was presented with a beautiful watch, a gift of the local employees. The presentation was made by John Erickson, blacksmith foreman, who has worked with Mr. Anderson for the past 35 years. In his speech he touched upon many instances

in their years together which made plain to all that a deep and lasting friendship had existed between them during these years and is still flourishing.

A delicious lunch was served by the Shop Craft. The guest of honor was seated at a prettily decorated table and also seated at this table were retired veterans, Joe Collinson and Gilbert Newgard.

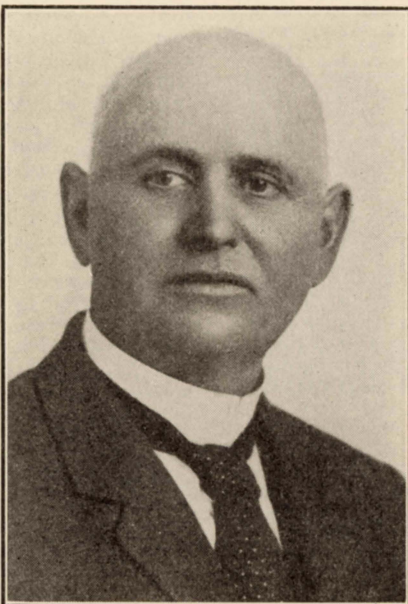
During the evening Mr. Anderson received a telegram from C. T. Walters and J. T. McCarthy, of St. Paul, congratulating him on his years of service.

Working on the same machine for 36 years is a record claimed by Thron Anderson, who has run the piston lathe at the Great Northern shop for that length of time.

Mr. Anderson still gets as much joy out of his work as he did the first time he turned a piston on the lathe in Barnesville in 1890, in spite of the fact that he is 73 years old. Three years older than the required tenure of service for a pension, he is just as alert, just as enthusiastic over his work, and just as faithful at the lathe as he was years ago when it first was intrusted to him; and according to J. G. Treacy, shop superintendent, Mr. Anderson's work is perfect, with never a mistake chalked against it.

Mr. Anderson went to work for the Great Northern railroad in the shops in 1887, and came to Devils Lake, when the shops were moved here in 1907. In that time he has turned out 3,500 engine pistons, and made 200 locomotive axles and 300 crank pins, and he still is carrying on.

For a number of years rheumatism somewhat crippled him, and it was necessary for him to be taken between his home and the shop each day in a little cart made for him in the shop. Later he went to his employment in an automobile. His affliction, however, failed to slow up his work, and today he says he is feeling better than he has felt in years. The machine which he used was brought here from Barnesville when the local shop was opened.



John Purdy.

# Editorial

## COMPULSORY HARIKARI

**S**EPARATING THE EAST and northeast residence section from the business district of St. Paul, lies a valley that from the earliest days has been occupied by the railways, affording, as it does, the only practicable route, but one, to the high plateau between St. Paul and Minneapolis. This valley, with the railways, is bridged at Third, Sixth, Seventh, Lafayette, Westminster, Mississippi, and Jackson streets—seven bridges within a mile, all leading from the business section to the residence area referred to. The viaducts over Third, Sixth, Seventh, and Lafayette lead to the older and more thickly settled Dayton's Bluff and East Seventh Street districts. The Sixth Street viaduct carries the heaviest traffic, being an arterial highway, but at no hour of the day does travel over this bridge become congested, as the term is understood in populous centers where congestion presents a serious problem.

The Third Street viaduct, leading directly to Dayton's Bluff, has fallen into almost total disuse, save by the few industries grouped about its easterly end. The reasons for this are, we believe, three-fold: The westerly end of the bridge is located in a remote, and the lowest, corner of the business district, given over to a few jobbing houses and railway freight stations. The easterly end is half way up the bluff, and the approach is some six hundred feet of unpaved street of almost prohibitive grade. The other bridges provide ample and more practicable routes in either direction, those of Sixth and Seventh streets being continuations of the two main business thoroughfares of the city, which run directly through the retail district at practically level grade, and for these reasons have been, and always will be, the preferable and popular routes.

The residents of Dayton's Bluff periodically have agitated the reconstruction of the Third Street viaduct, although it will not save them a foot of distance between their district and the retail center, and not more than four blocks out of a mile of distance to the Union Depot. It will provide them, however, a through route along the edge of the business district—not, we apprehend, a desideratum from the view point of the merchants, and this will require a descent to the lowest levels in the city and a resulting climb in either direction.

The matter is up again, and from various editorial and news items, it appears that the primary reason for the renewal of this viaduct is to provide an additional and direct route for motor tourists into the business district. It is not maintained that it is a necessity, but is advocated wholly on the ground of greater convenience. As to this, the St. Paul *Pioneer Press* editorially says:

"The Third Street bridge and widening project is of the highest importance to all of St. Paul for several reasons, not the least of which is the connection with trunk highway No. 12, from Hudson. That road bids fair to become the most useful in the state, from a tourist point of view. It connects at Hudson with Wisconsin highway No. 12, which leads almost in a beeline through Madison, the state capital, to Chicago. The distance by that route from Chicago to St. Paul is 404 miles, as short or shorter than any railroad between the same points. The state of Wisconsin has undertaken to pave its entire portion, 341 miles. But little will remain to make an unbroken pavement from this city to Chicago, which will pass through such important places as Menomonie, Eau Claire, Black River Falls, and Baraboo. That road will have the advantages of minimum distance and easy going over all others from the East.

Traffic over that route will be led directly into St. Paul by the Third Street improvement. If that is not accomplished, the Hudson road probably will be diverted to Minnehaha Street and much of the travel on it will escape the larger part of St. Paul on its way west."

If the writer of that editorial is given to motor tours, he knows that he and every fellow tourist on the highway, as well, invariably drives to the heart of every village, town, and city on the route, even where it requires a detour of some blocks. Curiosity and the need of purchases are always the controlling factors. This being true, the bugaboo of the Minnehaha Street route falls rather flat, and were it an actuality, the same objection applies to the reconstruction of this viaduct and the improvement of Third Street in the business section, routing the traffic east and west along the far edge of the mercantile district, and to the west, at least, leading to the best paved, shortest and most attractive highways out of town.

So much for the need or advisability of this viaduct being built. The plan, with its attendant aesthetic yearning toward civic beauty, calling for an ornamental, concrete structure, means the expenditure of anywhere from \$500,000

to \$750,000 by the railways involved, one of which is the Great Northern. It is a grade separation, and the railways must bear the burden of its construction, maintenance, and reconstruction. It seems the bitterest irony of fate that the railways should be compelled to provide a more convenient route, inviting an increasing number of motor cars, busses, and trucks to divert day by day more and more traffic from the rails and thereby curtail the railways' earning power. Not only are we to be hanged, it seems, but we are expected to furnish the rope.

## GOOD PICTURES IN THE HOME

**E**VERY MONTH OR SO we see advertised some week to be set apart for doing some special thing—Safety First Week, for example. The latest coming to our notice is National Picture Week. We are not convinced that the appointment of a short period for intensive effort toward the accomplishment of some desired result is beneficial, save as a reminder. If anything is well worth while doing, why appoint a week for doing it? Why not extend the effort over the other fifty-one weeks?

Be that as it may, National Picture Week is designed to foster an appreciation of the best in pictures and to urge that only such pictures be used to beautify the home. We all love pictures; not all of us feel ourselves competent to select the good as against the poor or mediocre. Taste in pictures is born in a limited few; but any of us can acquire or cultivate it. Let us become the possessor of but one really fine picture and the poor ones cease to attract us. We may leave the selection of that first good picture to some one we believe qualified; but once it is ours, we shall soon learn to discriminate.

We cannot, many of us, afford originals. But in this day and age, the art of reproduction has been so perfected that copies may be had which are remarkable in their fidelity to the original, and the aesthetic appeal is there. It is this sort of picture, be it in color or in black and white, engravings or etchings, that should be in our home.

After all it might be well to buy a good picture during the second week in October, the week set apart. But don't stop there. Acquire others—buy slowly and carefully. Select what appeals to you—a picture that is expressive of yourself—of your taste. A few really good pictures are far to be preferred over a collection of bad and indifferent ones.

## ANOTHER SPECIAL WEEK

**W**E ARE ASKED TO CALL our readers' attention to the fact that October 3-9 has been designated as "Fire Prevention Week," and to urge every one to co-operate in the nation-wide drive during that period to reduce to some extent the country's appalling losses by fire. We do urge every reader of the *SEMAPHORE*, not only to contribute his effort to the general endeavor, but to enlist his friends and neighbors in the cause.

It strikes us as a sorry commentary on the intelligence of the American public that we must be awakened from our lethargic carelessness by the designation of some special period for intensive effort toward the accomplishment of a purpose that so obviously should receive our constant effort. Little enough can be accomplished in a week; the material results will not, we think, show appreciably in the year's total figures; but it may, and it should, bring to some of us a realization of our shameful heedlessness in the matter of fires, and so lead us to a sustained effort to reform through all the weeks of every year.

In 1905, fire losses in the United States totaled \$165,000,000. Ten years later, 1915, the amount was \$172,000,000, not an appreciable increase. But in 1925 it had amounted to \$570,000,000, for the year. Indications point to even greater losses this year. President Coolidge in his proclamation last year, referred to fire loss as a waste resulting "from conditions which justify a sense of shame and horror, for the greater part of it could, and ought to, be prevented."

You may say, "I am careful; I take every precaution against fire." And again, "I never have had a fire," or "The only fire I ever had was due to causes beyond my control." We are not so sure of the last. If it was due to carelessness on the part of some one else, it was due in a sense to your own neglect to work for a safer condition in your community. And though you never have had a fire, you are paying for the increase in fire losses in increased insurance rates. Insurance companies operate on a percentage basis. To afford protection, they must prosper; and to prosper, their premiums must exceed their losses by a reasonable margin to provide for running expenses and a fair return on the capital invested.

*Great Northern Semaphore*

# VETERANS' CORNER

ELECTED TO MEMBERSHIP IN  
VETERANS' ASSOCIATION  
SEPTEMBER 19, 1926

Percy H. Burnham, general freight agent, St. Paul; Prescott B. Beidelmon, assistant general freight agent, St. Paul; Jno. H. Blanchard, chief traveling auditor, St. Paul; Clarence A. Bennewitz, conductor, Sioux City; Robert Campbell, engineer, Sioux City; Edward H. Frost, physician and surgeon, Willmar; Joseph H. Klopfenstein, engineer, Everett, Wash.; Conrad W. Kalbfleisch, fireman, Crookston, Minn.; Nels P. Nelson, carpenter foreman, Willmar, Minn.; Amos W. Thompson, switch foreman, Sioux City, Iowa; Frank J. Winne, telegraph operator, Minneapolis; Arthur Whitnall, city passenger agent, Vancouver, B. C.

## Annual Memorial to Mr. Hill

### North Oaks Again Mecca of the Veterans

**S**INCE JAMES J. HILL passed to the Great Beyond in 1916, it has been the custom, a loving duty, though a sad one, for members of the Great Northern Veterans' Association to visit his grave at North Oaks farm he loved so well, on the Sunday morning nearest to the date of his birth, September 16. Since Mrs. Hill's death in 1921, this tribute has been a double one, for she shared his affection for the veterans, who had helped him create and make powerful the great systems of transportation which are still known and probably always will be known as "the Hill lines."

The anniversary was observed this year on Sunday, September 19. The many storms which had depressed mankind for weeks cleared away, and a day of soft breezes and clear sunshine met the waking eyes of the scores of veterans who composed the cavalcade that wound its way out of Saint Paul to the green shores of the lake where James J. Hill and his helpmeet now repose.

The ceremonies were simple, a word or two from the venerable president of the association, William J. McMillan, a few more from A. J. Whitaker, the vice-president, and an informal heart to heart talk by Frank A. Davis, historian of the association and a former paymaster of the Great Northern, now retired.

Mr. Davis' talk was simple but impressive. In part he said: "Solomon prophesied 'See'st thou a man diligent in his business, he shall stand before kings. He shall not stand before mean men.' In every crisis, where a great man is needed, somehow a great man is provided for that need. In the development of this great Northwest, a great man was required, and our chief and fellow-worker was chosen and was not found wanting. So the boy, Lincoln, of humble beginnings was needed for president, the boy David was taken from his

flocks, and from the lowly manger came a Savior for humanity. We can be quite sure that our chief and his companion know we are here, and are looking on with glad approval and happiness as we express our love and loyalty with floral offerings and words which but feebly tell the fulness of what is within our hearts."



Margaret E. Martin

**A** HOST OF FRIENDS join with the relatives in mourning the passing of Margaret E. Martin, which occurred September 13 at St. Mary's Hospital, Minneapolis. Mrs. Martin entered the service of the Great Northern Railway in 1894 in the old passenger station at Minneapolis and continued in that capacity until October, 1924, when she was forced to leave her duties on account of illness after thirty years of active service. She was especially well liked by her superiors and fellow workers, due to her loyalty and faithfulness and conscientious performance of her duties. She had the faculty of pleasing the traveling public at all times because of her ability to anticipate their wants and render needed assistance and minister to their comfort. She was pensioned by the company on January 1, 1925, being the first woman to be so honored. She made her home with her son after her retirement, and on July 20, 1926 she had the misfortune to fall at home and fracture her hip and was taken to the hospital for proper care and treatment but could not rally. She was sixty-five years of age at the time of her death, and leaves two daughters, Mrs. B. A. Green, of St. Paul, and Mrs. W. W. Payne, of Portland, Ore.; and one son, Robert E., who is employed in the chief dispatcher's office at Minneapolis as car distributor.

## Number Two

### Amusing Incident

**T**HE MOST AMUSING incident I can recall at present happened in the old freight office at Great Falls, Montana, where I was cashier and Pat Kelly, who recently died, was agent. This happened along some time in 1892. There was camped on the west side of the river a band of Canadian Cree Indians, one of whom lost his pony by its being struck by a switch engine. The owner, an enormous six-foot buck, ap-

peared soon after at the freight office, dressed in the customary Indian style: red blanket, moccasins, long hair, and face painted red. Mr. Kelly, who happened to be in the office at the time, accosted him, but got only a grunt in response. Pat finally spoke to him in French and in that way learned the cause of his visit, which, of course, was to make a claim against the railroad for the loss of his pony.

Mr. Kelly fixed up the papers and told the Indian to come back in the course of a couple of weeks. In considerably less time than that he again made his appearance and waited until he saw Pat, who again informed him that it would be some days before settlement would be made. In due course of time a draft from the claim office was received and turned over to the Indian. Mr. Kelly then assumed that the incident was closed; but the following day we had another visit from the Indian, and Pat, rather exasperated at this visit, asked him brusquely what he wanted now. The Indian responded by putting his hand under his blanket and drew forth a tomahawk. As soon as Pat spied the weapon he made a beeline for the counter gate, apparently scared of an attack. It developed, however, that the Indian was most peaceably inclined, and merely wanted to show his appreciation of Pat's kindness by making him a present of the tomahawk.

### Interesting Event

During my thirty-five years of service with the Great Northern Railway, the most interesting event with which I was connected was my attendance at the Veterans' Meeting held at Great Falls, Montana, in 1924, and where I had the pleasure of meeting so many old friends, some of whom were there when I started to work in June, 1891.

### Interesting Men

The most interesting man with whom I have come in contact during my years of service (other than of course James J. Hill) is President Ralph Budd. When Mr. Flynn composed his definition of "pep," I have no doubt that Mr. Budd was foremost in his mind.

JAS. D. COULTON,  
Agent, So. Bellingham, Wash.

## Devils Lake Veterans

**O**LD TIMER AND VETERAN W. F. Bailey, in early days blacksmith foreman at Barnesville, paid Veteran J. H. Collinson, former roundhouse foreman at Devils Lake, a visit for a few days en route to Fargo, N. D., where his son, W. F. Bailey, is a prominent doctor at the Fargo Clinic.

## Thanks, Jim!

**J**IM EGAN IN HIS column in the Tacoma SUNDAY LEDGER, "Sunny Side Up," has this to say of Great Northern dining car service:

"Speaking of meals—and the subject of meals is one on which I can speak with great feeling and earnestness—I do not recall a better in the fortnight we were away than a dinner eaten in a Great Northern dining car, enroute from Vancouver to Tacoma. From the fruit cocktail to the apple pie and cheese, this meal, a regular \$1.25 dinner, was all one could wish. I have given vent to harsh remarks anent railway meals in the past, and doubtless it is but fair to grant credit when credit is due."

# For the Health of Your Children

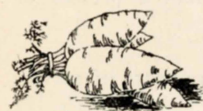
## Development of Cooking and Its Effect on Health

By WALTER R. RAMSEY, M. D.

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

**W**HEN THE CAVE MAN BECAME sufficiently hungry he went out in quest of food. Having brought down his victim with one blow from his great club, he skinned it with a sharpened stone, selected the best and tenderest portions, and ate them. He did not sprinkle his meat with pepper and salt and then add one of the numerous sauces now served under high sounding names and guaranteed to bring out the exquisite flavor of the steak. These came ten thousand years later. No; the cave man ate his steaks raw and enjoyed the various flavors, depending on the character of the game.

When meat was not to be had, he ate the various fruits in season; and during the long winter months, when there was no fruit and game was scarce, he dug up the roots of various plants, which, experience told him, had special food value.



Give the carrot a place of honor. It is good to look at, better to eat and full of vitamins.



Tomatoes, raw and cooked, are blood builders, they knock scurvy out in short order.

As time went on, perhaps many thousands of years, man's intellect developed with experience; he learned how to use the bow and arrow instead of the club, and later, with the advent of chemistry, came the use of powder and the rifle.

Man's sensibilities became keener; he found out by accident that cooked meat tasted better and was more tender than raw and so he began, at first over an open fire, as we do on picnics even today, cooking one article of food after another until practically everything man ate, with the exception of certain fruits, was cooked.

As we come down through the centuries, the cooking and seasoning of food became more and more elaborate; cooking became an art; and, to tickle the palates of the royalty and the rich, epicure French cooks are today paid salaries almost as large as that of the president of the United States.

Up to a few years ago it was not known that the cooking had anything to do with health; in fact, it became quite a fixed idea that to eat anything except fruit raw was unhealthy, and for children actually dangerous.

There was one outstanding disease, however, which was known to be due to food, and that disease was Scurvy.

In the days of sailing ships, it was not infrequent that they were away from port for many months at a time, and in cases of whaling ships, they often went on cruises around the Horn and up into the Pacific Ocean, lasting two or three years. When their fresh vegetables and fruits gave out for any length of time the crew developed Scurvy. If the ship could touch at some point of land where they could secure some citrus fruit, or in fact any raw fruit or leafy vegetables,

and the disease had not progressed too far, they quickly recovered. If they could not secure this raw food, most, or all, of them died. If they had only known what the Eskimos know and practice, they could have easily prevented the disease by eating some uncooked fish or the raw blubber of the whale.

In the Arctic Circle, where the natives live largely on fish, meat, and fat, which they eat mostly raw, and where, for long periods, fruit and vegetables are practically unknown, Stephenson, the explorer, says he never saw a case of Scurvy.

The mothers of a generation ago were told that it was not necessary for them to nurse their babies, and that they could just as well feed them from a bottle on canned milk or powdered food. They could place their children in the charge of most any intelligent person, and when the babies' meal time came all they had to do was to "add hot water and serve."

Most of these foods consisted of cow's milk, which had been reduced to a thick syrup by evaporation, and the addition of sugar or malted grain mixed with powdered milk.

It was soon found that many of the infants fed exclusively on these artificial, cooked foods developed Scurvy, and almost all of them developed rickets or some other form of malnutrition. The infants who developed Scurvy became very pale and had hemorrhages around the teeth, if they had any teeth, and also along the long bones of the arms and legs. It was not infrequent that these hemorrhages occurred around the eyes and gave the appearance of the classical black eye.



Cook the turnip right and it is fit for a president's table. Keep it on hand all the time.



The cod furnishes oil that swarms with vitamin D, also found in spinach and egg yolk.

I can well remember the first case of Scurvy I recognized in a young child. It was brought on a pillow from a neighboring state. When moved or handled it shrieked with pain. It was placed in the hospital, and in addition to its other food it was given a few teaspoons of orange juice diluted with water three times daily. In a few days the child was jumping about its crib as lively as a cricket, apparently quite recovered. It had gotten its orange juice in time.

By far the most common disease due largely to a deficiency in diet is Rickets, and some few years ago when artificial foods were the rage it was estimated by authorities that ninety per cent of the infants under ten years, in the crowded districts of our great cities, had Rickets to some degree.

I would not have it understood that

food alone is the only factor in producing Rickets and other nutritional diseases. Lack of sunlight and poor hygiene are accomplices, and in fact the best known treatment for Rickets is exposure of the body to the sun's rays.

But to get back to cooking. What has cooking to do with health and the production of these nutritional diseases?

It is simply this: Natural foods, beginning with mother's milk, and the milk of all other animals, meats, vegetables, fruits, grains, and in fact everything we eat, contains active principles called vitamins which are absolutely necessary to the proper nutrition of all animals, including the human.



Salads are stylish. You can get celery and cabbage all the year around. Eat 'em raw and cooked.



Apples and oranges should be on every table. They are better than too much meat.

At present there are three vitamins which are recognized to be necessary to health, proper growth, and development. These vitamins, for want of a better name, are called A, B, and C.

Vitamin A has its source in the vegetable kingdom and especially in the green leaves of plants. The presence of vitamin A in milk, cream, butter, and meat is due to the fact that the animals, including humans, have secured it from the plants which form their diet. For example: A cow who has been fed for a long time on dried hay will have little vitamin A in the milk, but during summer when on pasture will have a large amount. The same thing applies to human mothers who are nursing their children. They should eat raw fruit and leafy vegetables, such as lettuce, daily.

Vitamin B is found in egg-yolk, grain, spinach, cabbage, carrots, beets, tomatoes, and many other vegetables. The germ of the grain, such as wheat, oats, and corn, contains this vitamin. It is usually found in the bran and shorts which are fed to the cows and pigs. Our children, if fed on only the white flour, are deprived of these growth-promoting elements of the grain.

Yeast is a fertile source of vitamin B, and many persons consume a certain amount of yeast daily in order to secure this vitamin.

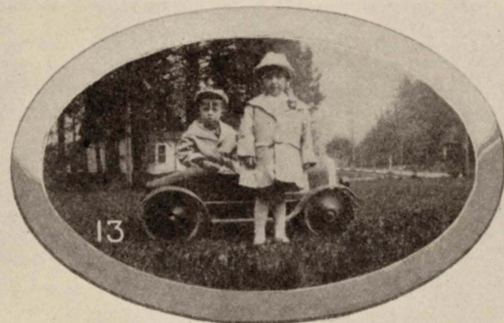
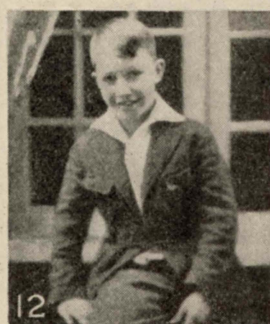
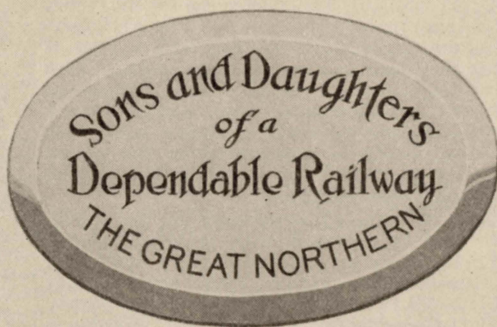
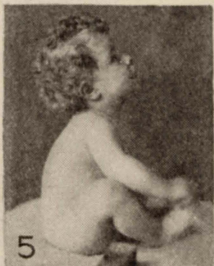
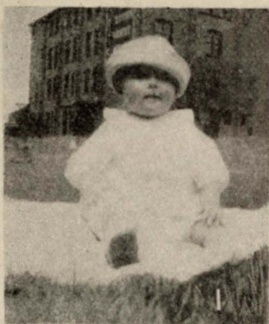
Vitamin C is an essential in every individual's diet. It is the absence of this vitamin which produces Scurvy.

Vitamin C is found in most fruits and vegetables, but orange, lemon, tomato, and raw cabbage are rich sources of this vital element.

The thing for every one in general, and for mothers in particular, to remember is: that these vitamins are essential to life, health, and development, for both yourselves and your children, and that cooking destroys too much of them. Since it is necessary, in order to protect ourselves and our children against various infections, certain foods, including meat, must be cooked. We must, therefore, supply these vitamins in some safe way, as indicated in the accompanying illustrations.

*Walter R. Ramsey*

Great Northern Semaphore



1—Ralph J., Jr., son of Ralph J. Fritz, car inspector, Minneapolis, Minn.; 2—Esther, Donald, Gertrude, and Raymond, children of Chas. Seidel, machinist's helper, Havre, Mont.; 3—Florence Elaine, daughter of C. M. Beck, operator, Ray, N. D.; 4—Mary Jean, daughter of J. W. Tuttle, associate editor SEMAPHORE and distribution clerk, superintendent's office, Grand Forks, N. D.; 5—Mildred Rae, daughter, Dr. A. A. Husser, company surgeon, Havre, Mont.; 6—Evenell, daughter, Matt Malisheski, car repairer, St. Cloud, Minn.; 7—Mary, daughter of Edw. Lenz, engineer, Hillyard, Wash.; 8—Mildred, daughter, Henry Strand, blacksmith, Hillyard, Wash.; 9—Virginia, daughter, R. A. Wolfe, Cottonwood Coal Co., Stockett, Mont.; 10—Faith, Grace, and James, children, Ben A. Ross, roadmaster's and master carpenter's clerk, Everett, Wash.; 11—Billy, son of H. T. Dale, timekeeper, superintendent's office, Willmar, Minn.; 12—Earl, son of Louis Peterson, chemist, Dale Street Shops, St. Paul; 13—Joe and Patricia, children, Frank Sexton, associate editor SEMAPHORE and general clerk, general superintendent's office, Spokane, Wash.; 14—Kenneth, son of Louis Peterson, chemist, Dale Street Shops, St. Paul.



# Women's Department

Conducted by  
Faye Babette Root

## Your Fall Apparel

**T**IS A WOMAN'S PRIVILEGE to change her mind, at least, tradition so ordains, and so, instead of continuing my talk about the arrangement of the home as I had promised, I shall be persuaded by Dame Fashion to talk about clothes once more—perhaps because it is clothes we are most strictly interested in now that October is here. This change of mood comes after a visit in the East and in and about the Twin Cities, which points directly to clothes at every turn.

October is the delightful month to sew and shop. If you have the time and the inclination to sew, your suggestions come to you rightly through fashion reports in fashion magazines and through the SEMAPHORE. You have noticed how delightfully each month we portray on the opposite page poses by individuals of our Great Northern family. These attractively exhibited garments are shown you that you may be assured that what the Great Northern women wear is the "last word"—meeting the requirements of simplicity, correctness as to mode, and economy as to price.

Then come the little notes which I have picked up here and there. There will be fullness in the back at the waist line. "Blousiness," if that is the word, is seen on many dresses. You will like these new effects in place of the straight back, especially those of you who are inclined to be a bit stout across the hips. This does not mean that the plain back is not shown; it is, and as much as the blouse effect. There is the trimming, too, which is unique this season: gold and colors are used for neck and sleeve finishes; and tailored garments, blessed be, come to the rescue to those who really look more attractive in plain tailored lines than in fussy furbelows. Suits? Yes. Box effects? Box pleats? Yes; worn in the front and at the side. Tight sleeves? Yes. Patch pockets? Yes. Short? Yes, yes; a bit below the knee. As for party frocks, oh my! That is a different matter. We may come back to our vanities, with a touch of ribbon at the waist-line. A huge silk flower at the shoulder or at the side-waist is all that adorned a little frock of gray georgette; 'twas of a rose shade and the only ornament. Black satins and charmees in black and dark blue are used extensively; satin back crepes also. Dark tones prevail. Sleeves are just any way you like them. Evening wear is sleeveless. Two and three-piece dresses are used for sport and street. The waistline is a little higher. Tiers are shown; tight hips if you like; waist slightly fitted; surplice fronts on dresses and coats offer a change. A number of circular wrap-around coats are attractive; and many pin and inverted tucks or pleats of all sizes might offer an idea to get away from too straight lines.

## Children's Furniture

**P**RIDE OF POSSESSION develops early, when the children have their own particular furniture—a small table, with chairs to match, perhaps, chairs that accommodate short legs and a table so gaily painted and decorated that one makes as much of a meal as possible in order to preside at it, proprietorially, for a long time. They also may have their own china, dishes in just the right sizes, around which entrancing animals play, dishes which must be lived up to with careful manners. There are endless possibilities in other furniture as well. Desks, with blackboards attached, or ready for somewhat more mature correspondence, form an important incentive to reading and writing if they are one's own size rather than frighteningly large and imposing. Chairs come in all sizes, straight chairs, wing chairs, rockers, chairs with rush seats—chairs upholstered in the gayest of gay coverings, or painted to match the other furniture.

A sense of importance in the world, and of responsibilities, is communicated by being in scale with one's daily surroundings, rather than bewilderingly small in a world made for larger people. Independence, and neatness, too, begin to develop when one can move the furniture about to play train or build forts, and, after play-hours, put it back as one knows it should be. The pride of keeping one's very own things in order cannot, for some reason, be felt about big furniture that was made for grow-up.

*Adapted from Fashions of The Hour.*  
(Marshall Field & Co.)

## Recipes

**P**EACHES ARE STILL with us so I offer a few recipes, which I have tried:

### PEACH BUTTER

4 cups sugar 1 cup water  
2 quarts peach pulp

Pare, stone, slice, and measure fruit. Place in preserving kettle with water and heat slowly. When soft, pass peaches through a fine sieve, return the pulp to the fire, add sugar and cook until thick. Pack in hot jars, and seal.

### PEACH FRITTERS

Peel the peaches, split them in two, remove stones; sprinkle powdered sugar; dip each piece in fritter batter and fry in deep fat.

### PEACH AND ORANGE MARMALADE

3 oranges Sugar  
9 peaches

Cut oranges in eighths, slice thin, simmer until tender. Skin peaches, slice, and add to oranges. Measure, and to 4 cups fruit, add 3 cups sugar and simmer until it marmalades. Put in glasses, cover with paraffine.

## FROZEN PEACHES

Without opening, pack a tin can of large peaches in ice and salt, 4 parts ice to 1 of salt; let stand 3 or 4 hours. When ready to serve, turn out, opening can around side so it may slip out easily. Cut in slices and serve with sweetened whipped cream.

## PEACH ISLAND

Place 6 halves of peaches in a serving dish. Beat 2 egg yolks with 2 tablespoons of sugar and  $\frac{1}{8}$  teaspoon of salt; add 1 cup hot milk, cook in double boiler until thick; cool and add  $\frac{1}{4}$  teaspoon vanilla. Fold in two beaten egg whites, pour over peaches, and sprinkle with cocoanut.

Dear Mrs. Root:

You asked for some preserving recipes so am sending my favorite—Tomato Preserves; also Pickled Peaches, and Cranberry Relish, which I know every one will like.

Mrs. Ray O. Besse, wife of operator,  
Sandpoint, Idaho.

## TOMATO PRESERVES

12 pounds red tomatoes shredded  
5 pounds sugar 3 oranges  
1 fresh pineapple, 1 tablespoon ginger

Scald tomatoes and peel. Put tomatoes and fruit through the grinder. Place all the ingredients in a preserving kettle, and boil gently for two hours. Seal in sterilized jars.

## PICKLED PEACHES

8 pounds peaches 1 pint vinegar  
4 pounds sugar

Stick three cloves in each peach (pared); pour in sugar and vinegar and cook slowly until tender. A little cinnamon and a pinch of ginger may be added if desired. Remove peaches and cool. Place in jars and pour cold syrup over them. Let stand for a day and then seal.

## CRANBERRY RELISH

2 quarts cranberries 2 teaspoons cinnamon  
1 pound seedless raisins 1 teaspoon cloves  
2 oranges 1 teaspoon ginger  
3½ pounds sugar ½ pound chopped nuts  
1½ cups water

Put oranges through the grinder. Then put all the ingredients together, except the nuts, and cook for 1½ hours. Add nuts five minutes before removing from fire. Cool and seal in sterilized jars.

*Faye Babette Root*

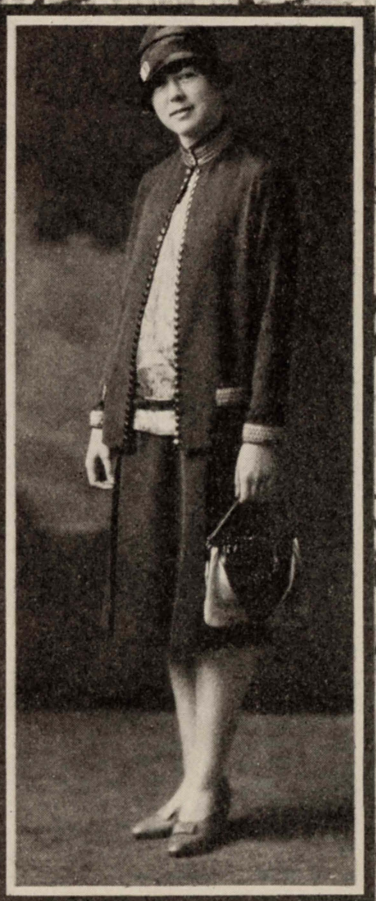


Paillettes and beaded flower motifs sparkle on the pastel surface of Georgette. Posed by Miss Peggy Connelly, office auditor of passenger receipts.



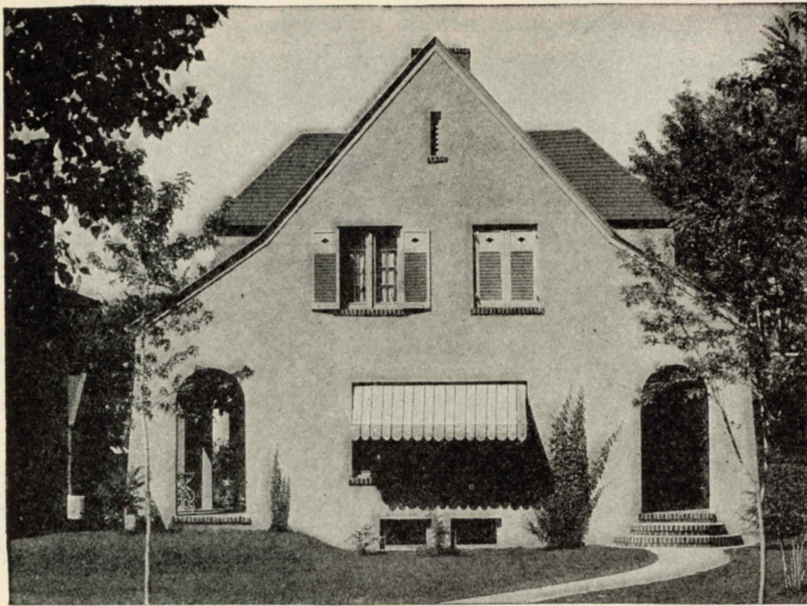
The Vionnet sleeve, a gay shoulder flower, and black satin—three favorites of the mode. Posed by Miss Florence Carroll, office of accountant train statistics.

Frocks  
on this page  
shown  
by  
E. E. Atkinson

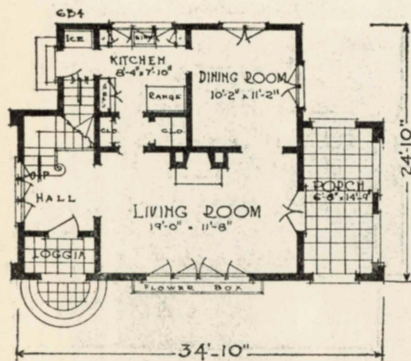


The bolero, especially with brilliant braid and vestee, is smarter than ever this Fall. Posed by Miss Catherine McGrath, office auditor of disbursements.

# FOR THE HOME BUILDER



Copyright—The Architects' Small House Service Bureau of the United States, Inc.—Home Plan No. 6-B-4.



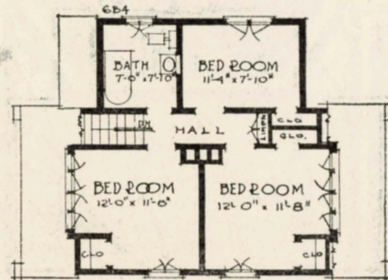
## Combined Individuality and Value

**T**HE MODERN, WELL DESIGNED small home is a marvel of fine appearances and efficient planning. If anyone has any doubt about this, let him look about him. Nearly everywhere there exists the architectural product of the post-Victorian era—houses built 30 or 35 years ago, full of gingerbread, bric-a-brac, meaningless ornaments, balconies, overhanging cornices. These are gone or are going rapidly. People will not live in them. It is amazing also to find how generous that past generation was of space. How they did not hesitate to waste valuable area, how unimportant apparently they found it to have the rooms turn on each other so as to make them convenient.

### Efficiency Plus Comfort

The modern small home, which is illustrated above, 6-B-4, is an example of what can be done in achieving fine architecture by simple means. The design has the appearance of being effortless. Walls, openings, cornices, and the general massing of the house combine to form enduring beauty.

And the plan, arranged as it is without waste of space and yet with every accommodation that the small family of moderate means could desire, is a true



expression of the ideal of American efficiency in all things; a large living room where the family may gather—with a fireplace—a porch at the side, a kitchen where meals may be prepared almost without walking at all. And in the second story three excellent bedrooms, each one with its closet; a bath of generous proportions.

Other notable features of the plan will be brought out by closer inspection. For example, there is a vestibule opening on the front through a graceful plastered arch and with a floor of tile; a stair hall of elegant proportions through which one enters the living room. In the rear there is the tradesmen's entrance from which the refrigerator is reached and from which access is had to the basement. The storage space between kitchen and living room will be appreciated by every housewife.

### Some Facts About Construction

The house is of frame construction, exterior finish of stucco, with brick base course and trim. The openings may be equipped with metal casements if desired.

The all-over width of this design is approximately 35 feet; thus a lot of about 45 foot frontage would be required. The arrangement of the rooms is such that it is peculiarly suitable to a location where the principal view is to the front. The large windows in the living room would make the most of this advantage.

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**EDITOR'S NOTE:** The plans for small homes are furnished by the Regional Bureaus of the Architects' Small House Service Bureau of the United States, Inc., an organization made up of the representative practicing architects from leading architectural offices throughout the United States. This Bureau is controlled by the American Institute of Architects, and has the indorsement of the Department of Commerce, United States Government. It is practically a non-profit-making, public service, and has as its purpose the furnishing of a very complete and dependable small house plan service at moderate cost. For information regarding the blue prints and specifications, address the Home Building Editor of this magazine. The Bureau maintains also an Information Department to answer home builders' questions, to which inquiries will be referred. Enclose ten cents in stamps for reply.

## 20 Vital Points in Building or Buying a Home

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

There are a number of points that should be considered by either the buyer of a finished house or the builder of a new house, which can safely be undertaken by the individual himself.

It is always well, however, for him to reinforce his judgment by consultation with some disinterested professional man, either an architect, or a good builder. He should be willing to pay a small charge for this service, as it will be of inestimable value to him for his own guidance.

In the points which he may feel reasonably safe in deciding for himself we suggest considering them under two heads, "Design," and "Construction."

### Exterior

1. The house should be simple and attractive. Ask yourself this question: "Do I want to live in a house that looks like this 365 days of a year for many years?"

2. What about the neighborhood? Are the houses in the immediate vicinity and the people you will have for neighbors the kind that you want to live among?

3. Is the setting of the house convenient to the street and are the grounds well planted and well kept? Are there shade trees?

4. How does the house face with respect to the sun? Will you have sunlight in your living rooms and sleeping rooms, and is provision made for cross ventilation?

### Interior

5. Are your rooms conveniently located so that the housework can be easily carried on and so that you can have some privacy for yourself and family? With the kitchen arranged as it is, will the kitchen work take too much effort? Can you get to the bathroom without going through other rooms?

6. Is there plenty of closet and storage space, a closet in each of the bedrooms, a cloak closet convenient to the front door?

7. Try the stairways. Are they easy to climb, and is there plenty of head room? Will there be a draft down stairs into the living room?

8. If there is a cellar or basement with heating plant or laundry in it, are these easily accessible?

Great Northern Semaphore

9. Has each room ample light and, most important, is there a place for your beds, bureaus, piano, and other special furniture?

10. Are the electric and gas outlets conveniently arranged?

#### Construction

Under the heading of construction we have two different points of view, one for the house that is to be built, and one for the house that is already built.

For the house that is to be built, your best insurance of having it right, is to build from plans which are complete enough to insure good construction throughout. Have your plans designed by an architect who knows how, or buy them from some plan service that provides a complete service, and secure a good builder.

When you have done this insist upon his following the plans with the utmost care, and do not change them, except with the advice of the parties from whom you secured the plans. It will probably be worth all it would cost you to have your local architect supervise the construction for you.

If houses already are built, give careful consideration to the following points:

First—Look about the house carefully to see if there are any signs of settlement about the walls and foundations of the building. Examine the foundation walls for cracks or leakage. The basement must be dry. Examine the center posts to see if they are sound at top and bottom and if the girders supporting the floor above are level and do not show signs of sagging. Look for cracks in outside walls.

Second—The condition of the plastering is a good indication as to whether the house was well braced or not. Look for long cracks with wide openings, especially diagonal cracks. Look particularly for cracks over large doors and windows. If you find them, the supports over these openings are not strong enough. Is the plastering pitted, cracked, fallen off, chipped? Look for stains which indicate leaks from the roof.

#### Examine Mill Work

Third—Look at the doors, windows, floors, and millwork generally. Do the floors squeak? Are there wide openings between the board units? Are the floors level? Are the casings warped or pulled away from the plastering? Do the doors swing freely? If a door does not close, perhaps the whole frame of the house has sagged. Do the drawers in cupboard work freely?

Fourth—What kind of plumbing fixtures are used? Are they in good condition? Is the enamel ware stained or chipped? Are the fixtures of a modern model? In the drain pipes in the basement, do you find cleanouts at the base of vertical risers? Do the faucets work?

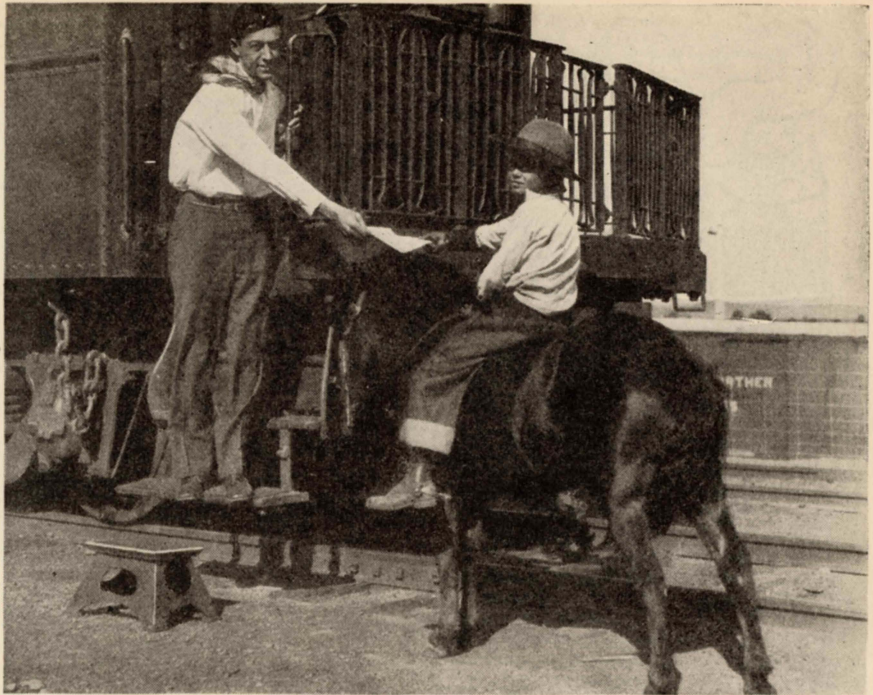
Fifth—Is the heating plant in good condition? Look at the grates. Is the insulation in place and in proper quantity? Find out if you can whether the house is easy to heat? How much coal was used in previous winters?

Sixth—Look over all the woodwork of the house inside and out. Will you immediately have a job of repainting? Is the paint blistered, peeled off, or discolored? Is the varnish off the floors? What do you think of the colors used?

#### Look for Leaks

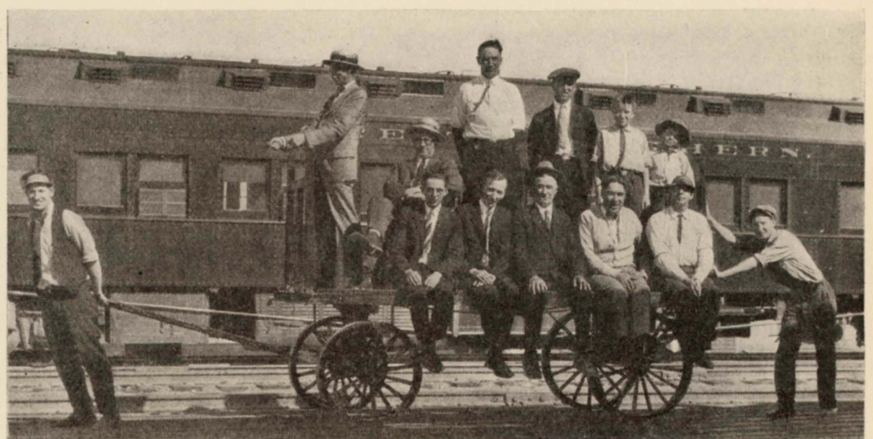
Seventh—Do you find the shingles curled or broken? A shingle roof in good repair shows the shingle units lying flat. Look over the down spouts

October, 1926



### Young Paul Revere at Glacier Park

**T**HE GREAT NORTHERN messenger gallops right out on his Shetland charger with messages that come to the east entrance of the Park for visitors and officials. "Nick" Nikolai, private secretary to W. P. Kenney, vice-president of the Great Northern (left), is getting a telegram from Darrell Williams, messenger, who has ridden right up to A-1, Mr. Kenney's private car, in the Glacier Park yards. Jim Preble, operator at Glacier Park, took the picture.



### "Giddap Dominic, This Railway Hauls Anything"

**A**ND HERE'S THE BAGGAGE force at Glacier Park, Montana, pulling and pushing, respectively, the station force on a brand new Great Northern baggage truck up and down the brand new platform, the longest on the system. Left to right: O. K. Redmond, baggageman; J. R. Rice, agent, driving

and eave troughs. How many of these are rusted out? Leaks in roofs are indicated by stains in plaster.

Eighth—Ask previous owners whether the house was comfortable, whether the drainage lines had to be frequently cleaned out or not. Find out when the house was built and by whom. Find out whether insulation was used on the outside walls and the second story ceiling.

Ninth—Do not permit enamel paint, special hardwood floors, tiled bathrooms,

for the outfit; Thomas Bailey, Kalispell, division special agent; Pat Carter, Joe Dupras, operators; Bud Jones, Darrell Williams, messengers, and Erwin Britell, baggageman. Seated on the edge of the truck, left to right: William Preston, ticket clerk; W. A. MacCormack, cashier, and Pete Metler, operator. We are indebted to Jim Preble, third truck operator, for the photograph.

sun porches or other luxuries make you forget the far more important points already mentioned.

Tenth—Such other points as the validity of the title to the land, whether there are gas, electricity, water and sewage connections, or, if not in the city, whether there are proper sanitary conditions and water supply, are matters about which you must investigate.—

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## Value of Organization

**O**RGANIZATION AND pull together are essential to obtain the best results in preventing accidents. Our success will be greater by getting the majority of the employees to think and feel as the safety department does on the subject of preventing accidents.

The amount of our safety work will depend upon the success of our safety organization. No small group of individuals will ever get the results out of this movement in a large institution. The services of a great many must be united, all working for the same purpose, and a capable leader must always keep after his organization lest it become weak.

The safety department can not handle the matter alone. The co-operation of every man in an organization is necessary, from superintendent down.

The discussions of all are urgently required. From the highest official down to the last employee, all must get acquainted in preventing accidents, with meetings of the safety committee and employees, together and separately.

The foremen in each department should talk to their workmen with the point in mind to instill the safety spirit in the hearts of each one to such an extent that they are always on the lookout for practices or conditions which may appear hazardous.

Accident prevention work allows for a great variety of methods. A plan which works out satisfactorily in one institution fails utterly in another. No two men can be brought around to the safety idea by the same methods. Some of them must be persuaded and some must be directed. We can not afford to have a single kicker in the party. The plan is to get as many men thinking, talking, and acting safely as possible. Our efforts will not be successful without each employee's support.

Educational activity is essential by bulletin boards, safety bulletins, accident records, safety literature, and an examination of safety instructions for the new employees.

We can not urge too strongly the value of educational work, as by this means we can prevent the accident not covered by mechanical safeguards.

An efficient organization is an absolute necessity. It can only be obtained by hard work, and it will take time, but we will get efficient results for the time spent in forming your organization.

## Perhaps a Spike Will Help

The following wire received a short time ago:

Yardmaster, Delta. The cow that was killed last night was a bull. She ain't dead yet. Send some track spikes quick the last you sent were bolts.

—Section 4man.

## Railway Accidents Decline Crossing Accidents Increase

**O**F ALL THE EFFORTS THE railway managements have made year after year to increase efficiency of operation, none has been more energetic and fruitful than the endeavor to reduce accidents. Since, of course, accidents tend to increase with volume of traffic, number of employees, and train service rendered, it is especially significant that fatal accidents to all classes of persons declined in the first five months of 1926, as is shown by statistics of the Interstate Commerce Commission recently issued, excepting those to persons crossing railways at highway crossings. The increase in the number of this class is significant because the railways have little or no control over their conduct.

The increase in the amount of train service rendered is indicated by the fact that in the first five months of last year locomotives were run about 704 million miles, and in the first five months of 1926 about 734 million miles. The number of persons employed showed an average increase of 22,343. The number of passengers killed declined from 52 to 41. The number of employees killed on duty declined from 628 to 619. The number of all persons killed, who did not meet their deaths at highway crossings, including trespassers, declined from 1,788 to 1,678. On the other hand, the number killed at highway crossings increased from 771 to 859, or about 11½ percent. The railways every year, at a very high cost, eliminate a large number of highway crossings, but state and local authorities usually open more new highway crossings than are eliminated. The elimination of all highway crossings is a financial impossibility because it would require a capital investment almost as great as the total existing investment in the railways, on which the public would have to pay freight and passenger rates that would yield a return.

There are two practical means of substantially reducing highway crossing accidents. One of these is to educate the public, and especially the drivers of automobiles, regarding the hazards incurred in crossing railway tracks without taking adequate precautions to make sure that trains are not coming. The railways, collectively and individually, are constantly carrying on campaigns for the purpose; but while the problem presented is chiefly a public and not a railroad problem, they receive comparatively little help from government authorities. The second means available is that of passing and enforcing strict laws requiring every pedestrian or driver of a vehicle to "stop, look, and listen" before crossing railway tracks. In some states there are such laws; in others there are not; and in states where they have been passed they usually are poorly enforced. Innumerable laws for the regulation of railways are passed, but the facts regarding railway accidents seem

to indicate that railway managements are more anxious to promote the safety of the public than are government authorities, and the public itself.—*Railway Age*.

## Boy Scouts Safety Aids

**H**ATS OFF TO THE Boy Scouts. There is no other civic organization doing more to prevent accidents on the railroad than the Boy Scouts, and no less the school police who are invariably members of that organization. They are ever on the alert and Safety First is their watchword. Where their organization is active, we find no unlawful trespassing by the children on railroad property.

The Boy Scouts will prove leaders in the safety cause during the years to come. Their careful training today will be reflected tomorrow in the avenues of good citizenship. They are taught first aid, obedience to law, the necessity of organization, and how to act so that others may be helped. The great word "Service" which dominates their young lives, is the same word that is the lodestar for several of our civic and social organizations. There isn't a day through life when its observance is impossible. And the beauty of "service" is that it attracts—brings out the best, and makes this world of ours a better place to live in. There isn't any material difference between "service" and "safety" when the ideals of each are considered. It is, therefore, fitting to let the men of the days to come know that their good work is appreciated and that they are building on a firm foundation. A word of cheer and encouragement should also go out to those devoting useful hours to the training of the Boy Scouts. Their reward is both here and hereafter.

## ALL THERE WAS TO KNOW

"Is this a speedometer?" she asked, as she tapped on the glass which covered that instrument.

"Yes, dear," I replied in a sweet, gentle voice.

"Don't they call this the dash light?" she queried, fingering the little nickel-plated illuminator.

"Yes, honey," my words floated out softly as before.

"And this is the cut-out?" she inquired.

"Yes, Toodles," as I took my foot off the accelerator. Not more than 200 feet away our course was blocked by a fast moving train.

"But what on earth is this funny-looking pedal?" she said in a curious tone, as she gave the accelerator a vigorous push with her dainty foot.

"This, sweetheart, is heaven," I said in a soft, celestial voice, as I picked up a gold harp and flew away.—*Exchange*.

Great Northern Semaphore

# CLUBS

What the Several Chapters and Allied Organizations are Doing

## ST. PAUL

### Chapter 1, Men's Section

**T**HE FIRST MEETING after the summer recess of the Great Northern Railway was held on Wednesday, September 15, the speaker for the occasion being Judge Oscar Hallam, who was introduced by F. G. Dorety, general solicitor.

Judge Hallam, in his comments on the Minnesota Crime Commission, stated that the National Economics League sent out some time ago a questionnaire, asking interested parties what situation they felt confronted the American people to the greatest extent. The answers to this questionnaire indicated that the suppression of crime and other aspects of the criminal nature headed the list.

Judge Hallam called attention to a widely discussed murder that took place in Chicago some time ago, and he read an editorial from one of the leading Chicago papers which indicated that the various official organizations were not in a position to cope with the prosecution of the criminal in this particular case. The sum and substance of the editorial was to the effect that the people themselves should become interested in a practical way in the matter.

Since then various states and cities have organized crime commissions or other organizations to cope, in a measure, with these problems, New York and California appearing to be the most prominent in this respect.

On January 1 of this year, the governor appointed the various members of the Minnesota Crime Commission. The commission is unofficial in character, and, in fact, is without any official power or authority. No appropriation was made to carry on the work of the commission; but numerous private citizens have donated certain sums, and the governor has had diverted from the state's emergency fund a sum to meet the expenses of the commission.

The purpose of the commission is to investigate crime problems, endeavor to detect criminals and apprehend them, to study the question of procedure and punishment, and the compilation of records, etc.

Judge Hallam stated that a good deal of erroneous information is given out, especially in comparing crime in this country with that in England and other countries, and that greater knowledge on our part of the true conditions in our country would enable us to make these comparisons in a more equitable manner. He stressed the importance of official records for furthering various problems connected with crime and its prevention.

In connection with law enforcement he felt that the personalities of the men in charge of the execution of the law and the disposition of the public toward the case had a great deal to do with a satisfactory application of the law in the majority of criminal cases. Judge Hallam felt that the recommendations of the commission, when made, would be of a constructive nature, and would aid in coping with the problems confronting our own immediate section of the country, as well as other regions.

In conclusion, he stated that he did not consider the criminal situation in St. Paul at all bad when compared with other sections of the country.

Mr. William Nyquist gave several selections on the piano to the enjoyment of the large number of members in attendance.

## SPOKANE

**T**HE REGULAR MONTHLY meetings, which had been discontinued during the summer months, were resumed in September. The first meeting being held in the W. O. W. hall on Tuesday, September 28.

## ST. PAUL

### Chapter 1, Women's Section

**A**T THE MEETING on September 2, Katherine Manahan attorney, spoke on "Women in Politics."

At the meeting on September 16, Mary Sharp, recreational worker at the Aberdeen Hospital, gave an outline of the social service work. She also spoke of the generosity of the various organizations of St. Paul, including theatres which have donated tickets for the veterans, and of the keen delight of the boys when the G. N. entertains. Mrs. Florence Radant Adair sang several solos.

## SEATTLE

**T**HE FALL SEASON is approaching and our entertainment committee is starting the ball rolling once again. The goat has walked into the offices again and has announced that the first dance of the season will be held September 17. The Welcome dance, held in honor of the employees of the Cascade Division offices, which have recently been moved from Everett to Seattle, will be held in the Queen Anne Hall next Friday evening, and Eddie Kachel promises to make it a real warm welcome to Seattle for all the ex-Everett citizens. Earl Navin and his Melody Boys will give us all the music we need and "Lee" Henderson, our president, predicts that he will find some Charlestoners to rival the best in America.

## VANCOUVER

**O**N AUGUST 29, the members of the G. N. Club here enjoyed a very splendid picnic held at Wigwam Inn, which is reached via boat about fifteen miles from here. The trip was made on the SS. Harbour Princess. A good line up of sports

was arranged, but owing to the rain, these had to be called off. Dancing was held in the splendid hotel at this popular summer resort, and even if it did rain, all who took in the picnic reported a *whale* of a good time.

A banquet is being arranged for October 1 for the installation of the new officers, several turns of real good entertainment, and a well known speaker. A tasty supper is being arranged. This function will be well worth while attending. We surely don't want anyone sorry they didn't attend when the other members are saying what a good time they had.

Paul Meyers, ticket clerk, has been appointed secretary of the G. N. Club in place of Mary McKenzie, stenographer, who, on account of other duties, is unable to accept the office.

## MINNEAPOLIS

**T**HE ENTERTAINMENT COMMITTEE of the Minneapolis Great Northern Railway Employees Club is arranging a program and dance to be given Friday, September 24, at the new Cataract Hall on the East Side. Notes of the picnic held by the club last month appear elsewhere in this issue.

### Successful Picnic Held by No. 5

**M**EMBERS OF THE Minneapolis Great Northern Railway Employees Club, with their families and friends, enjoyed a very pleasant outing at Columbia Park, Northeast Minneapolis, on Sunday, August 22, when the club held its second annual picnic. To begin with, the weather was ideal—leaning probably somewhat towards warm for the contestants in some of the events. There was a large crowd of all ages and everybody started early with a right good will to enjoy themselves to the utmost.

The first event of the day was the kittenball game, in which the passenger station boys walloped the "across the street" mail room gang drastically. After this it was time for the "eats," which was followed shortly by a program of races and other events, which rounded out the afternoon very nicely. Accompanying snap shots picture some of the events and do not show one single grouch in the bunch. We have not a list of the winners of all the events, but as the writer remembers some of them, the lucky individuals were as follows: John A. Peterson, pensioned freight checker, with



### Chicago Great Northern Outing

**T**HE ABOVE PICTURE, sent to us by Emelie Danielson, of the office of the Great Northern agricultural development agent in Chicago, gives the reader a faint idea of what a good time the Chicago employees of our road were having at their outing at Lake Delavan, Wisconsin, on July 3, 4 and 5. We are sure it would be impossible to photograph in full so much enjoyment as we are told was had on this occasion.



### Minneapolis Picnic Views

The views in the layout show: 1. Boys' shoe race; 2. Mr. B. had a chicken dinner from Mrs. Bellinger's catch; 3. Ladies' balloon and broom race; 4. Watermelon eating contest; 5. Boys' sack race; 6. 100-yard dash for men of 200 pounds and over.

49 years service, was the oldest veteran present, with Micky Connors running a close second; Charles Sjöberg, of Fridley car department, was the baldest man, with Fred Spencer and Andy Goldonick also trying for honors; Mr. and Mrs. Sam Marceau, of the B. & B. department, were the oldest married couple; Mrs. Hugh Manley captured honors as the lady with the longest hair. The prize for the most recent newly-weds went to a couple from Jackson Street, whose name we did not learn, and who have been married eighteen months, so Cupid evidently has been on an extended vacation in Minneapolis; E. E. Pike won the special event for officials, which consisted of eating the most crackers in the briefest space of time—the crackers being passed to the bosses by their teams, and Pike had ten hand-picked, nimble-fingered females who were remarkable adept at either passing or palming the crackers; Harry Jones was a close second, and had he but gone without his lunch, he might have captured a first; Mrs. C. D. Young won the ladies' basketball throw; Tim Sullivan, depot cop, was second in the fat man's race, with Bill Daly also competing, but we were unable to secure the name of the winner in this event as he has not called for his prize to date.

In the opening tug of war, the west side tugged and pulled the east side all over the greensward in spite of the valiant efforts of Captain Alex Cumming, who was up and down his half of the rope belaboring and beseeching his cohorts to "dig in and back up." It started out very much like a drawn battle but the west side stamina proved too much for their over-the-river rivals and once they got a good start the rest was comparatively easy. In the second tug of war Right triumphed, as it always must, and the Drys dragged the Wets all through the immediate neighborhood and won—a case of drinks!

Ed LaBelle, coal chute man at the Junction, was envied by the entire gang when he was presented with the electric washing machine. Ray O'Leary got a tone of coke and Mrs. Quarnstrom was given a half ton. Another big event was the watermelon eating contest for kids, when a couple dozen melons were rolled out and divided into very generous portions and passed around to participants. This event was announced during the hot part of the afternoon, and not a few of the older people present were bending their knees and trying to lose a few years in order to be eligible to the feast.

Carl Mayer, as chairman of the committee in charge, was the hardest worker on the grounds, and for the larger part of the day did not know there was anything going on outside of the issuance of tickets good at the soft drink stand and receipting for cash. The whole committee deserves thanks and is to be congratulated for the masterly manner in which the entire affair was handled.

### GREAT FALLS

**G**REAT FALLS CHAPTER No. 4 held its first annual picnic at Logging Creek on August 22. The special train, two engines, baggage car and six coaches, pulled out at 8:20 A. M. with 340 enthusiastic picnickers and reached Logging Creek at 10:30. The crowd was in a festive mood, and attention to the wants of the inner man occupied the early part of the day, as the merry-makers spread out over the hills and dales and gathered in groups around well filled lunch baskets with that keenness of enjoyment and appetite which is borne only of the wild places and the sweet smell of the pines. Coffee was furnished free

to all, and under the able management of Clarence Hogan, "chief brewer," the fragrant aroma of the Java was soon tickling the nostrils of the voracious feasters, spurring them on to still greater gastronomic endeavors. The baseball game between the two crack Great Northern club teams, the Clerks and Shopmen, was the main sport event of the day. It was rumored that Tom Bolin and Gus Huhn, of the entertainment committee, had held a secret meeting and decided to call the ball game as quickly as possible, before the players had had a chance to eat, since it had long since been discovered that these teams would not play ball until they got hungry, and then only if there was a square meal in sight at the end of the last inning. Apparently the decision of this secret conference must have leaked out through some mysterious channel, for several lunch baskets were said to have been pilfered and some of the most important of their refreshing contents found missing when the train reached Logging Creek. Furthermore, although but little notice was given to the matter at the time the game started, it was recalled afterwards by many disgruntled fans that the faces of Jess Caffyn and several of his leading players, including his pitching ace, Bob Kleinhans, wore a smile of happy and indifferent contentment as they took the field and the game started. The ground upon which the game was played appeared to have been made during the glacial period especially for this ball game. Immense boulders had been left at convenient points by the receding glaciers, so that when the fielders grew weary from racing up and down the steep declivities, they could sit down and rest. The ice king had also tilted the field up at an angle of some thirty degrees, with the home plate at the lower side, so that a high fly that looked in its incipency like a home run, struck the ground

at the pitcher's feet, and bounded back over the catcher's head. Special ground rules were agreed upon, allowing the base runner two minutes to make the climb from first to second, and counting the man out if he touched the ground more than three times in running from third base to the home plate. Joe Lincoln, pitching ace, borrowed from the champion Northside Athletics, hurled a shut-out game for the Shopmen, giving them a ten to nothing victory. The game was featured by Johnson's and Gallop's heavy hitting. Gallop demonstrated his ability to hold the batting lead with the Athletics, while Johnson, also of the Athletics, had a perfect day at bat. The Clerks' star hurler, Kleinhans, was unable to cope with the heavy hitting Athletics, but was forced to stay the full route, Lefty Jewell, relief pitcher, having been unable to attend the game on account of sickness at home.

The Shopmen had their own way up to the eighth inning, seeming right at home on the rough and sloping diamond. Apparently most of these players had had experience climbing mountains in the Swiss Alps, and were also getting hungry and anxious for the last inning. Tomaski, star outfielder borrowed from Craig, spoiled the Clerks' chance to score in the eighth inning when he scaled the mountain side and made a pretty one-handed catch of Levitte's sizzler to right. The Clerks made another sensational effort to score in the eighth when Caffyn sent a double to left and stole third. With one out, Peterson singled and stole second, making the climb within the two-minute limit, but ran into a double play on Levitte's pop fly to short left. The Clerks' lineup was crippled by the absence of three men, but Reeves, regular outfielder substituting at third base, made several brilliant plays. The Clerks' rookie catcher, Caffyn, Jr., went the full route behind the bat with a dislocated finger, while Melhoff stayed at short for five innings with a turned and badly swollen ankle, a serious handicap for a player unaccustomed to mountain climbing. When the massacre had ended, and it was discovered that the Clerks' players still seemed listless and happy, and had no appetites for the fragrant coffee and tempting sandwiches, the ghastly truth began to dawn upon the discouraged fans, and the mystery of the rifled lunch baskets appeared near to a solution. After the excitement of the ball game had died down, and the outfield lookouts had all been called down from the high pinnacles of the upper range, the crowd gathered at the dance pavilion and vied with one another in a beautiful exhibition of the Charleston and other Terpsichorean gymnastics to the impassioned and alluring strains of the latest jazz, as interpreted by an orchestra of club members consisting of Charles Hajek, violin; Junior Caffyn, saxophone; Lawrence Levitte, piano; and Kenneth Loftus, drums. During the afternoon a program of various sports consisting of baseball throwing, base running, jumping and racing, was held. After these events, dancing continued until 6:30, when, with great reluctance, Chairman Tom Bolin passed the sorrowful word around that time had come to pack up and load up, and the great day was over. "All aboard" came at 7:10, and the picnic special reached home at 9:15 with its load of club folks tired but happy, and lavish in their praises of the committee, Tom Bolin, A. H. Malenke, Frank Dorricotte, Gus Huhn and Clarence Hogan, whose untiring efforts put the plans over and made the outing a success. The committee expressed its appreciation of the co-operation of Superintendent F. Wear in getting the special train, and announces that they will have something further in the line of entertainment to interest the club in the near future.

Agent W. J. Davies, Ballard, Wash., clipped this:

"I don't care nothin' about th' upstairs, you beat it down t' th' front gate an' close th' car windows," yelled Mrs. Ike Lark, when it commenced t' pour.

Teacher—"Why is the giraffe's neck so long?"

Smart Sammy—"Because its head is such a long way from its body."

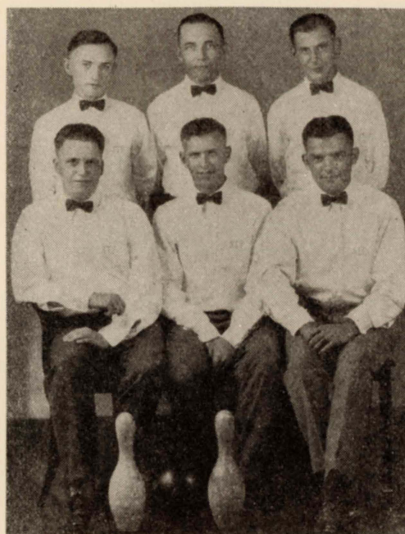
October, 1926

## SPORTS

### Bowling

**N**OW THAT THE BASEBALL season is about at an end, bowling and basketball will compete for the center of the stage. We shall revel in strikes and spares rolled by Great Northern bowlers, and sympathize with them when they are the victims of splits and other untoward phenomena. (That's a good one we heard not long ago and we're passing it along. We think it means tough breaks.) And the Glacier Park Juniors will regale us with another list of victories over valiant but helpless contenders. Other basketball athletes, as well, will go out to win fresh laurels or earn new wreaths of victory, and all will be merry.

Come on, you knights of the cocobola sphere, and you of the ball and cage! Let us hear from you early and often—with scores and everything.



General office employees have organized a team to play in the Recreation League, St. Paul. Activities started September 9 and Peterson bowled 288 in the second game, a score that bids fair to stand for the season. The team is composed of those in the accompanying picture: Top row, left to right—J. Russel, car records' office; Ed. Lauer, office auditor of capital expenditures; H. Kirchoff, auditor disbursements' office. Seated, left to right—A. Peterson, car records' office; Ed. Jorgensen, captain, engineering department, and W. A. Gutz, accountant train statistics' office.

### Railway League

**T**HE RAILWAY BOWLING League of St. Paul has been organized for the season of 1926-1927, with two teams from the Great Northern and six from the Northern Pacific. Games will be rolled Wednesday evenings at 8:00 o'clock at the Harkins Recreation Alleys in the Hamm Building. The season opens September 15, and will continue for 28 weeks. Alleys 1 to 8 will be used.

The teams representing the Great Northern are Winnipeg Limited and Gopher Limited. The Winnipeg Limited team is composed of general office employees: Kurt Ruhnau, Gus Wedell, Walter Beckwith, L. J. Kittle, W. A. Gutz, and R. G. Ekensteen. The Gopher Limited team is composed of commissary and shop employees: Ed. Neudauer, Ed. Blaschka, L. Erickson, R. A. McMahon, and Joseph Dox.

The officers are W. B. Cooper, Northern Pacific, president; Geo. Hoffman, Northern Pacific, vice-president; and Ralph Ekensteen, Great Northern, secretary-treasurer.

### Jackson Street Team

The Jackson Street offices are entering a very strong line-up of bowlers in Shop Craft Bowling League, and are expected to give a lot of competition to the teams who were considered "world beaters" last year. Members of the team are J. Hersig, captain; H. Roehn-

isch, anchor; E. Larson, J. Pazderski, J. Langevin, and B. Swoboda.

### BASEBALL

#### G. N. Clerks vs. Fairfield

**F**AIRFIELD'S FAST bunch of sluggers spoiled the Great Northern Clerks' chance at the pennant when they took the last game of the season on Sunday, August 29, at Fairfield, by a score of 10 to 2. Hanson, lanky Fairfield hurler, mastered the Clerks from the outset, keeping the ink-slingers' hits well scattered, while his husky supporters were steadily piling up a margin for him to work on. Fumbles behind Kleinhans cost a number of runs, while the Clerks failed to take advantage of the hits they garnered from Hanson. Caffyn was passed to first and Jewell boosted him to second when he went safe on his infield roller. Both runners advanced a base on a pretty double steal, but died where they were when Hanson saved himself with two strike-outs. Fairfield loaded the sacks in the seventh and scored three runs on a hit through second. With a sure double play in his hand Jewell muffed F. Kleinhans' assist and Fairfield went safe all around when Wangen was declared safe on a close decision at home. F. Kleinhans, brother of the famous pitcher, played a stellar game at short, meanwhile accounting for the Clerks' two best hits, a double and a triple, scoring Jewell each time. Jewell had an uncanny eye for the Fairfield hurler's slants, being able to reach the cushion at each time up. Batteries were Kleinhans, Jewell and Moe for the Clerks, and Hanson and Nelson for the Fairfielders.

#### Patrick Kelly Passes On

(Continued from Page 11)

Following his retirement from the banking business he interested himself in farming, purchasing one of the first farms on the Valier project, a few miles from Conrad.

In 1925 he was appointed receiver of the Farmers-Merchants Bank, of Sweetgrass; but due to ill health, he returned to his home at Conrad last year and remained there until his death.

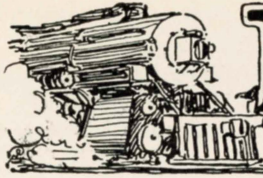
Mr. Kelly was 69 years old. He was born in the Province of Quebec, and came to the United States when a child, his parents locating in Minnesota.

Mr. Kelly was intensely devoted to his family, and their welfare and happiness were always uppermost in his mind. Four children and the devoted wife constitute his family, one daughter having died when only a few years old. Mrs. Kelly, the remaining daughter, Mrs. H. W. Conrad, and two sons, Arthur J. and Robert J., survive him. Two brothers, Dan and Joe Kelly, of Devils Lake, North Dakota, also survive.

#### Columbia River Expedition at Fargo

**T**HE COLUMBIA RIVER Historical Expedition, an account of which appeared in the September issue of the SEMAPHORE, experienced many pleasant interludes not included in the scheduled itinerary of the expedition.

Among these was the delightful hospitality extended to the party at Fargo, where the expedition's special train stopped the afternoon of July 16. Fargo extended a royal welcome to the party. Through the efforts of Norman B. Black, publisher of the Fargo Forum, and the kind offices of the Fargo Commercial Club, the members of the expedition were given the enjoyable experience of an automobile ride around the city of Fargo and to the North Dakota State Fair. Those who were so happy as to be the recipients of the hospitality of the citizens of Fargo will long remember their kindness and courtesy.



# Division News

## BUTTE DIVISION

Associate Editor

ELZA TWAY

Great Falls, Montana

On August 30 contract for the building of the Beaver Creek dam in Sun River canyon was awarded to the Utah Construction Co., of Ogden, on their bid of \$1,566,240.

From 400 to 500 men will be employed, and it will take two and one-half years to complete the project. It is estimated that there will be required two million feet of lumber, 42,500 tons of cement, 40,000 tons of structural steel, 20,000 tons of miscellaneous material, and 350,000 tons of gravel. The location is about 26 miles from Augusta, and it is understood that the construction company has under consideration the matter of building a railroad from Augusta to the dam site. Should this plan be abandoned, the contractors will be confronted with the stupendous task of hauling approximately four thousand carloads of material twenty-six miles by truck.



Assistant General Freight and Passenger Agent J. F. Pewters was a caller at the local offices in Great Falls on September 7. Vice President W. P. Kenney and family left Glacier Park on September 4 for St. Paul, and Mr. Pewters was enroute home after accompanying Mr. Kenney as far east as Williston.

The Montana State Fair was held at Helena the week of September 6-11. Adhering strictly to his historic precedents, and running true to form, old Jupiter Pluvius went into action during the night of September 5, and the regulation six days rain of state fair week followed, relaxing only on Thursday, when the sun broke through the clouds and low-hanging mists and brought forth a beautiful autumn day, during which 14,000 visitors enjoyed the big fair and the races. During the balance of the week the track was wet and heavy, and the races, although pulled off on schedule regardless of the steady drizzle, greatly resembled the Australian crawl as the fast horses splashed and sprawled around the track for the home stretch in a sea of mud. The agricultural and fancy live stock exhibits were exceptionally good, the fruit and apple display from Flathead County attracting unusual attention. The school work shown also drew many interested sight-seers and elicited much favorable comment. Many members of the Great Northern official family, including President Budd, visited the fair, upholding the time-honored traditions of the Great Northern in its interest in, and support of, all enterprises intended to advance agricultural development in the Northwest.

Mr. and Mrs. R. S. Taylor, of Gracemont, Okla., motored through to Great Falls early in August and spent a week with Mrs. Taylor's brother, Operator R. C. Woodruff, of the relay office. Mr. Taylor is special agent for the Bankers Life Insurance Company, of Omaha.

Conductor Ed Provost returned on August 18 from an extended visit with his family at Los Angeles. He enjoyed an auto trip with his daughters up the coast from Los Angeles to San Francisco, and made a trip through British Columbia on his way home.

Trainmaster N. F. Seil spent a two weeks' vacation early in August on a trip to Rochester, Minn., the Twin Cities, and around his old stamping ground at Superior, Wis. While in Superior, Mr. Seil visited the imposing monument erected at the entrance of the Central High School grounds as a memorial of James J. Hill.

Robert Wooley, clerk at Black Eagle, is wearing a broad smile and passing the cigars to his friends since the arrival of a fine girl baby at his home on August 29. Bob says that in his opinion she is positively the best looking girl in Great Falls.

C. M. Leach, assistant chief clerk in the superintendent's office at Great Falls, enjoyed a two weeks' visit with his mother and sister at Hennessey, Okla., the first half of August,

stopping off at Wichita, Kan., and Geneva, Neb., on his return trip. He was accompanied home by his family, who had been spending a month with relatives in Oklahoma and Kansas. Claude reports crops looking fine and business rushing in most of the sections visited. In parts of Nebraska, however, the corn crop has suffered severely from hail and hot winds.

Several new faces are to be seen lately in the superintendent's office. Daniel J. Muri, formerly with the N. P. at Livingston, Mont., has been employed as chief clerk's stenographer; Raymond H. Walter, formerly employed by the C. M. & St. P. at Austin, Minn., has the position of B. & B. clerk. Walter Oliver, formerly in the employ of the L. A. & S. L. at Los Angeles, and with the S. P. at Tucson, Ariz., has taken the position as E. & F. timekeeper.

Wendell W. Williams, superintendent's stenographer, has returned from a ninety days spent in Washington, Oregon and California. Bill says he had a great time out in the tall timber, and sure finds it tough to get down to the grind again. We know how to sympathize with you, Bill, having experienced the same depressing sensations many times in the past.

Wm. L. Heika, assistant E. & F. timekeeper, who recently underwent an operation for appendicitis, has so far recovered as to be back on duty, a little the worse for wear, but feeling fine, and apparently well on the way to permanent recovery.

Mrs. J. B. Hirshfeld and son Gilbert, family of Conductor J. B. Hirshfeld of the St. Cloud Division, are visitors with Mr. and Mrs. M. M. Koenigs, and with Mrs. Hirshfeld's mother, Mrs. William Feaster.

Dispatcher C. E. Foter and wife departed August 1 for a motor trip through Yellowstone Park. After an enjoyable five days' outing in the Park, they drove through to Casper, Wyo., where they paid a short visit with Mrs. Foster's mother, stopping also to visit her brothers at Du Bois on their return journey. Mr. Foster says the trip was fine throughout, but had plenty of thrills and exciting moments, due to heavy rains and slippery roads over some of the mountain passes traveled.

Mrs. J. M. Faunce and daughter Wilda, wife and daughter of Manager J. M. Faunce, of the relay office, left on September 1 for Kirksville, Mo., where Miss Faunce will enter the Kirksville College of Osteopathy for the four years' course. Mrs. Faunce will visit friends in Kansas City, Mo., and Abilene, Kan., before returning home.

District Manager C. G. Mills and Traveling Agent I. N. Early of the Western Weighing and Inspection Bureau, were in Great Falls the latter part of August arranging for the placing of a second inspector at that point. Dan Barney has been employed as inspector, and assumed the duties of the new position on September 1. Two inspectors will find plenty of work at Great Falls, and under the careful management of Chief Inspector Henry Mees, both the public and the railroads should benefit greatly by the additional service.

The Teton County Live Stock Shippers Association is installing scales at the stock yards at Choteau. It is also expected that a double deck sheep chute will be put in there later. These increased facilities will be greatly appreciated by stock shippers at that point.

Hazel Sherman, comptometer operator at the local freight office, Great Falls, returned August 28 from a month's visit at Seattle and other West Coast points. She was relieved by Mrs. Frances Cox, of Spokane. Mrs. Cox was formerly employed in the offices of the C. P. R. at Calgary, and the Canadian Northern at Winnipeg.

Mrs. M. E. Woodruff, of Bethany, Okla., returned to her home on September 1, after a three weeks' visit with her son, R. C. Woodruff, operator at the Great Falls relay office.

Oscar Kregness, son of Section Foreman Ole Kregness, of Choteau, has gone to Virden, where he has taken the position of section foreman.

Several graduates of the Great Falls high school from Great Northern employees' families departed in September to enter institutions of higher education. Nora Lowry, daughter of Transportation Inspector A. E. Lowry; Georges Le Roux, step-son of Engineer A. L. Joyer; Lowell Feurt, son of the late F. F. Feurt, agent at Geyser; and Jack P. Leland, employed at the Great Falls freight station, entered the University of Montana at Missoula. Wilda Faunce, daughter of Relay Manager J. M. Faunce, the Kirksville College of Osteopathy at Kirksville, Mo. Herbert Lux, employed at the Great Falls freight station, the University of North Dakota at Grand Forks. Dorothy Tway, daughter of Assistant Agent Elza Tway,

the Montana State Normal College at Dillon. Helen Wallin, daughter of Roadmaster John Wallin, University of Washington at Seattle. Del Lowry, employed at Great Falls freight, will continue his work at the University of Washington after the first of January.

Inspector H. W. Mees took a week's vacation beginning September 13 and enjoyed a much needed rest. Henry says he didn't have a thing to do up at his new Boston Heights place except a little plastering, brick laying, painting, kalsomining, some cement work, the potatoes to dig and the pumpkin crop to harvest. He was relieved by Traveling Agent W. H. Beckett.

Car Clerk Charles Raftis, Great Falls freight, put in his August vacation on an automobile trip through Montana, Wyoming, Colorado, Utah, and Idaho. He went as far south as Salt Lake, and covered 2,000 miles in the two weeks. Charlie returned right on schedule time, and declared that both he and the little Studebaker were in the pink of condition and rarin' to go again.



The above picture, taken with our station at Kolin, Mont., as a background, shows Agent C. J. Sells, Mrs. Sells and son Walter, and Mr. Sells' sister Clara. Kolin is an important wheat shipping point on the Moccasin-Lewistown line.

A. E. Stocker, assistant W. F. E. agent at Great Falls, went out to the Hound Creek country on August 27 for a week's indulgence in his favorite pastime of trout fishing. He was not very communicative when he came back, and it was at first suspected that he had not found them biting good; but it later developed that after successfully negotiating a couple of mountain ranges, the old Ford decided to go to roost on one of the high peaks, and Al put in the balance of the week trying to coax her back into good humor so he wouldn't have to walk the seventy-five miles back to Great Falls. He refused to be interviewed, declaring that since he does not use profanity, a correct report of his trip would be impossible.

Brady

On Wednesday evening, September 1, occurred the marriage of Christmas Marriott and Carl L. Stenhjem at the home of the bride's parents, Mr. and Mrs. E. L. Marriott. After the ceremonies a sumptuous supper was served to those present. The bride and groom left on the early morning train for Fargo, N. D., the groom's former home. Later they will visit the West Coast, after which they will return to Chappell to make their future home. Mr. Stenhjem is Great Northern agent at that point. The SEMAPHORE extends congratulations, and wishes for them a long, prosperous and happy married life.

Threshing operations, which had just commenced, are being delayed by continuous rains. The wheat was just beginning to come in, and another week of good weather would have brought real activity for the next month. Some of the early threshing returns show as high as 35 bushels per acre on dry land and 45 bushels on irrigated land.

Ed. Provost has bid in the new local which was put on to take care of the wheat movement. On his first trip we had no wheat to offer, but don't worry, Ed. We have plenty of cars, and when the rain stops we will show the wheat growers that they can't swamp us.

Great Northern Semaphore

On September 16 the duck season opened, and the usual number of shooters were on the scene to get their bags. Brady is getting to be a regular place for the boys to congregate, and they seldom leave for home without their limit.

Joe Cislo and his gang of track welders are busy building up the low spots between Brady and the pit.

Foreman Dominic Lavorato and son, Danny, recently returned from a trip to Billings, where they were visiting friends and relatives.

#### Great Falls Store

Lena Heibert has been granted a thirty days' leave of absence. She is spending her vacation with her parents in Chinook. Her position is being filled by Edna Wren, who is a new addition to the store forces.

Mrs. Freda Buckingham, formerly of Columbus, O., is also a new addition to the store force. Mrs. Buckingham expects to make her home in the West, although she has not as yet voiced any decided preference for this section of the country. We hope she will like Great Falls as well as the most of the old timers do.

Mr. Weiss is the store's "big fish" champion for the month. His hands never being quite the same distance apart each time he tells the story, we have been unable to determine the exact length of Al's catch.

Rudolph Christianson, who joined the Great Falls store force in preference to Havre, says he does not like to be called "Rudy" after the deceased shiek of filmdom. He says that he has no inclination to follow the footsteps of the shiek, and from observation we are sure that he affects none of the late Valentino's dress or mannerisms. However, final decision in this matter will have to be left to the ladies.

Clarence Anderson was called to Helena recently to be at the bedside of his brother-in-law, who has since passed away. The store force takes this opportunity to offer its condolence to Mr. and Mrs. Anderson in their bereavement.

Wallace Palmer, our head timekeeper, recently spent a few days on vacation in the Highwood country. Among other things, Mr. Palmer and his wife gathered an enormous quantity of chokecherries. Wallace, being a staunch advocate of prohibition, very emphatically states that the chokecherries were for jelly only, and not for wine.

Mr. Steel claims the hard luck championship for all branches of Great Northern service on lines west. His first claim is based on the fact that there are no fish in the Sun River around Bickel and Lowry. He has tried it with all manner of bait and every conceivable kind of fly. The fickle goddess, Luck, frowned on him further when somebody ran into his car while it was parked in front of his home during the wee small hours while Mr. Steel slept. To make things worse, the culprit got away before anyone could catch him, and Mr. Steel had to stand the expense of somebody's disastrous joy ride. Mr. Steel advocates the planting of more fish in the Sun River, and the creation of residence parking areas immune from midnight joy riders as two of the possible means of lightening the burdens of a district storekeeper's life.

#### Billings

On August 3 the Montana District of the Western Weighing and Inspection Bureau held their annual meeting in the district office at Billings. The topics discussed were weighing, weight agreements, inspection and classification. Among out of town visitors were: F. F. Frye, general traveling agent, Chicago; J. M. Bylsma, in charge of weighing, Chicago; W. L. Richardson, in charge of agreement, Chicago; W. H. Beckett, traveling inspector, Great Falls; Benjamin T. Stevens, traveling inspector, Butte; P. McGolrick, inspector, Helena; A. H. North and C. A. Roberts, inspectors, Butte; and H. W. Mees, chief inspector, Great Falls.

Fred Gibbons, baggage helper, recently met with an accident while handling baggage at the Union Depot. His leg caught on a chain attached to one of the trucks and was badly wrenched. He was confined to the hospital for several days but is now able to be back on duty again.

On August 14 Miss Rowlen, stenographer and clerk, with some friends, motored to Livingston to spend Sunday. The roads were in fine condition after the rains, and the party had a very enjoyable trip.

Roy Irwin, traveling inspector for the Western Weighing and Inspection Bureau, with headquarters at Billings, is the proud father of a fine new nine pound boy. Roy says his son will surely get the job as yell leader when he enters high school.

Pete McGolrick, inspector for the W. W. & I. B. at Helena, with his wife, motored into the mountains fifty-three miles west of Helena a short time ago on a fishing trip. Pete caught a fine bunch of trout, and proceeded to get some wet grass with which he lined the bottom of his basket. He then covered the fish up nicely and hung the basket on the limb of a tree, so it would be safe until they

were ready to return home. A short time later they started for home, and upon their arrival there Mrs. McGolrick handed Pete his hip boot, fishing tackle and some other luggage from the car. Pete then asked for the fish. After a careful examination of the car, Mrs. McGolrick said, "They are not in the car. You must have forgotten to put them in." Pete replied, "By George, that's right! I left the basket hanging on that tree!" Can you beat it? James Sackett, check clerk, and family, spent Sunday and Labor Day, September 5 and 6, visiting friends at Moccasin.



J. F. Kelly

The above picture is that of James F. Kelly, general agent at Billings. He has under his jurisdiction the territory of Billings and Laurel and the States of Colorado, Wyoming and Utah. Jim is one of the commissioners of the Midland Empire baseball league and is very popular with the fans in this city.

### CASCADE DIVISION

Associate Editor  
D. O'HEARN  
Everett, Wash.

#### Delta

Conductor Earl Duncan returned from Chipewa Falls, Wis., where he was called by the death of his brother-in-law, who was killed in an automobile accident.

John Harrison, of the Delta yard office, has been away a few days on account of a slight attack of pleurisy.

D. C. Chambers, yard clerk, has moved into a new home he recently completed in Laurel Heights adjoining Everett on the south.

Yardmaster Thomas Stenson is driving a new Chrysler car.

Charles Starkey, who was recently injured in train service, is able to get around and will soon resume his duties.

Mrs. Scoville, operator at Delta yard, has returned after a three weeks' vacation spent with her daughter in Kent, Wash.

Chas. Breidenbach, conductor, has taken a freight run between Delta and Appleyard, giving up 401 and 402 between Interbay and Appleyard.

Charles T. Bowen recently spent two weeks with his son and family in Portland. He reports high speed trips both ways with his Star six.



Recent fall rains have enabled loggers to resume operations and the Cascade Division is again handling heavy trains daily into Everett and Bellingham.

The death of William A. Skelly September 10, 1926, after a short illness, came as a great shock to his many friends on this division. Mr. Skelly was born in Cottenham, Ont., sixty-two years ago. He came west when a young man and for some years worked for the Great Northern at Grand Forks, N. D., later going to Montana, and in 1902 again entering the service at Delta. He had been continuously with the company since that time, and since 1907 had been yardmaster. He is survived by his widow, two son and three daughters. Funeral services were held in Everett September 13 and burial was in Mt. Carmel cemetery.

Scale Inspector George Hoffman, who has been looking after scales on the S. P. & S. recently, has returned to Everett.

Engineer John Finn has taken a run out of Skykomish after fourteen years at Tye on the motors.

Steve Antic, fireman, had the misfortune to be knocked off his engine near Interbay, coming in on No. 1 last week, and sustained very severe injuries. We understand he is doing very well now and will be home soon.

H. P. Borland has just returned from another one of those notorious fishing trips. This time he had the fish, "no foolin'."

Second Avenue is apt to be rather quiet for a while now, Engineer Johnny Carey has gone back to work on the Owl after nearly two years off the road. The girls will sure miss you, John; but we are glad to see you back on the job again.

Mr. and Mrs. Anthony Blomeke are at home again after an extended visit which took them through Texas and east to Chicago, with stops in Wisconsin, Michigan and Minnesota.

Mr. and Mrs. Kinghorn spent several days the first of the month driving through western Washington, and among other places, stopped at the beautiful city of Longview.

"Dad" Ross favored us with a few of his happy smiles one day last week.

The Clemens family are moving to Seattle this week from Leavenworth, Wash.

#### Bellingham, Washington

Carl Masters, clerk in the superintendent's office of the Northern Pacific at Tacoma, visited for three days with Section Foreman J. McGarry at White Rock, B. C.

Mrs. Gormley, wife of Switchman J. Gormley, of Havre, Mont., spent a few days recently visiting her sister, Mrs. J. McGarry, at White Rock, B. C.

Conductor Neal Scott, who runs on trains Nos. 355 and 356, spent his vacation at Vancouver, B. C. We are unable to state how he put in his time while he was away, but the horse races were on at that time. We have not heard of any railroad men making any big winnings on the races.

N. Sato, section foreman at Colebrook, B. C., was in Vancouver recently, where he brought his young son for medical treatment.

Ross Woodruff, of the station force at Bellingham, spent his vacation at Tacoma. He also took in the roundup at Sumas. He says he certainly was surprised at the class of entertainment at Sumas and will make it a point to attend every year from now on.

Mr. and Mrs. R. Stanford, Northern Pacific section foreman and wife, of Seattle, spent a few days in Bellingham recently visiting with Mr. and Mrs. R. Hughes. Mr. Stanford was formerly employed by the Great Northern as a section foreman at various points, and is a nephew of Mr. Hughes. Mr. Hughes drove them to Vancouver, B. C., and Sumas, in his new Jewett car. Mr. and Mrs. Stanford returned home September 6, after having spent a very enjoyable visit.

Fred Johnson, popular customs officer at the Canadian customs office at White Rock, B. C., has purchased a new Chrysler coupe. Mr. Johnson is very popular among the railroad men and we shall expect to see him in Bellingham quite often with his new car.

Mr. and Mrs. John Carder, of Cloverdale, spent Labor Day at Vancouver, B. C., accompanied by their daughter and son. Mr. Carder is section foreman at Cloverdale. Their son is attending college at New Westminster, and Miss Carder is teaching school at Cloverdale.

Mr. and Mrs. J. Roberts and family, of Blaine, Wash., motored to Vancouver, B. C., Sunday, September 5.

Chas. Plumb, cashier in the freight office at Bellingham, accompanied by Mrs. Plumb, spent his vacation at Mt. Baker.

Nick Ferry, section laborer at Bellingham, has returned from an extended visit in Chicago, Ill., and has resumed his duties with the section forces.

Bellingham is building a new street along the water front, running parallel with the railroad to the new Squalicum Creek terminals near the Great Northern roundhouse. The new street will cost \$57,000 and will make a number of new industrial sites available.

## Vancouver, B. C.

J. L. Close, superintendent of the Breckenridge Division, accompanied by his wife, was a visitor August 19. This was their first visit to Vancouver for some years, and they seemed quite impressed by the amazing growth of the business section.

W. E. Brough and H. E. Grove, of the engineering department, Seattle, took a day off the latter part of August to have a visit with H. A. Bond, first trick operator. Bond and Grove are both quite interested in the wheat market, or anything having to do with stocks and bonds. Wouldn't be surprised if they open up a stock market or exchange of their own in the near future.

Charlie Bellman, demurrage clerk, Tacoma, accompanied by his wife and two daughters, was a visitor for a week the early part of September. Charlie was stationed here several years ago and he had quite a time this trip renewing old acquaintances. Must say it is a treat to see him again.

Lillian and Kenneth Dorsett, son and daughter of chief draftsman, engineering department, Seattle, were visitors for a few days the early part of September, being the return of a few weeks' trip to Saskatchewan.

Charlie Anderson, B. & B. foreman, Corea, Wash., took advantage of Labor Day to visit his family here.

Isabel Burns, stenographer, Seattle, was a visitor over Labor Day.

C. B. Sully (Satan), cashier, G. N. Dock, Seattle, formerly cashier here, was a visitor Labor Day, paying respects to all his old friends. Mrs. Sully and children are at present on a trip to Detroit, Mich.

E. A. Dye, general agent, was a week's visitor at White Rock, B. C., the early part of September. Mrs. Dye and daughter have been spending the most of the summer there.

Fred Soloman, switchman, left the early part of September for a trip to Troy, Mont. Mrs. Soloman and family are spending a few weeks at Marysville visiting friends. Fred is interested in an oil field in Montana, and according to reports, the G. N. will soon be hauling oil tanks, Soloman Oil Company. Sure hope so, anyway.

Mrs. A. E. Forsythe, wife of express messenger running between here and Seattle, had her first trip here the latter part of August.

J. A. Orth, chief clerk, local freight, moved into his new home on September third. All Jack can talk about now is the famous three P's—plastering, papering and plumbing. He certainly has a dandy new home, though, the location being Dunbar Heights, one of the best spots in the city.

Fred Hutchinson, car clerk, Concrete, Wash., was a visitor over Labor Day.



**Jimmy Stickney**

Above we reproduce a picture of Jimmy Stickney, age 13 years, weight 73 pounds, our latest member of Fisticiana, who challenges any lad along Great Northern of same age and weight to a boxing contest. Number of rounds and location of bout can easily be arranged by writing Frank Stickney, section foreman, Hamilton, Wash.

John B. Sheridan, car repairer, of Burlington, is relieving R. J. Anton, who is at present on a three months' leave of absence, taking a trip to England.

## Remembrance Softens the Sadness of Our Partings

*Gave Thanks to God Sept 8-1906*

*Employees Mutual Benefit Association*

*St Paul, Minn*

*Gentlemen*

*I wish to thank the Employees Mutual Benefit Association and the Roosevelt Life Insurance Company for the prompt manner in which the death claim of my son, William Eichhammer, was handled. I received your check for \$1000.00 Sept 8th, being payment in full.*

*With best wishes. I am*

*Yours very truly*

*Arno Eichhammer*

Wm. Eichhammer was a trainman on the Dakota Division, Great Northern Railway. His forethought for his mother will always be a glorious memory for her.

Life insurance is available at the rate of 80 cents per month per \$1,000, and health and accident insurance at cost. Payroll deductions to those not holding exempted positions. Fill in and mail attached coupon at once.

THOMAS G. CONLEY,  
Great Northern Railway General Offices,  
St. Paul, Minn.

Dear Sir:

Without obligation on my part, please mail full particulars in regard to the insurance mentioned in the October issue of the SEMAPHORE.

Name .....  
Street ..... City or Town ..... State .....  
Age ..... Occupation .....

John McKenzie, blacksmith, of Great Falls, Mont., accompanied by his wife and son, was a visitor for two weeks the latter part of August.

Fred Crocker, machinist helper, was a visitor in Seattle for several days the latter part of August.

Cecil Winfield, brakeman, 719-720, was off the month of August account sick leave. We are glad to see him back on the job again. Brakeman C. W. Baker relieved him during this period.

John McLeod, engineer on 719-720, and family had about three weeks' very enjoyable vacationing on Vancouver Island. Leo Clark relieved him.

Max Falkner, engineer, of Whitefish, Mont., accompanied by his wife and family, was a visitor for several days the early part of September.

"Tiny" Snyder, brakeman on 719-720, has returned from a very enjoyable three weeks' trip through the East during August. Brakeman Witt relieved Tiny during his trip.

Mrs. Flora Fonfara, operator at Colebrook, and daughters were visitors to Skykomish for several days during the latter part of August.

Walter Victor, conductor on the Guichon branch was a visitor in Seattle August 21. Walter is making this trip quite frequently because of his wife's being in the hospital, having undergone an operation about the first

of September. Mrs. Victor is reported to be doing very nicely.

Ernie Miller, chief clerk in the city office, visited Seattle, Portland, and different coast cities on his annual vacation the latter part of August. Ernie will have to buy another book now because his old one is completely filled with new names and addresses, mostly blonds.

E. English, master mechanic, of Seattle, accompanied by his family, was a visitor the middle of August. From here they had their car shipped to Vancouver Island, and we trust their motor trip over the Island was very enjoyable.

W. E. Johnson, conductor, Spokane, was a visitor August 14 and 15.

M. C. Byram, station inspector, accompanied by his wife, was a visitor August 20, 21 and 22. This was Mrs. Byram's first trip here. We trust she enjoyed it greatly.

C. A. LaPlante, operator, Crea, Wash., was a visitor over Labor Day. Frank Ubil, second trick operator, and LaPlante are great friends. Together they managed to see the various interesting sights of the city.

Tommy Bradbury, assistant cashier, took five days for a fishing trip up on the P. G. E. Ry. at Daisy Lake. Tommy didn't depend on his imagination for those he caught, but brought home the goods to show the boys.

Mrs. Thos. Bradbury, wife of assistant cashier, was a visitor at Portland, Ore., for a week during the early part of September.

Tom Lowe, driver, A. R. E., accompanied by his wife, was a visitor for a week at his brother-in-law's home in Seattle the early part of September.

Art West, driver, A. R. E., accompanied by his wife, had a very enjoyable motor trip into the interior of British Columbia, the latter part of August.

Bob Higginbottom, hostler helper, left August 20 for a visit with friends in eastern Canada and the United States. Bob expects to be away a month, although we cannot see how he managed to get permission from her to stay away that long.

J. M. Gillis, chief clerk, American Railway Express Company, had his annual vacation the early part of August, in order to attend the Elks' Convention here. Jack certainly was busy trying to make every one happy and we all know he is a wonder at keeping a crowd in good humor.

We are certainly sorry to hear of the accident to Steve Antic, fireman on 1 and 2 at Interbay on September 4. Steve's many friends here trust he will soon be back again, hauling the *Oriental*.

Jack Whitacker, cashier, American Railway Express Company, had a very enjoyable week's vacation the latter part of August.

## SEATTLE ITEMS

Associate Editor  
A. L. SCOTT  
Seattle, Wash.

James G. Coleman, passenger agent, attended the state convention of the American Legion at Longview last month and was elected as first district delegate to the eighth annual national convention, which convenes in Philadelphia October 11.

Jim is a member of the Rainier Noble Post in Seattle and one of the most aggressive workers in the veterans' organization.

Tom Moore, city passenger and ticket agent, is back on the job after two months' illness and looks fit as a fiddle.

George Bremer, diversion clerk in the general traffic offices, has been galavanting around in California for the past two weeks, and now looks fit for another year's hard work.

The Everett boosters now are holding forth on the main floor at King Street station, and the general traffic offices have moved to the Douglas Building.



## DAKOTA DIVISION

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

Roland Rottweiler, assistant timekeeper in the superintendent's office and Theresa Weisser, of Grand Forks, were married in Crookston, August 28. The office force all join in wishing the newlyweds the best of success and happiness.

Night Wire Chief I. E. Kell, of the Grand Forks relay office, is spending his vacation visiting at various points in Michigan. Mrs. Kell and daughter Betty accompanied him.

Ney Jones, claim clerk in the superintendent's office, is evidently getting ready for the American Legion trip to gay "Paree" in 1927.

Trainmaster M. M. Bailey, of Breckenridge, was transferred to Crookston, effective September 10, and Trainmaster D. G. McCarthy was transferred to Breckenridge.

Conductor J. A. Spears, who recently underwent an operation at Moorhead, is back on his run again.

Kenneth Wakefield, bill clerk in the superintendent's office, resigned September 1, and



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has moved to Fairmont, Minn. Ed. Quigley, roadmaster's clerk, has been appointed bill clerk, and Jessie Doran has been appointed roadmaster's clerk.

Traveling Engineer Muldowney feels very proud of the nice write up that Safety Supervisor La Fontaine gave him in the September issue of the *SEMAPHORE*.

Herman Melby, car clerk at Crookston, is the proud daddy of a baby girl.

New oil burner furnaces are being installed in the passenger depots at Grand Forks and Fargo.

H. A. Gole, agent at Sarles, has resigned, and his position is being filled temporarily by O. C. Barta.

Dispatcher M. A. Good has returned from California and is back on the job at Grand Forks.

Now that the hunting season is open the fish around Breckenridge will get a rest.

## Fargo

Operator L. P. Janney, local chairman of the O. R. T., spent several days at various points on the division transacting business for the order.

Kyle Pushor, clerk in General Agent Rohan's office, has resigned his position. Nels Nelson has been appointed clerk to fill the vacancy.

Gina Gunderson, bill clerk, has been granted a leave of absence on account of illness. Miss Johnson is filling her place temporarily.

Bert Hearl, check clerk, has returned to work after an extended leave of absence on account of sickness.

Henry Arfsten, assistant cashier, spent Labor Day at the Minnesota State Fair.

Conductor N. B. Pederson reports plenty of chicken (prairie chicken) along his run. The boys will be following "Pete" closely, commencing the sixteenth of September, when the season opens.

## HEADQUARTERS

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

Warren B. King, of the president's office, returned the middle of September from a trip through eleven different European countries, having been a railway delegate to the nineteenth world's Y. M. C. A. conference at Helsingfors, Finland.

A number of the girls from the car record office, who are members of the riding class, attended the horse show at the Minnesota State Fair. Fifteen of the girls from this office enjoyed a weiner roast and corn - on - the-cob dinner at Cherokee Park on the evening of August 25. A very jolly time was reported by those who attended. Corinne Hall has recently become a member of the office force.

Albert Peterson, a member of the Great Northern Bowling Team in the Harkins Recreation League, had his hook working on the opening night of the league, and broke the all-time league record with a score of 288.



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Naturally the employees of the office are proud of "Al" and hope he continues to maintain this unusually fine record through the season.

The sympathy of the Great Northern employees is extended to E. F. Flynn, director of public relations, on the death of his sister.

A. R. Harding, of the valuation engineer's office, spent a good portion of his vacation building an addition to his home.

E. L. Johnson and S. G. Christianson are back at work, having recuperated from recent illness.

N. M. Knutson is again riding a forty-and-eight-taxi, having sold his own bus.

J. B. Mitchell is planning on organizing an archery club.

F. J. Ifert, who suffered a severely injured hand in an automobile accident while on his vacation, reports that, while it was very painful, it was also a rather lucrative accident, financially speaking.

George A. Blanchard, traveling freight agent, is receiving congratulations on the birth of a baby daughter at his home, while Claude P. Glatzmaier, of the freight traffic department, also is the father of a young daughter.

Rose Dreyer, daughter of Traveling Freight Agent H. E. Dreyer, was married on September 8 to F. H. Cooney.

H. J. Mehls, chief clerk, accompanied by Bob Cronon and Bud Ninke, made an unusual canoe and camping trip in the North Woods. They did not capture any bears, but they took along enough supplies to tempt any number of them.

May Barry, of the office of auditor station accounts, has been given a limited leave of absence.

Albert Ohlander recently returned from a trip to Arizona and Mexico, and claims he had the hottest time in his life - the heat being responsible for this.

Ingval Hanson, returning from a trip to the Pacific Coast, states that he enjoyed the trip, but did not like the forceful inspection of the Cascade Mountains at 4:00 A. M.

The sympathy of the employees of office of auditor capital expenditure was recently extended to field accountant J. W. Caplan on the occasion of the death of his father.

The local gatherers of news seem to have been taking a nap during the past few days. It has required real force to get anything from them.

C. F. Bartelheim, auditor freight receipts, attended a transit committee meeting at Seattle. He was accompanied on the trip by Mrs. Bartelheim and his daughter, Helen, who is an employee of the freight claim office.

The sympathy of the employees of this office is extended to Elizabeth Rinker in the death of her father.

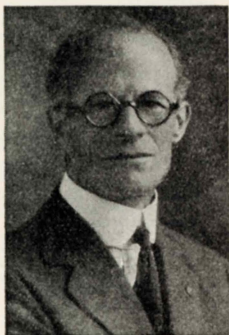
Mrs. T. Crosse, who conducted the class in Psychology last year, will have another class this year, also a "Literary" class.

Marie Doyle, of the auditor passenger receipts' office, is reported as being seriously ill.

## KALISPELL DIVISION

Associate Editor  
IRVINE T. DUGAN  
Whitefish, Mont.

Conductor Mathews tells this one on himself. On train three, August 31, a passenger presented ticket Whitefish to Trego. Before "Whitey" could explain that the train did not stop at Trego the passenger said he had forgotten about that fact and would pay his fare to the first stop which happened to be Eureka. When pulling into Trego the train did stop and Mathews learned that three nice air signals had been given and the passenger got off. Evidently it was some one who knew the ropes and was willing to pay the extra fifty-nine cents to avoid waiting until the next morning.



As an aftermath of the time Jack Douris had with the pajamas on train three, he tells us that his wife's sister cut the item out and mailed it to his wife. Believe it, Mrs. Douris is not missing any of those items about Jack.

It is with regret and with sincere sympathy to Mrs. Hughes and relatives that we report the sad death of Fireman "Tommie" Hughes near Cato, Mont., August 18. In some way which we will never know his auto ran onto the track ahead of train 27. Mr. Hughes was able to get out of the car, but the engine struck the automobile which in turn struck and instantly killed him. "Tommie," as he was known to everyone, had a host of friends. Happy-go-lucky with a smile all the time, he will be missed by all those who knew him.

Everett Shafer, now machinist at Havre, is home in Whitefish with a broken arm. Mr. Shafer recently completed his apprenticeship, and was assigned to the shops at Havre. The injury is not a serious one, and he will probably be able to return to work in another month.

Assistant Car Foreman W. T. Monger has returned from a two-week vacation. Of course he was very anxious to get back to work.

Locomotive Foreman H. H. Warn, with Mrs. Warn and son, returned from a trip to coast points, and then decided to make it a good one and left for Helena. We notice the wash out on the line again, so believe they are back again. Also the grass has been cut.



Above is a picture just to make most people jealous. We keep 'em as pets during the summer. This picture was given us by O. L. Brown, resident engineer, and shows his son and his brother's children on the ranch near Pleasant Valley with their pet fawn.

Geo. Riggas, yard foreman, Whitefish, reports that Mrs. Riggas slipped on the porch at their home and broke her ankle. If there was any defect in the porch, George should fix it at once.

Conductor and Mrs. Robt. McCauley and children have made a trip to St. Paul to visit relatives.

Conductor Len McCauley, who has been laying off for some time, has returned from Hot Springs. He reported for work on the ditcher and is greatly improved in health.

The relay office reports that Mr. Blinkhorn, of the telegraph department in St. Paul, looked them over for a short time while here and gave them a clean bill of health. If Blink only knew all we know about the relay office, he would call oftener and stay longer. However, we are always glad to see him come.

If Foreman Stryker will send us a picture and give weight, measurements, etc., we will be glad to show what kind they raise in the vicinity of Stryker.

**\$2.00** brings your **New Priscilla!**

SEND only \$2.00 and we will immediately ship you a brand-new Priscilla Sewing Machine, either the Electric or Foot-treadle model, *direct from the factory*, freight prepaid. When it arrives, use it for 10 days in your own home. Sew on it as much as you wish. Subject it to every test you can think of. If not perfectly satisfied, ship it back freight collect, and we will refund your \$2.00 at once. But if you are convinced that the New Priscilla is the best machine you ever used, keep it and pay for it on this easy basis: \$2.00 at the end of 10 days and \$5.00 a month for 10 months—only \$54.00 in all.

The Electric Priscilla is the machine you want if you have electricity in your home. Light weight. Easily carried from place to place. Dust-proof quartered oak cover. Does every kind of sewing just the same as a foot power machine. No pedaling. A sturdy little motor does all the work. A slight pressure of your foot starts or stops the machine, and regulates the speed.

The Priscilla Foot Treadle machine is mounted on a highly finished quartered oak frame. Four spacious drawers. All Priscilla models have newest improvements. Drop head; Automatic Bobbin Winder; Self Threading Shuttle; Stitch Regulator; Smooth, even Tension. Produces the famous double thread Lock-Stitch.

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The new Priscilla is a quality machine throughout—Beautiful Quartered Oak Woodwork—Glossy Black Enameled Ironwork—and a Life-time Guarantee that protects you.

Lightest-running machine you ever saw—perfect stitching—makes sewing a pleasure—delighted owners everywhere—Tools, Big Box of Attachments and Instruction Books FREE. Here's your chance to try one of the best machines made—a machine you will be proud to own, without a bit of risk. Send your name and address with \$2.00 NOW—to

**The Priscilla Company, Room 505, 85 E. Broad St. Boston, Mass.**



Operator Madge Sutherland, who was off several days on sick leave, has returned to work. J. E. Cole, relief agent, tried to do the work while she was away.

On account of increase in business, several of the engine and train men have been notified to return to work. Engineers Hunt, Hauge, Wright, Dunham and Conn are marked up on the board.

Engineer Charlie Buckley, on the Kalispell branch, tells us he has an old train order that was issued "way back." Just as soon as we can get Charlie in a corner, we are going to get the order and the story that goes with it.

Now that they can get the kids off to school, our wives will be thinking about organizing the card clubs. School is a great thing for the mothers.

Signal Supervisor W. E. Shepherd, Mrs. Shepherd, and son left for Spokane. Mr. Shepherd is taking his vacation, and during his absence R. H. Pond will fill the position.

Cliff Williams and John Harder, sons of employees, have resigned as roundhouse laborers and will return to school. There was some talk of shutting up the shops, but it was decided to see if we could get along without them until next summer. Joking aside, the high school boys who have been working for the company during the vacation months all made good.

Engineer Jim Shoaf has returned from a trip to Spokane and is back on the job again.

Engineer Kohlmeier is back to work again after having been injured. He tried to see if he could knock the cover off the tank box with his face, and although he bent the cover, his face really got the worst of it.

The "doctor's competitors" are coming through in bunches. Understand the apple crop in the Wenatchee Valley is the best in years,

and that there will be about 20,000 cars shipped.

Conductor Manwaring has resumed work on the main line passenger run after having been on the Glacier Park automobile run all summer. Charlie says he is glad to get back to work again. Mrs. Manwaring has left the Park, where she has been staying during the summer, for Rochester, Minn.

Brakeman and Mrs. C. L. Eschwig have returned from Minneapolis, Minn.

Conductor and Mrs. Emil Lee left for Wenatchee where they will spend a week or so with relatives.

Car Foreman and Mrs. W. R. Barrett drove to Spokane and spent the week-end.

On account of illness of Henry Kramer, call boy in the round house, James Babcock is relieving him. "Babbie" will have to hustle to beat Henry's time.

Machinist Chet Yale has reported for work after three months' leave of absence.

Conductors Ralph and Roy Cripe have returned from Camas, where they have been for about ten days. Both feeling fine and have reported for work.

Mae Allen, Hazel Wolf and Grace Shaffer, of the superintendent's office, went to Spokane (What? Again?) to look 'em over and report on what was doing in the big city on Labor Day. No new rings observed when they returned, although we have our suspicions of one of the bunch.

Car Distributer G. A. Scanlon laid off for a few days and with his family enjoyed a real outing, camping at the old Gardner camp near Tally Lake.

A special train of seven cars of Chinese students passed through here early in September. They were enroute to eastern points to attend college.

Operator Fred Sells, of the relay office, has

been transferred to Grand Forks, N. D. Mr. Sells has been relieving operators who have been taking their vacations.

Sheet Metal Worker John Gilmore, Mrs. Gilmore, and daughter have returned from a trip to Spokane.

On account of the Wolf Point terminal being discontinued, Foreman O. J. Mackenroth has returned to Whitefish to work.

Roundhouse Laborer Harry Towers has resigned and left for Bemidji, where he will attend high school.

Conductor Fred Bangman is relieving Conductor Van on the gas-electric for a few days.

Melvin Evenson, Dan Kingery, and Ernest Grant have been called back to work in the car department on account of increase in work.

Bert Webster, engineer, has reported for work after having been off for some time on account of a broken leg. Bert might borrow the idea of wearing shock absorbers.

Engineer Ted Bailey has bumped Engineer Conrad Webber, on the west end.

Engineer Ed. Rueffer has laid off for a few days to go hunting and Herb. Dunham is relieving him on the ditcher.

Fred Fisher, timekeeper in extra gang, was in town recently. We are told that Fred is contemplating a trip east in the near future and that Timekeeper Bert Gibson may relieve him.

Since returning from Hot Springs, Conductor Len McCauley found it necessary to be placed in the hospital at Kalispell for an operation.

The first real snow storm of the season struck the Park on the last day, September 15. "The beautiful" fell and the morning of the seventeenth found two or three inches on the ground. Jim Shannahan says it looks just like the same snow we used to have years ago.

## MESABI DIVISION

Associate Editor  
A. N. HALVERSON  
Superior, Wis.

Ray Marshall, assistant signal supervisor, who had his headquarters at Superior for a number of years, recently left for the Isthmus of Panama to accept a position as signal supervisor on the Panama Railway for the U. S. Government. He was accompanied by his wife and daughter as far as New Orleans, and they will go to Panama later when Mr. Marshall has been settled. He leaves a host of friends on the Lake District and we all wish him the best of success.



First Trick Operator Frank Vleck, South Hibbing, is away on a two weeks' vacation.

Understand Clifford Howe, agent at Chisholm, and Charley Pfennig, agent at Buhl, recently made a trip with their families to Cohasset, and insisted on Operator McCabe taking them to the place where Bob has advertised all of his good catches. As usual it was an off day, and we are therefore unable to give out any information as to the prowess of McCabe as a fisherman.

Edna Zern, second trick operator at South Hibbing, spent a few days at Duluth visiting friends.

Mandy Bauer, operator at Virginia, motored to Duluth recently to spend the week-end.

Operator L. J. Gimple relieved Operator Frank Vleck at South Hibbing for two weeks.

George Raines, agent at Cohasset, accompanied by his wife, took in the St. Louis County Fair at Hibbing, and reports a very nice trip.

E. A. Hovinen, agent, Henriette, motored to Morris, Minn., for a few days.

H. W. McCellan, second trick telegrapher, Brook Park, has a farm near Milaca, and reports crops in good condition.

Gust Wahlquist, third trick operator, Brook Park, took in the State Fair at St. Paul.

Hilda Steffans, cashier, Deer River, has just returned from a leave of absence, and reports a very fine trip through various parts of the West, including Yellowstone Park.

William Pollock, signal maintainer, South Hibbing, was a recent visitor at Floodwood.

Martin Johnson, signal maintainer, Cloquet, accompanied by his family, attended the Legion picnic at Prairie Lake near Floodwood.

It has been rumored that "Red" Parsons, "Greek" Dowd, and "Sheik" O'Brien have been practicing the art of roller skating for some time, and finally put it to a test by sojourning

to the amphitheatre at Duluth. These three men reported for work the next day, but we noticed they made it a point to stand up as much as possible. They might be able to play kittenball, but they have considerable to learn about roller skating. It is suggested that they confine their efforts to bowling.

Lee Wagnild, clerk, Superior freight station, came to work the other day with a black eye, and no one has been able to find out how he got it—the Associate Editor isn't trying to find out, but there are a lot of others that are inquisitive.

The radio fans of Superior, and we might include the Northwest, have written letters of gratitude to Dispatcher E. J. McMahan, through whose efforts the Superior Water, Light & Power Company eliminated the interference from their power line wires, which has always been a bone of contention to the radio bug. We don't know just exactly how he got away with it, but he is certainly entitled to much credit.

The store department always had a reputation of being "conservative" in the interest of economy, but it has remained for one Hjalmer Sundin to prove it. In order to illustrate, we repeat a story that a number of our employees will verify as absolutely true. George Coons, coal chute operator, Kelly Lake, had occasion to drain the tank recently in order to make some minor repairs, and through some misunderstanding on the part of his helper, the water was turned on, leaving Coons in a very bad position. It required strenuous effort to keep his head above water. He finally succeeded in attracting the attention of his helper and several others, who were in the immediate vicinity, and one of them immediately rushed to the storekeeper and asked for a rope stating that there was a man in the tank who was drowning and the only means of saving him would be a rope. The storekeeper, however, insisted on having a requisition, and it was necessary to go to the roundhouse foreman and obtain a requisition. By the time they finally secured the rope, George was practically all in. After it was all over and Coons had his feet on dry land, the storekeeper was right on the job to get the rope back.

General Safety Supervisor C. L. La Fontaine was present at our last safety meeting and gave a very interesting talk, illustrated by charts, that was very educational to members present.

Conductor C. S. McCurdy returned to work recently after being off for some time, due to illness of his family.

## MINOT DIVISION

Associate Editor  
CARL CARLSON  
Minot, N. D.

Albin Wahlgren, who has been in service on the Minot Division since 1906, as section and extra gang foreman, and also as roadmaster, was promoted recently to roadmaster on the St. Cloud Division, with headquarters at Park Rapids, Minn. We all join in wishing you the best of success, Albin, in your new position.

The new power plant at Minot is nearing completion. The equipment installed is the most up-to-date obtainable, consisting of three two hundred and fifty horsepower, tube water boilers with automatic lignite coal stokers and pulverizer, also automatic ash handling apparatus. This plant should be sufficient to take care of the power and heating of company buildings for many years to come. Andrew Ford, who had charge of installing the concrete work, raising the roof, and extending the building, and Sam Wick, the veteran stack raiser, who had charge of the installation of the boilers and mechanical apparatus, are to be highly complimented for their good work.

Claude Cassaday, our agent at Mohall, has just returned from a six weeks' leave of absence in Indiana. Hope the rest did you good, Claude, and that you will show the boys that a vacation once a year puts new pep into the work.

The boys have all been oiling up their shooting irons lately getting ready for the hunting season, and from all indications, don't suppose there will be many ducks or chickens left in this territory after September 16. Watch



for further news from W. F. (Red) Cloone, W. C. McHugh and E. M. Thompson.

Bob Cauthers, our agent, Thorne, who left in June with wife and daughter for a visit on the West Coast and California points, returned recently and resumed the agency at Thorne; from reports, Bob enjoyed his vacation and intends to take one periodically for the benefit of his health.

Many of our old timers heard with regret of the recent death of their comrade, former Engineer John Purdy, at St. Paul. Mr. Purdy was in service on the Minot and Dakota Divisions for 30 years, and was retired on pension January 1, this year.

E. T. Hartung, agent, Sherwood, returned recently from a three weeks' trip to Minnesota points, having made the journey by auto, accompanied by Mrs. Hartung and two sons. The trip was enjoyed all the way except for running into wet and muddy roads occasionally.

Mrs. C. L. Ticen and son returned recently from a three months' trip to the West Coast visiting relatives and friends, also taking in some of the summer resorts enroute. Mrs. Ticen is the wife of the relief agent on the west end of the division and resides at Williston.

Ole Hamre, one of our extra station men, we understand, took unto himself a teammate recently at Bisbee, N. D. We didn't learn the name of the bride nor did we get a picture for the "June Brides" page in the SEMAPHORE. Come across, Ole, and give us some dope on the occasion.

O. E. Stotroen, of St. Paul, district construction foreman, telegraph department, covered the Maxbass and Sherwood lines with Lineman Cattnack, checking the pole lines with a view of resetting them next year, Cattnack says, "so linemen would not have so much to do." This should help the telegraph service on these lines.

Fifteen additional men were put on the rip here September 7. It is superfluous to say that the foreman and assistant are both busy men inducting the new members and herding the old ones into proper and successful channels.

"Swede" Anderson has been assigned to the duty of putting in a number of tracks for wheels on the Minot rip. This is a much needed and appreciated improvement. When completed, it will be almost a pleasure to handle scrap and new wheels for changes. Long live the "Swede!"

Secretary-Treasurer R. R. Hunter paid this point an official visit September 14, at which time the Carmen held their regular meeting. They arranged for a joint affair, inviting the other crafts to their meeting at Sons of Norway Hall, where Mr. Hunter spoke interestingly and at length on matters now before the organization, as well as touching on the benefits derived from the new schedule completed August 2, and effective September 1, 1926, for all crafts.

Mahlon Scotland was injured on August 30 by having a large jack fall on his leg and foot. He has been under a physician's care ever since, and being unable to work, is taking advantage of the group insurance with the organization.

John Robertson, Willow City's champion farmer, who has adopted the rip track for sustenance and livelihood, as well as to defend the good name of the Scotch, has been off for some time threshing his abundant crop of wild oats over in that country. Regarding the reference to wild oats, this information was given the correspondent by one of his unsuccessful farmer neighbors.

It is interesting to visit at the different points around the several motive power and operating points of the Great Northern here, and study the class of men and more particularly their names. Should there be anything due you from these points, you might go to see Charlie Due. If you think you are taking a chance, get in touch with Switchman Gamble, he might do you up Brown (Eli) by the Strong (Dee) hand of Warchow (War Chow) Geo. and Ed. And if that were too much, you might be able to Lein (K. T.) on a more substantial Fisher (coal dock) for better nourishment. Should these be insufficient, old reliable Bill Gunn could be brought into action with a Cross (C. C. or Louie), and retire to the (Jimmie) Hyland for better view of the wonderful new plant and other improvements the Great Northern has just installed.

## Williston

Ben Benson, who has been acting as relief messenger on the branch lines out of Williston during the past summer, is back on the job as delivery clerk at the freight house.

Lewis Estervog, who was formerly employed at this point and is now in the water supply service from Havre west, was in Williston a few days, visiting his children, who are living with relatives near here since the death of their mother last spring.

F. A. Zilskie's gang of telegraph repairmen, lines west, was in Williston during the month

of August making needed repairs and changes in and near Williston.

Paul Bell, employed as machinist at this point for the past ten or twelve years, has resigned and left for Casper, Wyo., by auto. Mrs. Bell and children followed him during the first part of September.

Ben Morgan, employed as carman helper at Williston for the past five or six years, but who was best known back in 1909 and 1910 as the handsomest man on the Williston police force, recently obtained transportation for Mrs. Morgan for points on the Pacific Coast. Prior to Mrs. Morgan's departure Ben was telling a few of the boys around what a glorious time he was going to have after he got the "better half" safely out of town, and how he was going to take the old pay check and make Williston set up on her hind legs and howl when he got started. But it was only a dream. Poor old Ben wandered around the town and the shops like a lost soul until he received word that the wife was on her way back. About the only dissipation that Ben was guilty of was one night when he was working overtime he thought he would run over to his daughter's for a lunch instead of going all the way home. When he got there no one was home, but there was a great big fine looking cake setting on the table and Ben proceeded to make the cake "turn into a man"; when he had satisfied his hunger for cake, what was left would not have fed a child, let alone a family; and, as it later developed, Mrs. Palmer had planned on having the cake for a few friends she had invited in for the evening. Ben has postponed making any calls at his daughter's house since.

Mrs. Nellie Valley spent a short vacation at Seattle during August.

Frank Kalusa, engineer on the mail west of Williston, took a vacation of a few weeks during August.

Edward McGrath, fireman, who has been spending the past winter and summer in southern states, has returned to work and is now firing the 4 o'clock "Goat."

Nels Flaggett, section foreman in Williston yards, is spending a short vacation at Minot and New Rockford, and will also run up Charlie Bryant's branch to a point near Brandon, where he has farming interests.

T. L. Purves, who was away on a three weeks' vacation, visiting points on the West Coast, has returned to work.

Engineer Jos. Grow and family are visiting points in Missouri, Joe's old home state. They made the trip by car.

George Hogan, switchman, was looking after his interests up around the Grenora branch country during the latter part of August. We often wonder how George "looked after his interests" before he got the Chrysler.

Tom Hogan, of the well known team of Hogan and Kelly, was in Williston during the first part of September looking after business in connection with the Claim Department.

Conductor John Hyland was off for a couple of weeks during August and spent the time around Breckenridge, where he has farming interests.

Al. Warner, former storekeeper at this point, and now located at Breckenridge in a similar position, was a caller on old friends at Williston during August. Glad to see you, Knute; call again, and we will show you as good a time as you ever had in Minot.

Edward Stein, carman blacksmith, ran down to St. Cloud and packed his household goods and then brought his family to Williston to make their future home.

William Ratliff has been holding down the run on the mail west of Williston since Frank Kalusa has been laying off.

Peter Brandwold, of Nels Flaggett's crew, has taken leave of absence for a short period, and he and his wife are visiting in Wisconsin.

Robert Gore, boilermaker helper, who was on an extended vacation during the latter part of July and August, is back on the job.

Niel W. Burton, who has been holding down the position of delivery clerk at Williston freight house, has taken a sixty-day leave of absence, and is expecting to take treatment at Rochester, Minn., before returning to work.

Walter Strom, our local postmaster's son, has taken a position at the Williston stores.

Mr. Bouttine, special agent at Williston, has moved his family from St. Paul to Williston to make their future home.

Conductor Mike Tierney and wife are away on an extended trip through the West.

The last of the restaurant and lunch room fixtures at the depot have been taken down and shipped away and all in that end of the yard are hoping that their offices will be moved into the now vacant building.

Some of our local boys are so fond of turkey that they were unable to wait until Thanksgiving Day for their first taste of the big bird this year, and went calling a few nights ago to try and satiate that longing they had. We understand that they did, if appearances count for anything, their car could have been classed as a poultry car.

William Knutson, of the freight house, had the misfortune to let a couple of Fordson tractor wheels drop on one of his feet during August, and as a result, has been in the hospital ever since with a broken foot.

Claude Moore, generally known as the man with the cleanest caboose on the Minot Division, spent six weeks touring the Black Hills and Yellowstone Park during June and July.

## MONTANA DIVISION

Associate Editor

JOHN C. KOERNER

Havre, Mont.

Dispatcher Fred H. Frahm and family have returned from their annual vacation, and while away they visited relatives and friends in Gladstone, Mich., Minneapolis and Pipestone, Minn.

Ralph Newlon, formerly chief clerk to the master mechanic at Havre, and later connected with the claim department at Great Falls, has been transferred to the claim department at Havre.

Conductor Gene Dunham is back on the job again after nearly eight months' absence on account of sickness. We hope he will stay with us now.

Engineer Joe Crow, one of the old timers on the division, is taking a vacation, the first in years, and visiting his old home in Indiana. His run on the mail is being taken care of by Engineer Ratliff.

Rather an amusing occurrence, but one which might have resulted fatally to one of our operators, happened on Sunday morning, September 12, at Harlem. When Operator J. A. Sadler went out to flag the crossing for an extra east, two of the citizens of that city who had been at outs for 25 years, started to shoot it out and Jack was between both fires, a precarious situation. Being used to that sort of stuff from his early days in and around Harlem, Jack was not a bit nervous; and after the smoke had cleared up, he returned and reported the train by in his usual calm manner and then related the incident to the dispatcher on duty. Neither of the combatants was hit in the shooting fray, but one of them was later shot and killed by the sheriff when he refused to halt and made pretense of shooting at the minion of the law.

Robert Agrell, stenographer in the chief dispatcher's office, Havre, has resigned and accepted the position of car stenographer with General Superintendent Smith. We are sorry to lose Bob, but wish him success in his new position.

Owing to the heavy oil loading at the new Shelby oil spur, an extra crew was put on to work between Cut Bank and Shelby to do the necessary switching and keep that place cleared of accumulated loads for the West.

Ruth Smith, for years chief clerk in trainmaster's office, Havre, has resigned and left for Seattle, where she has accepted a position with the American Railway Express Co. She was relieved by Leon Davis from the superintendent's office. Ruth will be missed, and we wish her success in her new place.

Some folks are prone to make fun of the Fords, but one of our employees in the superintendent's office, Emil Don Tigny, thinks his little Ford runabout is all right. The other evening he was driving down one of the streets of Havre and met several small boys who were riding horseback and racing down the street. One of them accidentally ran into Don's jitney full steam ahead and the horse was immediately killed, but the Ford was very little damaged. We understand Don is contemplating putting in a claim for damages against the horse owner as he says the horse had no lights on and he couldn't be seen until too late to avert the accident.

Conductor and Mrs. B. F. Hillsabeck have returned from a six weeks' vacation, via Dodge

sedan, which took them over 4,000 miles in many parts of Canada and the United States. They visited Mrs. Hillsabeck's sister, Mrs. J. C. Way, 225 Ruby Street, Winnipeg; also friends in Brandon and Lake Carlyle, Sask., Seven Sisters Falls, on Winnipeg River in Ontario, Grand Beach, and Winnipeg Beach on Lake Winnipeg. On their way home, they visited Mr. and Mrs. R. A. Bentzen and family at Wahpeton, N. D. Mr. Bentzen was formerly master carpenter on the Montana Division. Mr. Hillsabeck reports a wonderful trip and wonderful crops through Canada. He says gas is a little high, 39 cents per gallon, but larger gallons. They have a 3-cent tax on gasoline for good roads; and he says that's what we need in Montana—a 3-cent tax on gas. We then can have some good roads in Montana and not have to pay for them out of the state funds.

F. Krona, assistant roadmaster, this division, has been transferred to the Kalispell Division, and was relieved by P. Johnson, formerly on the Kalispell Division.

M. A. McClung, agent at Watford City, recently took a vacation and visited friends and relatives in St. Joe, Mo. He was relieved by J. F. McLaren.

R. N. Worden, agent, Fairview, is taking a much needed vacation and is visiting in southern Minnesota and Iowa points.

Dispatcher Irwin and wife returned from a visit to Shelby, Mo. While there Sid said they had nothing but rain and he is pleased to be back in old Montana with her sunny days.

Engineer C. C. Smith, on the Scobey passenger run, is taking a vacation and visiting his aged mother in Indiana. C. C. is one of our old timers, having come out here shortly after the line was constructed. His run is being handled by Symbol Lou Weldy, he of poetic fame.

W. R. Walker, agent at Devon, is on a short vacation. He is taking a fishing trip in the mountains.

Conductor O. R. Wright has resumed work again, after being injured in an accident at Chinook some six weeks ago. While recuperating, Orville was out on his chicken farm in Washington. Before starting out to the farm, though, he joined the band of benedicts and was married to one of the popular young ladies of the city. Good luck to you, Orville.



From left to right: Engineers John F. Buell, Havre; Freddy Mann, Wolf Point; and V. Hunt, Havre, with one day's catch during their two weeks' vacation at Glacier National Park.


Operator A. C. Mueller, who has been confined to her room and the hospital since July 22, has resumed work in the Havre train order office, and her many friends are pleased to see her able to be around again.

On account of the heavy business on the Scobey branch, it has been necessary to put on additional operators at Scobey, Plentywood, and Medicine Lake. Handling the wheat crop made it necessary to work four crews in addition to the two local crews on this branch. The rail was laid into Opheim August 18, and up to and including September 11, there were 166 cars of wheat moved off the Scobey-Opheim line before any of the elevators had been completed.

Relay Manager L. R. Nelson, Havre, was taken to the hospital recently suffering from some unknown malady and was laid up for ten days. We are glad to see Nels back on the job again though.

Engineer Wm. Potter, on the Richey-Bainville local, has been off on a vacation for the past month looking after his farming interests and making arrangements to take care of his fall crop.

Mrs. Mary Pouder, who formerly was stenographer in superintendent's office, is taking temporarily the position of stenographer in the chief dispatcher's office.



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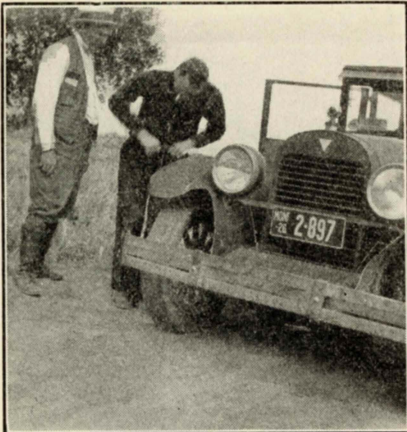
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Dispatcher Adams and Operator Minter



Dispatchers Adams and Otto

Some car owners are very thoughtful in taking their friends, who are not possessed of cars, out for rides, and display a great deal of human interest in doing so but from the two pictures we have received, we judge that Night Chief Dispatcher F. L. Adams had method in his madness when he took Dispatcher Otto and Operator Bill Minter out for a ride. It looks very much as though Frank suspected something was going to happen and he wanted some one along to do the work when the occasion presented itself. However, Lou and Bill say that he offered them a lot of good advice while they were putting his tires in shape for him.

## ST. CLOUD DIVISION

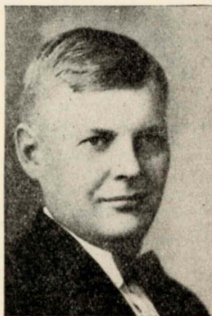
Associate Editor

**JULIUS A. JOHNSON**

Minneapolis, Minn.

Ticket Agent W. E. Gilson and two of his able assistants, R. C. Danielson and Wm. Bogda, have been chosen delegates to the national convention of ticket agents to be held at San Diego, Cal. They will leave October 9, except for Lieut. Bogda, who has no "missus," they are taking their wives with them, and all are eagerly looking forward to a pleasant trip. Freddie Schultz and wife, of Alexandria, were State Fair visitors for a day.

Clerks Ralph Howard, George Peterson, and Clifford Johnson, of Minneapolis



store, made a trip to Winnipeg over Labor Day. They report attending a Scottish picnic where everything was free; but upon close questioning, it develops that the "free" items consisted of a plentitude of bagpipe music and speeches in such broad Scotch that they were unable to grasp their full import.

Ticket Seller Roy Rosler has just returned with his family from a trip to the Pacific Coast.

Warehouse Foreman George Zimmerman, of St. Cloud, devoted Labor Day to taking in the sights at the Minnesota State Fair.

Engineer Arthur T. Mallinger visited Minneapolis recently, and during a conversation, let it be known that he was married at Bemidji on May 24. Do not know how this item got by our line correspondents, as no previous mention has been made of this.

A. J. Dixon, of the superintendent's office force, has just returned from his vacation trip. He decided to forego his trip to the Lake Superior country this year and, instead, made a visit to points in Canada and eastern United States.

Zola Gralton, of the St. Paul local freight, is motoring up north on her vacation.

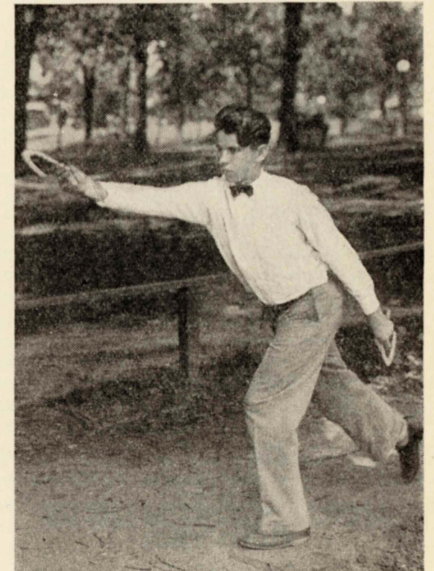
F. A. Poepeke, of St. Cloud, attended the legislative meeting of the Brotherhood of Railroad Trainmen, which was held at the Curtis Hotel, Minneapolis, August 31 to September 2, and reports a one hundred percent gathering.

E. E. Pike, division storekeeper at Minneapolis, is taking a week off for a vacation trip. He has let it be known that he intends to do some fishing. His secret ambition is to catch a fish so large as to settle once for all the question of supremacy between himself and his good neighbor, Watland, of St. Cloud.

Switchman R. D. Spieker is again raising choice poultry and Frank Poepeke, who has accompanied him on several occasions, states that Rudy will soon be known as the "Caponizing King."

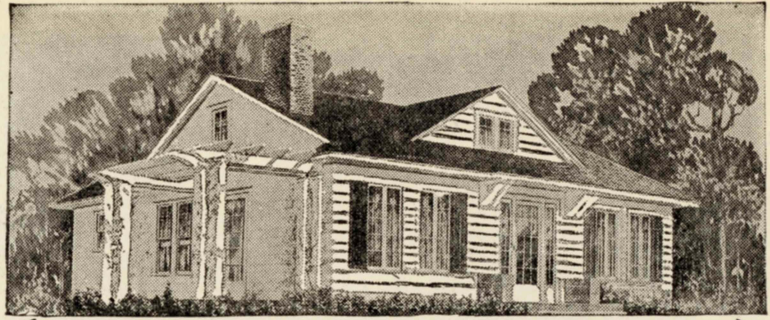
A lot of us would consider ourselves fortunate if we were merely working in the vicinity of Alexandria, now that the duck shooting season is on, and would feel satisfied with the opportunities afforded to go out and bag a few before and after working hours, but Operator Garrett Sohle asked for a few days off to go duck hunting. He, no doubt, wants to

get his limit early and have it over with. Meissner is looking after his duties during his absence.



Arthur Cumming

Above is an action picture of Arthur Cumming, seventeen-year-old son of Alex. Cumming, assistant agent at Minneapolis Junction. Arthur has been pitching horseshoes with increasing success for some years. He won the city championship at the age of twelve but lost it a year later. As previously mentioned in these columns, he ranked fourth in the National Tournament at St. Petersburg, Fla., last winter and the press of that section of



## HOUSE GIVEN AWAY

Surely you want a fine six-room house of your very own. I am going to give this beautiful house away just to advertise my business. Surely you have longed for the day to come when you could stop paying rent to a landlord and call your home your own. I am now offering you the opportunity. Just picture a handsome six-room house, nice lawn, pretty shrubbery and flowers growing in well arranged beds, and you will have a picture of what I want to do for you.

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It does not matter to me where you live—this house can be built anywhere—Maine, California, or anywhere in the United States. I give the house away to advertise my business and I don't care where it is built. This is a beautiful new style colonial bungalow and I know you would love to have it. Rush name and address today.

**I Buy the Lot** If you do not own a lot, or have no place to build, I will arrange to buy a lot for you. This beautiful six-room house may be yours if you send me your name and address promptly. This offer may never come to you again. Use coupon below.

**Costs You Nothing to Investigate** You run no risk whatever. It costs you nothing to investigate this liberal offer. I would like to place one of my houses in each locality in the United States. Don't let this offer slip by you. Be first in your neighborhood.

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Rush name and address today—quick, just say, "I want one of your six-room houses, please send free plans, I risk nothing." Better still, fill out and mail attached coupon, but do it now.

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I want one of your six-room houses, please send free plans. I risk nothing whatever.

Name.....

St. or R. F. D.....

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State.....

the country predict that he will become national champion some day—perhaps next year. He is now state champion of Minnesota, having won this title at Hibbing in September, and as he also recently defeated the North Dakota champion in a meet at Fargo in August of this year, he is generally considered as the best exponent of horseshoe pitching in the Northwest.



Above snapshot depicts a trio of generally successful fishermen with their string of trout caught near Cass Lake. From left to right they are as follows: Hank Williams, of Long Prairie; Harry "Dodger" Kirk, and Fred McDorman, both freight conductors on this division.

Edward Ethen, who is assistant warehouse foreman at St. Cloud freight, attended the reunion of the Fourth Anti-Aircraft Machine Gun Battalion, which was held September 6 at the Ryan Hotel at St. Paul.

Art Bloom, of the ticket auditor's office, has been absent from his duties for several weeks because of illness. Latest reports are to the effect that he is on the way to recovery, which news will be pleasing to his friends.

Business is good on the road with a rush of work for everybody on the job, and this associate editor knows it. Otherwise, how could it be that some hitherto perfectly reliable correspondents did not favor us with their usual, newsy items of interest from their departments? We once saw a statement quoting a certain editor to the effect that if a dog bite a man it is not always news—but if a man bite a dog, it is news under any or all circumstances. What we want is news, and this from all sources. We have had generous assistance in the past from numerous correspondents and bespeak the continuance of your co-operation, as it is only by getting help, and plenty of it, that we can come anywhere near the end we are aiming at, which is to make this column pithy and interesting to all departments.

A national shorthand magazine some months ago advertised a contest and distribution of prizes to the user of their system who submitted the largest number of words made up from parts of the word "philanthropist." Car Steno Paul B. Hauber submitted a list of 758 words and after the close of the contest recently he was delighted to receive a check and notification that he was among the first ten. The monetary reward was not so great but there is a good deal of satisfaction to be derived from the knowledge that a person ranks with the top-notchers.

Sympathy is being extended to Switchman Nic. J. Spoden of St. Cloud, on the death of his father, who was a veteran blacksmith on the Great Northern.

Pump Repairer Earl Holland has invested in a new Chevrolet sedan.

Frank Poepeke, who is the B. R. T. correspondent, states that he could very nicely use some help in furnishing news for this column. He is working only one shift each day but can easily be reached at St. Cloud by any brothers having items of interest for publication.

Switchmen Bennewitz and Stafford, of St. Cloud, are planning a trip to Pine City in the near future to make a friendly call on their co-worker, H. Sullivan, who is still receiving care in a sanatorium at that point.

Archie Cook and Herman Haberer of Alexandria spent the double holiday in Winnipeg.

## SPOKANE AND MARCUS DIVISIONS

Associate Editor

**FRANK W. SEXTON**  
Spokane, Wash.

Nola Molden, operator, Quincy, has returned from a sick leave.

Annie Gill, operator at Lyons, has returned to work from leave of absence.

Stratford station was opened September 7, with L. M. Coneen in charge.

P. D. McIntyre has taken the side wire at Wenatchee during the fruit season.

E. E. Adams, district engineer, has just

returned from a vacation spent in Alaska.

J. T. LePage, special agent at Spokane, has been compelled to take a six months' leave of absence on account of sickness.

P. W. Tillisch, chief clerk, Spokane, spent his vacation at Chain Lakes.

Jennie Borgeson, stenographer, has returned from a vacation spent in California.

R. I. Triplett, dispatcher, spent his vacation at Colorado Springs and in eastern Kansas.

Cecil Johnson, operator at Odessa, was married early in September to Miss DeSpain at Edwall.

A. E. Polanski, agent at Edwall, has returned from two weeks' vacation. Mr. Polanski was relieved by M. E. Anderson.

Jessie Howard, operator, Bonners Ferry, was a visitor at Spokane during Fair Week.

Marie Garber, first trick operator at Lyons, has returned from a short vacation.

Palisades station was opened September 7, with O. L. Gorrell in charge as agent.

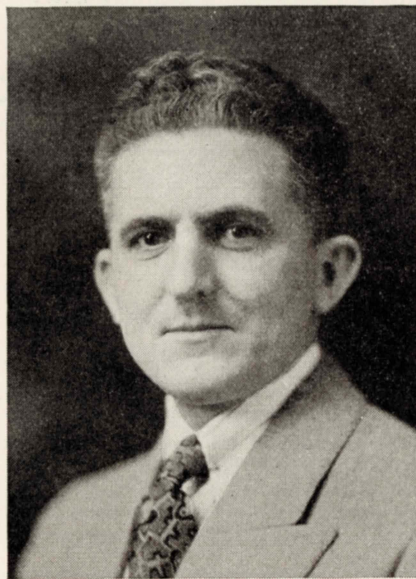
Malott station was opened September 7, F. J. Salvage agent.

G. W. Hammond, cashier at Hillyard, has resumed his duties after an extended leave of absence.

M. B. Roach, dispatcher, was off a few days on account of sickness.

Mrs. Wm. Struck, wife of engineer, Hillyard, is visiting her parents at Winona, Minnesota.

H. L. Lockhart, fireman, Marcus, was the victim of a peculiar accident recently. He was cleaning out the oiling system of his car, and had applied pressure. While watching the gauge, the glass over the indicator broke, throwing pieces in his eye, the particles penetrating the eyeball. In order to obtain the services of a specialist, Agent Webb drove Lockhart to Spokane, and it is now assured that his sight will be saved.



**J. T. Raftis**

Stevens County is justly proud of the honor given one of her citizens in the election of John T. Raftis, Great Northern attorney at Colville, to the office of state commander of the American Legion. In addition to being local attorney, Mr. Raftis' early associations are closely connected with the Great Northern. His father was section foreman at Chewelah from about 1891 to 1909, and Mr. Raftis was born in the section house at that point.

The following article is quoted direct from the Inland Empire News: It was with great regret that the hosts of friends of Mrs. Iva Landis learned, Saturday, August 21, of her death that morning at her home in Hillyard at W4903 Stone Street. The funeral was held Tuesday at Smith's undertaking parlors in Spokane, the services being conducted by Rev. Joe Harper. Interment was made in Peace Abbey mausoleum. The services were attended by many friends, more than could gain entrance to the Smith parlors and floral offerings almost hid the casket. Mrs. Landis



was 47 years old. She was the wife of Harry Landis, one of the Great Northern's best known locomotive engineers, and they had resided in Hillyard the past 16 years. Death was due to sleeping sickness, with which Mrs. Landis had been afflicted several weeks. The deceased was numbered among the most highly respected and much loved matrons of the community. Besides her husband, she is survived by a sister, Mrs. O. E. Bower, Spokane, and a brother, Oliver DeLong, Fort Morgan, Col. Mrs. Landis was a member of the ladies' auxiliary to the Brotherhood of Locomotive Engineers, Hillyard Rebekah Lodge, Past Noble Grands' Club of the Hillyard Rebekah Lodge, Loyalty chapter of the Eastern Star, and the Daughters of the Nile.

The Okanogan Valley is maintaining its reputation as a stock raising country. Thirty-five cars of sheep were shipped from Omak during July and a considerable number in August, all of the shipments going to Chicago markets.

C. D. Murphy, brakeman at Oroville, figured in a tragic accident August 14. Mr. Murphy had received word that his brother had died suddenly in San Francisco, and was on his way to Wenatchee in order to catch a train. He was accompanied by Mrs. Murphy, their daughter, Francis, and Russell Morris, a friend, who was to drive the car back to Oroville. In turning out to avoid some stock in the road, the car swerved in loose shale and was turned over. Mr. Morris was killed and Mrs. Murphy sustained injuries. Mr. Murphy and his daughter being thrown clear.

J. J. Fitzgerald, chief clerk to superintendent of motive power, is spending his vacation visiting his mother in Chicago. Mrs. Fitzgerald was 88 years old on August 15.

Assistant Attorney General L. B. Donnelly, formerly Great Northern attorney at Colville, was recently elected Chief d'Gare of the State Association of the "40 and 8," an organization of Legion Members who saw active service over seas.

We regret to announce the death of Mrs. Annie Eaton, mother-in-law of Freight Claim Agent W. H. Fortier, and mother of Glen Eaton, clerk in his office at Spokane.

The Great Northern Service Station, a new establishment at Hillyard, was opened for business September 1. The building is a handsome affair, and was erected at a total cost of \$25,000. It is operated by the Finch Motor Company, and in addition to conducting a service station, they will also handle a complete line of Chrysler cars.

Walter Foley, brakeman at Hillyard, was recently injured at Oroville, when he slipped over a switch and fractured a bone in his right ankle.

Louise Killian, daughter of Conductor J. L. Killian at Oroville, entered the Washington State College at Pullman.

P. W. Rice, is acting agent at Molson, temporarily relieving Ivar Johnson.

E. C. Leedy, agricultural development agent, was a recent visitor in Okanogan Valley and attended the Oroville fall fair.

Daily local train service was recently inaugurated on the Wenatchee-Oroville line, in order to handle the fruit business.

A recent issue of the Northport News carries an interesting item: The big iron mine near Orient is reported to have struck a large body of lead-silver ore which is now being shipped to the smelter. The Beecher and First Thought Mines are also employing more men, and it is expected that the mining industry will show much more activity.

It is with deep regret that we announce the death of Mrs. E. E. Kay, wife of operator, Marcus, and local chairman of the O. R. T. Mrs. Kay was returning from Northport to Marcus in a Ford Coupe, which left the road and pitched downgrade at a point where the gravel highway ends. Mrs. Kay's body was taken to Spokane and the funeral was held at St. Anne's Church. The sympathy of the SEMAPHORE and employees is extended to Mr. Kay in his deep loss.

Roy Harrington, operator, Wenatchee and son of our agent at Newport, was married at Wenatchee recently to Laura Overmyer.

Mildred Stevens, daughter of engineer W. W. Stevens, Hillyard, was married recently to Dwight M. Smith.

Extensive improvements have been completed in the Great Northern Icing Company's plant at Hillyard. Tracks have been re-arranged and the platform has been extended to a total length of 1,110 feet. These improvements will make the Hillyard plant one of the best equipped in the country.

The daily papers recently carried announcements of much interest to Great Northern employees. The work of changing line through Scotia Canyon is assured, which will be carried out at a cost of approximately \$600,000. The Spokane Chronicle also carried a report that there is a strong possibility of the Blue-stem-Peach line being constructed in the near future.

As Hillyard has always been looked upon as an exclusive Great Northern town, we will quote the following article from the Inland Empire news: These are good times in Hill-

*Great Northern Semaphore*

yard. The Great Northern's force of men has been increased in numbers. And last week they were put on a full six day week schedule. High pressure steel water mains are being laid to supply water to east Hillyard and the North Hill. Work on a large, expensive, new reservoir is starting on the hill just east of town. A new Arlington grade school building costing \$120,000 is now under construction in our community. A half million dollar tie and pole treating plant is to be built soon just on the outskirts of our community where at least 150 men will be given steady employment. The Spokane Oil & Refining Company is starting the manufacture of a new auto fuel, the first in the Pacific coast country, which will mean more business for this community. People have begun moving into Hillyard to send their children to Spokane's third big high school—the Hillyard high school. If there's anything wrong with the Hillyard community, we'd like someone to tell us what it is. If you're in business and don't think you're getting your share, don't blame the community. The payroll is here, the money is here, and if you're not getting your part of it, the probability is that there's something wrong with you, or the conduct of your business—nothing wrong with Hillyard community.

Clyde Preston, the 16-year-old son of Ed. Preston, B. & B. carpenter at Marcus, died recently at Colville from an abscess of the brain. Mr. Preston has sustained great losses this year, his wife having passed away last spring, and the sympathy of the SEMAPHORE is extended to him in his bereavement.

Evelyn, daughter of Agent J. A. Robasse, Harrington, has entered the University of Washington at Seattle.

Engineer J. M. Scherer, of runs No. 1 and 2, who has been seriously ill for the past 6 weeks, has improved to such an extent that he was able to leave the hospital September 15.

Engineer John Yellman, who has been off on a 60-day leave of absence, has returned to service.

Otis Elam, assistant roundhouse foreman at Appleyard, was called to St. Louis, Mo., the first part of September due to the serious illness of his mother.

Engineer Henry Wendt, of the Spokane yard force, who was very badly burned about the left arm in making repairs to a fuel oil pipe late in August, was able to leave the Sacred Heart Hospital September 16.

Mildred Smith, daughter of Traveling Engineer J. M. Smith, is spending the month of September with friends in St. Paul and Chicago.

The 2100 class engines, which have been in service on the second district for the past eight months, have been sent to the Central District. 0-4 and 0-6 power, 3200 and 3300 class, have taken the place of the 2100 engines on the second district.

Mrs. W. W. Stevens, wife of engineer, W. W. Stevens, of the Spokane yard force, is visiting friends and relatives in California.

Apples in solid train load lots are now moving to the eastern markets. The 1926 crop is expected to exceed the 1925 crop by nearly 2,000 cars.

C. E. Kaump, 3rd trick engine inspector at Hillyard, won the first prize for croquet work at the Spokane Interstate Fair in September.

Engineers Hinman and Brown have taken local runs between Oroville and Pateros. Engineers Fagerstrom and Hanover have taken the local runs between Pateros and Wenatchee.

## WILLMAR DIVISION

Associate Editor

L. A. JORSTAD

Willmar, Minn.

H. Steen, agent, Kerkhoven, is on leave of absence, and together with Mrs. Steen, is touring the East, in addition to taking in the sights of the Sesqui-centennial at Philadelphia.

In an apple picking contest recently conducted in the basement of the Stratford Hotel, Breckenridge, Conductor H. B. McKinney romped a way with first prize, receiving the honor of being the highest reacher that ever participated in a similar event in that vicinity. Spectators who have witnessed many contests in the past are unanimous in the opinion that only a man with a rubber back could attain such heights. Harry was very modest in victory and changed clothes immediately after the contest, taking his regular

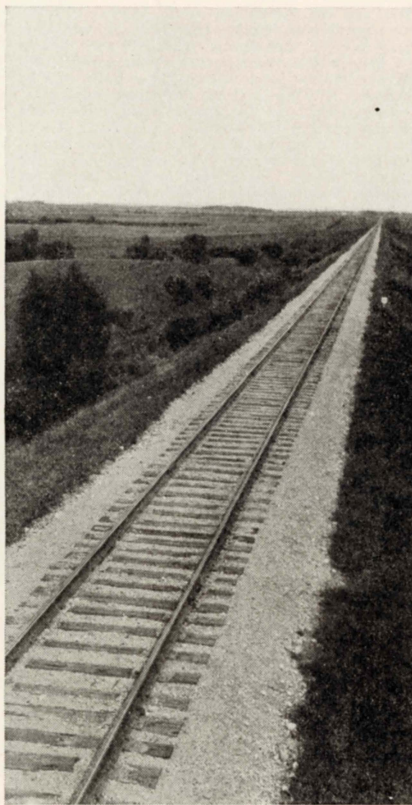


heights. Harry was very modest in victory and changed clothes immediately after the contest, taking his regular

passenger run to St. Paul, speaking only occasionally to curious inquirers.

Roundhouse Foreman Walt Gueffrey and wife, of Yankton, recently returned from a trip to the West Coast; and of course, Walt like the rest of the rails, couldn't resist the temptation of getting all greased up around one of the big engines out there. Something funny about a "rail"; he can't stay away from the cinders even when on vacation.

It is with sorrow that we report the death of Leland W. Sather, 30 years of age, who was fatally injured in Willmar Yard at 10:15 P. M., September 11. Leland entered service as brakeman August 11, 1920, and with the exception of twenty months' service in the army during the World War, has been in the employ of the company ever since. Billy, as he was popularly called, was everybody's friend and was liked by all. In brief, he was one of the finest young fellows in our midst, and it is needless to say he will be sorely missed by all who knew him.



Picture shows a section of track between Hancock and Morris, the route of the Fast Mail, Oriental Limited and Glacier Park Limited.

A community picnic was held at Delano a short time ago and our interest in the occasion is perhaps largely due to the fact that our genial agent, A. L. Poffinberger, held the chairmanship of the sports committee, as well as participating in various contests. Witnesses, however, report that when it came to horse-shoe pitching, Poff was distinctly in the amateur class, and his determined effort at the kitten car polo game was quite useless. Nevertheless, we understand that he carried away several prizes.

One of the outstanding features of the County Fair held at Willmar, September 15 to 18, was a diving act by two Norwegians. The feat consisted of a twenty-five foot dive into a 4x6-foot tank of water planted with ludefsk. The names of participants were kept secret until the final night, at which time the unveiling revealed Conductors Jerry Scanlon and R. B. Mullen as being the ludefsk entertainers.

H. D. Knudson, Jr., 5-year-old son of our agent at Yankton, likes to hang around the depot with his dad once in a while. Operator Frank Jerasek has a bug which he uses when he gets rushed. Evidently Junior has heard Frank explain the good points of his "bug," because when Junior came down to the depot Labor Day he walked over to the instrument desk, looked the animal over and said: "Say, dad, how is Frank's worm today?" His dad replied, "That's not a worm, son; that's a snake."

The depot at Yankton has been given a couple of coats of fresh paint, which helps the appearance of it considerably. Agent Knudson tried to talk B. & B. Foreman Berg-

strom into building him a new depot, and he has promised to do so in the near future.

Lorraine Raymond, steno-cashier, Aberdeen, is now sporting around a new Chevrolet coupe. She says it takes very little water to operate it.

John Garberick, of Morris, has accepted a position as car steno to the superintendent.

Operator Staaf, Campbell, is now a proud owner of a Chesapeake hound, and will get all the ducks that fall in the lake, providing Staaf can bring them down where the hound can reach them.

Conductor Dixon, Aberdeen, has returned from a pleasure trip to his home in Canada.

The automatic block signals at Atwater, seem just as bright as at any other point, nevertheless, Assistant Signal Supervisor H. V. Powell is frequently "cutting" it down there at 65 per, especially on moonlit nights. Atwater is a nice little town, and it's possible that Powell likes the scenery in that vicinity.

Engineer David Johnston and wife, of Willmar, are back from a motor trip through the West, covering over 3,000 miles in their Cleveland six without so much as a blowout. While enroute through Colorado, they visited Pike's Peak, Cave of the Winds, Laredo Pass, and the Garden of the Gods, the latter said to be one of the seven wonders of the world.

Leroy Johnson, foreman of state grain samplers at Willmar, was instrumental in securing a novel exhibit for the recent Kandiyohi County Fair. The exhibit showed the manner in which grain is handled from the time loaded at country elevator until loaded into the hold of a lake "whaler." The method of grading and sampling grain was also demonstrated, and brought out clearly the important role filled by our local samplers.

Engineer A. H. Sperry and wife, of Willmar, made a recent trip to Cleveland, O., and Buffalo, N. Y. While at Cleveland, they visited with Mr. and Mrs. Alton Sperry, who have made that city their permanent home. Alton, former brakeman this division, is now a blue coat on the Cleveland police force, and naturally Hort felt pretty safe under his brother's wing.

H. F. Dostal, former cashier at Huron, is now traveling representative of a Los Angeles candy factory.

The largest train of exhibits in recent years moved from the Minnesota State Fair to the South Dakota State Fair at Huron, September 12. An excellent run was made. Train was unloaded promptly after arrival at Huron, and the exhibitors were well satisfied with the service. G. A. Blanchard, H. H. Hanson, F. W. Nolan, M. Erickson, and M. N. Johnson, who assisted during the fair, were very active and helpful and created a very friendly spirit among our patrons.



Picture proves that H. E. Kemp, veteran engineer, besides pulling Uncle Sam's mail between St. Paul and Breckenridge, can also pull in fish. Kemp's experience as a fisherman has been limited to removing sardines from a can, until a short time ago, when he was induced to motor to Lake Winnibigoshish, near Cass Lake, together with Engineers Geo. Kemp and E. R. Lester, and experienced his first sensation of pulling in a live fish. From that time on, Kemp has had a dislike for the pesky sardines.



## About the SHOPS

### DELTA

Mr. and Mrs. Julius Scholl, tank foreman, and wife have returned from a motor trip to Glenwood Springs and Buena Vista, Colo., where he visited his brother for a few days. Although it was quite a hurry-up drive, Mr. Scholl reported a very enjoyable trip.

Another juvenile for the SEMAPHORE! We can add to our list of arrivals William Ward Luebke, son of Mr. and Mrs. Wm. Luebke, machinist, and wife, born August 23, 1926. Be careful, Bill, or your last winter's hat won't fit.

Anyone wishing information about the new Whippet car is referred to Tom Precious, blacksmith foreman, who surprised us when he rode forth in one not so long ago. The Whippet beat right into Tom's heart.

If anyone sees Anna Forrest, don't "rumor around" that Anna is getting fat in the face and ought to diet. Anna just has a case of the mumps, which, we hope, will leave her real soon, so she can eat something besides ice cream.

Wednesday, September 15, proved to be a day of mourning for two of our employees: Dick Pittack, machinist, and John Wells, car repairer, whose candidate for sheriff, McCulloch, was defeated. That this is not only a suspicion but a certainty was shown when wreaths of fresh green ferns were displayed around their place of work. We hope those who furnished this gift to express their sympathy have not let the card of thanks which was posted in the shop, escape their notice.

Cyrus Miller and Frank Hayden journeyed to Whidby Island a couple of weeks ago to dig clams, but from what we have heard it proved to be quite a tragedy. On their return trip our two clam diggers lost a sack of the shelled victims. Cy was absent the following Monday from work and we believe he went looking for them. We wonder if he has heard of the evidence that was found which involves Chas. Meyer, Charlie having had clam shells in his cupboard. Things have not been uncovered so as to solve the mystery, but we hope that it will be settled in the near future.

### DEVILS LAKE

Boiler Foreman H. W. Poole is back from Spokane, where he spent his vacation.

Some of you fast welders try to beat this time: Ed. Sullivan, head welder in the shops here, welded the left side sheet of engine 3073 in three hours and forty minutes.

Sheet Metal Foreman Harry Simpson has returned from Seattle where he spent his vacation.

A new Westinghouse electric welding machine has been sent here, and Ed. Sullivan (John L. Sullivan) keeps the roundhouse and shops all lighted up like a Christmas tree.

We notice our shop clerk, Florence Worrall, coming to work every day now in a Dodge delivery truck with a chauffeur and everything. We shall have more to report later—perhaps.

The sympathies of all are extended to Carl Sjolund on the death of his father, who lived at Bemidji, Minn. Carl is employed as laborer at the Devils Lake roundhouse.

Clifford "Sparky" Dennis, roundhouse laborer, is spending his vacation at Hibbing, Minn.

Arthur Walker, machinist, spent a few days in Minneapolis recently. On his return trip, he was accompanied by his grandmother, Mrs. Newborg, of Ontario, Can.

Mr. and Mrs. Fred Raymond, roundhouse carpenter and wife, have returned from St. Paul, where they spent a few days visiting with friends.

Earl Brown, son of George Brown, hostler, returned home after spending several weeks visiting at Rugby, N. D. and Saco, Mont.

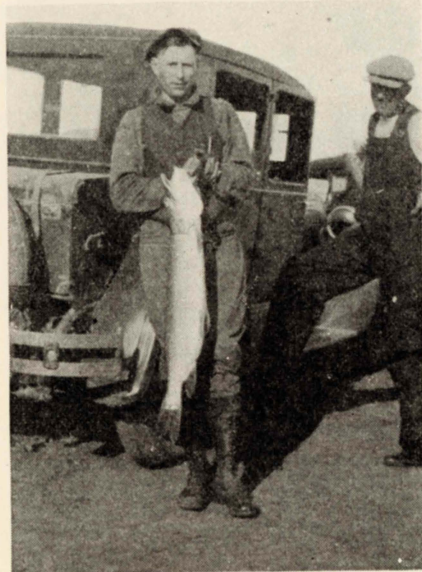
Mrs. Ernest Whitbeck, Eleanor, and Dorothy, wife and daughters of roundhouse boilerwasher, have gone to Bemidji, Minn., to spend several days visiting with relatives.

We are all lamenting with Verva Flumerfelt, roundhouse clerk, the loss of her fine ring. We do not know whether the loss is most keenly felt from pecuniary or sentimental motives, but we hope that in time both will be appeased. Future actions only can explain.

There seems to be great rivalry between Yardmaster Joe McMahon and Yard Clerk John Stoyler as to who will get the largest train out of the yards. At present John, the "Tonnage King," is ahead, and he scoffs at the large train mentioned in a recent issue of the SEMAPHORE, saying that it contained only a handful of cars.

Herman E. Poole, boilermaker foreman, has returned from his two weeks' vacation spent in Spokane, Wash., where he was settling his father's estate and visiting with his mother and sister. Mr. Poole says: "Those western shop flower gardens are O. K., but I wish they could see my G. N. flower garden."

Martin Gosseth, tank section carman, together with his wife and son, Harvey, spent his vacation at Page, N. D. visiting with relatives.



The above picture shows a beautiful northern pike weighing 17½ pounds. Holding the fish is Baggageman Pearly Thompson, with Fireman Charlie Sailman in the background. The two fishermen claim this to be the smallest they caught?

From reports of the antics of Walter Newgard, locomotive foreman, at the recent Shrine picnic, it would not be at all surprising to see him don a golf suit, shoulder a bag, and strike out for the links.

Chas. Worrall, roundhouse engine inspector, and son, Charles, Jr., spent a week in Minneapolis looking after business interests. While there they spent some time at the Minnesota State Fair.

Geo. B. Hoult, district storekeeper, leaves next week for his two weeks' vacation. Mr. Hoult expects to visit points of interest in Canada, including Brandon and Winnipeg. We wonder why he chose Canada when there are so many beautiful places in the states?

Pat Harvey, formerly material clerk in the local store department, left September 1 for St. Cloud, Minn., where he has accepted a position as assistant timekeeper. Mrs. Harvey remained here for a short time visiting at the home of her parents, Mr. and Mrs. Richard Daeley, before joining Mr. Harvey at their

new home. The vacancy left by Pat was filled by Archie Chisholm, formerly stenographer and clerk at this point. Archie's place has been filled by Lyle Dressel. Among other changes in the local store department is the loss of our timekeeper, Gilbert Patterson, who has accepted the position of chief clerk at the Minot store. Mrs. Patterson and children left late in September to join Mr. Patterson at their new home in Minot. Trig Nelson, formerly of the shop accountant's office at St. Paul (Jackson Street) has succeeded "Gil" as timekeeper at this point.

Chief Clerk Louis Mundt and wife spent one week of their vacation visiting friends in Fargo, N. D. Is it true, then, Louie, that Mrs. Mundt spent the other week with you in Winnipeg?

"Captain" John Ford, the eagle-eyed pilot of the "Cannon Ball" on the F. G. & S. Co. line, is now piloting G. N. Engine 732 in place of his old favorite, the four spot. The possession of a new Willys-Knight sedan, however, puts something of a crimp in his sadness at the loss of his old pet—the Four Spot. The fine working of the Willys-Knight motor brings him in closer touch with his pet exhaust of the four spot and the Minkota—the able little craft which he owned as skipper on the waters of Devils Lake, the "Great Indian Sea." Best wishes to you, "Cap," from your many friends and hopes that you may have many enjoyable trips with your new car.

Harry L. Simpson, coppersmith foreman, has returned from his two weeks' vacation spent with his brother in Seattle. He also visited in Tacoma, Wash., Portland, Ore., and St. Paul, Minn.

Sergeant Arnold Schlechte, son of assistant car foreman, is home on a furlough. He is stationed at Honolulu with the U. S. Army. He has re-enlisted for another term.

With the increases in force at the local trip track, we see many new faces. We hope you'll like us, Gang!

William Downey, cashier at the local freight office, has been off duty for about a month due to rheumatism and a tonsilectomy operation. He is now greatly improved and able to be back at work. We missed you, Bill. Things aren't just right if you aren't at that desk early every morning!

Mrs. Peter Kondos, wife of machinist helper, spent a week visiting friends near Penn, N. D.

Frank Kaiser, carpenter, recently made a trip to Regina, Sask. to accompany his wife and children home. He spent about a week visiting relatives—returning by way of Brandon, Man.

Mrs. Geo. Peters, wife of machinist, and children have returned after spending a month visiting relatives in Portland. Florence Thompson, daughter of painter, accompanied Mrs. Peters on the trip.

Andrew Mandel, janitor, went to St. Paul recently to accompany Mrs. Mandel home. Mrs. Mandel underwent a serious operation at Rochester, Minn., but is reported as getting along very well.

H. J. Erickson, blacksmith foreman, and wife, spent Labor Day visiting with their son and his family at Fargo, N. D.

Mr. H. L. Bartlett, cranesman, and wife announce the marriage of their daughter, Bertha, to George Freichart of Devils Lake. Mr. Freichart is employed at the State Auto Company of this city. The young couple will make their home here.



The above picture shows the crew on 209 and 210 Devils Lake, Brandon, Man. with thirty northern pike, just a morning's catch. They are from left to right: H. Stubjoin, brakeman; M. B. Foster, engineer; Charlie Sailman, fireman; Pearly Thompson, baggage-man.

Bernard Litzinger, car repairer, has "went and done it." September 13 Ben took unto himself a wife, Mary Deitz, of this city. Heartiest congratulations to both!

Louis Docken, machinist, is going to Minot in the near future, where he will receive medical attention.

## GREAT FALLS

Frank Pauls, shop superintendent's clerk, and wife are spending a two weeks' vacation visiting relatives and friends in Marshalltown, Iowa.

Helen Buck, stenographer, has taken a six weeks' leave of absence on account of ill health. Her position has been filled by Marion Halladay, of the general foreman's office, while her place, in turn, has been filled by Reynold Plath.

Felix Miotke, car foreman, caught the prize fish of the season in Cascade County when he got a 6¾-inch trout weighing twenty-eight pounds. This catch was made in the Missouri River at Mid Canon. He is taking on all comers for the championship.

James G. Riach, general foreman of the shop, has returned from his vacation of two weeks, which was spent on his ranch at Dover, Mont. He reports that crops in that vicinity are in excellent condition.

Mrs. Arthur Anderson, car foreman's clerk, has returned from her vacation of two weeks. She and her husband toured through to Seattle and Portland, and participated in the Eagles' convention at Seattle.

Frank Blasing, former chief car inspector in the west yards, has been promoted to leading carman on the repair track.

## JACKSON STREET

Gust Larson, car foreman, is enjoying his two weeks' vacation at this time.

August "Red" Thilgen, machinist helper, was a victim of matrimony the early part of September. Good luck to you, Red.

The flowers around the office windows have about reached the pinnacle of their beauty. Their beauty is only exceeded by the loveliness of their horticulturist or the horticulturistress. Gee!

John Maxwell, truck shop foreman, has returned from his two weeks' vacation. Glad to see you back, John.

The insides are falling out of Anton Brula's old Buick. The poor thing! It's awful old.

Well, Jackson Street made a great showing on the road for building new box cars. We were a little late getting started, but when the necessary tools arrived, we sure made things hum. We are too modest to say just how fast they were built, but the last hundred cars just sizzled through the shops. Why, when the last car was completed, the rivets were still warm on the first one.

Harry Harris, coach carpenter, was off on a week or more vacation.

Triger Nelson, timekeeper, shop accountant's office, was recently transferred to Devils Lake. He is succeeded by Hersey Lee, who was formerly employed in the shop accountant's office at Dale Street.

Herman Giegold, sheet metal worker, is spending a few days at Chicago with friends and relatives.

As a matter of safety, some one should really explain to the various foremen in the roundhouse that spring steel is hard and that there is danger in trying to punch holes in it cold.

Andrew Martin, who met with an automobile accident August 10, is recovering at the Midway Hospital.

We do most sincerely hope that the rains have ceased for a while. We don't know just how long it has been since we have had a sunny day, but it's ever so long.

Mrs. Eva Kolak, painter helper, is recovering from an operation at St. Joseph's Hospital.

Well, the old 229 is about ready to leave the shop again. This is, we hear, her last trip to the shop. Don't you know, there is something pathetic about doing things for the last time. This engine has been coming in here for repairs since 1889 and now she is through. We don't suppose there is much of the original locomotive left, so maybe she doesn't take it so hard.

John Tillma, painter, is very ill at the Ancker Hospital at this writing. We sincerely hope that his recovery will be both sure and complete.

Leo Peet, machinist, is back on the job again after an absence of three months due to illness. We are pleased to have Leo back with us. His quiet unassuming manner has won him many friends here.

Harley Boyer, car repairer, has returned to work after several weeks of illness.

Charles Harvey, car helper, who has been confined to his home the past few months on account of illness, has greatly improved. He paid the boys a visit at the shops at noon hour recently.

The A. O. S. C. E., Carmen Craft No. 2, entertained after regular meeting held Tuesday evening, September 14. A good time was enjoyed by all members present.

## ST. CLOUD

Our Great Northern Kittenball team lost out in the last game of a five game series for the championship to the "Northland Lumber Co." The Great Northern boys certainly made a good showing for the first year, and looked like sure winners, but the odds were against them. The opposing pitcher deserves the credit of the last victory, his pitching was superb. The two teams participated in several banquets afterward, and the way they mixed! The losers were just as happy as the winners. A spirit of real sportsmanship prevailed.

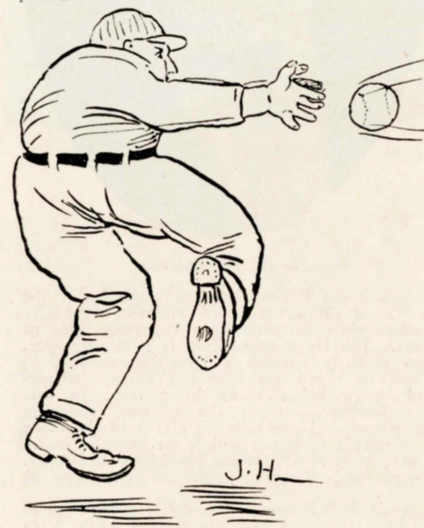
Machinist Foreman Paul Theisen returned to work after his two weeks' vacation. "See Minnesota First" is the way he spent most of his time. He reports some wonderful trips.

Anton Roeder has purchased a new Tudor Ford sedan. Evidently he wasn't satisfied with a coupe, because of the little space. Tony likes to have a "flock" with him when he steps.

Ben Kloskin celebrated his wedding anniversary by having his tonsils removed over Labor Day. Ben says there are many ways more pleasant than that, but it had to be. He's back to work now and feeling fine.

Frank Lauermann, blacksmith helper, couldn't be outdone by his pal, Tony Roeder, as we see he also has a new car, but only a "Chevrolet."

Ralph Theisen and Bob Zierden, machinist apprentices, were all set and raring to go when the season opened for ducks. They intended to bag the limit, and no doubt they did. In fact they had most of them shot before the season opened.



First-Baseman Fitz's fine work at first base on the Great Northern Kittenball Team could not overcome the lead of the Northland Team, obtained through the phenomenal pitching of Waska of the Northlands. (Notice result of the game on another page.)

Among recent wedding announcements appears the name of Norbert Rassier, assistant



**Men! Here's Buttons That Snap On**

No sewing necessary. PILCHER'S "DETACHABLE" BACHELOR BUTTONS fit any garment. Don't bother to sew or worry about buttons. If dealer can't supply, send 25c for full assortment of 3 sizes, 3 colors.

**Pilcher Manufacturing Company, Inc.**  
Dept. 401 Louisville, Ky.

labor gang foreman. Norbert is completing a new modern bungalow at St. Joseph, where the young couple will make their future home.

Sympathies are extended to Carman Dorsey Weimer in the loss of his brother, Otis. Dorsey attended the funeral at West Plains, Mo., and spent some time with his parents there.

Carmen Wiltred and Sylvester Schwartz are mourning the loss of their grandmother.

Sympathies are extended to Carman John Materna in the loss of his mother, who died at St. Cloud the latter part of August.

The local Shop Crafts entertained at the Grayson Hotel on the evening of September 2 in honor of R. R. Hunter, secretary of the order. The meeting was called for the purpose of discussing and explaining the provisions of the new schedule. During the course of the evening a light lunch was served.

The wild game about Devils Lake must have received a severe shock on the morning of September 15, the opening of the hunting season, if the number of hunters from the local shops is any indication. Joe Schuck returned first. When asked what he got, Joe gave us a "dirty" look and said "Back!" Bill Lewis, machinist, and Paul Zontek, car foreman, reported "Fifteen!" They didn't add, "believe it or not," either!

Rose McNamee, car foreman's clerk, has resumed her duties after a long illness. We are glad to have you with us again, Rose.

Mr. and Mrs. Elmer Lee, oiler and wife, have returned from an extended tour of the eastern states. While on their vacation they visited relatives in Harriman and Johnson City, Tenn., and Big Stone Gap, Va. However, Elmer is glad to be on the job again.

The entire boiler room of the local power house has been redecorated, and looks extremely well under its clean whitewash, black and gray paint, and new carpet. John is there when it comes to keeping everything shipshape around his power house! Look at the flowers—late in the fall, and they're still beautiful!

Car Repairer Wm. Smolnick spent a short time at Detroit, Mich. We presume Bill wanted to see some of the big manufacturing plants.

Lewis Wellington Cleall of Osculot, Ia., visited a few days at the home of his brother Lawrence, local painter. Mr. Cleall was formerly employed at the St. Cloud Shops, but for the past 14 years has been employed by the M. & St. L., where he now holds the position of car distributor. While here he visited the local shops and marveled at some of the improvements of recent years.

August Orth, employed at the storehouse, is confined to his home in St. Cloud on account of hay fever.

Carman Otto Akervick returned to work after an illness of 19 months. The boys were glad to see Otto well and able to work again.

Carman Leo Hollinger returned after an extended trip abroad. Leo didn't bring back a wife as he thought he would, but after looking 'em over, over there, Leo perhaps thought some American girl would do.

Car Repairer Albert Severson and family spent several weeks vacationing and visiting relatives at La Crosse and Bless Bee, Wis.

John Glass has returned from a two weeks' vacation during which time he visited friends in Chicago. He reported a most enjoyable time and says little Old Chicago is just as busy as ever.

**CARGILL ELEVATOR COMPANY**  
**CARGILL ELEVATOR COMPANY OF NORTH DAKOTA**  
**MONTANA CENTRAL ELEVATOR COMPANY**  
**CARGILL COMMISSION COMPANY**  
**MINNEAPOLIS SEED COMPANY**

**GRAINS AND SEEDS**

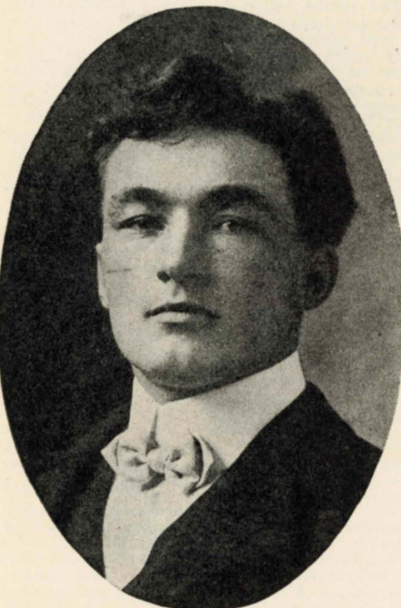
**Operating Terminal and Country Elevators on the Great Northern Railway System in the States of Minnesota, Wisconsin, North Dakota, South Dakota, and Montana**



The Bridge Gang, which is now doing work at the St. Cloud Shops has a real hero in the person of Foreman Frank Rypel. On August 28 Frank happened to detect a small blaze, which started in a pile of rubbish in the lumber yard. The quick work of Frank in subduing the flames prevented what might have become a conflagration. Atta boy, Frank!

Jenny Graves has returned after a week's vacation. She visited friends and relatives in Chicago, Mason City, and Spooner.

Hazel Arvig had a week's vacation, what she did during this time we can not say, but she had a smile from ear to ear when she came back to work.



Michael A. Schmidt

Michael A. Schmit, born at St. Nicholas, Minn., Nov. 13, 1876, died Aug. 20, 1926 at St. Cloud, Minn. Entering the service of the Great Northern as laborer. May 1, 1905 his ability and zeal secured for him a promotion as blacksmith helper, and he served in this capacity until November 1, 1907, when he advanced to blacksmith. When the present rolling mill was in its infancy, Michael was assigned as a rougher June 1, 1912, after which he was again called back to the blacksmith department as bolt header and forging machine operator Aug. 23, 1913. Illness causing him to retire Jan. 18, 1926. To mourn his loss are his devoted wife, Benedict, and daughter, Hildegard, father, Wayzata, Minn., Sisters, Winnibald and Willibald, of Crookston, Minn., Math, of St. Joseph, Minn., Charles and Mrs. Mary Biedinger of St. Cloud, and Mrs. Anna Peterson, of St. Paul. Sympathies of the entire shops are extended to the bereaved ones.

Miss Myra Sartell has accepted a position as stenographer for the mechanical department. Judging from the many G. N. Radiator

Emblems displayed on the different autos it would seem that St. Cloud and vicinity were 100 per cent Boosters for our RAILROAD.

Car Repairer Freeman Anderson is sporting a new Ford Tudor. Some class to Freeman now. Maybe his wife will have to watch him a little better now.

Aloys Schriefels, car repairer, and Joe Schriefels Jr., blacksmith helper, spent Labor Day and a few more days in Winnipeg, drinking Canadian beer. We suppose they got filled up pretty well, but boys, they came home sober.

Car Repairer John Rienhart made a business trip to Black Duck, Minn., a short time ago.

Car Repairer Jake Rassier and wife are making a pleasure trip to Canada. Evidently Jake thought "It's a long time between drinks."

Carmen Joe Plombon and Paul Ford returned from Canada, where they went to get their tonsils varnished.

Vernon Watland has resigned to start school at the University of Minnesota.

Peter Paul returned from his trip visiting in North Dakota and Saskatchewan.

Frank Balmann has returned after a two weeks' visit in Montana.



L. V. Boerger

Among the Great Northern employees of the St. Cloud shops are a few athletes, who have distinguished themselves in different lines of sport. The latest acquisition is L. V. Boerger, who recently entered a wrestling contest, in which he threw his opponent twice, the second throw being made in 5 min. 30 sec. Mr. Boerger entered the contest, weighing 198 pounds. Lawrence V. clerks in the office of carmen's foreman, and is 24 years of age.

Mr. and Mrs. Joseph Fredricks and sons, Joseph and Richard, spent several days at Milwaukee.

Wood Mill Foreman Peter J. Jierden returned from a two weeks' vacation at Mille Laacs Lake and Paynesville.

Wood Machinist Millbert Folsom reports the arrival of a daughter September 3.

Mr. and Mrs. Gerhard Jierden and daughter, Florence, returned from a three days' visit at Duluth.

Hildegard Weiber resigned her position as stenographer with the mechanical department September 4, after six years of faithful and competent service. During this time she won a large host of friends, who deeply regret her resignation. We do not know just what her plans are for the future, but rumors are that she will attend school in the Twin Cities to take up an advanced course in secretarial work. We regret very much to see you go, Hildegard, but here is hoping and praying for a most successful future. Don't forget the bunch.

## SUPERIOR

The machine shop "insurance commissioner," while out hunting, failed to observe that in this neck of the woods we have a closed season at all times against shooting decoy ducks. It has come to our attention that said party tried to combine "liquid canned corn with decoy duck," but the combination does not produce mallards, although twenty-five shots were fired at the decoys. Bird season will soon be open in this region, and we advise all outside hunters who expect to do any hunting to kindly observe the closed season on decoy ducks and uphold the Great Northern traditions of the best in

everything—"Best road, best service, best fishermen and best hunters."

We have heard quite a little through the medium of the SEMAPHORE about the flower gardens, etc., at different points on the Great Northern. Although the one we now have at Superior has not had its picture in the SEMAPHORE, it has been written up in the magazines and newspapers very prominently. This was at first started as a flower garden, but has now been enlarged to a small park of 1 1/4 acres, in which every variety of flowers and trees that will grow in the Northwest are planted, and with dozens of beautiful flower beds. It is our opinion, and also the opinion of those who are in a position to know, that we have the finest of any on the Great Northern Railway or any railway in the Northwest.

We certainly were surprised to hear from that horseman at St. Cloud that the "Great State of Minnesota" had museums (September issue of SEMAPHORE). With due considerations we hardly deem that necessary.

We understand Jesse James rode on a horse while in Minnesota, but of course, they did not have any "merry-go-rounds" to ride on in those days. Or is it possible that he is a member of the "Rocking Horse Brigade" which brings back memories of school days, when we learned to recite the "Headless Horseman" of days gone by.

We have listened to Mr. Dell Moffit, crane operator, on several occasions tell of his wonderful exploits in the field of sport. He has told of the monstrous fish he has caught and the ferocious bears he has killed, and just the other day he was telling a group of dumb-founded listeners of his wonderful football abilities in his younger days. Red Grange could not hold a candle to him, and on the University of Iowa team of 1886 he was known as "Over the Top Moffit." This all sounded fine until Mr. Moffit asserted that the University of Iowa was located at Ames, South Dakota. Now we know there is something wrong.

With me Bundle on me Shoulder.



We give here an exact reproduction of Mr. O'Keefe as he appeared when he started out for "Little Old New York." Mr. O'Keefe, the versatile gentleman of varied accomplishments who presides over the destinies of the rod bench, has just returned from an extensive tour of the eastern states where he visited many points of interest, including Wall Street, Statue of Liberty, and Sing Sing. He reports seeing a large number of old friends. Mr. O'Keefe states that there was only slim foundation for the rumor that his well known resemblance to a certain famous movie hero was the cause of his being followed by crowds and subjected to considerable inconvenience while in New York; the real facts being that while he did seem to attract considerable attention, the sensation of having people stare at him was not altogether objectionable.

We have just received a report from Washington about that \$5.00 bill, informing us that there isn't any bank at Marquette, and in fact, since that little "general store" burned down, there isn't any Marquette, as the store building also contained the hotel and post office, and now the train that used to stop there every week doesn't even whistle when it goes by.

Harry Nethercott is planning on moving to Duluth. He gives several reasons for moving away, but the boys in the shop think it is because Harry is getting so well known here it is hard for him to mooch any chewing tobacco lately.

John Burns tells us that he has learned his lesson and that he will not play with any

Great Northern Semaphore

more cats, especially as vicious as the one that attacked him when he thought it was a pet.

Frank Seils, sheet metal worker at Superior shops, and his helper, S. Foot, have been promoted to tank-pipe men. It is considered that they are doing fairly well and will make good tankmen after a few years experience.

Leonard Engstrom attended a burlesque show a few nights ago, and it being Mr. Engstrom's first experience outside the movies, he is firmly convinced it was "grand opera."

John Sapik, from the rip track, is on his vacation and is sojourning around Browerville and other points of interest, making his trip in his "Chevy."

Mae Sanders, rip track clerk, is now working in double harness, having been married to Marvin Johnson, August 26. Mr. Johnson is now professor of a large school in Savannah, Ill., and also has charge of athletics in that institution. We expect to hear good results from his school at Savannah in an athletic way.

Stanley Walzak, rip track clerk, reports having had a very good fishing trip while on his vacation at Crosby, Minn. However, we did not notice any fish, but the fact may be that he caught only enough to supply the camp, which is generally given as a good fisherman's alibi.

Mr. and Mrs. Carl Shiminik spent a few days visiting at St. Paul.

Carl Nelson and Duke Miller from the drafting room, St. Paul, were visitors at Superior, and if they are representative of the drafting room bunch we wouldn't mind having the entire drafting room, including the stenographer, call on us. We appreciate very much Messrs. Nelson's and Miller's visit.

Shop Superintendent Rinker and his wife are enjoying a two weeks' vacation.

Neil Coleman, blacksmith shop, has brought home some nice trout from his fishing trips, and he had us all fooled about the fine fish he was catching until that price tag was found on one of them. Neil sure knows where to buy nice fish.

"Spark Plug" is getting fat since the G. N. goat is gone and he can have all the tin cans to himself.

## WILLMAR

William Thompson, veteran machinist, at this writing is on the sick list. We hope it will not be long, Bill, as the boys here all miss you.

Jens Jensen, stationary engineer, is back on the job from a vacation motoring in the northern part of the state and sizing up chicken farms.

Joe Wagner, boilermaker, and Axel Ryden, machinist, attended the State Fair three days, and from their report, it compared favorably with the Kandiyohi County Fair, although on a somewhat larger scale.

The forces have been "reinforced" to combat the rush from the West.

Raymond Larson, machinist apprentice, has been promoted to machinist.

J. B. Haslet, locomotive foreman, and family, after spending several months at their summer home, Eagle Lake, are now back in this city.

J. W. Bell has traded his home on Becker Avenue for a farm north of Brainerd, Minn. Jack is now putting up a hunting shack, and every man in the shop is going to have venison for Thanksgiving dinner, if Jack has his say about it.

Bill Pearson, boilermaker helper, is our new speed maniac. He has made 7,500 miles in his new Chevrolet coach in three months' time. Beat this record, boys, and work your eight hours a day. The best of it is the girls are all wild to ride with Bill.

Fat Callan has discarded his old speed wagon and bought a new Pontiac coach. Fat must have put it in a glass cage, for as yet we have not seen it around the shop race track.

George Webber, machinist, formerly on nights, now working days, is wearing heavy dark glasses on account of the bright daylight rays, to which he is not accustomed.

Fishing season is over and hunting is now on. If Russell Quam bagged all the ducks he boasts of shooting, Linderman and Chet Robbins could sell their shooting irons, as the game supply would be extinct.

Mylo Nygaard is a rather busy call-boy these days. He has divided his day into three 8-hour shifts, the first devoted to hunting, the second to calling, the third shift taking lessons from that "keen" Hollywood damsel. What kind of lessons, Mylo?

## SOMERS LUMBER COMPANY

Associate Editor  
R. E. GAUTIER  
Somers, Mont.

The building at the railroad crossing formerly occupied by a pool hall has been purchased by the Schlegel Bros., proprietors of Somers Meat Market. It is their intention to move into their new quarters the latter part of the year.

Freda Bolz, tie clerk at the local office, is taking a two months' leave of absence during the shut down period of the tie plant. Miss Bolz left immediately for a trip East, stopping off at St. Paul, Denver, and Kansas City.

A "Strong Arm" motor is a wonderful machine but when Flathead Lake ruffles up its waters, an "Elto Twin" motor is much more convenient. Ask Glenn Craven. He has just purchased an Elto Twin. From Glenn's past performances with the hook and line who knows what the future holds for record catches. We will wait for the story of the big one that got away.

James Bryan, logging superintendent, has returned from his vacation after touring thru Idaho and Washington.

Sid Small, clerk in the local office, is back at his desk after a two weeks' vacation. Sid, after wrestling with Lake Ronan salmon, decided to wheel on to Canada. He refused to comment on "Fernie Foam," but from the smile on his countenance, we are certain that Sidney wet his tongue many times before returning to the States.

The "Globe Trotter," Eddie Flom, is back. His roving disposition headed him towards Somers. The only change in Eddie is that he has allowed his "sideburns" to grow which gives him a more "extinguished" look.

B. A. Pember, another former Somerite, has returned after a year's absence. Pember has been in Superior, Wis., working, and says the old feeling for Flathead Valley was too much for him and he had to come back.



Mr. and Mrs. F. M. Smith

The above picture needs no description. You will all recognize Mr. and Mrs. Smith. F. M., better known as "Dad," has been with the company in the capacity of blacksmith for years. The expression on his face gives us the impression that he likes to have his picture taken, anyhow here he is. Look him over.

Charles De Voe, sawmill foreman, has returned from a trip through Montana. Charles says the roads are pretty good considering the large mileage that it is necessary to keep up.

September 15, opening day for hunting chickens, grouse, pheasants, etc., and September 16, opening day for hunting ducks and geese, will find many a hunter ready to take his share of the game. Many blinds have been built in the past two weeks. If the realization is as great as the anticipation, there will be plenty of fowl for all.

A. G. Ames has returned from Butte, where

he attended the state convention of the B. P. O. E. Art reports a very fine trip and a wonderful time. We have been unable to extract from him what constituted the wonderful time.

School opened September 7 with a full attendance. All the kids, after a three months' vacation, are glad to get back to their studies—according to Miss Rice.

Birger Hemsted and Arne Hammer have just completed a new boat for hunting and fishing. This boat, we understand, is a work of art and should afford its owners many wonderful trips.

Mr. and Mrs. Arthur Kirk report the birth of a daughter Saturday September 11. Arthur has his house shoes ready in case it is necessary for him to walk the floor with the addition to his family.

W. R. McGill, the barber, has employed W. B. Carley to assist him in the barber shop. Mr. Carley came here from Idaho.

## Paul Bunyan

On August 21 there was launched at the plant of the Somers Lumber Company, a tug, 65 feet long by 17 feet beam by 7 foot 3 inch draft, of very sturdy construction. This boat is very heavily framed with planking 2½ inches net thickness of Douglas Fir. It is sheathed on the outside at the water line with iron bark, which is a very tough wood grown in Siam, and which resists thin ice and prevents the boat from being damaged by hitting logs or other obstacles.

The tug is equipped with a 180 H. P. Diesel engine, manufactured by the Fairbanks, Morse Company. The installation of this engine means a great saving in labor as well as in fuel costs. Heretofore two tugs have been operated by the company on Flathead Lake, and this new tug, called the "Paul Bunyan" after the lumberjack mythical hero, will take the place of both of those tugs, each of which had a crew of four, a captain, an engineer, a fireman, and a deck hand. The new boat has what is known as pilot house control; that is, the captain in the pilot house will start, stop and reverse the engine from the pilot house.



Miss MacDonell

This boat will be in operation about the first of October. It was christened by Ruby MacDonell, daughter of Captain Angus MacDonell, who will be the captain of the boat.

Captain MacDonell came west with John O'Brien from the Stillwater country, and has been with the John O'Brien and the Somers Lumber Company since the company was first started.

It was very fitting to have Miss MacDonell christen the boat as her father has been in charge of the company's fleet since the company first started, and in addition to this she was born in the town of Somers. She is shown in the picture at the bow of the new boat, about to christen it.

## MOURNING THROUGH AND THROUGH

A young negress went to the home of a colored widow to spend a few days. The widow was in deep mourning.

Upon retiring the young negress expressed her surprise when she saw the widow had on black underwear.

"Ah never saw no black underclothes before," said the young woman. To which the widow replied:

"When Ah mourns, Ah mourns."



# Great Northern Traffic Representatives



BELLINGHAM, WASH.—212 Kulsan Building—  
C. D. Thompson ..... District Traffic Agent  
212 Kulsan Building—  
R. M. Smith ..... City Passenger Agent  
BILLINGS, MONT.—311 Electric Building—  
J. F. Kelly ..... General Agent  
BOSTON, MASS.—294 Washington Street—  
Charles H. Walker ..... General Agent  
John H. Kenney ..... New England Passenger Agent  
BREMERTON, WASH.—Consolidated Ticket Office—  
A. F. Lee ..... Agent  
BUFFALO, N. Y.—683 Eliott Square Building—  
Geo. Eighmy, Jr. .... District Passenger Agent  
A. Kneubuhl ..... Commercial Agent  
BUTTE, MONT.—513 Metals Bank Building—  
E. O. Boyle ..... General Agent  
D. E. Wilder ..... Agent, Consolidated Ticket Office  
CHICAGO, ILL.—113 South Clark Street—  
E. H. Moot ..... General Agent, Passenger Department  
Carl F. Ellwanger ..... Traveling Passenger Agent  
S. M. Farrell ..... Traveling Passenger Agent  
527 Chicago Trust Building—79 West Monroe Street—  
T. J. Shea ..... Assistant General Freight Agent  
W. S. Weber ..... Traveling Agricultural Development Agent  
T. L. McDonald ..... Traveling Agricultural Development Agent  
CINCINNATI, O.—609 Traction Building—  
J. H. Brinkman ..... General Agent  
John E. Westerfield ..... Traveling Passenger Agent  
CLEVELAND, O.—508 Hippodrome Building—  
F. P. Engel ..... General Agent  
F. L. Cobb ..... City Passenger Agent  
DALLAS, TEX.—1013 Southwestern Life Building—  
I. H. Turner ..... Southwestern Freight and Passenger Agent  
DES MOINES, IA.—305 Equitable Building—  
W. M. Romine ..... District Passenger Agent  
A. J. Cheeseman ..... Traveling Freight Agent  
C. A. Rand ..... Traveling Agricultural Development Agent  
DETROIT, MICH.—619 Transportation Building—  
E. B. Clark ..... General Agent  
H. G. Scheutte ..... Assistant General Agent  
W. J. Rintoul ..... Traveling Passenger Agent  
DULUTH, MINN.—422 West Superior Street—  
H. R. Carl ..... General Agent  
W. A. Wilson ..... District Passenger Agent  
C. M. Cornelius ..... City Passenger Agent  
D. M. Brier ..... Traveling Freight Agent  
307 Alworth Building—  
W. J. Power ..... Assistant General Freight Agent  
FARGO, N. D.—116 Broadway—  
J. L. Rohan ..... General Agent  
M. Uthus ..... G. N. Station Ticket Agent  
GRAND FORKS, N. D.—25 Clifford Building—  
J. H. Griffin ..... Division Freight Agent  
M. Neville ..... G. N. Station Ticket Agent  
GREAT FALLS, MONT.—802 First National Bank Building—  
C. F. O'Hara ..... General Agent  
J. F. Beckett ..... Traveling Passenger Agent  
Chas. Doherty ..... G. N. Station District Passenger Agent  
HELENA, MONT.—Placer Hotel Building—  
W. J. Garrity ..... City Passenger and Ticket Agent  
S. A. Garrity ..... General Agent  
KANSAS CITY, MO.—516 Railway Exchange Building—  
V. E. Jones ..... General Agent, Passenger Department  
L. C. Hodkins ..... General Agent, Freight Department  
E. K. O'Brien ..... Traveling Freight Agent  
F. H. Reeves ..... Traveling Agricultural Development Agent  
LEWISTOWN, MONT.—  
D. C. Bates ..... Traveling Freight and Passenger Agent  
LOS ANGELES, CAL.—605 Central Building—  
W. E. McCormick ..... General Agent  
H. D. Day ..... Traveling Freight and Passenger Agent  
S. L. Williams ..... City Passenger Agent  
MILWAUKEE, WIS.—810 Majestic Building—  
E. A. Fradenburgh ..... General Agent  
B. C. Culbertson ..... Assistant General Agent  
MINNEAPOLIS, MINN.—534 Metropolitan Life Building—  
S. A. Volkman ..... General Agent  
524 2d Avenue, South—  
R. C. Michkils ..... General Agent, Passenger Department  
MINOT, N. D.—  
R. F. Mills ..... General Agent  
NELSON, B. C.—421 Baker Street—  
E. L. Buchanan ..... City Freight and Passenger Agent

NEW YORK, N. Y.—595 Fifth Ave., at 48th Street—  
M. M. Hubbert ..... General Eastern Passenger Agent  
F. M. Schnell ..... District Passenger Agent  
Henry Deissler ..... City Passenger Agent  
S. A. Dougan ..... City Ticket Agent  
233 Broadway—  
H. G. Dow ..... Assistant General Freight Agent  
J. A. Werne ..... Commercial Agent  
OMAHA, NEB.—308 Paxton Block—  
Wm. Blonder ..... Traveling Agricultural Development Agent  
PHILADELPHIA, PA.—401 Finance Building—  
W. F. Doane ..... General Agent  
Edmund H. Whitlock ..... Traveling Passenger Agent  
John O'Donnell ..... City Passenger Agent  
PITTSBURGH, PA.—214 Empire Building—  
P. H. Yorke ..... General Agent  
J. S. McDonald ..... Traveling Passenger Agent  
L. D. Kidd ..... City Passenger Agent  
PORTLAND, ORE.—201 Morgan Building—  
W. E. Hunt ..... General Agent  
H. Dickson ..... City Passenger Agent  
J. H. Running ..... Traveling Passenger Agent  
3d and Washington Streets—  
A. L. Arnold ..... Agent, Consolidated Ticket Office  
ST. LOUIS, MO.—517 Boatmens Bank Building—  
J. M. Sanford ..... General Agent  
C. O. Layton ..... Traveling Passenger Agent  
E. L. Vierling ..... City Passenger Agent  
ST. PAUL, MINN.—Fourth and Jackson Streets—  
A. L. Johnston ..... City Passenger Agent  
W. J. Dutch ..... Agent, Union Ticket Office  
W. D. O'Brien ..... General Agent, Freight Department  
712 Great Northern Building—  
W. C. Thorn ..... District Passenger Agent  
A. E. Hathaway ..... Traveling Passenger Agent  
SAN FRANCISCO, CAL.—1009 Hearst Building—  
A. J. Aicher ..... General Agent  
J. C. Javet ..... City Passenger Agent  
SEATTLE, WASH.—414 Douglas Building—  
H. W. Costigan ..... General Agent, Freight Department  
401 Douglas Building—  
C. W. Mahoney ..... District Passenger Agent  
A. J. Arrive ..... Traveling Passenger Agent  
James Johnstone ..... Traveling Passenger Agent  
L. D. Kitchell ..... Traveling Passenger Agent  
1403 Fourth Avenue—  
J. W. Young ..... General Agent, Passenger Department  
T. J. Moore ..... City Passenger Agent  
SHANGHAI, CHINA—Robert Dollar Building—  
J. W. Huck ..... General Agent for the Orient  
SIOUX CITY, IA.—516 Nebraska Street—  
P. J. Donohue ..... General Agent  
G. R. Norton ..... City Passenger Agent  
SIOUX FALLS, S. D.—  
Thos. Simpson ..... General Agent  
O. D. Tibbetts ..... Traveling Agricultural Development Agent  
SPOKANE, WASH.—Davenport Hotel—  
J. S. Bock ..... General Agent  
R. C. Murphy ..... City Passenger and Ticket Agent  
R. L. Richardson ..... City Passenger Agent  
A. Alstrom ..... Traveling Passenger Agent  
SUPERIOR, WIS.—Tower Avenue and 13th Street—  
R. F. Willcuts ..... Joint Ticket Agent  
A. L. Gilmore ..... Contracting Freight Agent  
TACOMA, WASH.—116 South 9th Street—  
M. J. Seabrook ..... General Agent  
F. P. Herbert ..... City Passenger Agent  
TORONTO, ONT.—202 Webster Building—  
H. E. Watkins ..... General Agent  
VANCOUVER, B. C.—607 Hastings Street—  
John M. Copeland ..... Traveling Agent  
Edw. A. Dye ..... General Agent  
A. Whitnall ..... City Passenger and Ticket Agent  
VANCOUVER, WASH.—  
C. N. Christopherson ..... Traveling Freight and Pass. Agent  
VICTORIA, B. C.—916 Government Street—  
A. H. Hebb ..... General Agent  
WENATCHEE, WASH.—  
J. C. Maher ..... General Agent  
M. F. Reading ..... Ticket Agent  
WINNIPEG, MANITOBA—226 Portage Avenue—  
W. T. Hetherington ..... District Freight and Pass. Agent  
T. A. Thompson ..... City Passenger Agent  
YOKOHAMA, JAPAN—  
J. W. Huck ..... General Agent for the Orient

## MILEAGE OF THE GREAT NORTHERN RAILWAY SYSTEM

Great Northern Railway (including 378 miles  
trackage rights) ..... 7,470 Miles  
Duluth Terminal Railway ..... 2 Miles  
Manitoba Great Northern Ry. .... 31 Miles  
Midland Ry. of Manitoba ..... 6 Miles  
Watertown & Sioux Falls Ry. .... 102 Miles  
Minneapolis Western Ry. .... 2 Miles  
Brandon, Saskatchewan & Hudson's Bay Ry. .... 69 Miles

Crow's Nest Southern Ry. .... 53 Miles  
Nelson & Fort Sheppard Ry. .... 55 Miles  
Vancouver, Victoria & Eastern Ry. & Navigation  
Co. .... 231 Miles  
Montana Eastern Ry. .... 108 Miles  
Great Falls & Teton Co. Ry. .... 9 Miles  
Total ..... 8,138 Miles

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**R**AILROAD MEN throughout the country have proclaimed the new #91 Lee Overalls the finest of them all. Everyone who sees this remarkable garment desires it immediately. Following this desire is the complete satisfaction it gives in long wear, neat appearance and solid comfort.

For in the new #91 Lee Overalls is combined the new Lee Blue Denim (exclusive fabric) with many superior construction features. Solid brass can't rust buttons. Double-wear, reinforced pockets. Can't slip suspender slides. Reinforced strain points. Broad, lay-flat suspenders. Rip-proof buttonholes. And many others.

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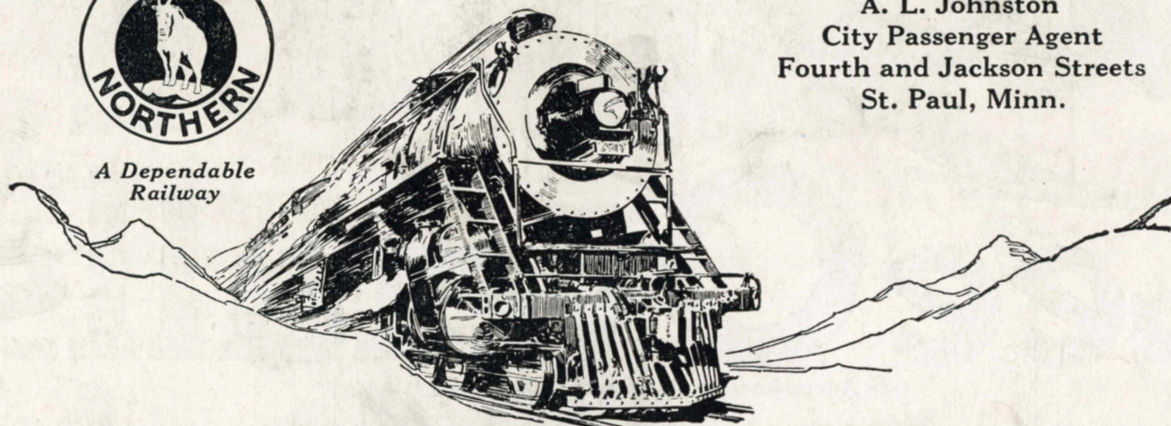
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