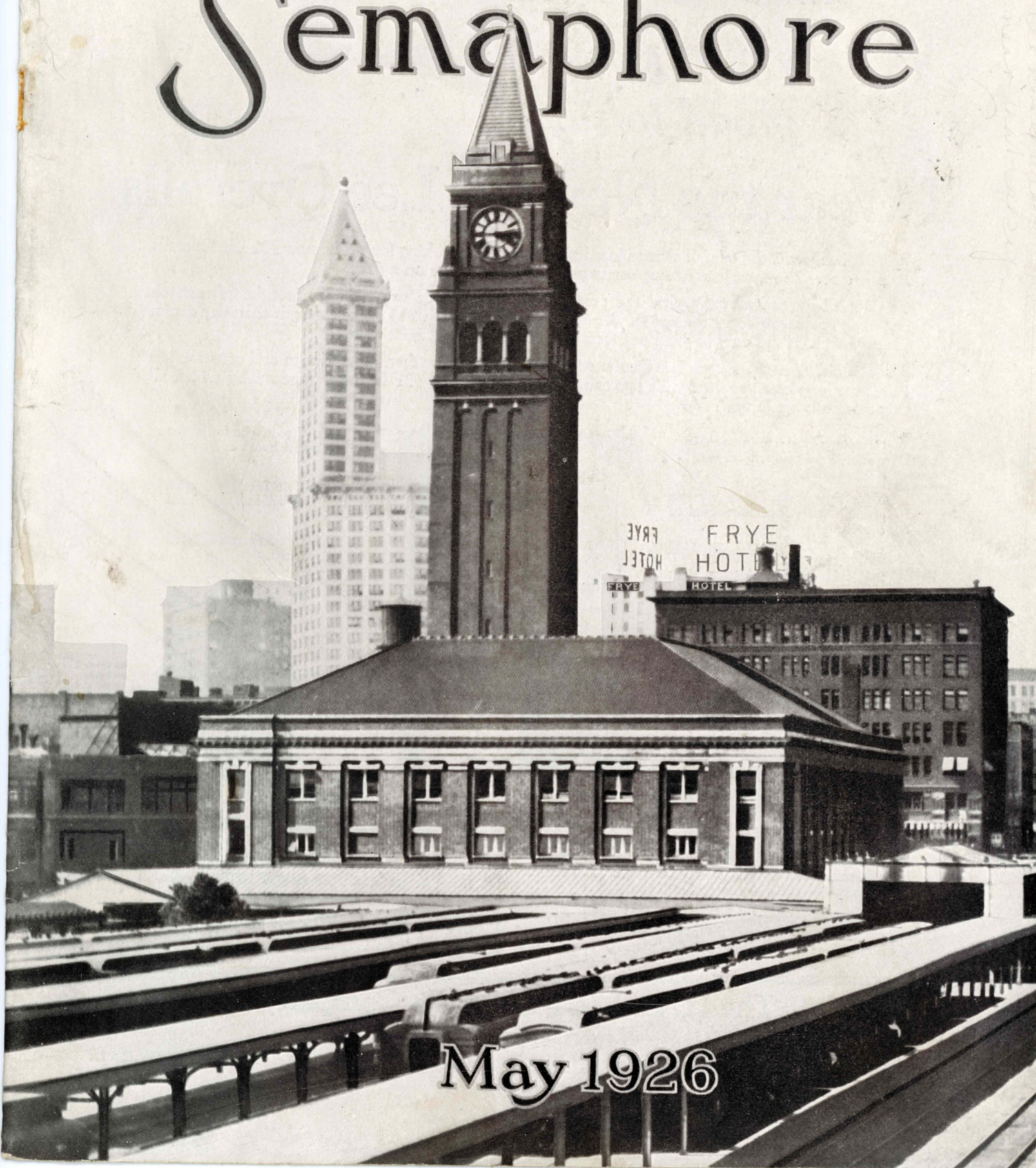
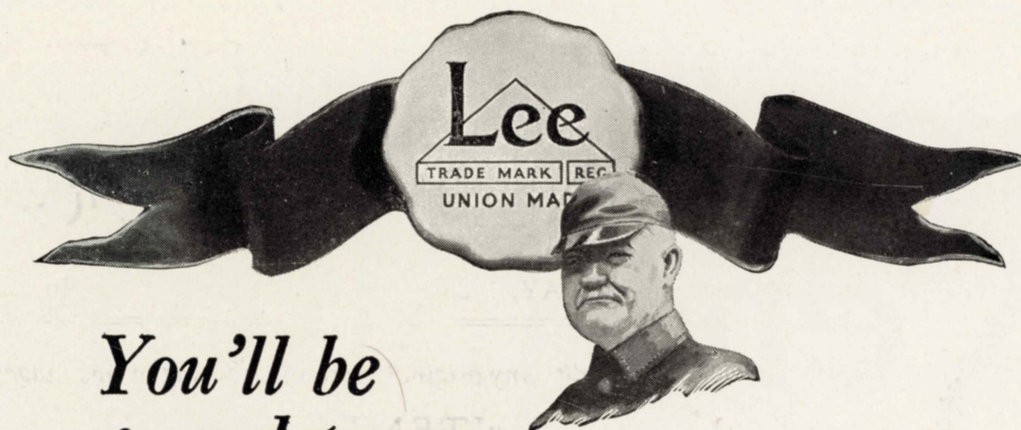


Great Northern Semaphore



May 1926



*You'll be
proud to say,*

"I Wear the New #91 Lee Overalls"

HERE at last is the overall that railroad men have been looking for. The new #91 Lee Overalls—a revelation, a pleasant surprise to every man who puts on a pair.

You don't have to look far to find the reason why. Lee textile experts, after months of research and experiment, perfected the *new Lee Denim*—a new fabric with 50% more strength than any denim yet produced. And only in #91 Lee Overalls is this new Lee Denim used.

The combination of this new Lee Denim with the following Lee features of design and construction that have long been favorites with railroadmen, makes the new #91 Lee the standard by which all other overalls are judged:

New improved cut-in-one piece, two-ply broad suspenders—lie flat on shoulders.

Extra high form fitting bib—no gap at sides—double stitched to overalls.

Extra long easy stride crotch fork.

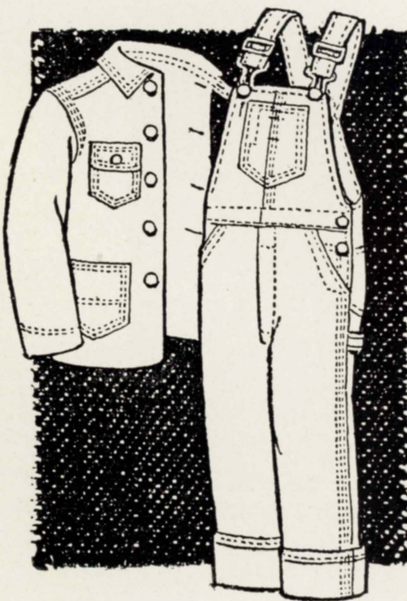
Self-locking rule pocket on right and new plier pocket on left side.

New extra heavy sail cloth, deep front pockets, triple-stitched. Special match pocket, the only match pocket in which matches lay flat to prevent falling out.

Large, roomy, form-fitting, extra long jacket.

Three-button cuff and extra long set-in sleeve—extra roomy armholes and elbow.

Riveted jewelers brass flexo buttons—will not rust or come off.



New can't slip suspender slides and new solid brass can't rust buttons.

Famous Lee 3-in-1 safety watch, notebook and self-locking pencil pocket.

Large double wear deep reinforced and lined pockets.

Triple stitched seams and rip-proof buttonholes, made with 7-lb. tested thread.

Reinforced side openings—prevent splitting and tearing.

Extra wide hammer loop.

Cinder-proof collar—adjustable tab extension.

Deep, lined and reinforced large side pockets—right breast pocket with buttoned down flap, left breast pocket the famous Lee 3-in-1.

Two inside pockets.

But only by seeing the new #91 Lee Overalls can you fully appreciate them. Feel the new Lee Denim. Note the features listed above. Then wear a pair. You can't lose. The Lee guarantee protects you.

And once you wear the new #91 Overalls you never again will be satisfied with ordinary overalls. You'll say with pride, "I wear the new #91 Lee."

THE LEE GUARANTEE

If you do not find the new #91 LEE Overalls to be the most satisfactory and best value-giving overall you have ever worn, you can get a new pair or your money back.

The H. D. Lee Mercantile Company
Kansas City, Missouri

TRENTON, N. J. SOUTH BEND, IND. MINNEAPOLIS, MINN. SAN FRANCISCO, CAL.



GREAT NORTHERN SEMAPHORE

VOLUME III

MAY, 1926

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

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

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

SEATTLE

Metropolis of the Pacific Northwest

A Civic Giant With Youth in Its Veins and a Marvelous Destiny Before It

By Harold Crary of the Seattle Chamber of Commerce

SEATTLE IS AN EPIC of one generation, for there are people living in that dynamic western city today, who were among the first twenty-one white settlers, and who have lived to see their village become a city of 400,000 people—a city that now ranks third to New York and Boston in the value of foreign imports and second to New York in the number of people entering the United States through port cities.



Mr. Crary

that led him to promote Seattle as his western railway terminus and the port for trans-Pacific commerce. In 1893 the first train from his Great Northern boomed into Seattle. In 1896 Miiki Maru, first boat from the Orient, sailed in with her cargo. Cannons boomed, sky-rockets flamed, the city made holiday "Seattle as a world port is born!" But never once did heaven—or Jim Hill—help Seattle where she had not first helped herself.

The city, which until the 90's had no railroads, today has the Great Northern, Northern Pacific, Milwaukee, and Union Pacific, and has through and direct service over the Canadian Pacific, and Southern Pacific. Thus, Puget Sound has become the leading railway terminus of the Pacific Coast.

Perhaps the best way to first meet Seattle is to approach it along the still, blue waters of Puget Sound, the shores of which the Great Northern skirts, after scaling the barrier of the Cascades and dropping down to the sea. Puget Sound, often described as the most beautiful body of water in the world, is an arm of the ocean, but calm as a lake, with the coast line crowded everywhere with dense, green forests. Coming along the

broad waters of Seattle's harbor, one of the most picturesque settings in the world, looms a modern city, wide-flung over the hills spread against the distant background of snow-capped peaks that reach from Mount Baker, near the Canadian line, to the majestic peak of Rainier National Park to the southward. This is a picture never entirely dismissed from the mind of any traveler.

Seattle's growth from an obscure, isolated, frontier hamlet of a few hundred souls a few decades ago, to a world city of 400,000 people is one of the marvels of American enterprise. The tourist quickly senses that here is a modern, metropolitan city, more modern, indeed, in its facilities, its buildings, and its homes than the older cities, because it has inherited no out-of-date section from the years that are gone. You will find yourself among much the same sort of surroundings as you would see in New York or Chicago, with the difference, however, that Seattle is one of the best paved cities in the world; that it is remarkably clean, and is one of the best lighted cities in America.

Seattle, like Rome, sits on a series of hills. It looks to the west across Puget Sound to the jagged sierra of the Olympics separating the sound from the Pacific. On the east it extends to Lake Washington, a fresh water lake more than twenty miles long, backed by the Cascade Range. Within the limits of the city are two other lakes, one faced by a public park. The city itself is scattered over a succession of heights, each crowned by a residence district with a commanding view.

Such a city in such a setting must be a city of homes with individuality. The people who live in these homes own them. Only three or four American cities rank with Seattle in low percentage of renters. Visitors have commented on the pride home-owners take in the beauty of the city and in the beauty of their own homes. Lawns, evergreen trees, shrubbery, roses, and climbing vines are as beautiful to one's view on the modest, bungalow streets as they are in the most exclusive residence districts.

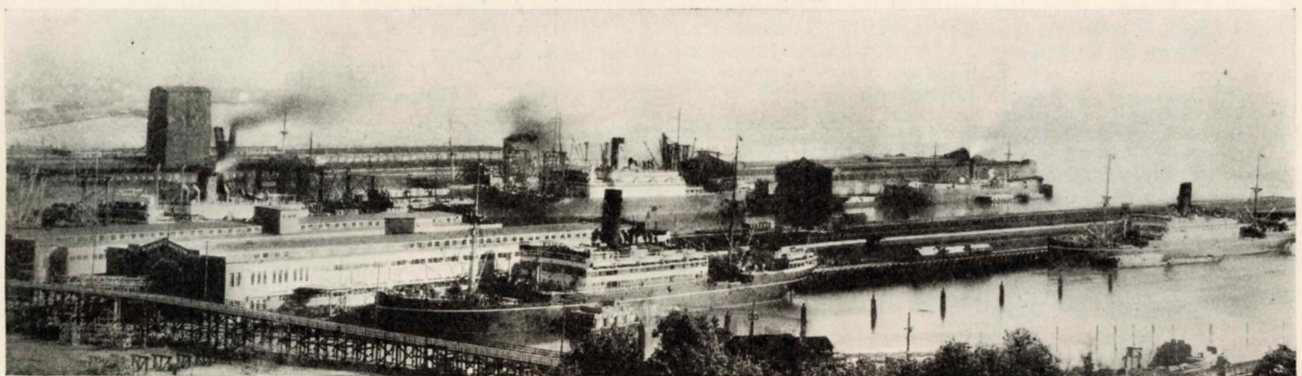
Seattle is a tremendously interesting city, both industrially and commercially. It is the American port nearest to the

Orient, and to Siberia, and is the gateway to Alaska. On its wide stretch of water front one meets the romance of the commerce with the Far East and with the Territory of Alaska. It is the metropolis—the financial, transportation, industrial, distributing, and educational center, of the empire of the Pacific Northwest. Its wide streets and impressive office structures are indicative of the business stability of the community and of the still greater destiny ahead.

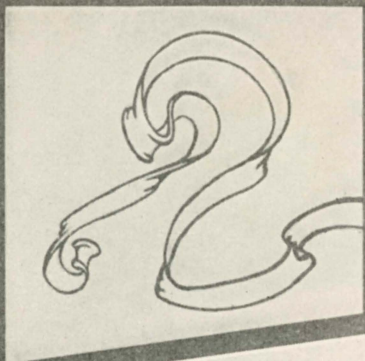
Its water front is absorbing. Great 21,000 ton passenger liners, which cost \$8,000,000 each, and which are owned by the U. S. Government merchant marine, make the run to Japan in ten days, proceeding on to China, Japan, and the Philippines. Two hundred miles of water front! Mile on mile of ordered dignity of piers and warehouses, wharves and cold storage plants, dry docks and custom houses!—Gargantuan trafficking in an infinite range of commodities, and the fascinating infinitude of commerce! Here are hemp from India and Fordsons for Siam; rattan furniture from China and condensed milk for babies in Tokio; cotton for Japan exchanged for silk, to be trans-shipped over the Great Northern and its eastern connections in record-breaking railroad runs to Paterson, New Jersey, spices and silk, tea for all the afternoon teas in America; lumber going out to rehabilitate Japan; automobiles for the Orient; apples for Europe; fresh loganberries, in ice, for London; and salmon for all the world; reindeer, shipped in cold storage 2,500 miles from Alaska, and berries as well. There is no end to the romance of it. Then to see, with understanding eyes, gray pier, jade water, architectural beauty of utility; the color and the endless activity of cranes, derricks, and tractors, of stevedores, Dane sailors, and South Americans; the romance, mystery, commerce; all going to make a kaleidoscopic cinema of the maritime craftsmanship of the ages. It is the self-conscious, high-blazoned "Port of Seattle."

And everywhere, dominating all, the personality of lumber noses in. In every corner of the wide waterways are log booms—hundreds of mighty logs rafted together, even in their impotence, main-

(Continued on Page 4)



The great Smith's Cove Terminals, with the largest ocean piers in the world.



The Public Library
is typical of
Seattle's Civic
structures

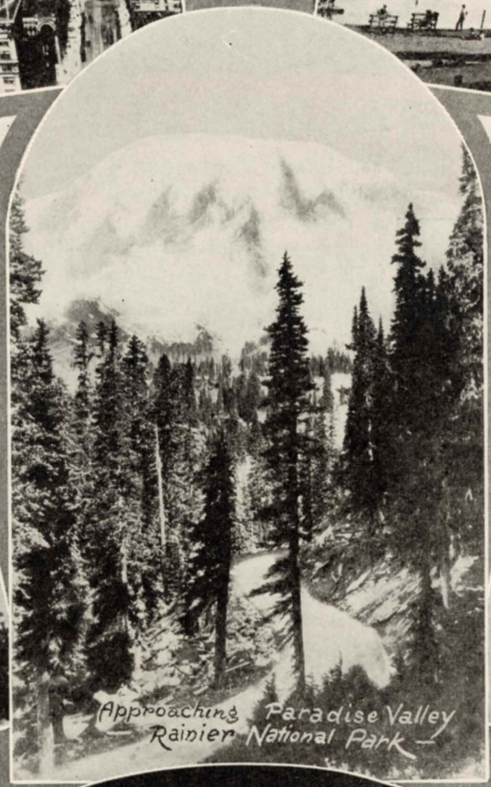


The Gateway to Alaska and the Orient

On Lake Washington Boulevard



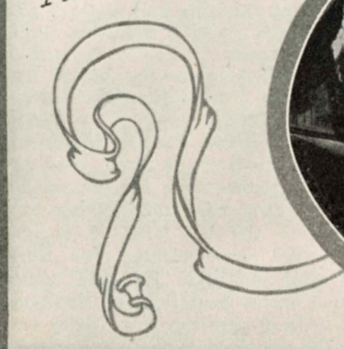
In the Heart of the
Financial District



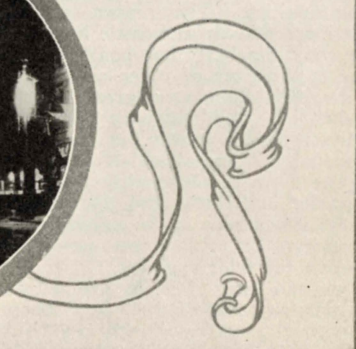
Approaching Paradise Valley
Rainier National Park



One of the Drives through
Giant Forests



- Night View of
Second Avenue -



taining a five-hundred-year-old dignity, never losing it as they pass serenely in the wake of fussy little tugs; even sawed into boards and shingles, they still give to all the docks and piers, where they wait for their world-wide ultimate, a clean, fresh, fragrant breath from the "big sticks" that lie so close all about. The lumber statistics of the Northwest are unimaginably big, but never so impressive as the lumber atmosphere of all Seattle's waterways.

All this is the magnificence that we call Seattle's commerce. Her manufacturing goes with the same gay heterogeneity. Read the list of manufactures in all their raucous, racy tumble: faucets, favors, feed, felt goods, fences, fertilizers, fireworks—fish. Skip over to—oh, anywhere; say "I," and there they go: leggings, lenses, license plate holders, lighting devices, lime, linens, lingerie, linotyping, logging equipment—lumber! Already she has a wealth of manufactures, but she has potentialities of such a wealth of industry as only her bravest dream. With a tremendous and truly terrible hydro-electric power waiting to be chained for use; with her pivotal position, tying America with the Orient, Siberia, and Alaska; with a reserve of back-country fabulous in its possibilities, Seattle must become an industrial colossus. And she is already flirting boldly with her lover, Industry.

Seattle is the hub of the Puget Sound country, and each day from Seattle go small steamers to practically all points on the 2,000 miles of shore line of this great inland sea. With Tacoma, it is a gateway to Rainier National Park. Seattle, sixth city in America in hotel facilities, is the headquarters from which travelers radiate to the famous resorts of the Olympics and the Cascades, including Chelan, that gem-like lake in the Cascades, and its rival, Crescent Lake, in the wooded beauties of the Olympics.

One can spend days and weeks, using Seattle as headquarters, and find almost every known recreation, and each time in some different, interesting spot. One does not have to go to the close-by playgrounds outside the city limits, for Seattle's systems of parks, boulevards, playgrounds are framed in a setting of incomparable beauty and distinction.

There are parks on high elevations, commanding sweeping views; parks on the lovely lakes within the city; parks on salt water and on the great lake forming the city's eastern boundary.

Seattle has unusual advantages as an educational and home city. The University of Washington, with 7,000 students, is one of the leading universities of the nation, and Seattle's per capita expenditure for schools ranks second in the country. It is surprising to find in Seattle, a new city, that wide range of cultural activities which are generally associated with the much older eastern communities. The reason for this is obvious. Youthful Seattle has been able to copy the best that has come out of the experiences of older cities.

Seattle's fame as a great commercial, industrial, and shipping city is well known—better known, in fact, than its unusual residential and climatic advantages. Few people realize that snow is a rarity in Seattle, and that twenty degrees above zero is the minimum winter temperature, while the summers are known for their coolness.

In and near Seattle are attractions surpassing those of the Alps. There is a panorama so extravagantly beautiful that great pens have exclaimed over it; and Lord Bryce declared that



A Dude Ranch de Luxe

"Chewack" One of Washington's Most Interesting Vacation Spots

THE GREAT NORTHERN has on its line the only "Dude" ranch in America that boasts of electric lights, hot and cold showers and tubs, and a dining hall decorated in blue.

Forty-seven miles from Pateros, on the Wenatchee-Oroville line, and in the beautiful valley of the Methow, a livestock company put hundreds of thousands of dollars into a thousand or more acres and built up one of the finest herds of Herefords known in the country. The blooded cattle grazed on the hills at the foot of the snow-capped Cascade Mountains and drank from the clearest of waters rushing in turbulent streams down the mountain sides. They ranged over the many miles of green carpeted hills beneath big yellow and white pine trees browsing contentedly the sweet grass clear of undergrowth.

Neither Europe, nor Asia, nor South America has a prospect in which sea and woods and snow mountains are so united in a landscape as in the view from Puget Sound of the Great Peaks that rise like white towers above the dark green forests of the Cascade Range.

And Joseph Hergesheimer wrote:

In Seattle, above everything else, it was the beauty of the city that kept my interest. I couldn't see how any improvement was possible. It is a city of pinnacles rising from Puget Sound and from Lakes Washington and Union. It is a place of surprises and its beauty is complete and individual.

Recently Otis Skinner exclaimed:

Of all the cities I visit, Seattle intrigues me most, it seems to grow by magic. Every year I am amazed at the changes since my last visit.

Truly Seattle is a favored city in a favored section—the Pacific Northwest.

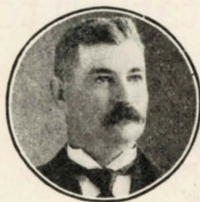
Our cover design presents a very unusual view of the King Street passenger station, with its graceful and imposing tower, and beyond, high above all other structures in the middle distance, the famous forty-eight story L. C. Smith building.

But, raising blooded stock is an expensive luxury; and after ten years of trial, the ranch has been turned over to people who are more experienced with range cattle. A bright eyed, keen, energetic woman, Mrs. Elmer Bernard, immediately saw its possibilities as a summer place for patrons of the Great Northern, and in a few days transformed the bunk house into a dormitory, the chuck house into a dining hall, the foreman's house into pleasing bedrooms, and the ranch house into living rooms and sleeping porches. Fourteen buildings with a thousand acres comprise the ranch now known as "Chewack," named after the salmon trout that are found in the Chewack River, Boulder Creek, and Eight Mile Run near the ranch. Pearygin Lake, once owned by Samuel Hill, is within a mile of the house. Owen Wister created the "Virginian" in a log cabin in the little town of Winthrop nearby. The cabin is now used as an Episcopalian chapel. The church and the school house are still witnesses to the Virginian's fun. Cattle, alfalfa, water falls, mountain peaks, glaciers, blue birds, and blue grouse, gorgeous sunsets, cool air, and riding under the big trees, all seem to make this part of the Okanogan and Chelan country an exceptional place for "Dudes" to pasture in. The word "Dude" on a ranch is not used in an invidious sense but describes anyone who is not native to the soil and who comes to enjoy the hills and woods. The Great Northern carries many of them each year from cities to ranches. Wyoming and Arizona for years furnished quarters for all the ranch pleasure seekers, but now that the possibilities of the great Pacific Northwest have been opened up to them, they are fast deserting the sage brush country for the delights of trout fishing and riding among the big trees in cooling weather. We are indebted for illustrations and material for the above article to Charles S. Albert, of Spokane, Great Northern attorney for Idaho and eastern Washington. The photographs are copyright by L. C. Lindley.

Great Northern Semaphore

Repairing a Box Car

Written by J. A. McGurren



Car Repairer, Hillyard Shops

THE CAR IS FIRST stripped and then jacked up for insertion of a four-inch block under each side bearing. This gives room to work under the car. All truss rods are loosened, both couplers dropped, and corner irons and dead wood removed at each end of the car. Both end sills are then wedged out to clear tenons on sills on one side. The five new sills are placed on one side and the outside truss rod tightened, drawing end sill and tenons together. This will hold the upper part of the car in place while the other three sills are being replaced by wedging out the end sill and replacing the sills. For safety, a piece of decking reaching to the ground or floor should be placed under the end sill when pried out, to prevent its sagging. When the three sills are in place, the other outside truss rod is tightened, drawing end sill into place. The car now being drawn in and all bolts in needle beams and transoms tightened, the lower portion of the car is ready for work on the upper portion. This plan of beginning the work keeps needle beams, transoms, truss rods and queen posts in place.

The side tie-rods are removed and carline anchor-bolts taken off on one side, roof being braced up with pieces of decking. The top side-plate is easily removed and replaced, replacing all tie-rods and carline anchor-bolts and tightening same. This side of the car now being tight, roof braces are removed to the other side where tie-rods and carline anchor-bolts are removed, top side-plate removed and replaced and tie-rods and carline anchor-bolts replaced and tightened and roof braces removed.

The car is now solid on both sides, and the two outside truss rods can be loosened and the end sills removed, new ones placed and drawn tight without danger. The two dead woods are now replaced and the four center truss rods tightened.

With the underneath work done, the car is jacked up at the ends, blocks removed from transoms and the car lowered to its trucks. The end and side plates, end and side posts, and end and side braces being in and drawn up tight, the car is lined up before any new work or nailing is done.

To line up a car, a chalk-line is fixed to each corner of the side top-plate, drawn very tight. A rule or piece of block an inch square is placed under the cord at each end of the side-plate, and the car jacked over in the center until an inch-block will fit tight between cord and side-plate over the side-door of the car. The line is then removed and placed on bottom end of end-sill on each end, drawing tight and the middle of the car jacked up until it is one and three-quarters inches high, and is blocked there. The line is removed to the other side and the process repeated, blocking car one and three-quarters inches high in the middle on both sides. The car is then squared inside with a ten-foot squar-

ing stick by measuring six feet from the corner on the end, and eight feet from the corner on the side-plate. If the ten-foot measuring stick reaches diagonally across the corner, hitting the six-foot mark on the end, and the eight-foot mark on the side, the car is square.

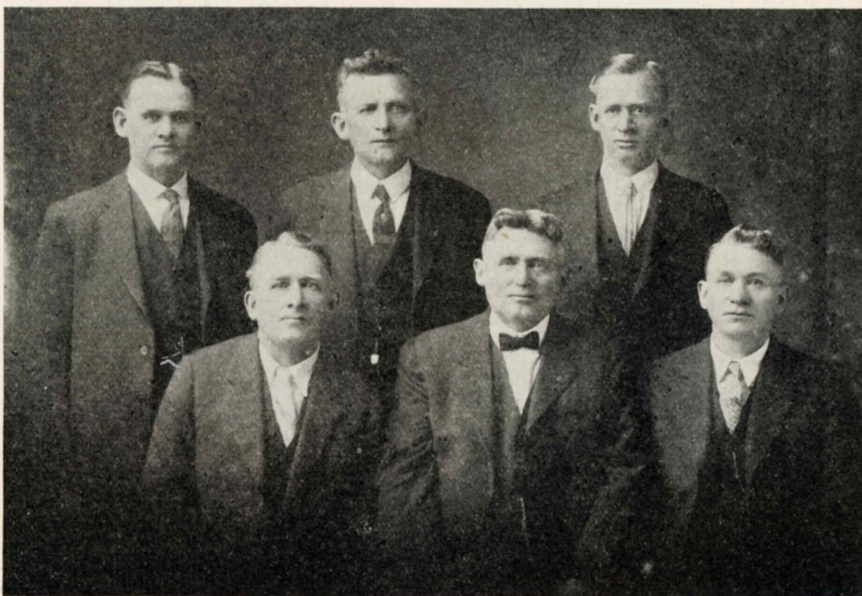
All end-posts and braces, and all side-posts and braces are now gone over; and if they do not all fit tight in their places, the loose ones are removed and a tight snug-fitting brace or post inserted. The side and end belt-rails next are put on and nailed. All end-posts and side tie-rods are drawn up tight. The siding is now put on, matching same good and tight, on the ends first, then on the sides, beginning at the side door-post and running on past end-siding with the sides. The siding is pressed together tight and nailed occasionally to keep it in place. When the siding is done the four end-sill corner-irons are put in place, and the truss rods drawn tight. The chalk-line can now be used to mark for nailing, beginning one and three-quarters inches from bottom of side-sill for first

line, and three inches between the other two lines. This gives three lines for the side and end-sills. Ten-penny nails are used, five to each board. The chalk-line is also used on the belt-rails, running a line in the center of each belt-rail. The siding is then nailed, using eight-penny nails, two in each board, one above and one below the line. Staggered in this way, the nails will not split the belt-rail.

The car siding now being nailed, a chalk-line is drawn one-eighth inch below end and side-sills for sawing. After sawing, a small plane is used to dress the edge of the siding, making a nice, even finish. The four siding iron-bands are then put on, one on each side of the door, on each side of the car, six inches from bottom of siding, each band being bolted with twenty bolts, three-eighths by six and one-half inches. The end post-irons, end bands, and all corner irons are now placed and bolted. The end and side facias may be put on end and side-door tracks bolted in place, all doors hung, and door stops and castings placed and bolted. The roof boards are put on and left ready for the tin roof.

The outside of the car is now finished, ready for the air men and painters, while the decking and lining is being put on inside; also the end anchor-irons, and corner door-strips.

When the car has been lined, it is ready to be equipped with the safety grab-irons, and will then be finished. Before leaving the car, the couplers should be gauged to see that they are not more than thirty-four and one-half inches, or less than thirty-three inches above top of rail.



178 Combined Years of Service Six Brothers, All Great Northerners and Proud of It

THIS PHOTOGRAPH IS of six brothers, all of whom are with the Great Northern Railway. Together, they have furnished 178 years of service to the company, a fraction less than an average of thirty years each.

Their names are Osgard, and standing from left to right are Nels, Harry and Ludvig, while those seated from left to right are Charles, Hans and Emil. Nels is traveling engineer on the Willmar Division, Harry, Hans and Emil are engineers on the St. Cloud Division, Ludvig is engineer on the Minot Division and Charles is carman at Ihlen, Minn.

What a splendid record this is, and how proud these men must be of the part they have played and are still playing in the development of the great industry with which they are associated.

The Relation of Highway Transportation to the Railway

Address at Kansas City, Missouri, April 14, 1926, Before the
American Society of Civil Engineers

By Ralph Budd, President, Great Northern Railway Company
(Reprinted by permission of the Society.)

IN THE PAST twenty-five years the American public has increased the investment in its transportation plant from ten and a half billion to fifty billion dollars, and has increased its annual expenditure for transportation of property and persons from one and a half billion to somewhere between eighteen and twenty billion dollars. The change has been most rapid in the last five years, when the investment has increased from thirty-six billion to fifty billion, and the annual transportation charge from about twelve billion to more than eighteen billion dollars. This increase in the annual transportation charge in five years has been due entirely to the increased expenditure on highway travel, which has more than doubled in that time, while the charge for railway transportation has actually declined.

We are supporting two transportation plants, in each of which is invested upwards of twenty-five billion dollars. The property owned by the railway companies is reasonably permanent, while the equipment used on the highways is of more transient character. The annual cost of transportation furnished by the railways is about one-half of that produced on the highways.

An inventory of the nation's transportation system at the beginning of 1926 would have disclosed something like the following:

Railways and Equipment

Miles	251,000
Locomotives	70,000
Freight Cars	2,440,000
Passenger Cars	56,500
Rail Motor Cars	500
Total Units	2,567,000
Investment	\$25,000,000,000
Annual Cost	\$6,310,000,000

Five years ago it would have been like this:

Miles	253,000
Locomotives	70,600
Freight Cars	2,400,000
Passenger Cars	56,150
Rail Motor Cars	50

Total Units	2,526,800
Investment	\$22,000,000,000
Annual Cost	\$6,360,000,000

Improved Highways and Motor Vehicles

Miles	495,000
Motor Trucks	2,500,000
Automobiles	17,430,000
Motor Busses	70,000

Total Units	20,000,000
Investment	\$25,000,000,000
Annual Cost	\$12,125,000,000

Five years ago it would have been like this:

Miles	370,000
Motor Trucks	1,000,000
Automobiles	8,220,000
Motor Busses	5,000

Total Units	9,225,000
Investment	\$13,800,000,000
Annual Cost	\$6,000,000,000

Twenty-five years ago the inventory would have been blank so far as modern highway transportation is concerned; railway investment would have been about \$10,500,000,000, and the annual cost of railway transportation about \$1,500,000,000, or only one-twelfth as much as the country's present annual transportation bill.

Influence of Transportation

Means of communication always have been a controlling factor in the life of every country. Until the last century, water transportation was so much cheaper and more efficient than any other that population and industry concentrated only where it was available.

The most important single thing which influenced the character of settlement in the interior parts of America was the substitution of overland transportation by rail for that by canal, river, and highway. The railway eliminated the backwoods and caused cities to be built at what had been the frontier. It is not too much to say that the political unity of the United States was preserved largely by the railways, which alone made communication between parts of so vast a commonwealth practicable and convenient. Without them, people in some sections of the country might have found it more advantageous to trade with foreigners than at home; and in a continent where national lines were forming, allegiance well might have followed the course of commerce.

George Washington was much concerned about the remoteness and inaccessibility of the country lying west of the Allegheny Mountains, and to overcome the physical difficulties of communicating with the Atlantic seaboard, he investigated the trade routes by which the Great Lakes and the Ohio and Mississippi Rivers could be reached most easily from the East. These routes were to be developed by improving the rivers, making them navigable as far up stream as possible, and then connecting the heads of navigation on the opposite sides of the mountains by highways. He mapped routes by way of the Hudson and Mohawk Valleys, and by the passes at the headwaters of the Potomac, the James and the Juniata fork of the Susquehanna. Each of these routes was occupied by an important railway line soon after the supremacy of the railway over other forms of transportation became recognized.

The anxiety of the Father of his Country would have been greatly relieved, could he have known of the revolution-

ary changes in inland transportation to come within fifty years after his death, and that the railroads not only would carry the commerce between the western valleys and the Atlantic seaboard, but would be extended two thousand miles beyond the westerly outposts of his time, crossing three major mountain ranges, knitting the political and commercial life of the nation from Atlantic to Pacific, and providing, incidentally, the long sought route to India, over, rather than around or through, the continent.

Railways Essential

The railways today are as essential to our national and commercial life as ever, and anything that would jeopardize their success or efficiency should be avoided as a public menace. But other forms of transportation are factors too, and it is well to consider them in their relationship to the railways and to the general transportation scheme.

In the development of transportation one form has succeeded another with astonishing rapidity, but not without a struggle; and so we find operators of pack trains contesting with Conestoga wagon drivers, canal companies resisting railway projects, the graceful, yacht-like clipper ships yielding reluctantly to steamships, and steam railways competing with interurban electric lines for local passenger travel. Now, steam and electric lines, which had surpassed all others in the field of transportation, have encountered something that excels them both in certain particulars and under certain conditions. They find local traffic is taken from them by the most universal of all carriers, the motor car on the highway. As in former competitions between old and new means of transport, that which gives most of what the public wants will win. There must be speed, safety, dependability, comfort, convenience, and, in the case of public carriers, economy.

Automobile Industry

That most phenomenal of all industrial developments, the automobile industry, is the youngest, and now is said to be the largest, in the United States. It is barely twenty-five years old. Its importance is so great, taken as a whole, that the railways gain much more from the freight traffic it gives them than they lose from the freight and passenger business it takes away.

Like all great developments, that of motor travel has been the result of a combination of favorable circumstances. Most important were the perfection of the gasoline engine and the paved highway, which latter depended largely on good, cheap cement. Added to these is the fact that in America there is a standard of living so high that luxuries are not beyond the reach of the many. Each of these conditions is partly the cause and partly the consequence of the others. Eighty-three percent of all the

Great Northern Semaphore

automobiles in the world are in this country, which has about seven percent of the world's population. We produce even more than we use; but it is a mistake to think that the automobile is something which we originated and that it always has been peculiarly our own. Before the manufacture of automobiles was of any importance in the United States, they were in more or less common use in England and on the Continent, and had reached a much higher state of perfection there than here. It was not until about 1905 that the number of cars in the United States exceeded the number in Great Britain. There was comparatively little improved highway in this country then, but we had magnificent distances which afforded an opportunity for the automobile to attain its fullest capabilities. Moreover, the great individual purchasing power of our population constituted a potential demand which required only the encouragement of reasonably priced, reliable cars and better highways to burst into actuality. The volume of this demand made quantity production possible and brought the low priced car, together with a program of general highway improvement throughout the country. The almost universal ownership of the automobile which has resulted demonstrates the fact that when the public finds something it approves of and desires, its response is quick and emphatic. The new contenders for local freight and passenger traffic, the motor truck and bus, are outgrowths of the automobile.

Why the Motor Bus?

Probably the questions most commonly asked by railway men concerning the motor bus, are: "What can its attraction be?" and "Is it not a fad which soon will lose its novelty and disappear?" Let us consider these questions. In many localities the bus does have some advantages over the railway train for local travel. Two of these are the greater frequency and the flexibility of its service. Compared with the railway train, the bus can give service at more frequent intervals, because each unit of service is small and may be operated cheaply in comparison with the cost of operating a train.

The ratio of cost of highway bus to steam train operation is about one to five, which means that for the cost of one train in each direction, say morning and evening, a bus can be run every two hours in each direction from 8:00 A. M. to 4:00 P. M., and this more frequent service better suits the needs of the average rural community. Owing to the extensive use of the private automobile, there is scarcely enough travel, even morning and evening, on the average local run to justify a train, much less to justify several trains during the day; but the smaller and less expensive motor bus, operating on the highway, may pick up sufficient traffic to make it profitable. Besides greater frequency, there is the advantage of more convenient starting and stopping places. The motor bus is able to take on and discharge passengers at any street corner or at any house along the road. In other words, the motor bus is able to give a more flexible service than the train. People in the country can hardly use the railway for travel between neighboring stations, because, in proportion to the whole journey, the trips to and from the stations are so long. Not so with the bus.

It gives continuous service all along the highway, while the railway gives it only at points four to six miles apart. Now, the amount of this strictly local business which railways can not handle is considerable, and may be enough to insure the success of bus transportation.

Rail motor cars are being used rather extensively in lieu of steam passenger trains. They provide a unit of more suitable size, and economize by substituting the internal combustion engine for the steam locomotive, as well as in other ways. About five hundred such cars of various types are in service, and the cost per mile for operation is about one-third the cost of running a passenger train. They are successful, therefore, to that extent, but are subject to the inherent limitations of any vehicle operating on railroad right of way. They can not get as much "pickup" business as busses, which run along the highways and streets, and stop at houses, stores, offices, hotels, and any other desired place. The special field for the rail motor car is to take the place of the steam train on light traffic runs, such as branches and local and suburban districts where, for various reasons, service must be provided.

At recent hearings before the Minnesota Railroad and Warehouse Commission, Edgar Zelle, President of the Jefferson Highway Transportation Company, presented an analysis of the train and bus schedules in the territory served by his line south of St. Paul and Minneapolis. I quote the substance of what he said in respect to one community:

Owatonna is a town 77 miles from Minneapolis on two lines of railway. Seven daily trains give direct service to and from Minneapolis, but the schedules are such that service is concentrated morning and evening, without any trains during long intervening periods. For example, of the seven north-bound trains, three leave within one hour and seventeen minutes of each other, with a fourth trailing just an hour later, all four of these trains leaving before 7:30 A. M. After this there is no more morning train service, and only three more trains left for the balance of the day. One of these, a limited, leaves at 1:10 P. M., and then the other two locals keep each other company, both of them leaving around 4:00 P. M. within thirty-eight minutes of each other. Thus, six-sevenths, or 86% of the north-bound rail passenger service at Owatonna is used to give service at but two periods of the day.

South-bound service shows another abundance of rail service at two particular periods. A train arrives at 10:23 A. M. with another close behind at 11:30 A. M. Then everything is quiet until 5:20 P. M., when the first train arrives, with another at 6:43 P. M., followed immediately at 6:50 P. M. with still another. On south-bound service the railroads thus concentrate five-sevenths of their passenger service at two periods of the day.

The Jefferson Company, on the other hand, because it uses a type of equipment that can economically be distributed for local passenger service, gives Owatonna service from the north every two hours from eleven o'clock in the morning to eleven at night.

That the public appreciates a frequency of service that is spread over the day at regular intervals is illustrated by the traffic records of the Jefferson Company. Over the twelve months period ending August 31, 1925, there is a surprising uniformity of patronage, ranging from 27 to 38 passengers handled daily on each of these two-hour scheduled south-bound runs. The north-bound records show a similar uniformity, beginning with the first through run out of Mason City, leaving at 7:15 A. M. which carried 13,323 passengers, to the 5:15 P. M. run, which carried 15,123 over a period of twelve months, ranging from 31 to 41 passengers handled daily on each of these north-bound runs.

The same uniformity is illustrated in the 19,831 passengers who used the outbound service at Owatonna. The pleasant month of June, with 1,342 outbound passengers, was the lightest month, while the cold month of January was the heaviest month, when 1,959 outbound passengers were taken out of Owatonna, averaging 45 per day in June to 63 per day in January.

Owatonna, credited in the last census with a population of 7,252, furnished the Jefferson busses with a total of 37,928 in and outbound passengers in the twelve months period.

This two-hour bus service is not only patronized at small stations where the railroads restrict their service, but also at any point on the highway is the stopping place of the bus.

While inapplicable to the territory adjacent to our largest cities, or to sparsely settled regions, I believe the condition described by Mr. Zelle is fairly typical of a great part of the country.

The radius of travel of an individual multiplies many times when he becomes the owner of an automobile. His sense of independence and freedom, and his ability to give himself and family enjoyment not otherwise obtainable are sufficient reasons for sacrifices, if necessary, in other directions in order to have a car. For short distance travel the most ideal way yet devised is by the private automobile. This is an important truth, because it accounts for most of the development in motor bus transportation and most of the railway's loss of passenger traffic. For those who do not have their own automobiles, or having them, prefer occasionally not to drive, the motor bus affords a substitute.

The congestion of city streets has become a serious problem for the automobile user. In all cities, during the busiest hours of the day, much of the advantage of the automobile is lost for lack of parking space on the streets. This problem is having attention, and doubtless, to some extent, it will be solved by providing convenient places for parking cars near business centers. The cost of such parking, however, will influence some private car users to avoid the congested centers. In very large cities the bulk of commutation travel probably can be handled only by railway trains, subways, and elevated lines; but there seem to be many cities where the street congestion is not too great for motor busses, yet is too great for private cars to operate conveniently, comfortably, and economically. In such places the motor bus has positive advantages.

The Automobile and Local Travel

In connection with these questions of frequency and flexibility of service, which are the main advantages of local highway over local railway passenger service, let us consider whether the railways really lost their business to motor busses or to private automobiles. Statements submitted to the Minnesota Railroad and Warehouse Commission recently indicate that the railways in Minnesota had lost a substantial part of their local passenger traffic before motor busses began operating to any extent, and that the number of automobiles continued to increase as the number of passengers carried by railways declined; also, that at stations where motor busses have been operating for some time, the loss of passenger business has not been materially greater than at stations where they never have operated.

(Continued in June Issue)



Be a Railroad Booster

That Is Message of Theodore Hubbard

NOT LONG AGO, spending a day in Pasco, Ore., I made the chance acquaintance of one with whom it soon developed, I had many ideas and ideals in common. In answer to my inquiry as to his calling, he replied that he "held rights on the N. P." I liked the phrase so well that I took it home with me and have been conning it over in my mind ever since, for I, too, hold rights on a railroad.

Brother railroaders, let us consider the phrase. Our seniority is our "rights." It amounts to what may be termed an equity in the road. The road's gain is our gain, and its loss, our loss. We stand or fall with the railroads. As the old saying has it, you cannot draw blood from a turnip; no more can you draw wages from a defunct railroad. Our wages come from the public we serve. We are loyal, no question about that; but are we keeping the public loyal? Some time ago a local garage man came to my office to ask about a shipment that had not yet arrived. A week later I stopped at his garage to have some work done on the car, and he volunteered the information that the freight had come by truck. He said also that there are seven trucks operating through the town. Incidentally, my L. C. L. freight for last year shows a decrease of 50 percent.

Then and there was the signal for me to start a campaign to draw the business back to the railroad where it belongs. I called on all the business men in the town and placed the situation squarely before them, viz., that if they wish the railroad to maintain its present standard of service, they must help by giving to it their business, instead of patronizing an institution that maintains no agent, pays little or no taxes, operates over a highway the railroad has helped to construct, and never buys a dollar's worth of goods in the town.

Needless to say, I did not go about the campaign rough shod, but was careful not to give offense or appear to demand the business. But I did intimate that should they continue to patronize the trucks, they could expect little from me. I find that the old saying, "Touch a man's pocketbook and you touch his heart," still holds good. My L. C. L. business is showing a gain.

Fellow workers, who hold rights on the railroad, we constitute a big frac-

tion of the buying public. Let our slogan be, "Patronize the Merchants Who Patronize the Railroads," and let the fact be known. Be a railroad booster.

—THEODORE HUBBARD,
Agent, Oregon Trunk Railway,
Culver, Oregon.

We have secured a picture, shown here, of Mr. Hubbard in Napoleonic pose, taken at a beauty spot somewhere along the Columbia. (It is one, long, continuous succession of beauty spots, is the Columbia.) One can tell from "the look of 'im" that he is a man of conviction and has the courage of his convictions as well.

Not News to Us

THE FOLLOWING REPRINT of an article appearing in a recent issue of the *Literary Digest*, quoting our esteemed contemporary, *The Erie Railroad Magazine*, will not come to our employes as news, for the reason that the Great Northern was installing the added length of rail before the SEMAPHORE was born. To be exact we began installing the 39-foot rail three years ago. It is just another bit of evidence that the Great Northern is away up front as an up-to-date railroad. Satisfied that the longer rail was a desirable innovation from the viewpoint of economy, our management proceeded to adopt it.

—EDITOR.

Railway Rails to be Longer

As a further step toward increased economy in the operation of our railroads the American Railway Association has announced that new specifications have been approved by which the length of rails is to be increased to thirty-nine feet. This means an increase of six feet over the rail in present use, although the weight per yard will continue to be the same. We read in *The Erie Railroad Magazine* (New York):

"By making an increase in the length of the rail there will be a marked saving to the railroads in not only the cost of installation of new rail but also in the maintenance of the railroad track. This increase in the length of the rail from thirty-three to thirty-nine feet means a

reduction of 16 percent in the number of rail joints, while it also will mean a saving of about one-sixth of the total amount of expenditure required for bolts, nuts, joint bars, and spring washers used in connecting rails together. It is estimated that fifty cents out of each dollar spent for track maintenance goes for maintenance of joints, ties and ballast under the point where two rails are joined together. This increase in the length of the rail, therefore, will mean a saving of about 15 percent in such expenditures as there will be fewer joints. Surveys have shown that a large number of the breaks and the greatest wear and deterioration in rails occur at the point where they are joined together so that by increasing the length of the rail and reducing the number of such points the chances for accident due to broken rails are reduced. In addition, cars passing over a track constructed of longer rails will move more smoothly than over a track where shorter rails are used, which will result in a saving in the wear and tear on railway equipment."—*Literary Digest*.

Remodel Mine Car

ONE OF THE MOST elaborate coach overhauling jobs ever turned out by the Hillyard shops of the Great Northern Railway is the United States bureau of mines rescue car No. 9.

During the time the car was in Spokane its officials gave first aid instruction to several classes, including Spokane city firemen. The work on the car required a month, twice as long as for the ordinary Pullman car, shop officials say, because of the elaborate equipment that had to be handled. The exterior of the car is in the standard Pullman green and the interior finish is in mahogany. On each side of the car is the gold seal of the bureau of mines.

The car is under the jurisdiction of the Department of Commerce, and not the Interior Department as formerly, and is on an instruction tour. At Pullman, Washington, state college mining students will be pupils of the rescue experts.

Adopted from an article in the Spokane *Spokesman-Review*.



The picture shows Vice President W. P. Kenney (right), recuperating from his recent illness. He is entertaining General Agent A. J. Aicher, of San Francisco, on the porch at Pebble Beach, Cal.

Great Northern Semaphore

CURRENT EVENTS

Alien Registration

OPPPOSITION TO proposed legislation requiring compulsory registration of all aliens in the United States is expressed by the Immigration Committee of the Chamber of Commerce of the United States in a report made public here today.

Instead of compulsory registration, the committee believes that "certificates of arrival for aliens who entered legally since June 30, 1924, now being issued, supplemented by certificates of residence or arrival for those who entered earlier, on presentation of satisfactory evidence, will meet the need."

The committee's report will be given consideration at the fourteenth annual meeting of the National Chamber to be held in Washington in May.

Considerations which lead the committee to take a definite stand in opposition to registration are summarized as follows:

It would necessitate surveillance of a considerable part of the population.

It would make of aliens a class officially set apart as subjects to suspicion, a class that is comparatively helpless because it is so largely composed of strangers ignorant of the customs of the country.

It would be difficult, if not impossible, to enforce effectively.

It would raise questions of treaty rights of nationals of other powers, unless registration includes citizens of the United States as well as aliens.

It would entail large expenditures to pay for even the routine work of registering annually seven million persons and additional expenditures to pay for a corps of agents to seek out aliens who fail to register and punish them.

Western Railroads' Predicament

WITH THE REFUSAL of the Interstate Commerce Commission to allow the western railroads to establish reduced through rates on certain commodities to Pacific Coast terminals, which would have enabled them to compete with all water transportation by way of the Panama Canal, followed closely by the Commission's similar refusal to grant their petition for an eleven per cent increase in rates generally, "the hope of their stockholders for a fair return on their investments has gone glimmering" in the opinion of an eastern contemporary.

Stating that "with the unscientific and, we believe, unjust basis of valuation adopted by the Commission, for the basis of 'fair return' contemplated by the Transportation Act" another eastern journal adds that "the western railroads are not permitted to earn anything approaching a fair return on even the valuations established by the Commission."

Commenting on railroad valuations, the *Industrial Digest* thinks that "Really very little in the way of helpful rail-

road legislation can be expected, so long as railroad valuations are not figured on a logical, common-sense basis. Though the courts have several times refused to accept anything but the present market, or replacement, value of railroad property, the Interstate Commerce Commission still persists in what a writer in the New York *Herald-Tribune*, Mark Sullivan, aptly describes as a process of averaging up the value of the dollar for the past 25 years. If the Government were to condemn a man's property on the basis of its cost 25 years ago, such a process would be called rank confiscation. It is nothing less in the case of the railroads, which are allowed freight rates designed to produce a 'fair return' only on the value of their property 25 years ago. Refusal to allow for the appreciation in values, the increase in wages, and other expenses of railroading is a form of partial confiscation which should not be tolerated in this country."

An indication of what the appreciated value of the railroads means, irrespective of the depreciated dollar, the *Railway Review*, after stating that "the railroads of the United States, in 1925, authorized the expenditure of \$1,200,000,000 for improvements," remarks: "It may appear to the layman that the improvements possible under such a budget would put the railroads in good condition for years to come. As a matter of fact they have spent nearly one billion dollars a year for the past four years, and instead of being prepared for the future, merely are trying to catch up with the past." And again, "Doubtless the average man feels greatly encouraged to think that railroad managers have enough faith in the future to invest such sums annually, over a period of years. There are several features of the situation, however, that should bring something of a shock. In the first place, it has not been faith in the future, though the managers of the railroads may possess it, that has dictated the spending. The struggle for existence has compelled it, even under adverse and discouraging conditions. In the second place, the manner in which the money has been secured is disturbing. Few roads can market new issues of stock.* Most of them can sell bonds—yet. It has been through bond issues, with their fixed annual charges, that most of the money has been raised. Every person, whether he be financier or layman, can see the danger which lies ahead of this method if financing continues."

**The law forbids a railroad to sell its stock at less than par, and very few of the railroad stocks are within many points of par value.—EDITOR.*

National Egg Day

MAY 1, 1926, was celebrated all over the Land as National Egg Day. Great Northern dining cars participated through a dainty card at the plate of each guest which referred to the hen, "Hail to her Majesty the Queen! She is part of a billion and a quarter dollar industry." Some interesting statistics are given and the closing words of the souvenir are "There are a hundred ways to cook eggs—we know them all. What is your choice?"

It's good to have money and the things that money can buy, but it's good, too, to check up once in a while and make sure you haven't lost the things that money can't buy.—George Horace Lorimer.



Meet Betty Ann Smith

THE PICTURE IS THAT of Betty Ann Smith, of Spokane, granddaughter of F. E. Hardy, veteran conductor on the Great Northern Railway, who you may be sure is very proud of the talented little lady.

Talented? Well, we should say so! She has won several prizes for singing in Spokane theaters and is at present broadcasting from radio station KFPY. We congratulate Mr. Hardy, and also Betty Ann, and wish a future full of fame and happiness for her.

Snappy Work

TALK ABOUT LIVE WIRES, we have a few on the Minot Division. On October 8, when a wheel on front truck of car FGE 11063, extra east 3229, one mile west of Purdon, broke, derailing front truck and dragging the same on ties for 1,800 feet, tearing up the track to quite an extent, Conductor Ray Bolyard, who was in charge of the train and is on the job at all times, got his train to a full stop before any serious damage occurred.



He cut the front part of his train off and took it to Purdon, where Roadmaster Check was notified of the damage. He proceeded with section crew to furnish ties for blocking and repairing the

(Continued on Page 28)



Trainload of Lumber Shipped East by Onalaska Concern Via Canal

THE TACOMA Sunday Ledger carried a story some time ago describing the shipment of fifty cars of lumber by the Carlisle Lumber Co. of Onalaska, Washington, to Atlantic seaboard markets. In this shipment were 1,400,000 feet of fir and hemlock boards consigned to New York and Philadelphia. If placed end to end, these boards would make a twelve-inch walk 265 miles long.

The shipment traveled via the lumber company's railway, to the Great Northern and thence part to Tacoma and part to Kalima. In the picture shown, the man standing near the engine is Great Northern Brakeman P. J. Pulver, the man in the cab Ed. McGuire, fireman, and at the foot of the steps, Otto Kunde, engineer. In the party opposite the first car of lumber are officials of the lumber company and C. N. Christopherson, of Vancouver, Wash., traveling freight agent of the Great Northern, to whom we are indebted for the story and the photograph.

Additional Electrification Planned

Contract Entered Into for Electric Power Between Wenatchee and Gold Bar

THE MARCH OF IMPROVEMENT goes steadily forward in the Cascades. Contract has just been entered into with the Puget Sound Power and Light Company, which provides for the furnishing of all electric power required by the railway west of Wenatchee, and under which the Railway Company has agreed to proceed with the electrification of both slopes of the Cascade Range, so as to have the line between Wenatchee

and Skykomish completely electrified by the time the new long tunnel is finished. Under this contract, also, an adequate supply of power is made available for the construction of the new long tunnel, and the Power Company is proceeding with the construction of the necessary transmission line from Monroe to Gold Bar to enable it to deliver this power.

The contract leaves the ownership of the existing Great Northern hydro-electric power plant in the Tumwater Canyon near Leavenworth in the Railway Company, but provides for the operation of the plant by the Power Company. At the same time the transmission line now owned by the Railway Company between Tumwater and Dryden, and which heretofore has been used to furnish power

to the Wenatchee Valley district from the Railway Company's plant, will be sold to the Power Company.

The present electric operation, which extends through the tunnel from Cascade Tunnel to Tye, will be extended to Skykomish this summer, and the new electric locomotives, which will be delivered this summer, will handle all freight and passenger trains between Skykomish and Cascade Tunnel. For the present, the steam locomotives will be pulled up the hill and through the tunnel by the electric locomotives, but with the extension of electrification to Wenatchee and the completion of the long tunnel steam operation between Skykomish and Wenatchee will be entirely abandoned.

— FIRST RECEPTION AND BALL —
OF THE
St. Paul Brotherhood of Telegraphers,
SHERMAN HALL,
Tuesday Evening, December 20th, 1881
Yourselves and Ladies are cordially invited.

COMMITTEE ON ARRANGEMENTS.		
C. E. CONINGHAM, W. C. HENDY, W. R. JONES.	H. E. MINOR, C. D. JONES, A. L. JENKS.	C. E. HUGHES, C. H. LORD, A. E. CHANTLER.
COMMITTEE ON RECEPTION AND INVITATIONS.		
H. E. THOMPSON, D. K. SMITH, J. L. RITTER.	H. C. HOPE, D. L. WILSON, T. E. CLARKE.	O. C. GREENE, C. B. DAVISON, W. D. GREGORY.
H. E. THOMPSON, Counselor.	C. B. CONINGHAM, Vice Counselor.	A. E. CHANTLER, Sec'y and Treas.

— INVITATIONS REQUIRED —

Forty-five Years Ago

The invitation to the first reception and ball of the Saint Paul Brotherhood of Telegraphers in 1881, shown above, was sent to us by W. H. Fortier, freight claim agent, Spokane. Some of the names will be familiar to the older men.

This Does Our Hearts Good

Rustad, Minn., April 1, 1926.

THE SEMAPHORE,
St. Paul, Minn.

Gentlemen:

Am taking this opportunity to thank the President and the SEMAPHORE for the magazines received a few days ago. It was very thoughtful and kind of you to send them, and if you knew how difficult it is to obtain good reading matter out here, you would be in a better position to know how much they were appreciated.

I have enjoyed what I have read very much, and will take pleasure in passing them on as I finish them, that others may participate in the enjoyment.

I hope this practice will be continued, and I am sure all those fortunate enough to receive these magazines will appreciate them.

Yours for more magazines,
E. W. COOLEY, Agent.

Great Northern Semaphore



St. Paul Scout Leaders Class

Practical Course Held in Great Northern Building

THE MEN REPRESENTED in the above picture are a part of the largest training school in Scout leadership ever held in St. Paul. More than 100 men have registered in this course under the leadership of Frank R. Neibel, scout executive, of St. Paul.

The school is a fair representation of civic, business, professional, and educational walks of life. A very gratifying fact is that a large number of young men, who have come up through the Scout ranks, are interested in training and leadership preparatory to entering the duties of assistant scoutmasters in their old or new organizations, thus passing on to younger boys their valuable experience in Scout lore.

In this course of eight weeks duration, which has been held in the conference room of the Great Northern building, men are taught the fundamental princi-

ples of Scouting, as well as how to organize and conduct troops—they are given a comprehensive idea of boy psychology and leadership.

It is not a course of lectures, but of practical knowledge, where the men are organized in two large troops which, in turn, are divided into patrols of eight men, under the leadership of experienced Scoutmasters. In these formations they put into practice the knowledge received by actually doing the things previously demonstrated. They are required to read the "Scoutmaster's Handbook," (the dictionary of Scouting) and file reports from week to week on the assignments, which consist of songs, games, methods of troop formation, and all technical knowledge contained in the requirements for first class scoutship.

Each Monday night a seven-minute inspirational talk is presented by some business man from the city. Throughout the entire course, character-building and citizenship for the future stand out as primary factors in leadership.

What's What by Watts

A man who is all wool and a yard wide doesn't shrink from doing his duty.

When some people succeed in making a good guess, they call it intuition.

"Now," said the teacher, "Do little girls have as many teeth as little boys?"

"More," replied Robert, "A girl doesn't fight!"

Woman is the only fur bearing animal that continues to be plentiful.

The clothes that make the woman are the clothes that break the man.

The age of a flapper may be doubtful, but she is usually in her early nicotine.

A British scientist has discovered that plants have muscles. Those who have eaten asparagus found that out long ago.

It is all right to admire one who can sing at his work, but how about the mosquito?

To train a child properly, the parents must first have more sense than the child.

Famous last words: "Well, if he doesn't dim his, I won't dim mine!"

The way to have people ask you to call again, is to be a bill collector.

Tune in on station B. V. D. That's inside stuff.

There's one thing about prohibition. It soaks the rich.

It is easy for a girl to find a husband. Her difficulty is to find a single man.

From the pen of W. C. Watts, painter foreman, Hillyard Shops, who is a humorist as well as an artist.

Another G. N. Band

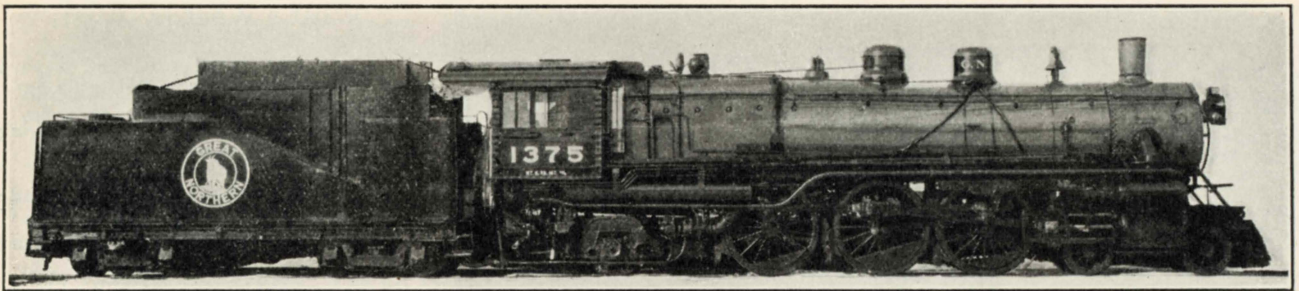
THIS IS A PICTURE of Waite Park Band taken about fifteen years ago. The photograph was procured through the courtesy of L. L. Bowers, veteran stationary engineer and electrical worker at St. Cloud shops. All members of the band were Great Northern employes at the time the picture was taken. Their names and present occupations are as follows:

Top row left to right: Frank Ertl, tinsmith, St. Cloud shops; Tom Kollis, stone cutter, Waite Park, Minnesota; W. C. Scheil, assistant car foreman, St. Cloud shops; Otto Bahe, heater helper in rolling mill, St. Cloud shops. Second row left to right: William Bidinger, resides in California; L. A. Cleall, painter, St. Cloud shops; George Savage, Sr., factory inspector, State of Minnesota; Arthur Bahe, car repairer, St. Cloud shops; L. L. Bowers, stationary engineer and electrician, St. Cloud shops; Arthur Gibson, resides at Willmar. Third row left to right: William Bigson, U. S. Navy; Joe Bidinger, stone cutter, Waite Park, Minnesota; Harvey Miller, farmer in North Dakota; S. F. Stelzig, blacksmith shop foreman, St. Cloud shops; Mike Bittner, farmer near West Union, Minnesota. Bottom row: George Smith, machinist, Soo Line rail-



way; Elver Carver, chiropractor, Mt. Vernon, Illinois; William Hirschfeldt,

resides in California; Tom Litzinger, heater in rolling mill, St. Cloud shops.



Engine 1375

One of New Class H-7 Being Turned Out at Dale Street Shops

A PHOTOGRAPH of our new class H-7 engines is shown here, being a picture of engine 1375, which is the first of five engines being turned out of our Dale Street shops.

This is a Pacific type engine converted from a ten-wheeler. These ten-wheel engines were the old class E-14 engines. The old boiler which had flues 17 feet long has been lengthened to take 21-foot flues and the engine is also equipped with a new fire box larger than the original and extended forward into a combustion chamber.

On the old class of engine the fire box was located above the rear pair of drivers. This fire box is now carried on a trailing truck of the latest Common-

wealth Cast Steel Company's design called a Delta truck, and this truck is equipped with a booster to give the locomotive additional tractive power when starting. This booster is automatic in its operation as it cuts out when the train has acquired a speed of ten miles per hour, but it allows the engineer to start heavy trains without jerking.

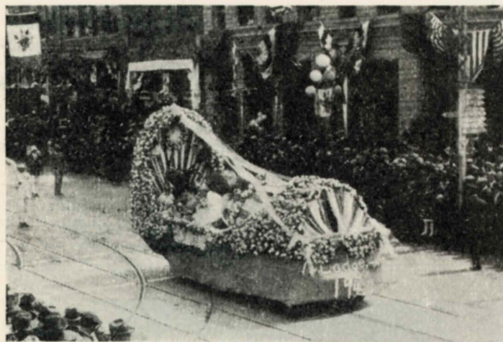
The boiler is equipped with a Schmidt superheater of high capacity. The cylinders are 23½x30 inches, driving wheels 73 inches in diameter and the engine is powerful enough to handle our heaviest passenger trains of all heavy steel cars. Tractive power of the engine with booster in operation is 49,600 pounds. The Walschaert valve gear controlling

the steam distribution was redesigned and is now what is known as variable lead which tends to give the engine a better pickup when starting.

The locomotive is equipped with an exhaust steam injector which recovers part of the heat from the exhaust steam, utilizing it for heating the feed water and effecting economy. The engine is a high capacity engine with high all around efficiency and is designed to meet the requirements of heavy main line passenger service, and with large capacity tender is able to make long runs without stopping for fuel and water.

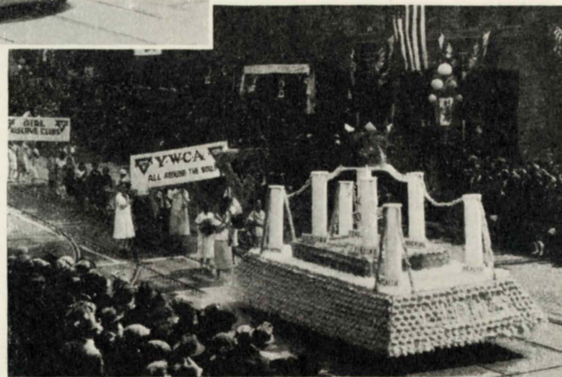
We have assigned as tenders back of these engines tenders having a capacity of 10,000 gallons of water and on the oil burning engines an oil cistern carrying over 5,000 gallons of fuel oil.

Prepared for the SEMAPHORE by W. R. Wood, mechanical engineer.



Annual Tulip Festival

May 6, 7 and 8 to
Witness Bellingham Event



SINCE 1920, EACH spring has been signalized in Bellingham, Washington, by the holding of a Tulip Festival in honor of the fact that the Washington city is the center of the tulip culture in the United States. Since 1896 tulips have been grown there in quantities, and since 1898 under the supervision of experts from Holland, said to be the world center of tulip growing.

The festival arrangements are in charge of a number of committees, appointed by a permanent festival association, and is characterized by the election of a queen, her coronation, and participation in several parades of which scores of beautiful floats are the outstanding feature. Each year the festival has surpassed the previous event, and it is expected that the 1926 festival will be the most attractive yet produced. The pictures shown were taken at the festival in 1925.

12

"Leave Good Record," Says "Doc" Guthrie

THE BRIDGE GANG is gone. They have finished the big new railway bridge across the Columbia River," said Officer Guthrie of the Wenatchee city police force. "They were certainly a gentlemanly crowd—the finest I have ever seen. In all the time they were here, there was not even one of them who gave any trouble in any way. Many of them had families who lived in Wenatchee, and they are a desirable class in every way.

"The taxi drivers stated that of all those they hauled back and forth, they never so much as found one who showed signs of intoxication, or of having taken liquor. As they left and were bidding each other 'goodbye' they seemed like one big family."

—Wenatchee World, Jan. 14, 1926.

There is nothing unusual about construction organizations on the Great Northern being orderly and gentlemanly. It is rarely otherwise and we are used to it. Sometimes the public thinks otherwise, however; and it is very gratifying to have such splendid testimony from a peace officer, as that given above by Mr. Guthrie.

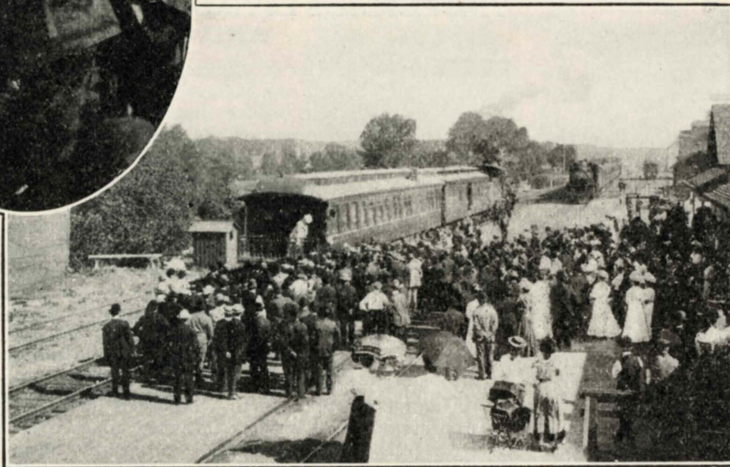
The Story Goes Far

IN THE PAWTUCKET (R. I.) Times of March 9, appears a department article under the title "Let's," by Wm. H. Tolman, Ph. D., which tells all about the Great Northern Women's Club of St. Paul, and dwells especially on the kindness of the club members to Alice Viele during her last illness. It is a long way from the Land of Ten Thousand Lakes to little Rhode Island, but the story of kind deeds always travels far, and friendliness is the watchword of all our clubs.

Great Northern Semaphore



A Notable Event Agricultural School Dedication in 1908



THESE PHOTOGRAPHS WERE taken in Crookston, September 17, 1908, at the dedication of Stephen's Hall, which was the second building erected at the Northwestern School of Agriculture and Experiment Station. James J. Hill was the principal speaker on this

occasion.

At Mr. Hill's right in the upper view the gentleman with the white beard is A. Guthrie, the one on Mr. Guthrie's left is Senator A. D. Stephens, of Crookston, Minn. Immediately behind Mr. Hill is B. F. Nelson, now living in Minneapolis.

Mr. Hill had donated 480 acres of land for the institution mentioned. Senator A. D. Stephens secured the passage of a bill to establish a school. Mr. Hill took a great deal of interest in the school, and later on a new building was erected at that point which was dedicated to Mr. Hill and called the Hill Building.

One of the statements made by Mr. Hill in his speech was that many such schools could be bought for the cost of one battleship, and his remarks indicated that he sensed the possibility of the war that came six years later. Senator Stephens also advises me that he spent an afternoon with Mr. Hill right after the World War had begun, and Mr. Hill said he had expected it for some time, and he prophesied what the war was going to do to the world, which prophetic statements have since then been verified.

After this meeting Mr. Hill met a committee of farmers from Roseau and Warroad, and promised them that he would build the line from Greenbush to Warroad that year (1908) in order to move the crop. The time being limited the farmers thought it would be impossible to get this line done, but Mr. Guthrie, who was the contractor, and who was present at the meeting, left nothing undone to rush the work to completion and have the line completed by the latter part of the following December.

The above pictures and information have come to us through the courtesy of C. A. Manthe, trainmaster, Spokane Division.

Enters Canadian Rockies

Great Northern to Build Resort at Waterton Lake, Tourists
Enabled to Enjoy Glacier Park and Canadian Rockies
on One Through Trip



Many Glacier Hotel

ANNOUNCEMENT HAS been made that the Great Northern has leased from the Canadian Government a ten acre tract of land at the lower end of Waterton Lake, where it is intended to build, at a cost of approximately \$1,000,000, a great resort hotel of much the same style as Many Glacier Hotel in Glacier National Park. Present plans call for its completion and opening at the beginning of the tourist season of 1927.

The leased site is some seventy miles northerly from Glacier Park and about an hour's ride by automobile over the new road now under construction and

to be completed by midsummer this year. This road, which extends northerly from the Babb postoffice across the International Boundary, thence westerly to Waterton Lake, will connect Glacier Park with Banff, on Lake Louise, Canada, and Waterton Lake will be the half-way point.

Completion of the hotel and resort will afford tourists the opportunity to see the scenic wonderland of Glacier National Park and the Canadian Rockies in one trip.

President Budd, in making the announcement, said: "It will open up an entirely new and greatly sought after

route into the Canadian Rockies, and might be called an extension of Glacier Park into the Canadian Rockies. This is in reality the only mountainous region on the North American continent that has been considered of such supreme scenic beauty and grandeur that both the United States and Canadian Governments have established it as a national park on both sides of the international boundary."

Operation of the hotel will be under the Glacier Park Hotel Company, and it will be the fifth unit operated by that company—Glacier Park, Two Medicine, Sun Camp, Many Glacier, and now, Waterton Lake.

Visitor From Manchuria

Passenger Traffic Official Calls at the
SEMAPHORE Office

THE EDITOR'S OFFICE had the honor recently of being host to Mr. Chozo Adachi, assistant passenger traffic manager of the South Manchurian Railway at Darien, Manchuria. Mr. Adachi is in the United States studying the methods of American railroads, and will later tour Europe for the same purpose.

The Great Northern Railway was elected by the South Manchurian Railway as the line best representing the western trans-continental routes and most typical of modern traffic methods.

Mr. Adachi made exhaustive studies of all phases of passenger department activities, both as to traffic and accounting, and was decidedly interested in the SEMAPHORE. He expressed the opinion that a friendly element, such as the magazine, ought to be a great benefit to a railroad or any industrial enterprise, and he spoke in highest praise of our service in general and that of our Oriental Limited in particular.

Editorial

Green, the historian, tells us that the world is moved not only by the mighty shoves of the heroes, but also by the aggregate of the tiny pushes of each honest worker.

HELEN KELLER

SAMUEL F. B. MORSE

APRIL 27 WAS THE birth anniversary of Samuel F. B. Morse, inventor of the electro-magnetic telegraph. He was born at Charleston, Massachusetts, in 1791, and died in New York City in 1872.

Morse's renown as an inventor quite overshadowed the fame he had won as an artist, and few, today, know that he was really a great painter. The first indication of his talent was a portrait scratched on the surface of an old bureau. At fifteen he made a water color composition of a room in his father's home, with his parents, two brothers, and himself around a table. Later, when a student at Yale, he pieced out a scanty allowance by painting on ivory miniature portraits of his more opulent college mates. After his graduation he took up painting under Washington Allston, a famous American artist, and within a year went with him to England, where Morse's picture "The Dying Hercules" won the gold medal of the Royal Academy. Returning to America, he won great fame as a portrait and historical painter. Among his more important commissions was one from the authorities of New York City for a portrait from life of Lafayette. In 1826 he succeeded in establishing in New York the American Academy of Design, was its first president, and was continuously reelected until 1845.

In 1829 he went to Europe for three years. On the return voyage in 1832, he worked out a rough plan for an electro-magnetic telegraph. It was not until 1835, however, that he built an instrument that worked well. By 1839 this instrument was perfected; and, in 1842, Congress granted him means to build a line from New York to Washington. This was successful, and, as a result, the Morse system of telegraphy came into world-wide use. In 1857 the representatives of ten countries met at Paris and voted Morse 400,000 francs in acknowledgment of the great benefits his invention had conferred on mankind.

RECIPROCITY

THE CONTRIBUTION FROM Mr. Hubbard, which we are glad to be able to publish elsewhere in this issue, hits the bull's eye. Our family of railroad workers is a big fraction of the buying public. We are entitled to reciprocal treatment. We do not counsel, we do not countenance coercion of any sort, but we do expect that those who look to us for patronage should be willing at all times to direct to the industry that furnishes the wherewithal that supports that patronage, the business of transporting to them the commodities they would have us purchase.

THE TELEPHONE FIFTY YEARS OLD

THE UNITED STATES IS 150 years old this year, and Philadelphia will celebrate with a centennial and a half, which is the best hasty translation we can make of that sesquipedalian word, "sesqui-centennial."

But that's not the only anniversary of 1926. This year is the semi-centennial of the telephone. It was in Boston that the first spoken words passed over a wire, and the display received a public award at the centennial in the Quaker City, though it is recorded that it did not receive as much attention as the great Corliss engine, now long outgrown.

Few of those who saw it, had the vision of Bell, who in 1878 in a letter intended to arouse the interest of English capital in the invention, wrote:

It is conceivable that cables of telephone wires could be laid underground, or suspended overhead, communicating by branch wires with private dwellings, country houses, shops, manufacturing, etc., etc., uniting them through the main cable with a central office where the wires could be connected as desired, establishing direct communication between any two places in the city. Not only so, but I believe in the future wires will unite the head offices of telephone companies in different cities, and a man in one part of the country may communicate by word of mouth with another in a distant place.

The English capitalists didn't believe it, and it is true that Bell did not know just how these things would be done. What Bell did know was that they would be done.

Few other great inventions are so exclusively American as the telephone. No other, perhaps, not even the automobile or the electric light, has done more to remodel our way of living.

—Nation's Business.

THE PUBLIC'S ESTIMATE OF OUR RAILROAD AND OF US

WE OF THE GREAT NORTHERN believe in the railroads. Most of all we believe in our own railroad and its destiny. We believe that it is fundamentally necessary to the life and progress of the communities it serves, even as those communities are necessary to its successful continuance.

The SEMAPHORE believes also that the public generally entertains much the same view, despite occasional outbursts by those who for a purpose or for hire indulge in more or less virulent railroad baiting. To justify our estimate of the public esteem, we have asked several representative men, residents of communities served by the Great Northern, for an expression of their views on one or another question involving the service rendered the community by the Great Northern, and the value of the employe, not only to the railroad but to his community.

A number of those to whom we have applied for such an expression have kindly consented to give us their opinion, and we purpose to publish them from time to time in the SEMAPHORE. The topics or questions are as follows:

What Improved Transportation Has Done for the Lumber Industry.

Great Northern Service—How It Has Benefited the Shippers.

What Great Northern Means to the Retailer It Serves.
How Has Great Northern Service Helped the Communities Served?

Does Great Northern's Dependable Service Directly Affect Business and Financial Stability in Its Communities?

The Railroad Man—His Place in the Community.

Great Northern Employes' Influence in Civic Affairs.

THE TRAVELER'S REACTION TO COURTESY

WHAT MANNER OF MEN are these of whom A. Scott Bullit writes in a letter published in another column?

They are railroad men, members of a great army, whose fiber is of the kind that furnishes the very backbone of the country—men possessed of native kindness, a fine sense of courtesy and a desire to help. From sources far and near we are continually learning of similar acts of friendliness, and with each new incident our pride in Great Northern personnel grows deeper. Mr. Bullit found himself in sore perplexity, and the unhappy circumstance of his errand east made it the more distracting. These men stepped in and at some little effort solved the difficulty—solved it in a way so efficient and so considerately that Mr. Bullit will never forget their courtesy.

Naturally the SEMAPHORE lost no time in ascertaining the identity of the employes, and after considerable persuasion their pictures were procured. We have previously remarked that courtesy counts. It assuredly does—*always*.

AN APOLOGY AND A REQUEST

WE ARE UNDER CONSTANT temptation to break our resolve to publish no more verse on our pages, save where we have made an exception of an occasional bit of rhyme in the division news columns. The decision was reluctantly made because of the increasing demands on our space for items of general and special interest. We have held religiously to our resolution in the face of numerous contributions of verse that we should have liked to publish; and were it possible, we should restore to the magazine the page "With Our Poets" that we originally carried. Our many good friends continue to send their contributions in verse, and knowing, as we do, the fire of enthusiasm and bright light of loyalty prompting them, it is hard to relegate them to our files of unused contributions.

It may seem a thankless thing to do, but we are going to ask that no more verses be sent in, and in doing so, beg that you one and all will appreciate and make due allowance for the predicament in which we find ourselves.

Great Northern Semaphore

VETERANS' CORNER

ELECTED TO MEMBERSHIP MARCH 29, 1926

Alex. E. Arnold, engineer, Crookston, Minn.; Sherman Corrigan, conductor, Seattle; Robert C. Dimond, machinist, Havre; John W. Donaldson, conductor, Kalispell, Mont.; Frank Dressell, engineer, Devils Lake, N. D.; James A. Dockstader, assistant woods superintendent, Somers, Mont.; John T. Frost, engineer, Crookston, Minn.; August Johnson, sectionman, Murdock, Minn.; C. L. Hannah, conductor, Spokane; Charles J. Murphy, attorney, Grand Forks, N. D.; Nels Olson, coal chute foreman, Teton, Mont.; Adelbert A. Reeves, train baggageman, St. Paul; Bert Withrow, engineer, St. Paul; Michael Burke, section foreman, S. P. & S. Ry., Washtucna, Wash.; P. P. Theisen, machine shop foreman, St. Cloud, Minn.; Ralph Babcock, engineer, S. P. & S. Ry., Vancouver, Wash.

AMONG THE ITEMS of importance considered at the meeting of the board of directors of the Veterans' Association at the meeting on March 29, were providing for the relief of the needy, visits to the sick, the report of the treasurer on investments, plans for the next annual meeting, and reminiscences from Veterans present, recalling various experiences in times of the long ago.

These monthly meetings are always of interest to those present, and if there are any veterans on the system who desire any information regarding the business transacted at these meetings, I would suggest that they attend the meetings in person, or send their inquiries to Room 114, General Office Building, St. Paul. Don't all speak at once—I couldn't possibly answer thirteen hundred questions in one issue of the SEMAPHORE.



Mike McNulty Dies

Employed 25 Years by Great Northern

MICHAEL McNULTY, AGE 50, Great Northern engineer, recently died suddenly at his home, E2928 Wabash, Hillyard, Wash. Cerebral hemorrhage was the cause of death.

Mr. McNulty served on the Great Northern 25 years. He had a run west of Wilson Creek for many years.

Surviving are his widow, Beatrice; three sons, Leo, Clifford, and Joseph; a daughter, Mary, and a sister in New Jersey, and a brother in England.

May, 1926

Mr. McNulty was born in Ireland. He belonged to the Brotherhood of Locomotive Engineers and the Knights of Columbus in Wenatchee.



E. J. Willis, G. N. Auditor, Dies

Veteran Rail Man Stricken While on Shopping Tour

E. J. WILLIS, AUDITOR of freight receipts for the Great Northern, died suddenly Wednesday afternoon, April 14, while shopping in the automobile department of Montgomery, Ward & Co.

Mr. Willis, who lived at 721 Ottawa Avenue, was 57 years old and had been a St. Paul resident for 30 years. He was born at Westbend, Wis., in 1868 and started his railroad career in 1886. In 1894 he was employed by the Great Northern as auditor at Crookston, Minn., and in 1901 was made chief clerk in the office of the auditor of freight receipts, general offices. He was promoted to auditor in 1911. Last year he passed safely through a severe illness, and a host of friends anticipated his enjoying many more years of health and active service. His sudden death was a severe shock to every one in the general offices.

Mr. Willis is survived by his widow, three daughters, Mrs. Mary Leaton, Mrs. Ruth Hutchinson, and Miss Irene Willis; a son, James E. Willis, and a sister, Mrs. Ruth Cress, all of St. Paul.

Mr. Willis was a Mason, a member of the Great Northern Veterans' Association and of the St. Paul Athletic Club.

Recent Appointments and Transfers

Effective April 15, 1926, F. D. Kelsey was appointed superintendent, St. Cloud Division, vice R. E. Landis, transferred.

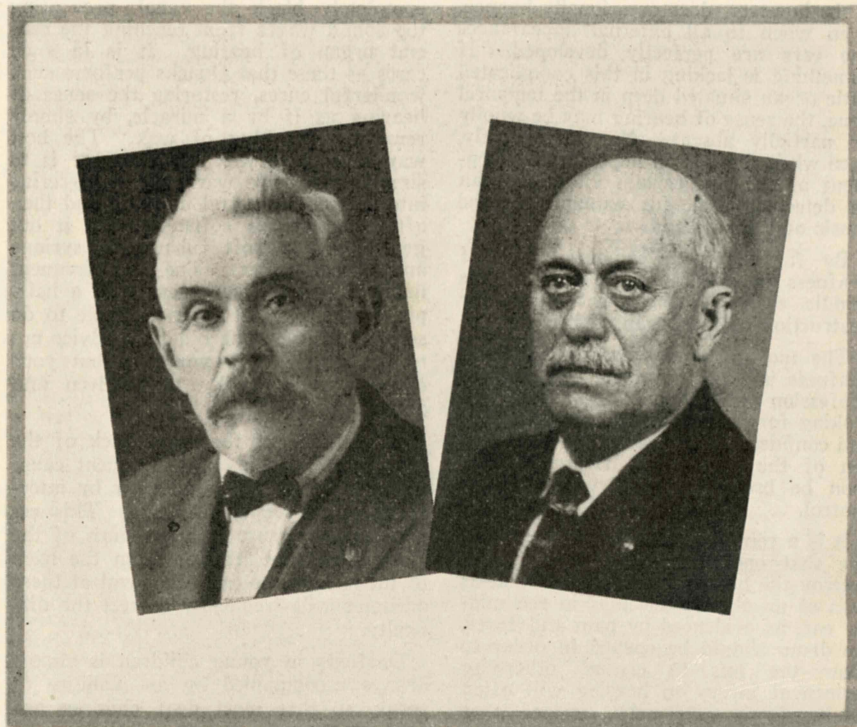
D. J. Flynn was appointed superintendent, Mesabi Division, succeeding Mr. Kelsey.

Grouchiness pays no dividends.—*The Alkolite.*

"If you are right inside, you can stand anything from the outside."

No man ever suffered from indigestion by swallowing his pride.—*Paper Wads.*

Two St. Cloud Veterans



Henry Seifen, pensioned veteran car repairer, entered the service of the Great Northern on June 1, 1891, as car repairer, and continued in service until March 7, 1923, when he was retired.

Sam Marshall, pensioned veteran roof gang foreman, entered the service of the Great Northern on August 3, 1894, and continued in service until April 1, 1924, when he was retired.

For the Health of Your Children

Ears

By WALTER R. RAMSEY, M. D.

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

HE THAT HATH EARS to hear let him hear; but what of those who have ears to hear but do not hear?

When a baby is born normal it has two ears, but it does not hear. It does not hear because the two little tubes running from the back of the nose to the central organ of hearing are as yet not inflated with air. It is, however, not long, perhaps a few days, before the baby does hear sounds, as can be attested by the older children in the family, who are constantly admonished by their mother not to make a noise and wake the baby.

The ear is really divided into three parts—the external, the middle and the internal. The internal ear contains the real organ of hearing; the other two being simply adjuncts.

The middle and external ear are separated by a membrane called in common parlance the "drum" because it looks, when normal, like the parchment stretched over the head of a drum.

The internal ear has no communication normally with the middle or external ear, unless the drum membrane is punctured either by disease or by an instrument, which frequently is necessary in case of an abscess.

It is comparatively rare that children are born deaf, that is without the organ of hearing being properly developed. This, however, does occasionally happen, even when to all external appearances the ears are perfectly developed. If something is lacking in this complicated little organ situated deep in the temporal bone, the sense of hearing may be wholly or partially absent. Not infrequently, even when there is an imperfect development of the ear, certain vibrations can be detected, such, for example, as the music of a brass band.

By far the most common cause of deafness in children is abscess of the middle ear and consequent injury or destruction of the organ of hearing.

The most common disease producing deafness is Scarlet Fever. The medical profession and the public generally are looking forward to the future with hope and confidence that Scarlet Fever by reason of the new serum treatment may soon be brought almost wholly under control.

It is a common idea and an erroneous one that opening of the "drum" will destroy the hearing. The fact is that as soon as an abscess develops in the middle ear, as evidenced by pain and fever, the drum should be opened in order to allow the pus to escape, otherwise permanent injury to hearing will often result. It is extremely common that soon after the formation of an abscess in the middle ear it breaks through the drum and discharges without waiting to be opened by the surgeon. It is not infrequent that an abscess of the ear may continue to discharge for several weeks

and then gradually cease and the hearing apparently return to normal. An ear which continues to discharge for more than three weeks, especially if the discharge has a foul odor, should be seen by an Ear Specialist as it may be necessary to improve the drainage or to remove dead tissue. In order to protect the skin of the external ear from infection it is important as long as there is discharge from the ear to wash the skin daily with a fifty percent alcohol (body rub) and after drying, smear the skin with vaseline or other simple ointment.

There are other diseases beside Scarlet Fever which produce abscess of the middle ear and consequent deafness; measles and influenza being perhaps the most common. These diseases, however, act more as predisposing causes, the organism which really does the damage being usually the *Streptococcus*, a close blood relation of the Scarlet Fever organism.

It is extraordinary after all how few of the cases which have middle ear abscess from any cause develop deafness. Nature is after all the Great Physician, and if given anything like a fighting chance will tend to restore conditions to normal.

There is another common cause of partial deafness in children. The canal leading to the middle ear normally secretes a waxy substance which sometimes accumulates in such quantity as to completely block the canal, preventing the sound waves from reaching the central organ of hearing. It is in such cases as these that Quacks perform such wonderful cures, restoring the sense of hearing as if by a miracle, by simply removing the plug of wax. The best way to remove wax from an ear is to simply drop some warm oil or glycerine into the ear night and morning and then after the wax is softened wash it out gently with a soft rubber ear syringe and warm water. The too frequent habit of picking in the ear with a hair-pin or the head of a pin is liable to do serious injury. The old time advice not to put anything in your ear but your elbow applies equally to children and adults.

A blockade of the space back of the nose with adenoids is a frequent cause of infection of the middle ear by interfering with proper drainage. This results from closure of the mouth of the Eustachian tube leading from the back of the nose to the ear. Removal of these adenoids will frequently correct the difficulty.

Deafness in young children is almost always accompanied by an inability to speak, so that most deaf children are deaf-mutes, or in common parlance they are "deaf and dumb." Deaf children are usually mute, not because there is anything the matter with their speech center, but because they cannot hear the sounds which go to make up words and

which they normally imitate. Any child who is bright but who does not talk some by the time he is three years old should be suspected of having something the matter with his hearing apparatus.

It is sometimes difficult to be sure, especially in mentally bright children, whether they are really deaf. A child may have seriously impaired hearing and still be able to detect certain sounds, especially if there is very active vibrations of the air. Then too, bright children who are deaf quickly learn to read the lips and the expressions of the eyes as well as other motions which the mother often unconsciously employs to make herself understood. I recently had a small boy of four years in the Children's Hospital for several days in order to determine the extent of his deafness. The nurses were directed to observe him carefully and report to me. After a day or so they said they were sure he heard as he had been directed by word of mouth only, as they thought, to do certain things, which he promptly did: such for example as, "Go and stop the phonograph," or "Go and bring the book from the other room." The fact was the boy was totally deaf; but being extremely bright and observing, he had read the lips of the nurse and the expression and motion of the eyes as to direction.

It is important that a proper diagnosis be made early in children who are deaf. It is important that their proper instruction be begun as early as practicable and before they learn bad habits which will have to be unlearned later.

Children who are deaf can, if they are mentally bright, be taught to speak and to read the lips of others who are speaking to them. Their intonation is always different from those who can hear, but they can make themselves understood and even in the case of two deaf-mutes talking to one another they can read the lips of each other. The sign language has to a large extent been discontinued in the modern methods of teaching, although many children have a sign language of their own with which they and the family have communicated before the child went to school.

In most of the larger cities there is now at least one school where special instruction is given to children who are deaf-mutes. In addition to the special instruction in learning to speak and read the lips, the other studies are pursued just as they are in any other school.

Most states have special institutions for the instruction of deaf-mutes, where they may carry on their education in the higher branches, and where they may learn special crafts. Many of the children who have had the opportunity of an education are extremely successful and fill important places in their communities. The fact that a child is deaf should never be the reason for his being deprived of every advantage which can be put at his disposal, so that he may make the most of the talents which God has given him.

Walter R. Ramsey

Great Northern Semaphore

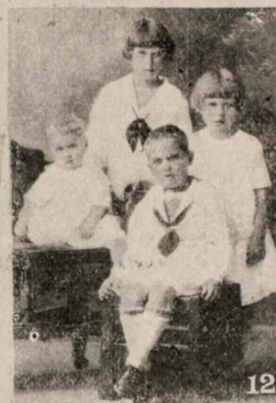
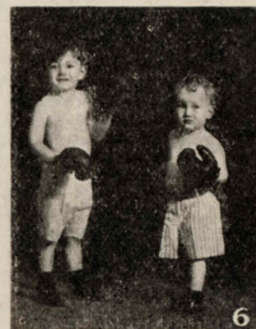


One
Little
Lady
Alone



And
Several
Groups
of

Future Great Northern Talent



1. Myron and Robert, sons, Harry R. Carman, conductor, Seattle, Wash.; 2. Barbara, daughter, Anton G. Moselle, machinist, Dale St. Shops, St. Paul; 3. Betty, daughter, William Miller, engineer, and Dan, son, Dan Fleming, engineer, Spokane, Wash.; 4. Mike and Rose, children, Nick LiBrandt, fireman, Minot, N. D.; 5. Standing: Clara, Oscar and Melvin; sitting: Elmer and Edwin (twins) children, John F. Carlson, section foreman, Sinal, S. D.; 6. Myron and Eloy, sons, Leo Kennedy, brakeman, St. Cloud, Minn.; 7. Raymond and Viola, children, Mathias Huff, veteran carpenter, Mississippi Coach Yard, St. Paul; 8. Mabel Ruth, Robert D., and Catherine Patricia, children, O. L. Mullikin, operator, Inverness, Montana; 9. Arlene, Loren, and Bonnevie, daughters, Ernie Swanson, clerk, yardmaster's office, St. Paul; 10. Maurice and Elizabeth, children, Ed. Ethen, assistant warehouse foreman, St. Cloud, Minn.; 11. Angeline, Florence, and Lorraine, daughters, James Viala, fireman, Melrose, Minn.; 12. Standing: Grace and Gerda, sitting: Walter and Hugo, children, Steve Strom, section laborer, Spring Brook, N. D.; 13. Raymond, Catherine, and Robert, children, A. J. Truts, engineer, Spokane; 14. June, daughter, Henry Summers, engineer, and Virginia, daughter, R. Simonson, engineer, Spokane.



Women's Department

Conducted by
Faye Babette Root

Milady's House and Garden Plants

WHO WAS IT WROTE "In the spring a young man's fancy lightly turns to thoughts of love?" I am not altogether sure that the young woman's fancy does not turn in much the same direction. But when love has brought us our man—and our family—and our home, our thoughts in the spring are apt to turn—no, not to housecleaning always—but often to the making of home more beautiful and attractive; and with the warm, soft days when Nature has thrown off her slumber-robe of snow and is awakening in all her green and golden beauty, our thoughts turn to buds and blossoms—our flowers. We are planning our garden—hope to keep our table decorations in the form of flowers, the "play children of Spring."

It happens that one of my highly prized privileges is that of access "behind the scenes" in one of the largest "flower" shops in the country. I visit it frequently; always learn something of value to know, and generally leave with an armful of literature and a head full of sage advice concerning the care of flowers. I shall share some of these messages with you. Perhaps the information may be of help in your flower culture, as it has been with me. This time it is "Insects and the Remedies."

Insects

Insects, when they appear on house plants, are generally the result of sickness and not the cause, although, if allowed to remain and multiply, they will quickly complete the destruction of the plant.

The green fly or louse is the most common. It attacks the soft, succulent tips of the shoots, which often may be immersed in the insecticide by bending the tips of the shoots down into it. If spraying is resorted to, care should be taken to see that every insect is covered with the liquid.

The Red Spider is the most destructive and the most difficult to destroy of all the smaller insects. It forms a web which protects it and allows it to pursue its depredations undisturbed. Washing with a fine cutting spray of plain water from the hose will clean these insects off and is really the only thing to do when the plant is badly infested.

Scale insects are well known pests on house plants, being conspicuous in size and color and always remaining in the spot chosen. These should be washed off by hand with a sponge and soap-suds, if there are only a few; if many, they should be soaked for two or three hours with the soap spray and then laid on their sides and forcefully sprayed with a stream from a hose.

The White Fly also belongs to the Scale Insect family and should be treated in the same way, without the hose spraying.

The Common Worm may be treated with a dose of lime water. Steep a lump of builder's lime in water and after it has settled the clear water is ready for use.

Sucking Insects are those described above, and will destroy the plant by working their way through the tender leaves or sucking the juice from the inside. It is useless to offer them poison as they cannot eat it. They breathe through innumerable little pores scattered all over their bodies, and this is a very vulnerable point of attack.

The Remedy

A mixture of Ivory soap-suds and extract of nicotine (tobacco) has been found most effective in stopping up these pores and quickly suffocating the insect. An excellent preparation was put on the market some years ago called Imperial Soap Spray, which is most effective in the destruction of these insects. Instructions come with these preparations. Be sure and "wet" the insects thoroughly. Fumes from burning tobacco are also fatal, but as this requires skill in applying, it is not considered practical.

Chewing Insects

Chewing Insects, such as cut worms, brown tail moths, gypsy moths, canker worms, and rose bugs, which make such an onslaught on outdoor plantings, do all their destructive work while in the caterpillar stage. They may be destroyed by spraying with arsenate of lead.

Very few diseases, as the word is commonly understood, attack house plants. Whenever symptoms of sickness appear, such as leaves turning yellow and falling from a rubber plant, tips of palm leaves turning brown, flower buds attaining a certain size and then shrivelling up, they can always be placed to neglect of fundamentals. It should be realized that a plant which has become sickly cannot be cured by simply repotting it and returning it to its old environment. Repotting may be necessary to a sick plant, but it should be accompanied by expert hospital treatment. Generally speaking, repotting is simply giving more food to a healthy, hunger subject, and the same is true of any application of any fertilizer, according to F. E. Palmer, author of several books on plant life.

Cut Flowers

Flowers, or foliage, should always be cut in the early morning or late evening, never in the middle of the day. Instead of a gathering basket, carry a pail half full of water, and put the flowers into

the water, a few at a time, with as little delay as possible.

A very sharp knife is preferable to scissors, the cut made by the former leaving the ends of the little tubes open, whereas the compression cut of the shears crushes them.

The shorter the stem the longer the life of the cut flower. This applies especially to hard wooded stems such as chrysanthemums.

We should like to hear from flower fanciers. There are so many useful tricks in the culture of plants that we will print any suggestions gladly.

Clothes Again—A Few Hints For Spring

CAPES ARE SHOWN in a wide variety of forms, from the graceful full length circular cape to cape sleeves on coats or cape-like draperies on dresses.

Taffeta is making good use of its revived favor. It is employed in combination with georgette for dresses, for coats that often show quilted and embroidered effects.

Pleats are a favorite means of adding fullness. They appear in all types of costumes from evening gowns to coats, from extremely fine pleats to broad box pleats.

We have a fine variety of colors to choose from, and they are all so beautiful—

Red in many shades from rose to more brilliant tones.

Blues with an accent on navy.

Greens in chartreuse and spring-like shades.

Grays from steel gray to pinkish grays.

Beiges from clam shell to sand.

Black is always extremely smart.

Recipes

Nut Bread With Dark Flour

$\frac{3}{4}$ cup hot water	2 cups Graham flour
$\frac{1}{4}$ cup brown sugar	1 cup bread flour
$\frac{1}{2}$ cup molasses	$2\frac{1}{2}$ tsp. baking powder
$\frac{3}{4}$ cup milk	$1\frac{1}{2}$ tsp. salt
$\frac{3}{4}$ cup nut meats	$\frac{3}{4}$ tsp. soda

Mix brown sugar, hot water, and molasses and milk. Add to this the dry ingredients thoroughly mixed. Add soda dissolved in a teaspoonful of boiling water, last.

I like the Women's Department, especially the Tried and True Recipes, writes Miss Lillian Valan, Comstock, Minn., and enclosed two recipes which she thinks any railroad man would enjoy, as follows:

(Continued on Page 28)

Great Northern Semaphore

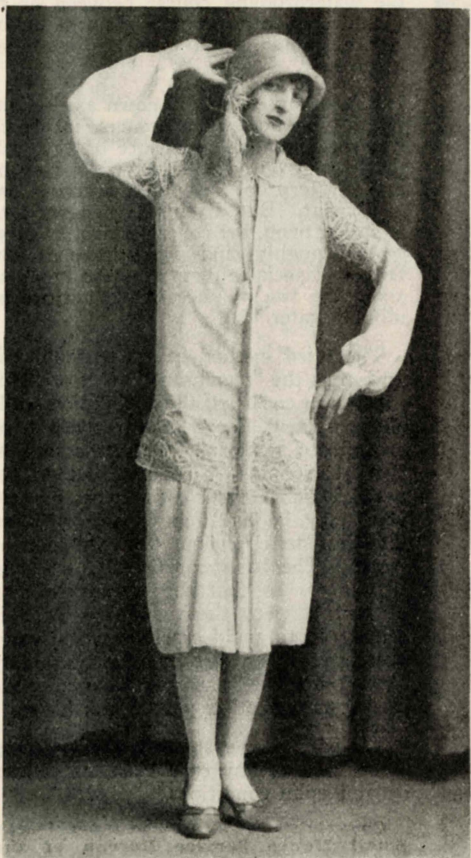
The Two-Piece is a Smart Summer Mode



Miss Catherine Hutton, from the office of the auditor of freight receipts, is becomingly frocked for a summer's day in a white, flat crepe, two-piece with sleeves painted in lovely colors.



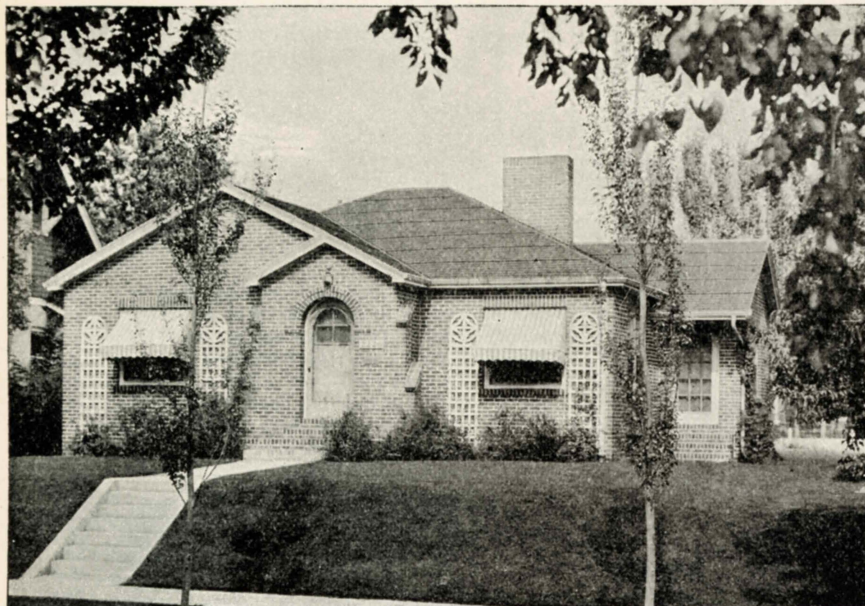
A two-piece frock of dove grey, flat crepe, very tailored of line and detail, is modelled by Miss Lea Welter, who wears with it a smart hat of felt and fine Milan, with bright motifs. Miss Welter is from the office of the auditor of freight receipts.



An exquisite "Madelon" dress is two-piece, larkspur blue, and elaborately hand-fagotted—all important fashion points. To accompany it, a hat of grey hair with soft feather chou. Worn by Miss Josephine Staffa, from the office of the auditor of passenger receipts.

Brown
Photo
Studio
St. Paul

FOR THE HOME BUILDER



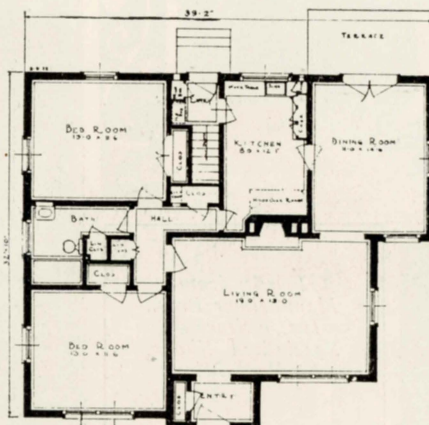
Copyright, 1925—The Architects' Small House Service Bureau—Home Plan No. 5-B-22.

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

A Well Designed Small Modern Bungalow

THE BUNGALOW 5-B-22 has a host of friends. Its one-floor arrangement appeals to many, as it offers a coziness and a home atmosphere that is most pleasant. Also the elimination of stair climbing is a great factor in its popularity. In considering those things which go to make up a modern bungalow, there are three points to consider—economy of construction, convenience of arrangement, and a well designed exterior.

Design 5-B-22 is a true bungalow, for it is complete on one floor. Its fine arrangement of rooms can only be realized after a careful examination of the floor plan. Special attention has been given to such modern conveniences as a built-in tub and towel closet in the bath room, space for the refrigerator in the rear entry, a niche in the hall for the telephone and a clothes chute to the laundry.



The living room is of good size, with windows on two sides and has a fireplace. The two bedrooms have cross ventilation. There are four clothes closets and two closets for linen.

The plans call for solid brick construction, although a stucco exterior finish could be used if preferred. Red flash brick with white mortar joints was used in the home illustrated here and in the roof occasional shingle courses were doubled to give variety.

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Some Hints to Offset Floods in Basements

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

WET BASEMENTS ARE COMMON. From the volume of letters received from readers of this column it is evident that few home builders think of the possibilities of spring floods before

they build. Apparently they have much cause to think about them afterward.

One of the best ways to insure against the consequences of a flood is to make provisions to carry off water before it comes in contact with foundations. Different measures are necessary for this depending upon the amount of water to be disposed of.

An effective method of keeping surface water away from foundation walls is to pitch the grade away from these walls. The water that comes from the roof must not be thrown directly onto ground near the building. Down spouts should be connected to tightly fitted sewer pipe. In some cases, where subsoils are very porous, it is good practice to dispense with these sewers and to turn the water from the roof onto splash blocks of good size. But the direct drainage to the sewer no doubt is much better.

If there is much water in the subsoil it is necessary to install tiles around the footings. These tiles form regular water courses through which ground waters are conducted to the storm sewer. But, as has been stated, none of these methods are effective where there is at any time a large amount of water in the subsoil. Then the foundation wall must be waterproofed.

Engineers recognize three methods of waterproofing. The first, known as superficial methods, consists of painting a waterproof compound on the wall. Preferably this goes on the outside. A coat of cement, over which is applied two coats of hot tar, does very well. Some specially made waterproofings under trade names may be employed with equally satisfactory results. To waterproof the basement floor by this method it is necessary to lay the floor in two layers with the waterproofing course between or to include the waterproofing element in the cement topping that goes on the basement floor.

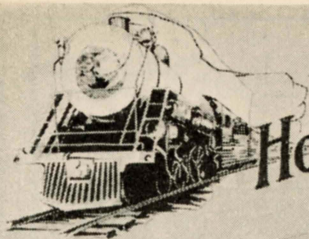
The second method, known as the "integral" method, is a system in which waterproofing is made part of the wall or floor. Poured concrete walls may be made waterproof through a generous use of cement. But, if this procedure is to be relied upon, the concrete must be mixed thoroughly and well tamped into forms. Special efforts must be made to avoid the use of excessive quantities of mixing water.

The third method of waterproofing is known as the "membrane" process. This consists in enclosing the foundation walls and basement floors in an envelope of waterproof material. The process consists of mopping on coats of hot tar between which are enclosed layers of felt. This may be built up to any required thickness to overcome any pressure of water. The basement floor is made in two layers so that the membrane may be laid between them and the floor is reinforced to avoid cracking from water pressure. If this scheme is thoroughly carried out the basement may be made as dry as any other part of the house.

The particular system of waterproofing to be used in any case must, of course, depend upon conditions.

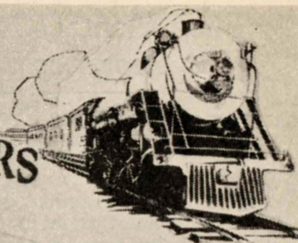
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Great Northern Semaphore



HOMES of GREAT NORTHERN ENGINEERS

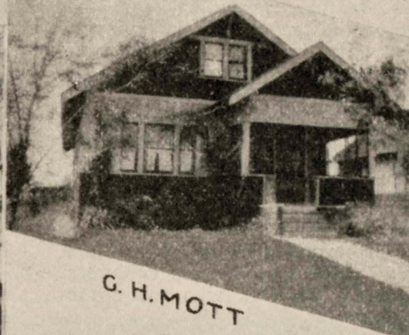
in SPOKANE
Washington



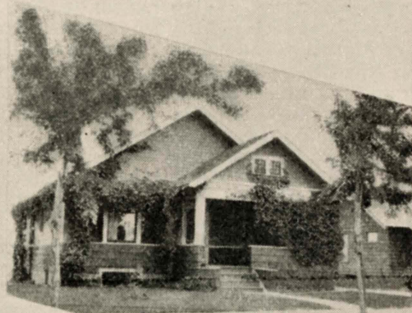
H.A. JOHNSON



W. E. HAGGART



G. H. MOTT



H. VON ERICHSON



H. H. DEAN



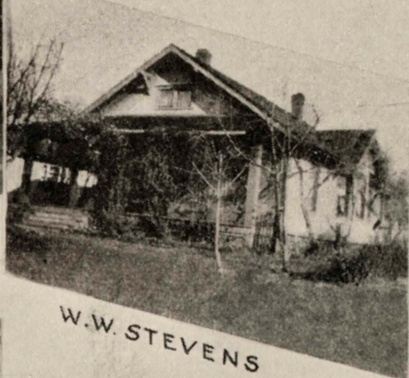
J. M. WHITE



N. J. BOSTWICK



LEWIS BECKER



W. W. STEVENS



M. McNULTY



E. A. LEAVITTE

The Oriental's New Libraries

Interesting Competition Conducted in Connection With Selection of Books

NOT CONTENT WITH THE fact that the Oriental Limited is concededly the finest train in the Northwest, if not in America, the management is further providing for the pleasure of the traveler by installing a counterpart library of sixty volumes in the observation car of each unit of that fleet of trains.

Much care and thought were given to the selection of a list of books that should not only reflect the best in literature, but should present, in part at least, the storied past of the vast territory traversed by the Great Northern, a region rich beyond most in tales of the stirring adventures of intrepid explorers and of brave pioneers who made the Great Northwest.

In connection with the selection of these libraries, and as a sort of check on the list of books, a unique and interesting contest was conducted among the pupils of three St. Paul schools: Summit School, Oak Hall, and St. Paul Academy. A series of first, second, and third prizes were awarded in two grades in each of the schools. The two series of prizes were offered in order that the older pupils might not enjoy any unfair advantage over their younger schoolmates.

Each contestant was required to submit a list of sixty books: ten on travel and outing, including nature books; fifteen on history and exploration; twenty-five on fiction, including historical novels; and ten on poetry, mythology, essays and miscellaneous.

First, second, and third prizes were awarded to the three lists submitted by contestants in each of the two grades in each school which, in that order, most nearly approximated the selection of books for the library. To conceal the identity of each contestant, the pupil was not permitted to sign or otherwise identify his or her list, but enclosed it in a sealed envelope bearing the pupil's name. The principal numbered the envelope, in the order received, opened it, removing the list and giving it a corresponding number, then forwarded the lists to the executive offices of the Great Northern, filing safely away the envelopes in the school vaults. Not until President Budd, in making the awards, read the numbers of the winning lists, were the successful contestants known.

The keenest sort of interest was awakened among the pupils of the schools, an interest which extended to the parents and other older members of the contestants' families, who were pressed into service.

The prizes were won by the following:

Summit School

Upper—First, Helene Abbott; second, Ann Okie; third, Betty Bohan.

Lower—First, Aileen Griggs; second, Marcia Lightner; third, Agnes Weed.

Oak Hall

Upper—First, Georgia Mary Clark; second, Constance Peterson; third, Henrietta Briggs.

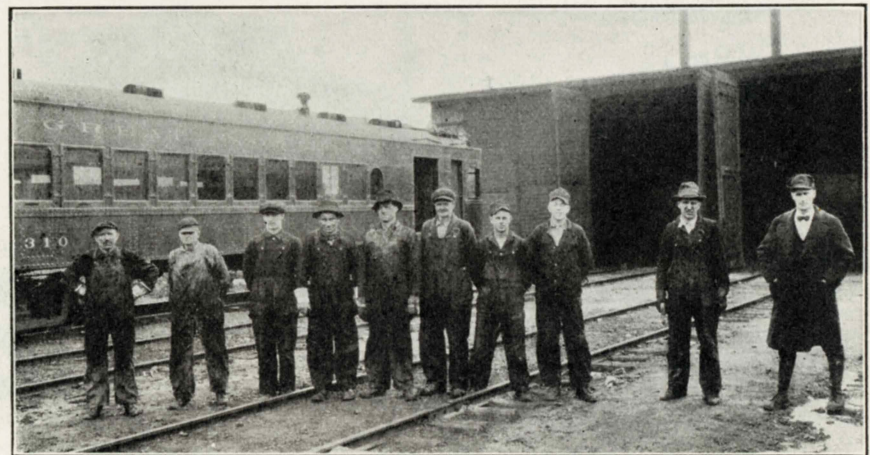


Drawn by Elmer Bullock, Toxverman, Wahpeton Junction.

"Now It Comes Out"

OLE SJAASTAD, A FARMER living near Tagus, N. D., has given us the low-down on the "wild" geese which were brought in after the season closed by Dispatcher Red Cloone, Agent Bill McHugh, Chief Signalman George Gathman, and Helper Roy Christian, as told in April SEMAPHORE. Ole says these "sportsmen" came on his farm during a recent snow storm, and after sneaking up on his tame geese, which were unable to fly on account of the heavy snow storm, shot them. Hearing the heavy bombardment, Ole, who is a veteran, thought the Germans were coming over; and on going to investigate, found "Red" Cloone chasing a wounded goose through his yard. After a chase, Ole and his hired man caught "Red," who told on his partners; and as a result, these "sports" laid down five dollars apiece and are still out of jail.

Since hearing of this the Park Board of Minot has put a special guard around the elk pen. The accompanying cartoon by Artist Bullock graphically tells the story.



Some of the Sioux Falls Brethren

THE PICTURE SHOWS motor car 2310 at rear of Sioux Falls roundhouse, with part of the day roundhouse force in the foreground.

Left to right are: Peter Paa, machinist; Mike Portz, machinist helper; Virgil Kizer, car repairer; Albert Rost, boilermaker; Fred Loding, boilermaker helper; Sam Alvine, coach cleaner; Robert Hawley, laborer; Val Morgan, laborer; Jas. Tomlinson, machinist, and C. H. Cummings, foreman.

The photographer was in a hurry to get away to take a funeral picture (not of the bunch) and he cut off the best looking man in the crowd, the shiek of the gang, Austin Pifer, machinist helper apprentice. We are indebted to Mr. Cummings for the photograph and above information.

Lower—First, Alice Lightner; second, Caroline Lightner; third, Katherine Lightner.

St. Paul Academy

Upper—First, Montfort Dunn; second, Mac Robinson; third, Ben Sommers and Lambert Nichols who tied, and each received the same prize.

Lower—First, Bill Graves; second, Max Stringer; third, Donald McNeely.

"Get the Hook"

The wrecking crew was rerailling an engine at Summit, Mont., which was off the rails and had the main line fouled. Mr. Smith was there and had become impatient on account of the delay in rerailling the engine.

"Hey there, Charlie" he yelled, "if you can't get that cable on anywhere else, why the H—I don't you hook it on the number?"

Great Northern Semaphore

Our Business Getters

The company is indebted to the following employes for their successful efforts to secure freight and passenger patronage for the railroad:



Ahearn, James, tankman helper, Delta, Wash., two passengers, Everett to Louisville, Ky.

Anderson, L. E., agent, Geneseo, N. D., two passengers, Geneseo, N. D., to Spokane, Wash.

Baker, Roy P., warehouse foreman, Wenatchee, Wash., one and one-half tickets, Wenatchee to Cincinnati, Ohio.

Bechtel, J. H., brakeman, Seattle, one passenger, Seattle to Chicago enroute Denmark.

Bernhart, John F., news agent, Spokane, two passengers, Spokane to Cincinnati, Ohio.

Birdwell, Everett F., dining car steward, St. Paul, Minn., two passengers, St. Paul to Portland, Oregon.

Bruckhauser, L. A., conductor, Spokane, two passengers, Spokane to Chicago and return.

Cassady, Louis, cabinet maker, Hillyard shops, Wash., two passengers, Spokane to St. Paul.

Costigan, Harry W., general agent, freight department, Seattle, one passenger, Seattle to Detroit, Michigan, and return.

Crone, W. F., roundhouse, Troy, Mont., one passenger from Wisconsin to Troy, Mont.

Curtis, Robert, brakeman, Great Falls, Mont., two passengers, Great Falls to Chicago.

Dressell, Frank, engineer, Minot, N. D., one car automobiles, Flint, Michigan, to Devils Lake, N. D., one car to Rugby; one car to Starkweather.

Ewen, J. W., agent, Nashwauk, Minn., one carload ore crushers, St. Louis, Mo., to Nashwauk, Minn.

Graham, F. W., assistant agricultural development agent, Seattle, one passenger, Seattle to Washington, D. C.

Haggart, W. E., engineer, Spokane, Wash., two passengers, Spokane to Seattle and return; one passenger, Spokane to Chicago and return, and one passenger, Detroit to Spokane and return.

Hannah, C. L., conductor, Spokane, Wash., one passenger, Spokane to Chicago.

Hayek, A. J., assistant superintendent dining cars, Great Falls, Mont., one passenger, Spokane to Great Falls.

Hervin, P. S., division engineer, Seattle, one passenger, New York City to Seattle.

Herzog, Anne, clerk, freight house, Butte, Mont., one car paper, Green Bay, Wis., to Butte.

Hilligoss, W. J., land cruiser, Tacoma, Wash., two passengers, Grand Forks, N. D. to Seattle, Wash., and return.

Holmes, A. S., brakeman, Seattle, Wash., two passengers, Seattle to Cincinnati, Ohio.

Ingraham, Geo. F., conductor, Spokane, Wash., two passengers, Marcus, Wash., to Grand Forks, N. D., and return.

Jones, H. R., engineer, Spokane, Wash., one passenger, Spokane to Portland, Oregon, via Vancouver, B. C., and return.

Keefer, John, engineer, Superior, Wis., two passengers, Superior to St. Paul.

Kelly, L. O., brakeman, Spokane, Wash., one passenger, Spokane to Vancouver, B. C., and return.

Kiloran, James, yard foreman, St. Cloud, Minn., two passengers, St. Cloud to Hinckley, Minn.

Klich, S. T., agent, Waverly, Minn., one passenger, Waverly, Minn., to New Rockford, N. D.; two passengers, Waverly to Chicago; one passenger, Waverly to Kansas City.

McElroy, W. B., switch foreman, Delta, Wash., one and one-half tickets, Everett to Minneapolis.

McKenna, J., agent, Hoople, N. D., three passengers, Hoople to Tucson, Arizona; two passengers, Hoople to Portland, Oregon; also routing on 32 cars of potatoes via Sioux City to Hoople, N. D.

McLaughlin, Pat, pensioned engineer, St. Paul, Minn., two passengers, St. Paul to Argyle, Minn., and return; one passenger, St. Paul to Duluth.

Maffett, Alvin E., switchman, Minneapolis, one passenger, Weyerhaeuser, Wis., to Portland, Oregon.

Maloney, W. P., traveling auditor, Spokane, two passengers, Spokane to Pittsburgh.

Matchan, N. R., agent, Lyman, Wash., two passengers, Otto, N. C., to Lyman, Wash.

Merry, C. P., operator, Bluestem, Wash., one passenger, Bluestem to Detroit, Mich.

Moe, C. G., secretary to general superintendent, Spokane, Wash., one passenger, Spokane to St. Paul.

Murphy, James, car distributor, Superior, Wis., three passengers, Superior to St. Paul.

Murray, W. T., car distributor, Spokane, Wash., one passenger, Spokane to Chicago and return; one passenger, Spokane to Tacoma and return; two passengers, Spokane to San Francisco and return; one passenger, Seattle to Spokane and return.

Mustell, H. J., agent, Columbia Falls, Mont., one passenger, Keokuk, Iowa, to Columbia Falls; two passengers, Eureka, Mont., to Columbia Falls.

O'Hara, C., train baggageman, Spokane, one passenger, Jacksonville, Fla., to Spokane.

O'Malley, Mrs. Agnes, operator, Cass Lake, Minn., two passengers, Cass Lake to Milwaukee, Wis.

Oliver, C. M., operator, Rugby, N. D., passengers from Rugby, N. D., to points as follows: two, San Francisco; one, Los Angeles; one, Marion, Indiana; two, Worthington, Minn.; one, Hot Springs, Arkansas; two, Texarkana, Ark.; one, Vinton, Iowa; one, West Plains, Mo.; one Rochester, Minn.; one, Pittsburgh, Pa.

Pitman, L. E., yardmaster, St. Paul, one passenger, St. Paul to Minot.

Quinn, J. R., conductor, Hutchinson, Minn., two carloads ranges, St. Louis, Mo., to Hutchinson, Minn.

Roberts, R. H., cashier, Helena freight house, one car machinery, Minneapolis to Helena.

Roope, William C., retired engineer, Seattle, three passengers, Seattle to Port Huron, Mich.

Ross, Virgil, machinist, Great Falls, one passenger, Great Falls to Oakland, Calif.

Shafers, J. A., mail clerk, Seattle, one passenger, Seattle to St. Paul.

Shults, Walter, stenographer, assistant general passenger agent's office, Seattle, one passenger, Seattle to Jackson, Mich.

Stralka, Theo. V., agent, Colgate, N. D., one passenger, Colgate to Reinbeck, Iowa; three passengers, Colgate to Chehalis, Wash.

Thomas, N. A., news manager, Spokane, one car glassware, Streeter, Illinois, to Spokane; one passenger, Spokane to Montreal and return.

Tietjen, Edwin, assistant general agent, freight department, Seattle, one passenger, Seattle to New York City.

Van, G. T., conductor, Whitefish, Mont., one passenger, New York City to Spokane.

Whims, "Chuck," contracting freight agent, Seattle, seven full and two half fares, Seattle to Chicago.

Every Day, in Every Way


BUSINESS GETTERS, when they acquire the habit, are always dopping out new ways to benefit the company. In this class is Joseph J. Dwyer, stationary engineer, Minneapolis Passenger Station, who recently was instrumental in securing two engagements for the showing of Great Northern and Glacier Park picture films, which will result in desirable publicity and the securing of competitive business. It is worth while for every employe to be thinking for his organization every day in every way.

Progress on the Tunnel

WORK ON THE LONG tunnel is going steadily forward. Progress on April 15 was as follows:

Pioneer tunnel, Scenic.....	730 feet
Pioneer heading from Tie	
River Incline	172 feet
Main tunnel, top heading at	
Scenic	270 feet
Mill Creek shaft.....	221 feet
Center heading west from	
Berne	1,158 feet

In excavating for the pioneer tunnel at the west portal, a section of loose rock was encountered, and it was decided to start farther up the mountain and go in on an incline. This is the "Tie River Incline" above referred to.



To make pleasant and comfortable the sojourn in Seattle of any travelers, whether tourists or business visitors, is the constant effort of this hotel.

Modern and fireproof. Cafe service unexcelled. Three blocks from depots and docks. Large, modern garage adjoining. Right rates. Smiling service.

HOTEL

FRYE

SEATTLE

SAFETY FIRST

Attainment of the Ideal "Safety First"

SAFETY FIRST" TAKES its slogan from the wide-spread movement of accident prevention and has several distinctive motives, among which is a desire to mitigate the appalling casualty rate in American industries and the humanitarian impulse growing out of the older welfare work for employees.

Safety devices alone are not sufficient to prevent accidents. Guarding of machinery is but one phase of accident prevention. The safety engineer, in order to do his work efficiently, must be given ample opportunity to incorporate safety in the construction work of a plant and not merely invade it with his safety devices after it is finished. The safe lines along which the new furnace building has been constructed and particularly the new cranes speak well of the thought, effort, and money expended to attain the ideal in safety. This same ideal is emphasized in all three branches of safety work, namely, Safeguards on Machinery, Safeguards against Fire and Sanitation.

Aside from bringing into existence an emergency hospital with a competent attendant, medical department, first aid corps, etc., the safety movement has done much for the welfare of the workers, since long hours, overwork, unsanitary surroundings, or anything else that lowers the vitality of the workman and hinders maintenance of good health, lead to carelessness and lack of alertness, one of the chief causes of accidents.

After the employer has done his part to safeguard against accidents, we must look to the employe to do his share. One of the most important factors is "Common Sense Applied." Without the loyalty and support of the worker, there can be no appreciable progress made towards our Ideal.

Discipline enters into Safety work in no slight degree, and unless one disciplines himself by establishing high standards and intelligently and effectively living up to them, he can not enter heartily into the spirit of maintaining a low percentage of accidents.

The proficiency with which efficiency is applied to accident prevention will depend upon the spirit and attitude of those in charge, who must work out its problems and to this proficiency we must tie our hopes for greater efficiency in Safety First.

Safety Standard Schedules

THE PROPERLY PRINTED and properly applied schedule of safety standards should become something of a text book in the field for which it is created. If the schedule is intelligently and scientifically compiled, it makes no difference whether the authori-

ty that promulgates it has jurisdiction over a territory that is large or small; it is bound to be productive of good.

The extent of benefit that is derived from a schedule of safety standards depends, of course, on three points which must be considered:

(1) The applicability and efficiency of the safeguards proposed.

(2) The authority and power of the issuing official or superior to enforce them.

(3) The intelligence and moral force that are put behind the enforcement of them.

I do not mean that these standards, once formulated and issued, are entirely ineffective, even if lacking in all these points. There is a certain inherent worth in such standards, which carries weight and produces results, though left wholly to depend on themselves. But—

(1) If the safeguards are not of high efficiency and are applied in a careless, haphazard manner, they are of the minimum of usefulness in the conservation of life and limb in industry;

(2) If the authority or power behind the issuance and application of these standards is weak and undefined,

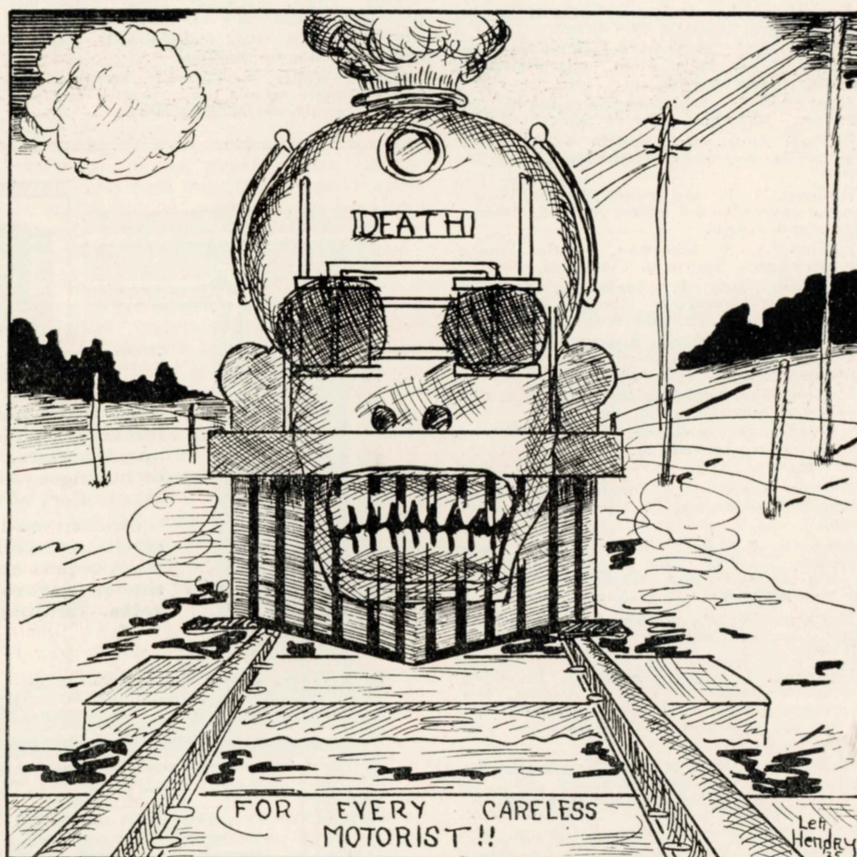
their effectiveness will be grasped only by that element in industry whose hearts are in the right place and who are actually in search of safety ideas;

(3) If, after they are issued, the standards are not intelligently pushed and the proper moral force does not enter into their enforcement, then they soon reach the limit of their appeal to those for whose use they were intended, and they gradually go out—as a blazing fire left unattended sinks to glowing coals, to embers and finally to dead ashes.

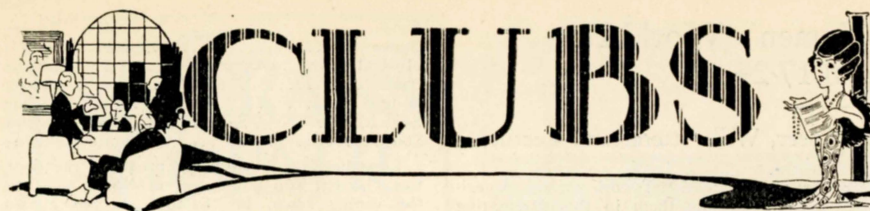
The adoption of safety standards should prevail in all spheres of activity. The standards should be the product of the highest class of talent in the particular sphere where they emanate and are applied; they should be enforced with all the legitimate power and authority inherent in the issuing official, and they should be perpetually applied, agitated, enforced—intelligently and without let-up—until they have answered the full purpose for which they were created.

Experience is a dear teacher but fools will learn in no other.—*Poor Richard.*

The world is blessed most by men who do things and not by those who merely talk about them.—*James Oliver.*



The above drawing was made by Len Hendry, son of Conductor W. L. Hendry, of St. Paul. Len is in high school, and shows great promise as an artist.



What the Several Chapters and Allied Organizations are Doing

ST. PAUL Chapter 1, Men's Section

HF. BAYER, AUDITOR capital expenditures, spoke at the meeting March 25 on Capital Expenditures. Mr. Bayer defined capital expenditures as the money that is spent to construct, add to, or better the physical property of the railroad, such as the purchase of locomotives, cars, machinery, and tools, the erection of depots and bridges, the construction of branch lines, spur tracks, etc.

He stated that all of the property of the railroad is carried on the books in an account styled Investment in Road and Equipment, and the expenditures made to acquire such road and equipment are charged to capital account—capital expenditures. He cited the funds expended on the new Cascade Tunnel and the Scooby extension as typical examples of capital expenditures.

Reference was made to the law Congress enacted over ten years ago empowering the Interstate Commerce Commission to ascertain the values of railroads for rate making and other purposes. This the Commission proceeded to do by making an actual physical inventory of the properties of the railroads as they found them to exist; and as a result of this, the Commission issued its Valuation Order No. 3, which requires all common carriers to keep certain records of capital expenditures since date of valuation. The functions of the Capital Expenditures' office are, therefore, largely to maintain such records and carry out the instructions of the Interstate Commerce Commission.

Mr. Bayer explained in detail the different reports that were required, the charging to certain accounts of the different forms of expenditures as prescribed by the Interstate Commerce Commission. To facilitate this work the Commission divides each railroad into zones, the Great Northern having approximately 145 such zones.

He told how authorities for expenditures (A. F. E.'s) are followed through from their inception to the time when the work is completed. He brought out the fact that, outside of labor and material costs, there are other elements entering into the cost of a construction job, generally termed "overhead costs," such as transportation of men and transportation of material. A charge is set up for the rental of equipment covering the use of locomotives, outfit cars, steam shovels, and other work equipment, as well as interest charges on bonds necessary for large expenditures.

A variety of records are kept in the office of the auditor of capital expenditures, so that the cost of any unit of rolling stock owned by the company can be quickly determined. Also, in that office are all the data of the money spent by the company in adding to and improving its property. The Investment Account, as it stands today, for the Great Northern Railway covers over \$500,000,000, and is increasing yearly at the rate of \$15,000,000 to \$20,000,000.

AT THE MEETING ON Wednesday, April 7, J. C. Baxter, vice-president of A. Guthrie & Company, delivered an unusually interesting talk on the long tunnel through the Cascade Mountains.

Mr. Baxter had brought with him three large maps showing the profile, cross section, and general location of the tunnel. Mr. Baxter called attention to the curvature that will be eliminated, the distance saved, and the grades shortened by this tunnel.

He stated that tunnel building was an infallible index of civilization, and briefly outlined the history of tunnels, beginning with the earliest in ancient Egypt; and especially the fine

examples constructed during the ascendancy of the Grecian and Roman Empires.

Through the Dark Ages, tunnel building was seemingly a lost art. It was not until a German inventor had perfected plans for the use of black powder in excavation work that any definite progress was made in tunneling. From that time on improvements have been made in the methods of constructing tunnels until, in connection with the construction of our new tunnel through the Cascades, the very latest methods, mechanics, etc., are to be utilized.

The new tunnel is to be an actual length of 7.76 miles, and already about 700 feet of pioneer tunnel work has been done from Scenic on the west end, about 187 feet of the shaft at Mill Creek has been sunk, and about 1,019 feet of the main tunnel has been driven westward from Berne. At the present time about 650 men are employed in the three camps at Scenic, Berne, and Mill Creek.

There are at present sixty-two railway tunnels of two and one-half miles or over in length in the world. The three largest tunnels in existence are in Europe. The fourth largest tunnel in the world, and the largest on the continent of North America, will be the Great Northern's tunnel through the Cascades.

Following the principal part of Mr. Baxter's talk he answered numerous inquiries from several of the men present. In one of his answers, he stated that they expected to encounter a temperature of about 90 degrees Fahrenheit in the body of the tunnel. Asked when it was expected the tunnel would be completed, he stated that work was definitely started on Thanksgiving Day, 1925, and they expected to have the tunnel completed on Thanksgiving Day, 1928.

President Budd made a few brief remarks, indicating how the tunnel job was assigned to A. Guthrie & Company, and expressed the interest with which all of us would be watching the progress of the work and the fulfilling of the prediction of A. Guthrie & Company as to the completion of the various sections of the tunnel and as a whole.

The Great Northern Songsters gave several very fine numbers.

ON APRIL 14, E. G. CHENEY, of the University Farm, gave an unusually interesting talk on Our Forests, one that was particularly opportune, coming as it did on the eve of Reforestation Week. Mr. Cheney said that probably a great many people have wondered why we should have an unusual problem in Minnesota with respect to our cut-over timber lands, one that the people of the eastern section of the country had not had. He felt that the answer lies in the fact that the forests of the East were, in the beginning of the settlements, cut down for the purpose of making the land available for agriculture, etc., while in Minnesota directly the opposite was true. The forests were cut down for use of the timber. In the East, the people were obliged to clear the lands to make them available for sustenance of the settlers. In Minnesota, especially in the northern part of the state, this was not true. Approximately three hundred years had been consumed in clearing up the eastern section of the country as far as the forests were concerned.

The cutting of the forests in Minnesota was primarily a commercial operation, the resultant cut-over land simply being the by-product. The first commercial saw mill in the state was built in 1838, at Marine, Minnesota. At Stillwater, one year later, another mill was built, and there were five big mills at that point in operation by 1842. The first commercial saw mill

in Minneapolis was built in 1847. It was soon discovered that logs could be rafted down the river as far as St. Louis, and saw mills were erected all along the river. This opened up a large market for the products of Minnesota's forests.

Mr. Cheney said that Minnesota had an immense acreage of cut-over land in the northern part of the state; that the forests were so largely a thing of the past that practically every lumber yard in the state contains about 85 per cent of lumber imported from other sections, principally from the Pacific Coast and from the South.

He felt that this is a deplorable condition, in view of the fact that we have a great deal of land that is suitable for practically no other purpose except the growing of timber. There are two big obstacles, however, in the handling of cut-over lands for timber reforestation purposes, and they are fire and taxes.

It is his belief that the fire problem will solve itself when it is realized that cut-over land and its young timber are valuable. Mr. Cheney offered what he believed is a solution of the tax problem, and predicted that a bill would probably soon be presented to the Minnesota legislature to meet this situation. The plan contemplates the payment of taxes when the land becomes productive—not the cancellation of taxes, but simply the deferring of payments until revenue is received from the product of the land.

Mr. Cheney stated that whenever we realize that the reforestation means something more than the sentiment of planting a few trees to make a picnic resort, home for birds, etc., we shall get down to business and make it a feasible and economic possibility.

J. H. Boyd gave several songs, accompanied at the piano by Mary Alicia Brown.

Chapter 1, Women's Section

AT THE LUNCHEON OF MARCH 25 Mrs. Elsa Obst, county treasurer, spoke on the tax and its computation and the various duties of the employees in the office of county treasurer.

Regina Strunk, Helen Bartcher, Emma Cuturia, Helen Wieken, Kathleen Scanlan, Helen Jones, Mildred Lilley, Ann Horwath, and Libbie Sodelsky were appointed to serve on the entertainment committee. Miss Strunk is chairman.

The following are honorary members for the year 1926: Mmes. L. W. Hill, W. P. Kenney, Ralph Budd, M. L. Countryman, F. L. Paetzold, G. R. Martin, and C. O. Jenks.

R. J. HAGMAN, ASSISTANT general solicitor, spoke at the luncheon on April 8 on "Why and How the Government Regulates the Railroads." Mr. Adachi, assistant traffic manager of the Southern Manchuria Railway, who is in the country studying American Methods of Railroad, was a guest at this luncheon.

SPOKANE

SPokane Chapter No. 2 held its regular meeting for the month of March at the Woodmen's Hall on Tuesday, March 23. The business session was devoted almost entirely to considering a suggestion offered by Club No. 5 at Wenatchee. Their suggestion was that clubs from Seattle, Everett, Vancouver, B. C., Wenatchee and Spokane unite and hold a picnic on some Sunday during July or August at Lake Chelan. The suggestion was very well received by the membership and a committee was appointed by the President, which committee will report later as to what arrangements can be made for such a picnic.

The program committee presented the following numbers: A clog dance by Beatrice Campbell and Ruth MacCulloch; The Charleston by Billie Franzen; piano solos by Marjorie Manthe and vocal solos by Betty Ann Smith. The balance of the evening was spent in dancing, music being furnished by the Great Northern Club Orchestra, and refreshments were served at a late hour.

On the evening of April 10, a dance was given in the waiting rooms at Spokane passenger station.
(Balance, Third Column, Page 26)

G. N. Club Women at Women's World Fair Chicago, April 17-24

Dorothy E. Pilley, Famed English Mountaineer, Will Attend and Lecture



Miss Pilley

THE GREAT NORTHERN Railway Women's Club of St. Paul, under the direction of May Needham, president, and Mrs. Olivia Johnson, chairman of the board of directors, will have an exhibit at the Women's World's Fair, Chicago, April 17 to 24. The club has arranged with Dorothy E. Pilley, distinguished woman mountain climber, of London, England, to be present and to deliver a series of lectures on mountain climbing in Glacier Park as a recreation for American women.

Miss Pilley is editor of the *Pinnacle Club Journal*, official organ of the Pinnacle Club, an organization of British women mountaineers. She is also a member of the Pinnacle Club, and Ladies' Alpine Club, of London, and also a member of the French Alpine Club. The qualifications for membership in the Ladies' Alpine Club are very rigid. Before British women mountaineers may join this organization, they must have spent three seasons climbing in the Alps, and must have climbed at least thirty peaks above 10,000 feet in elevation.

Miss Pilley acquired her early experience in rock climbing in the mountains of Scotland, around the Lake District of Cumberland, and in Wales. Here she served her apprenticeship in the difficult technique of rock climbing. Rock climbing in the British Isles is as difficult as anywhere in the world. Miss Pilley has spent five seasons in the Swiss, French, and Italian Alps, and has a thorough knowledge of that region. She has climbed to the summit of Mount Blanc, going up the Italian side via the Dome route, and down on the French side to Chamonix; she has scaled most of the high peaks in the Mount Blanc region and has ascended the Matterhorn up the difficult Zmutt, descending on the Swiss side. Miss Pilley is particularly interested in exploration. She has made extended trips of exploration in the Alps, the Pyrennes, Corsica, and Czecho-Slovakia. She has climbed several of the more difficult peaks of Glacier National Park and visited the new Waterton Lake region in Canada, where the Glacier Park Hotel Company is to build a new million dollar hotel.

She will spend her entire summer in 1926 guiding the all-expense, personally-conducted tours run under the auspices of the Great Northern Railway Women's Club. She will essay some peaks never before scaled by mountaineers in Glacier National Park, and

will carry on educational work among American women, training them in this fascinating and healthful sport.

Miss Pilley will be a hostess at the Hunters & Explorers booth one day during the Fair.

Another feature of the Women's Exhibit at Chicago will be Princess Running Eagle, one of the Blackfeet Tribe's most beautiful maidens. The princess will be present to explain to her pale faced sisters the beauties of her home, Glacier National Park.

The princess will appear in her native costume. She is a junior in the high school at Fort Browning, which is headquarters of the Glacier National Park Indian Reservation.

The exhibit at Chicago is being arranged under the supervision of Miss Needham and Mrs. Johnson, and will consist of an exact replica of the new Oriental Limited observation car.

SIoux CITY

AT A MEETING HELD April 12 it was decided to give another dancing party Saturday evening, April 17, and the music for this occasion will be furnished by Don Perry's orchestra. Mr. Perry is an employee of the Great Northern and has one of Sioux City's leading orchestras. At this meeting the possibilities of having a picnic in June at the Devils Gulch and Palisades near Garretson, S. D., were discussed, and definite plans and arrangements will be announced later.

SEATTLE

A GOOD TIME WAS HAD by all" is the general report received from the card party held by the club on March 29. Although the attendance was not as large as had been expected, those present more than made up for that lack by enjoying themselves to the "nth" degree. Mrs. Elliott won first prize for the ladies and took away a nice big ham. W. J. Davies, our esteemed agent at "Snoose Junction," packed away the first prize for men, which was also a ham. However, Mr. Davies, always courteous to those of the fair sex, gave way to Mrs. Gallant, the winner of the second lady's prize, who wanted the ham and "W. J." took a box of candy instead. Nobody knows what became of the candy but "W. J." was seen going home without any box of candy under his arm. Miss Clo Bush, from G. N. docks, won the third prize for ladies and received a box of candy. George Bremer of the traffic department and Irv. Tegtmeyer, engineer, tied for second place among the men and George won the toss, taking the bacon and leaving the candy for Irv. Mr. Norton, proprietor of Norton's cafeteria, where the party was held, was very kind to the committee, and we wish to thank him for his co-operation.

Agent Davies, the above mentioned winner, approached the committee before the party and inquired if they were going to play real "he-man" whist. When asked for a fuller explanation of his question, he asked if leading from a sneak was barred, or if we were going to play lady-whist, lead any old thing and trump your partner's ace. Davies got his wish and sneaks were barred.

Some of the employees should come around and get in on these club entertainments. You will have a good time and get acquainted with the fellows you have been talking to on the phone all these years.

EVERETT

GREAT NORTHERN CLUB, Chapter No. 10, gave a free entertainment and dance for all employees and their families, in Eagles Hall, Everett, April 14, 1926. The following program was presented:

Song	Mr. Meyers
Dance	Misses Jackson & Sampson
Song	Miss Olive Barton
Sketch	Buddy Players

Song.....	Miss Bulger
Dance.....	Esther Erickson
Musical Uke.....	Billy Morgan
Dance.....	Master Pomeroy
Song.....	Chas. Parker
Sketch, "The New Senator".....	Buddy Players
Song.....	Knut Johnson

Immediately following the program, the floor was cleared, and while section No. 1 went to the dining room, the balance of the guests danced, then, in their turn went for their refreshments. Approximately 600 people enjoyed this entertainment and voted it the most successful party the chapter has ever given.

Among the dancers, the following out-of-town guests were noticed: H. W. Mass, field accountant, Berne; S. P. Mabel, W. F. E. agent, Seattle; W. J. Warren, traveling accountant; John J. Dempsey, secretary to Mr. Costello, Seattle; Nels Howell from Mr. Merritt's office, Seattle; Don Huggard, cashier, Ballard; H. J. Schmitt, field accountant, Mill Creek; S. E. Allen, roadmaster, Burlington; W. E. Fenton, cashier, Burlington; Geo. Knisley, bridge watchman, Mt. Vernon; C. C. Christopherson, agent, Mukilteo; H. E. Parsons, agent at Stanwood.

At a recent meeting of the executive committee of Chapter No. 10, the following committees were appointed:

Membership: E. P. Haglund, chairman, Ruth Illman, Ross Thayer, H. E. Burton, J. H. Klopfenstein, J. P. Melby, H. Shapleigh, Lillian Parish, W. H. Connolly, W. E. Coleman. Entertainment: Knute Johnson, chairman, O. G. Bittorf, Chuck Emmott, C. Meyers, D. Caterang, Harry Weiber, Wm. Jollie, W. B. Cole, E. J. Souviney, Geo. English, W. A. Daugherty.

The entertainment committee is looking into the question of a boat excursion to Victoria, B. C., and, if it is found at all possible to arrange for such an excursion, you can plan to spend Decoration Day, May 30, in Victoria.

VANCOUVER

VANCOUVER CHAPTER, No. 11, of the Great Northern Clubs, will again entertain with a "Hard Times" dance to be held in the club rooms over the freight office in Vancouver on the evening of Saturday, April 17, 1926.

It is the desire of the entertainment committee that every available employee of the Great Northern in this district take part in this entertainment, and you are all expected to attend. We must fill the hall to overflowing. Old clothes will be very popular, and anyone attending dressed in other than the prevailing popular garments will be fined by the committee in charge of this feature. The regular charge of 50 cents will admit you to the hall. So, come along and let's all get in the game and have a real evening's fun.

Plans are now being arranged for our annual dance, which will be held again in the passenger depot.

Remember, this club is alive and if you will suggest anything that can be used, it will be appreciated.

GREAT FALLS

On April 14, Chapter No. 4 staged another successful dancing party at the Elks' Hall, at which about 150 couples tripped the light fantastic to the music of Howard Heenan's Syncopators.

Among the guests of the evening were C. L. LaFountaine, general safety supervisor; C. H. Putnam, master car builder; and A. W. Kingsbury, representative of the American Optical and Goggle Company.

At 10:30 p. m. the two chefs, Hogan and Dunwiddie, announced that refreshments were ready, and on arriving at the dining hall, all were served with sugar-baked ham sandwiches and real coffee.

Tom Bolin, chairman of the fun committee, had another party lined up for next month, but is keeping his plans under cover at this writing.

BALANCE SPOKANE

(Continued from Page 25)

senger station by the Sport Committee, under the chairmanship of A. G. Watkins, for the benefit of the baseball team. About 400 attended and an excellent time was enjoyed. The music was furnished by the Roble-Hendricks orchestra.

Great Northern Semaphore

SPORTS

BOWLING

St. Paul Railway League

Final Standing

	Won	Lost	Team Average
Glacier Park.....	68	16	903-7
Winnipeg Limited.....	53	31	873-27
Yellowstone.....	52	32	870-34
Yakima.....	49	35	856-7
Oriental Limited.....	41	43	862-64
North Coast Limited.....	30	54	818-48
Big Baked Potato.....	22	62	801-37
Great Northern Goats.....	21	63	778-80

Season's Records

High single game—Dean, Yellowstones.. 265
 High three games—Page, Yellowstones.. 639
 High team game—Winnipeg Limited.... 1,023
 High team total—Winnipeg Limited.... 2,917

First high individual average—Gutz.... 188
 Second high individual average—Page.. 183-58
 Third high individual average—Peterson 183-26
 Fourth high individual average—Russell 182-7
 Fifth high individual average—Ohlander 181-33

Individual Averages

GLACIER PARK		ORIENTAL LIMITED	
	Games Ave.		Games Ave.
Gutz.....	78 188	Ohlander.....	77 181
Peterson.....	79 183	Kittley.....	79 178
Russell.....	72 182	Johnson.....	77 171
Lauer.....	77 179	Hanson.....	69 169
Jorgensen.....	67 178	Wendt.....	70 162
Isaacs.....	47 167		
YAKIMA		G. N. GOATS	
	Games Ave.		Games Ave.
Long.....	31 185	Neudauer.....	33 172
Picha.....	78 180	McMahon.....	42 171
Ryan.....	84 177	Larson.....	3 171
Pringle.....	78 174	Blaschka.....	52 165
Waller.....	34 162	McGovern.....	28 159
Panushka.....	67 161	Dox.....	66 156
Jungeck.....	30 151	Schaller.....	63 151
BIG BAKED POTATO		YELLOWSTONE	
	Games Ave.		Games Ave.
Copper.....	80 168	Page.....	72 184
Etter.....	81 168	Dean.....	77 178
Stoll.....	51 164	Leahy.....	54 176
Roloff.....	80 162	Hoffman.....	78 171
Nentwig.....	29 157	Cassery.....	79 170
Thomson.....	73 144	Powell.....	53 167
WINNIPEG LIMITED		NORTH COAST LIMITED	
	Games Ave.		Games Ave.
Pagel.....	55 181	Pewters.....	36 171
Wedell.....	75 178	Schneider.....	77 170
Lindorfer.....	26 176	Patterson.....	78 168
Kowalski.....	66 175	Micko.....	73 167
Ekensteen.....	69 174	Grube.....	58 162
Schneider.....	24 174	Boerner.....	27 161
Beckwith.....	62 172		

MOUNTAIN CLIMBING

Mt. Hamilton

ON SUNDAY, MARCH 28, the Spokane, Portland & Seattle Railway Company Hiking Club, of Portland, Oregon, took its first hike of the season. They elected to ascend Mt. Hamilton, and one of the club, Mr. Hosking, sends in this account of their outing.

The gang scrambled from the train at Beacon Rock, about 9:30 a. m., Sunday, March 28, and started up the well beaten trail towards the summit of old Hamilton, standing in the distance like a huge castle sheltering some giant monarch.

As we entered the green portals of Nature, dotted here and there with many spring flowers in all their blushing innocence, we could hear the basic music of Hardy Creek, which seemed to go dancing over the rocks in perfect rhythm, to the tune of some master symphony leader. On up the carpeted trail the crowd moved joyously, with now and then the silence broken by a voice in the rear "When do we eat?" or by some one in the front ranks, "How much farther?" After a climb of about a mile, Rodney Falls came into view, tumbling over the hill in a great torrent, like thunder ushering in rain, the echoes resounding from the distant hills. The gushing stream drops into the



Glacier Park Riding Club

THIS CLUB IS COMPOSED of Great Northern employees, and they are shown here taking an early morning ride on February 7, 1926. Most of them are wearing the picturesque Glacier Park carnival costumes, relics of the Winter Carnivals held in St. Paul several years ago.

Left to right the riders are: Walter Nolting, Mrs. J. Mabel Dilhan, Otto P. Kraiss, Wm. Hart, Florence Peterson, Holly Angell, S. A. Volkman, J. H. Goos, H. H. Des Marais, C. H. Beardsley, Bernice Kaye, V. J. Theimer, I. H. Kerr, Mrs. Claire Hilken, T. H. Foley, Andrew Pearsall, Myrtle Schifferl, Anton S. Peterson, George J. Ghimenti, Cyrus Elliott, Ogden Mills.

"Bowl of Winds," formed by Nature's own hands. Here the spraying mist flew in every direction and shone like myriads of sparkling diamonds.

The crowd moved on up the trail that brings to the hiker's mind "Dante's Inferno." The trail zigzags up through Nature's green hills and wooded glens; nothing was heard but the faint rippling of the water, which grew fainter and fainter with every step; but Nature's music was not lost to our ears, for the va-grant breezes, floating gently through the giant trees, played a delicate, melodious, matutinal symphony, as they brushed leaf upon leaf in soft, rustling numbers, an overture to the glorious day.

As we climbed up the mountain the puffs of our fellow hikers were heard; then the long-awaited announcement was heard: "Let's Rest." Everyone slumped down and chattered at the marvel of Nature, then the climb was resumed and we carried on until our goal, the summit, was reached. Here was presented a wonderful view of the valley below, and of the monarch, "Beacon Rock," standing to the east, as might some great, fabled giant, guarding against any foe that would destroy the wonders of Nature.

Luncheon over, we started back, stopping along the path to admire the grandeur of the great mountain and surrounding country.

When we came to the end of the trail, the sun had long since started its long descent towards the western hills. Across the silent Columbia came cool refreshing breezes making the water ripple and dance in the brilliance of the sinking sun and gave the Columbia the appearance of a stream of molten gold seen through shimmering fire. As we boarded the train for home, the winds softly chanted among the trees the requiem of a Perfect Day.

Traffickers' May Festival

A MAY FESTIVAL DANCE will be given by the Traffickers (freight traffic department) Tuesday evening, May fourth, at Tamarack Lodge. The last dance given by them was a huge success, and they promise even a better time at their May festival. All are invited and no one can afford to miss it. Don't forget the date, Tuesday evening, May fourth, at Tamarack Lodge, Carter and Como avenues. Music by the Original Crackerjacks.

They Make the Every-Day Job Interesting

THAT DIMINUTIVE BUT EVER interesting *Terminal News*, house organ of the McDougall Terminal, Duluth, Minn., has this to say of some of the exchange house organs and employees' magazines coming to the editor's desk:

Since embarking on the literary side of this business, using the "News" as our vehicle, I find that there is an ever-increasing list of little interesting magazines coming into the office. It is interesting to find that so many soulless corporations have found for themselves voices. It is human nature to want to express oneself in print, and I think that nothing yet has served to make more human the operations of great companies than these selfsame booklets. In the "Compass" the Vacuum Oil Co. tells us that their Gargoyle Oil has a lot to do with making the world go round. The Texas Oil Co. in "Lubrication" tells how the wheels of progress stay that way. The GREAT NORTHERN SEMAPHORE brings a great railroad system down to the level of common understandings. The "Cunarder" beautifully entices us with pictures of Europe's playgrounds. In "Motor Chat," Kelly-Springfield tells us of the miles that Kellys smile at. Every day some new bit of literature comes in which reminds us how very interesting the every-day, sordid old job can be made to be.

No man is worth his salt who is not ready at all times to risk his body, to risk his well-being, to risk his life, in a great cause.—Theodore Roosevelt.

The ladder of life is full of splinters, but they always prick the hardest when we're sliding down.—William L. Brownell.

In True Great Northern Fashion



A Quartet Which Practices Courtesy

Top row, C. A. Bradshaw, ticket clerk at Everett, Wash.; Lars Loveseth, ticket clerk, King St. Station, Seattle; bottom row, C. E. LaRue, Cascade Division conductor; E. V. Hanson, Pullman conductor.

THE FOLLOWING WAS recently received from A. Scott Bullitt, of the C. D. Stimson Company, of Seattle, Wash.:

As you generally hear only from the people who have complaints to make, while the great majority who are satisfied, take it as a matter of course and remain silent, let me be an exception to the rule and express my appreciation of the courtesy and assistance rendered me by a conductor on the Great Northern Railway some time ago.

The circumstances were these. On Sunday evening, the 6th of last September, I left Seattle for Louisville, Kentucky, on the Oriental Limited, Great Northern Train No. 2 eastbound, having been called suddenly to Louisville by the fatal illness of my mother. I left my railroad ticket and Pullman ticket in another coat and did not discover it until the conductor asked for my ticket some distance out of Seattle.

I explained the situation to the train conductor, whose name I have forgotten, and to the Pullman conductor. They were both especially courteous to me and were of great service when I needed it. I am writing this without the knowledge or suggestion of either of them.

At the suggestion of the conductors, I telegraphed at the next stop, Everett, Wash., to my home and arranged for the ticket to be taken at once to the ticket office at the station in Seattle. The agent in Seattle then wired to the agent in Spokane, giving authority for the issue of a new ticket and berth, both of which

were given me the next morning when the train arrived in Spokane.

The whole matter was straightened out completely without annoyance or embarrassment to me. I hardly had money enough in my pocket at the time to buy a through ticket to Louisville, with sleeping car accommodations and dining car service. By arranging the matter so I could go straight through on that train on a duplicate ticket, I was able to reach Louisville a few hours before my mother's funeral.

I also would like to add that the ticket agent at Everett assisted me courteously and promptly. The train was there only a few minutes and I had to act quickly. The agent attended to sending the telegram for me. He followed it up by a long distance message to my home. I have just returned to Seattle after having remained in the East since September and find that the Everett ticket agent explained the matter over the telephone and the necessity of quick action in getting the ticket down to the Seattle station the same night.

While I don't know the name of the conductor on the train, or the ticket agent at Everett, or the agent at Seattle who was on duty that night, I feel that I should call your attention to the prompt and courteous service rendered to me by all three of them. None of them knew my name, nor was there anything of a personal nature addressed especially to me. But their actions were evidently due solely to a desire to accommodate the traveling public in every way possible, and I happened to be the beneficiary.

Snappy Work

(Continued from Page 9)

track, while Conductor Bolyard enlisted the services of Work Train No. 1534 in charge of Conductor LaFlame, who was at Bridge 195.6 placing concrete slabs and had a derrick and wrecking outfit with him.

With the co-operation of work train conductor and Bridge Foreman Tom Gardner, a truck that had been set out at Purdon by a work train, was obtained, and in 45 minutes the track was clear and traffic proceeded with very little delay. Derrick Engineer Mattson did his share in assisting in the handling of the broken truck and replacing the broken wheel.

Women's Department

(Continued from Page 18)

Nut Bread for Sandwiches

4 cups flour	1 egg
4 tsp. baking powder	½ cup nut meats
½ cup sugar	1 tsp. salt
1½ cups milk	

Let rise for 20 minutes. Bake slowly in a moderate oven. More nuts and raisins may be added.

Banana Cake

2 cups sugar	2 tsp. Royal baking powder
½ cup butter	Vanilla
Salt	Whites of 3 eggs, well beaten
1½ cups milk	
4 cups flour	

Cream together sugar, butter, and salt. Gradually add milk, then flour, and baking powder, well sifted. Stir until smooth, add flavor, lastly whites. Bake in layers.

Filling for Banana Cake

Peel and slice 3 bananas, add 3 egg yolks beaten light, mix well together. Dissolve 1 cup sugar, ½ cup water, boil until it candies; add banana and egg mixture a spoonful at a time. Cook 10 minutes stirring constantly. Remove from fire, stir until cold. Spread between layers.

Chop Suey

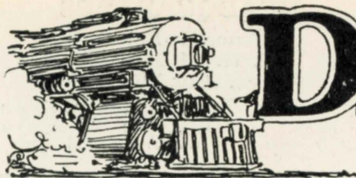
½ pound each boneless, veal, pork and beef
6 to 8 medium onions
1 stalk celery
2 packages spaghetti
Salt and pepper to taste

Cut the celery and onions quite fine and the meat in pieces about an inch square. Fry the meat, celery, and onions in deep butter on a slow fire until brown. Boil two packages of spaghetti, cut quite small, in salt water until tender. Drain in colander and turn cold water over it to separate the pieces. Put one can of tomatoes through the colander and add to the spaghetti. Bring to a heating point but do not boil; add the meat, onions, celery, salt and pepper. Serve piping hot.

MRS. THEO. F. SVOBODNY,
Wife, Machinist Helper,
Jackson St. Roundhouse,
St. Paul, Minn.

Thelma B. Root

Great Northern Semaphore



Division News

CASCADE DIVISION

Associate Editor
D. O'HEARN
Everett, Wash.

Skykomish

Machinist Helper W. E. Williams was promoted to helper apprentice April 1.

Machinist C. Newton is going to St. Paul, April 15, to attend the Shop Crafts' convention.

Trainmaster Clary has recently purchased a new Willys-Knight sedan.

Agent J. E. Oursler, formerly agent at Cascade Tunnel, and Millard A. Howe, formerly of Burlington, are now working in the Skykomish depot.

Vancouver, B. C.

A. Whittall, city passenger and ticket agent, has recently returned from a very enjoyable trip to points in Washington, Montana, and Eastern British Columbia.

Harry Lawrence, Ardley towerman, has just returned from a trip through the East, returning via California.

George French, special agent, has been very sick the past two weeks. All of the employees extend good wishes to George and sincerely hope he will soon be on his feet again.

Tex Foster, night special agent, was injured in a fall recently and was unable to be on duty for about a week. Tex is back again now and, although a little stiff, is almost as spry as ever.

Pearl Simmons, switchboard operator, and Mr. and Mrs. E. J. Keeley, were visitors in Seattle over Easter.

New Westminster, B. C.

Ticket Agent Montry Jones, accompanied by Mrs. Jones, spent several days visiting friends in Wenatchee during the early part of April.

Mrs. E. S. Duncan, of Everett, spent a few days visiting her husband, Conductor Duncan, who is in charge of the work train filling in bridge 77 near New Westminster.

Mrs. A. Hare, of Scenic, who was visiting relatives and friends as New Westminster, was suddenly called home on account of the serious illness of Mr. Hare, operator at Scenic, who was taken ill with pneumonia.

Mr. and Mrs. S. J. Craig, of Scenic, spent a week visiting old acquaintances at New Westminster where Mr. Craig was formerly employed as operator.

Everett, Wash.

Nellie M. Moore, exchange operator in the superintendent's office, left April 15 for a thirty-day visit with friends in Los Angeles, California.

Mrs. H. C. Simpson, wife of relay operator "Jack" Simpson, is recovering from an attack of influenza.

Patrick J. McEoin, trainmaster's clerk, has recently tendered his resignation, to accept a position as teacher in Rogers Business College. He is succeeded by E. W. Alcumbrack.

W. E. Coleman, A. F. E. distribution, superintendent's office, has moved his family to Sunnyside for the summer.

Harry Reed, trick dispatcher, left April 2 for California. He said he was going to stay as long as his money held out—so—we expect him back any time.

Myrtle Bravo, bill and voucher clerk, superintendent's office, is leaving April 21 for a week's visit with friends in Yakima.

E. W. Anderson recently returned from St. Paul, and is now holding down his old position as accountant in the superintendent's office. His return made several changes—Mr.

Bittorf bumped Mr. Millson who bumped Mr. Peterson. Art Peterson forthwith bumped an extra gang time keeper and is now stationed at Gold Bar and Index.

Bellingham, Wash.

Mr. and Mrs. Haldor Arnason motored to Vancouver, B. C., April 10 and spent the weekend with relatives.

Robert McCormick, station clerk, recently confined to his home with an attack of the flu, is back on the job again. We are glad to see him back because he is an accomplished "kiddier" and we missed him badly.

We are glad to learn that Mrs. Pryor Brentz, wife of Operator Brentz, is recovering from her recent illness and will soon return to her home.

H. P. Christenson, formerly agent at Bellingham, has now bid in Scenic and has been assigned.

Guy Beck, switch foreman, has disposed of his home on J Street and is building a new home on Elm Street.

Dean Petter paid a short visit to his parents in Seattle on March 20.

Various Points

Mr. and Mrs. James Roberts, of Blaine, spent a few days visiting in Seattle the early part of April.

William Smith, section foreman at Guichon, visited at his old home in Ferndale April 3. Messrs. Ole Stevenson, agent, Volney Newell, cashier, and Howard Merrill, customs broker, all at Blaine, spent a short time in New Westminster the first part of April. Conductor Walter Victor, of the Guichon branch, motored to New Westminster and Vancouver, B. C., Sunday, April 4.

F. C. Griffin, relief agent, Cascade Division, journeyed to St. Paul to attend to some O. R. T. business on March 21. He reports that while he had a fine time, he was glad to get back to the Puget Sound where it ain't going to snow no more.

SEATTLE ITEMS

Associate Editor
A. L. SCOTT
Seattle, Wash.

Warren "Speed" Smith, messenger in the telegraph department, has developed into a real estate owner and capitalist. Warren was recently awarded



a judgment of fifteen hundred dollars for injuries received in an automobile accident and he immediately invested the money. Speed and thrift gets them.

Bill Meanch and his hustling gang of ball tossers are hard at it again and we look for reports of another championship ball team this season.

C. L. Lafontaine, general safety supervisor, spent a few days

in Seattle last week and everyone was glad to see his ready smile. Welcome to our city any time, "C. L." and depend upon us to boost for Safety First.

Joe Hencel, secretary to Col. Mears, assistant chief engineer, is in the Columbus Sanitarium, having recently undergone an operation for appendicitis. Understand he is getting along fine, but we are not sure just when Joe will get back to work as complications in the form of a very pretty nurse have set in. Best luck, Joe.

C. I. Barr, recently appointed assistant general agent for the Orient, is leaving Seattle on the S.S. "President Grant" April 16, to take up his new duties in Shanghai, China. (The girls in King Street station report that C. W. Meldrum was a little tardy in giving this information out. Otherwise Mr. Barr might have had company on the trip, as they understand he is single and handsome.)

James T. Maher is with us for a few days again, and everyone is glad to see him, especially

Miss Christensen, stenographer in the right of way and tax agent's office. The other day Miss Christensen cut her hand quite badly at the office and Mr. Maher acted as M. D. She says he is a very good one, too. All the girls are looking for ways and means of cutting their fingers or breaking their hands in the hope of having "Jimmie" as their doctor.

W. L. Schoettler, Mr. Maher's assistant, is also in the city for a few days. He says he likes the Seattle sunshine.

Jimmie O'Neill, son of J. H. O'Neill, general manager, was home for the Easter holidays. Jim is attending St. Thomas College, St. Paul, and looks very sporty in his new cadet uniform.

John L. Snapp has fully recovered from his accident and his arm is again in its normal position instead of on the "wing."

We are glad to welcome to the circle Grace Drumheller, new stenographer in the traffic department, and Isabel Burns, stenographer in the purchasing department. Danny says that he hopes you like our company as he is prepared to like you both very much.

Everyone was sorry to hear of the death of Mrs. Myrtle Harris' father. Mrs. Harris has had a cheery "Good Morning" for all Great Northerners and others for several years, and the sympathy of all is extended to her.

M. J. Costello has been in California for the past few weeks, but will be back with us in a few days. (Quoting one of the girls in the general office: "We all miss 'Martie's' smile when he is away.")

Everyone is glad to see Fred Rice, the genial auditor, out of the hospital again. It is reported that Fred and "Robbie" Robertson celebrated April first in the usual manner, but the evidence has not been produced as yet. Did you catch any fish, boys?

"Billie" Roope, retired engineer, although a bank director now, can't keep away from the railroad altogether. He drops into the city ticket office every once in a while, and every time he calls he has a tip to give us and usually we find that Billie has sold the prospects before we call on them.

Most of our girls joined the "L. L. L." during the last month. Due to an alleged smallpox epidemic the doctors were all very busy with vaccinations and as a consequence the "Ladies' Limping Legion" was organized. Most of the boys quit their spring ball practice for a few days also.

Seattle sunshine is much in evidence these days and we sympathize with the people living in the lands of blizzards and snowstorms.

George A. Seibold, the boy who puts all the fish on No. 28 each night, says that he will pay the reporter the dollar he owes him, the reporter, if the latter gets a good Seattle column in this month's issue. These few lines ought to be worth one buck at least, George.

"Chuck" Whims, formerly chief clerk in the up-town freight office, has been promoted to contracting freight agent. A few of the boys, including Ed. Tietjen, Ed. Hills, Bill Bourke, and Andy Anderson, have suggested that "Chuck" will have to carry his own cigarettes hereafter as he will be too far away from his former source of supply at times. Incidentally they each claim that they will be money ahead. "Ernie" Leitke has succeeded "Chuck" as chief clerk in the office.

G. N. Docks Used by Japanese Line

The first of the Nippon Yusen Kaisha passenger liners to use the Great Northern Dock for landing passengers and cargo under the new arrangement was the Iyo Maru, which arrived here April 14. She discharged a \$2,000,000 silk consignment for shipment east over the Great Northern Railway. Her general cargo was a large one, a considerable amount of which is for eastern consignees and will move over our line. The passenger station at the dock has been renovated and it is planned to have a formal opening in the very near future.

Seattle Spirit

Recently the Misses Mary Alice Casey and Lucille Spellman, who hold forth in the office of the auditor of car records, in St. Paul, spent their vacation in the Charmed Land of the Pacific Northwest. While in Seattle they called on their old friend, J. J. Sullivan, assistant general superintendent of transportation, in King Street station. Mr. Sullivan, as a true host, immediately introduced them to several young ladies around the general office building, and as a consequence, the two young visitors spent two enjoyable days in the com-

pany of our employes here. You all know what it is like to spend time in a strange city without friends and it is a certainty that the two young ladies from St. Paul appreciated the hospitality of the Seattle ladies. We in Seattle commend the Misses Ethel Ronald, Norval Flake, and Mabel Meese for the acts of hospitality and trust that others will emulate their example. They took their own time and drove the young ladies over Seattle's scenic boulevards and showed them the town in general. Actions such as this will sell Seattle to anyone.

DAKOTA DIVISION

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

Art Ronne, timekeeper, is spending part of his vacation visiting friends in Seattle.

R. C. Cardinal, formerly agent at Sarles, has been appointed ticket clerk at Grand Forks, filling the vacancy caused by the death of Hugh Kier.



Brakeman Joe Swain, known among his many friends as "Monney," returned recently from an extended trip through that much heralded country in the extreme Southeast, called Florida. We know that Joe wears a

genial smile all of the time, but on his return the smile was broader than ever. When asked the reason, he replied that the only way to keep away from those pesky mosquitoes is to stay in the Red River Valley.

Conductor Bill Gilbert has been very busy lately getting his fishing tackle ready for the opening of the fishing season. Any others who figure on getting out the opening day had better get on the job early.

Conductor Clem Bentz is making a tour of the country. Evidently Clem believes in "See America First," for when he left Crookston he had his arms full of transportation. He intends to visit the South and Pacific Coast and return via the Great Northern.

Conductor W. C. Buelow has returned to service after being on leave of absence for seven months, due to serious illness. We are glad to see you back, Bill, and hope you have completely recovered.

Conductor William Lakie, who has been seriously ill for the past several weeks, is reported to be steadily improving and may resume his duties as conductor on the Barnesville line in the near future.

Yardmaster Harry Lord, of Breckenridge, has been on the sick list for the past three weeks from the flu.

Roy Larson, yard clerk at Breckenridge, has been promoted to yardmaster at Casselton.

J. J. McCabe, engineer on trains 27 and 28, was re-elected mayor of Breckenridge at the city election held February 17. Ira Kellogg, conductor, was re-elected alderman from the third ward, and J. H. Schott was re-elected alderman from the second ward. The Great Northern is certainly well represented among the city dads at Breckenridge.

Mrs. Herman Dittman, wife of Yardmaster Dittman, of Breckenridge, passed away March 15. Funeral services were held at Breckenridge, March 18.

Mrs. Kate Ohman, operator and ticket clerk at Breckenridge, has returned from leave of absence, and is back on her old job again.

Jeff Bougie, switchman at Redland, passed the cigars around recently. Some of the bunch thought it was a new Ford, but upon investigation it was found that a seven-pound girl had arrived.

Engineer McNairney is having his Studebaker remodeled. Understand he is going to have the engine simplified, so he will have more power and save on fuel.

T. Ostbye & Son, contractors, who are building the new Steele County Court House at Finley, N. D., have been getting a good many carloads of planed Indiana limestone, shipped from Ellettsville, Ind., routed via C. I. & L. to Chicago, Soo Line to Minnesota Transfer and Great Northern to Finley. There seemed to be considerable delay in getting the cars to Finley and A. J. Karras, agent at Finley, induced Mr. Ostbye to route some of the shipments via the C. B. & Q. out of Chicago. Mr. Ostbye had one car routed as usual via another line and routed three via the C. B. & Q. The three cars routed via the C. B. & Q. had arrived and were unloaded while the car routed

Meritorious Mention

WHEN PASSING BY EXTRA east freight at Walton, Mont., April 6, W. E. Sheppard, signal supervisor, noticed a broken flange on a car and reported it to the train crew, probably saving a spill on the hill.

Brakeman J. A. O'Brien, in extra 3352 east, April 14, passing Chiwaukum, Wash., discovered a loose drawbar on west end of GN 60209, for which he has been given a credit mark.

Charles Duncan, track walker, Leonia, Idaho, on March 24, discovered a broken piece of flange ten inches long at a point one and one-half miles west of Katka, Idaho. Mr. Duncan immediately notified the dispatcher, who arranged for a close inspection on all cars, and the car with the broken flange was found and repaired. His attention to duty and prompt action very probably prevented a serious accident.

via the other line was still in transit. One car in particular was billed out of Chicago March 20, and arrived at Finley March 23, which is certainly some service. This kind of service has made another booster for the Great Northern.

D. J. McCarthy, agent at Fargo, has been seriously ill with pneumonia for the past several weeks, and little hope was held out for his recovery for several days. However, he is now reported to be gaining a little every day, and while still not out of danger, his chances for recovery are very good.

The ninth district Rotary convention was held in Grand Forks April 15 and 16, and a good many Great Northern employes were in attendance. H. Hytson, agent at Devils Lake, I. E. Manion, trainmaster, of Crookston, J. J. Hinds, agent at Wahpeton, and others. The Great Northern Band, of Minot, accompanied the Minot delegation, and proved to be very popular.

The annual Easter ball of Crookston Lodge, No. 683, B. of R. T., was held on Easter Monday, and a most enjoyable time was had by all present. The ball was held in the Armory, and even though it is a spacious hall, the crowd taxed the capacity of the floor and a large number of spectators were in the galleries. Decorations were very profuse and the colors of red, green and white, symbolical of the signals used on the road, were used. A caboose was constructed on the vast stage and fully decorated with markers, platform lights, and everything to indicate the rear of a train by night. The bell and whistle of engine 168 was used at different times during the dance, which put an added touch of reality to the occasion, for the boys seem to think the sound of the bell and whistle is the only music, notwithstanding the fact that an eight-piece orchestra provided excellent music during the entire evening from 9 P. M. until the "wee sma" hours of the morning. The grand march was held at 11 P. M. and the dancers were led through the many curves, passing tracks and side tracks by Trainmaster Manion and Mrs. Manion. The Ladies' Auxiliary assisted the committee in preparing the decorations and in many other ways which made the party such a success.

Kenneth Wakefield, formerly employed in the superintendent's office at Willmar, has accepted a position in the division office at Grand Forks.

One of the station clerks at Breckenridge has been very downcast lately, and his friends say it is due to school closing in the near future. "Nuff" said! Can't tell on him now.

R. A. Bentzin, B. & B. foreman, was defeated for alderman at Wahpeton recently. If R. A. had only gotten all of the ladies out he would have had a walk-away.

A. J. Karras, agent at Finley, evidently has lost the wanderlust and decided to settle down in Finley, as he recently purchased a house at that point.

Melvin Anderson, agent at Derrick, left recently for Minneapolis and expects to return with a companion. Jack Campbell, who is relieving Anderson, says that anyone who expects to stay at Derrick needs a companion.

D. J. Ritchie, roundhouse foreman at Breckenridge, is spending a week visiting friends in St. Paul.

HEADQUARTERS

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

A. G. F. A. James Robinson happened to join forces, in Florida, with G. L. Harris, formerly agent at Wahpeton, and tried his

skill at fishing from the back porch of a cottage at Braden Castle. Jim didn't believe it could be done, but he managed to land a fifteen-pound Amber Jack, handling him by the tail because of the looks of the head. He also had his eyes opened when he viewed a tarpon of a hundred and twenty-five pounds weight. He had enough experience to last him a lifetime—fishing, Lizzie-going, etc.



"Bashful, blushing Cy" (Stepnick) in the office of chief freight claim agent, on March 14, won first prize and (incidentally) \$75, at the Singles Amateur Bowling Tournament held at the University Avenue Bowling Alleys.

O. H. Brasted, chief clerk to the auditor of capital expenditures, is confined to his home with pneumonia. L. R. Daniels has been confined to his home with a severe illness, but it is now reported that he is expected to fully recover.

Traveling Field Accountant A. L. Shirley has gone to Somers, Montana, to take over the accounting for the construction of the new tie treating plant at that point. Traveling Field Accountant A. L. Ekwall has returned to St. Paul for other assignments, being replaced at the Cascade Tunnel by Traveling Field Accountant F. I. Sues.

A. A. Piper, for many years agent at Wenatchee, Washington, was a visitor in the office of the auditor of station accountants on April 13, and gave some interesting information about the fruit business.

May Barry is seeing how she likes it down in Florida, making St. Petersburg her temporary headquarters.

Several things have happened in the office of auditor of freight receipts. Al Witzany has become the proud father of a seven-pound baby girl. Mrs. Brown, wife of Herbert H. Brown, chief local clerk, is recovering very nicely from a serious operation at St. Joseph's Hospital. Elizabeth Rinker, comptometer operator, is on the sick list, having a very severe case of rheumatism.

Mrs. Rose Quale, wife of Otto Quale, land and tax department, is convalescing at home after a serious operation.



Jas. Robinson, A. G. F. A.
referred to in opening paragraph

"Colonel Bullock" LaRue, live stock agent of the operating department, and Sheriff Kerr, live stock investigator of the freight claim department, are figuring out their itinerary for the herring-spear trip they contemplate making into the wilds of northern Minnesota during their vacation periods. Inquiry was made as to how they expected to make the trip to northern Minnesota and also make their annual inspection of their bull ranch in southern Nevada. Their reply was to the effect that if they ride on Great Northern stock trains, they will be going so fast on the way up that they will meet themselves coming back. If these gentlemen will line up the fish as consistently as they do the live stock shipped over

Great Northern Semaphore

our rails, we shall not be disappointed. The "Colonel" and the "Sheriff" will be accompanied on the entire trip by "Santa Fe," otherwise known as "Black Bass" Jones, inspector of transportation who, like the others, in addition to his prowess as a fisherman, knows a good deal about the brand of cattle handled on the ranch.

A dinner-theatre party, held on April 15, at Mrs. Keam's cafe and the Capitol Theatre, ended a very successful season of the Thirteen Club. This club is composed of the girls of accountant train statistics office and meets at the home of a member every third week during the winter months. It has leaked out that most of the members are "partly signed up" for life, so sewing and sock-darning parties have been very popular this past season. The club consists of Frances and Lucille Tellett, Alice and Dorothy Garretty, Mae and Martha Schally, Caroline and Laura Wyman, Viola Beverstad, Elynda Krueger, Catherine Diamond, Emma Cutureo and Hazel Cornell.

Cecelia Arpagus, car record office, left the service recently and was married on April 29. Arlene Stauffacher has returned to the office after a month's leave of absence. The employees of the car record office held their first get-together party of the season on April 15, in the club rooms on the thirteenth floor of the general offices. A chicken dinner and all that goes with it was enjoyed by the seventy-one present. Mrs. R. L. Knebel, a guest, gave several very delightful songs. Mesdames E. P. Morley, P. G. Pagel, D. G. Peterson, and also, Carl Baum were guests. Mr. Baum giving his services as violinist in the car record orchestra, composed of Arlene Stauffacher, Stanley Lundquist, and Bud Sullivan. E. M. Morley was toastmaster, and a fine program was carried out. The decorations, a la Glacier Park, added to the attractions of the rooms.

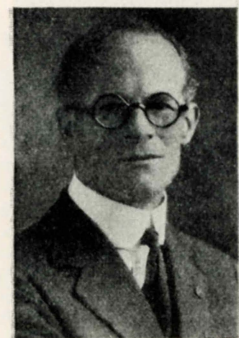
Beth Lee, of the law department, took a prominent part in a benefit program given at the Arlington Hills Presbyterian Church April 16. She was accompanied by Irene Bick, violinist. Miss Lee has a fine lyric soprano voice and handles it very delightfully, and it was a joy to hear her sing. Lalah Williams entertained the eleven girls of the law department and public relations bureau at a luncheon at the Women's City Club, April 21.

Ogden Mills, junior clerk, resigned his position April 15 to become chauffeur for Mrs. M. L. Countryman, wife of vice-president and general counsel, being succeeded by George Trudeau. Ogden will be missed greatly, but the men and women of the law department don't know anyone whom they would rather have profit by their loss than Mrs. Countryman.

KALISPELL DIVISION

Associate Editor
IRVINE T. DUGAN
Whitefish, Mont.

Noticing a change in his voice, the clerks in our superintendent's office induced our p & e chief clerk to consult a specialist. Al



hied him to the big city and asked the man in the office for the doctor. The man said he was the doctor. Al thought he was a waiter as he had on a white apron. Al explained he wished to consult him and the following conversation took place.

Dr. "What have you got?"

Al. "I don't know. That's what I came to see you about."

Dr. "I mean how much money have you got?"

Al. "\$94.98."

Dr. "You know you can't have anything serious for \$94.98."

Al. "I don't want nothin' serious."

Dr. (Looking Al over carefully) "Is the trouble in your head?"

Al. "No! ! !"

Dr. "Well, you don't need to get mad. Appearances is lots of times deceiving."

Al. "I don't talk good over the phone no more, and the agents is saying I'm losing my stuff."

Dr. "Probably telephonitis. Let me look. Ah, yes, you have work worn the edges off your tonsils unevenly so they don't vibrate in unison and make a discord. Is it necessary for your voice to be penetrating?"

Al. "It's got to be for most of our agents and even then sometimes it only gets in half way."

Dr. "Well, the tonsils got to come out, but if you could raise fifty more I could have two of us do the work and call it by some Latin name."

Al. "Nothin' doin'." \$94.98 is all I got."

Dr. "Well, that's all we ever take; but if you could raise even twenty-five more I could give you some Hexyl resorcinol and your friends couldn't tell if you was intoxicated or sick."

Al. "Tell that to the marines. I never got no luck, and if a guy should turn me in it would be my luck his teeth would be good."

Dr. "Well, even for ten more I could call it tonsilectomy."

Al. "No." So Al just had his tonsils pulled. P. S.—p & e stands for "popular and efficient" which is what you must always call an official.



Engineer A. L. Wright of Walton has sent us some pictures of his silver foxes and we hope the editor will be able to print one at the heading of this. Mr. Wright advises that he purchased his first foxes from the Klondike Fox Farm at Sand Point in 1924. He bought four pair and now has fifteen pair. He has an ideal place for them near Walton.

"Hoot Gibson" McManigal and John Lindhe, of Glacier Park, secured the services of an expert recently in order to improve their "solo" game. A good time was enjoyed by all.

The railroad boys seem to be in good standing with the electors. Chas Poorbaugh, of our superintendent's office, was elected mayor, and all the councilmen but one are employees of the company.

Owing to the change in the local passenger train from Whitefish to Columbia Falls as the east end terminal, most of the boys who bid in on the run are like McGinty's hand car: On again, off again.

We regret to report the death of Earl, son of Engineer H. T. Mayfield. Mr. Mayfield had recently visited his son in the hospital at Milwaukee and returned to Whitefish feeling that everything was all right, and the news of the relapse and death came as a very unexpected shock. Earl was formerly employed as brakeman on this division.

T. J. Martin and T. C. Deighton, master carpenter and division roadmaster, are spending a great deal of their time at the Park. The new tracks and the underground road will be finished in the near future.

Geo. Page, conductor, is back to work on 27 and 28 on the east end. Conductor N. S. Hurley has resumed work on 27 & 28 on the west end. Brakeman Pat Timmons has returned from Chicago, where he has been working as switchman for some time. Conductor Jack Hartley has taken the Rexford Troy local enabling him to take his Sunday lay-over at home in Spokane. Conductor J. J. Cremens bid in on the new local passenger but when they continued it to Columbia Falls Joe passed it up. Tom Long, conductor, is, we understand, employed as assistant yard master at Jacksonville, Fla. Conductor "Bill" Bernard is going to work both ways now. He will work thirty days Whitefish to Spokane and then thirty days Whitefish to Havre. Conductor Len McCauley has been in charge of the ditcher at Rexford. Jim Powers, brakeman, returned from Florida. Conductor E. G. Powers is still down there.

Tommie Hughes, fireman on the Fernie local, was relieved for a few days by Fireman Thuma. Engineer John Haugen is another visitor from Florida and Brakeman L. H. Kent is also back from the fruit belt. Fred Chester, fireman, was sent to Rexford to relieve Fireman Howe on account of the latter's illness. Fireman M. C. Livingston has resumed work after being on a leave of absence. Frank Harder has secured the job as fireman on the local passenger run. Jim Litton went to Rexford to relieve Engineer LaByre for a few days. Walter Osborne, brakeman, has secured

WANTED

Every employee, not holding exempted position, to feel at liberty to mail in the coupon at the bottom.

Great Northern Railway employees have the opportunity of securing life insurance at the rate of 80 cents per \$1,000 per month providing they also apply for Health and Accident insurance. The policies are issued by the Roosevelt Life Insurance Company and the Employees Mutual Benefit Association. (See page 32, March SEMAPHORE.) The rates for the Health and Accident insurance are very reasonable and the amount of the premium depends on the amount of insurance you desire per month. There is no medical examination required. Payroll deductions granted all those not holding exempted positions. Thousands of railway employees now carry this insurance. For further particulars fill in attached coupon and mail 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 offered in the May issue of the SEMAPHORE.

Name

Street City or Town State

Age Occupation

the braking job on 2 and 43. Leo Trinke, engineer, is taking a leave of absence and will go to his ranch in Eureka, Calif.

It is reported that Andy, at the beanery, was granted a two-day leave of absence in order to have some necessary repairs made to his shoes. Why not try the "repair as you wait," Andy?

Owing to the advanced spring this year, it may be that the June brides will be "sooners." This does not cancel any previous instructions to send us the bride's picture for the SEMAPHORE. We will also mention at this time that we wish to have the pictures of all graduates at the different high schools on this division where the parents are in the employ of the company.

Freight Train Delay Hour Cost Averages \$24

THE AVERAGE COST of a freight train delay hour is about \$24, according to the Economics Committee of the American Railway Association.

The cost of stopping and starting a train varies from 70 cents to \$2 for coal alone for trains of different ton-nages moving at various speeds.

The elimination of unnecessary stops and delays presents a real opportunity for every employee concerned in train movements to reduce the cost of operation.

The signal, communication, and other means to avoid unnecessary expense of this sort have been provided; the rest is up to the men on the job.

—Exchange.

MESABI DIVISION

Associate Editor
A. N. HALVERSON
Superior, Wis.

Conductor Frank Z. Weire, after 21 years service, died at Kelly Lake April 4. He was well known, particularly on the Range. We all extend a heartfelt sympathy to his family and relatives.



Chas. Bryant, of Allouez store, with wife and baby, is spending two weeks with relatives at Terre Haute, Ind.

Nels Jensen has returned to service at the Allouez store after a two months' leave of absence.

Gertrude Skamser, stenographer, returned from a vacation trip, visiting friends and relatives in Minneapolis, Man., Minneapolis, Madison and Chicago.

On April 6 we ran a special train with a sick boy from Duluth to St. Paul. The Duluth Evening Herald, April 7, contained an editorial which exemplifies appreciation of courtesies extended to the public by railroad employees.

A GALLANT RACE WITH DEATH

Even though it unhappily failed, yesterday's race with death from Chisholm to Rochester was worth while because it shows how promptly and eagerly human sympathy and willingness to help in a crisis spring from human hearts when those hearts are touched.

A doctor's little boy at Chisholm was threatened by a dangerous disease that seemed to be beyond the resources of that place. There was hope that the larger resources of specialists at Rochester might save his life. So a special train was arranged and routed from Chisholm to Duluth, from Duluth to St. Paul, and from St. Paul to Rochester. Tracks were cleared, the special was given the right of way everywhere for its errand of mercy, and the trip was made in record-breaking time.

The special's mission failed, sad to say; and yet it was warming and heartening to witness the ready outpouring of eagerness to be a part of this life-saving that came from the men who manned the train, the high officials who issued the orders, the dispatchers who attended to the details, and everybody associated with this pathetic race against an enemy that proved, in the end, to be all too swift.

This was a picture of human nature at its sweetest and noblest.

Superintendent F. D. Kelsey, after being with us for over eight years, has been transferred to Minneapolis. During his stay here he made many friends, and we all shall miss him. He will not be very far away from us, so we shall see him occasionally. We take this means of wishing him every success in his new assignment. D. J. Flynn, who has also been with us for many years, has been appointed superintendent of this division and does not require an introduction. Congratulations.

Brakeman Wm. Lavelle, who has been spending the winter months at Greensboro, N. C., will come back to work this year with added responsibilities. Evidently the weather was agreeable as well as other conditions. We hope Mrs. Lavelle will be pleased with our cool climate.

We are glad to hear that the condition of six-year-old Henry Conroy, son of H. S. Conroy, general yardmaster, Superior, who was struck down by a car in the vicinity of St. Francis Hospital, is very much improved.

Mrs. J. F. Parkhill, wife of Conductor Parkhill, is visiting with friends in Eau Claire.

Conductor S. M. Eaton and wife just returned from spending the winter at various points in California and report a very nice visit.

Conductors C. J. Welch and Frank Bartell just returned from a winter's trip to various points in the West.

Dispatcher W. C. Jones is spending his vacation in Chicago. Bill is quite a lady's man, and you can never tell what may happen.

Brakeman R. A. Hornbeck and wife have just returned from Hoquiam, Washington, where they spent the winter.

Brakeman R. L. Gustafson just returned after spending the winter at Danville, Ill.

Conductor J. W. McHugh, accompanied by his mother, of Elroy, Wis., just returned from a trip in the West.

The N. P. book of rules has been quite a topic for conversation, arguments, etc., among our train, engine and yard men. The engine-men in particular got on the nerves of Engine Caller George Sallman at Superior roundhouse who desires revenge by submitting the following:

I've heard wise men's arguments
And the arguments of fools,
But the subject I've heard argued most
Is the N. P. book of rules.
The hoggers congregate within
The roundhouse office door
And listen to the arguments
Of the spokesman on the floor.
They argue this, they argue that,
Blind sidings, orders, blocks—
Their voices echo through the room
Till the building fairly rocks.
Why don't they talk of fishing trout
In some secluded pools?
Why don't they talk of anything
But the N. P. book of rules?
Examinations now are past,
The car has gone its way;
I hope no more of rules to hear
Until the Judgment Day.

Labor Foreman Basil Whereatt expects to be transferred to Allouez the latter part of April to assume his duties there as locomotive foreman.

Oscar Allen, roundhouse clerk, is back on the job after a few days' visit in Los Angeles and San Diego, Cal.

Engineer J. Clark is confined to his home with a severe cold. Here's hoping that Jerry will be around in time for trout stories this spring. Jerry took the trophy away from Elmer Strong last year for the most impossible and improbable fish story told.

Engineer N. Schwartz is back with us again from St. Cloud. He is the same old Nick as he was years ago, singing those old time melodies that take the old-timers around here back to their childhood days.

Our second trick roundhouse foreman, W. F. Stoll, drove to work the other day with a new Jewett sedan. We all miss the Velie when we look out of the roundhouse office window. We had come to consider it a permanent fixture around here.

After Engineer Art Carroll quit drumming up business from Swan River to Grand Rapids at 49 cents a head, he took the leading man's role in the Rose Marie Company, which played at Duluth recently, that is to say, he lead the company from Duluth to St. Paul, leaving Duluth at 8:05 A. M. and arriving at St. Paul at 11:50 A. M., making the run in three hours forty-five minutes. He is reported to have said to Fireman Ralph Pink, "Those girls back in the coaches think I'm slow just because I'm old, but believe me, I'll show them SOME speed!" And he did, all of which goes to prove that a man is only as old as he feels. If Rose had known that Artie was there she might have kept him in her company the rest of the season. (Curtain.)

Engineer Wm. Robbins has returned to Superior after spending almost a year at Brainerd, Minn., on account of his health. Bill intends to report for work in a few days.

Engineer Frank Fitz was called unexpectedly to Janesville, Wis., on account of the death of his aunt.

Engineer Harry Gaine expects to move his family to Kelly Lake, Minn., within the next two weeks. Harry expects to work in Range service all summer.

R. C. Kuelthau, material clerk, superintendent's office, left for a month's vacation, visiting in New York, Florida, and California.

Floyd Anderson, car steno, just returned from a trip to Florida.

Albert Rehn, assistant foreman, Superior store, has been confined to his home for several weeks on account of sickness. His friends all hope for a speedy recovery.

The girls say there is only one thing wrong with Glenn Carter's new Ford and that is the carrying capacity; but Glenn seems to think one passenger at a time is enough.

Trainmaster J. M. Rooney, accompanied by his daughter Anna, is spending his vacation visiting his sons at Chicago and St. Louis, a daughter at Washington, D. C., and relatives at various points.

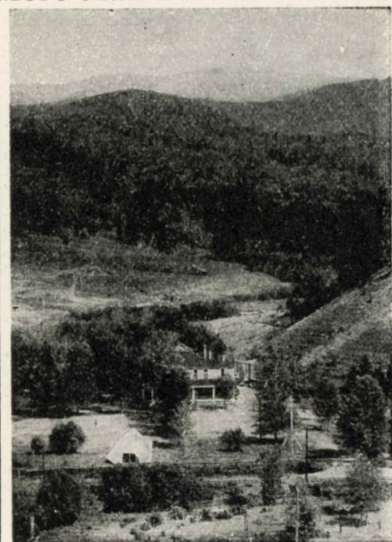
Engineer J. D. Ramsey expects to leave in a few days to attend a convention at Chicago.

Engineer John Raafaub has traded in his 1917 Maxwell for a nice shiny, brand new Chrysler six sedan. We wish John luck with his new space eliminator.

Engineer Thomas Breen is back on the job again after a visit to Hot Springs, Ark.

Engineer Richard Hall is visiting friends in Milwaukee. He has a good cigar awaiting his

More than a Hotel—a Home



FOR REST AND PLEASURE

visit

ALHAMBRA HOT SPRINGS HOTEL AND
SANATORIUM



American Plan \$3.00 a day
On the Great Northern at Alhambra, Mont.

return, the same having been lost to him in a bet with the call boy.

Engineer Wm. Lavelle, who has been on the night outgoing job all winter, expects soon to be back on the 2010 doing his stuff on ore.

Engineer M. J. Tubridy is back from Hot Springs, Ark. Mike reports a very nice trip, and is feeling like a boy of sixteen after taking the baths.

MONTANA DIVISION

Associate Editor
CHAS. T. EMERY
Havre, Mont

The Associate Editor has been busy collecting pictures for the SEMAPHORE, and it is a real job. Many promises have been secured but to date not many pictures have been forthcoming.

We are very anxious to get pictures for publication. There should be a young son or grandson or daughter that would fit in, and we would appreciate it very much if you would send them along. Any picture that you think would interest the rest of us will be acceptable and will be enjoyed by all the readers.

The O. R. T. held their annual meeting at Havre April 16, and a large number of agents and operators were in attendance. A banquet was held in the basement of the Methodist Church which was thoroughly enjoyed by those who were fortunate enough to be present. The keys to the city were presented by Mayor W. C. McKelvy, and were accepted in a very pleasing manner by O. A. Janes, the affable agent at Dodson, and the local chairman of the O. R. T. Operator Wm. Minter presided at the banquet and called upon R. G. Linebarger, editor of the Daily News-Promoter, who gave a very interesting talk, quoting statistics on the country tributary to the Great Northern in Montana. Mrs. O. A. Janes, wife of Agent Janes at Dodson, sang a solo and responded with an encore. Chief Dispatcher Doles' quartet rendered a composition composed for the occasion which extolled the virtues of the visiting agents and



operators and in some cases told some of the secrets which were not supposed to be told in public. (Denny Kelley gave him the low-down.) The number was well received and the quartet was forced to give an encore. O. C. Johnson, general chairman of the O. R. T., gave a talk. After the banquet and meeting, the entire assemblage went to the Elks' Hall, where the annual dance was held. A large crowd was present and enjoyed themselves until the wee sma' hours. As usual, Chief Doles and his assistant, Frank Adams, did their stuff, ably supported by Chief Clerk M. O. Woods.

Geo. Holebrook has returned from a sixty-day sojourn in Portland, Oregon, and California points.

Grace Corfield, chief clerk in the master mechanic's office, has taken her vacation and gone to Seattle, Wash., to visit her sister. The daily meetings of the Sewing Club will be continued immediately after her return.

Budd Wood and Wm. White, of the superintendent's office, have taken the extra gangs at Chester and Dodson as foremen.

E. O. Smith, outside material clerk, has spent several days out on the line in connection with his duties.

Business has been so good that ten brakemen have been called back to work, which is much earlier than usual.

E. H. Englebreton, brakeman, returned from California, where he spent a thirty-day vacation. Earnie says that the Treasure State is good enough for him.

W. F. O'Brien, personal stenographer for Mr. Knights, was confined to his home for several days on account of an attack of the flu.

Brakeman A. N. Hanson was recently operated on at the Mayo brothers' clinic at Rochester for gall stones and appendicitis and is getting along fine.

Two work trains have been put on already, one at Dodson and one at Chester.

Mrs. Adelle Mueller, phone operator at Havre, was called to Davenport, Iowa, on account of the death of her father. Mrs. Flora Dickson officiated at the PBX board during her absence.

Mrs. B. H. Reeh, wife of Conductor B. H. Reeh, and Glenna Ellinghouse, manifest clerk at Havre yard, were called to Minneapolis on account of the death of their mother who was badly burned in a gasoline explosion.

Nemo recently was kept very busy warning people to stay out of the fresh paint in the Chief Dispatcher's office but in spite of his protestations several succeeded in transferring some of it to their clothing.

During the month of March engine 1703 on trains 27 and 28 on the long run between Havre and Williston made 9,204 time card miles with an average speed of 33.247 miles per hour for the 276 hours and fifty minutes in service which is figured from the time the engineer takes the engine at roundhouse lead until delivered on roundhouse lead at end of run. The speed for actual running time was 40.01 miles per hour.

Mrs. Louise Estervog, wife of Louis Esterovog, water inspector, died at the Sacred Heart Hospital at Havre after a long illness. She is survived by her husband and three children. Funeral services were held from the Holland & Bonine chapel and interment was made in Highland cemetery. The sympathy of the Montana Division goes out to the bereaved ones.

It is understood that one of the clerks in the superintendent's office loves the god, Morpheus, too much to start to work at 7 o'clock in the morning. How about it, Don?



Heavy Weight Crew

These four, with a combined weight of 816 pounds, challenge any regular crew to outweigh them. They are from left to right: Frank J. Newman, baggageman; E. O. Hatler, brakeman; Jules Beaudoin, brakeman, and H. R. Spooner, conductor.

Their run is on trains numbers 3 and 4 between Havre, Mont., and Williston, N. D. The picture was taken at Williston. The slogan of the quartet is, "Every pound for the Great Northern!"

MINOT DIVISION

Associate Editor
CARL CARLSON
Minot, N. D.

J. E. Lohman, our regular agent at Hamberg, North Dakota, has returned from a three months' leave of absence; and while on leave took a course in telegraphy at the Berry Institute in Minneapolis, Minn.

Joe also went to Detroit, Mich., and drove home a new car from there, and reports a good trip except for bad roads encountered in parts of Wisconsin, where the frost had gone out.

W. P. Olson, agent at Surrey, North Dakota, together with Mrs. Olson, made a trip to Spicer, Minnesota, recently, having been called there on account of illness of Mrs. Olson's aged mother.

W. H. Martin, who has been filling the agency at Cando, North Dakota, for the past six months, has gone to Rugby, North Dakota, and taken charge of second track at that station, which he obtained on bulletin.

Bertha M. Jensen, general clerk in the superintendent's office, Minot, is spending ten days in Seattle, Washington, looking after some of her interests out there.

The Minot Great Northern Band, consisting of twenty-eight pieces, accompanied the Minot Rotarians to Grand Forks on Train No. 30, April 14, and no doubt will furnish most of the music for the Ninth District Regional Conference, which is in session in that city April 15 and 16. It goes without saying that the boys will do themselves proud with their performances.

W. I. Leidal, regular agent at Wellsburg, has returned from a thirty days' leave of absence and resumed his former duties.

Margaret Peterson, comptometer operator in the superintendent's office for the past two years, left recently to join her husband at Watertown, South Dakota, where they have taken up their future residence.

L. M. Davis, chief dispatcher of the Minot Division, has gone on his annual vacation, which will be spent in visiting points of interest in the East. It is also reported that he will drive home a new Buick from Flint, Michigan. Mrs. Davis is accompanying him on the trip, which we all hope will be a pleasant one.

Conductor C. D. Perry, who has been sojourning in California the past couple of months, has returned and resumed his run on the Berthold-Crosby passenger. Mrs. Perry also returned with him. Charles says that he did not see a snooker table while in California, snooker being one of Charlie's favorite pastimes.

The construction program is again in full swing on the Division, consisting of placing block signals from New Rockford to Minot; automatic train control over the same territory; relaying new rail in main track on the first and second districts; improvements in water facilities, and installing a new power plant at Minot, North Dakota, together with other minor improvements which will take considerable extra labor to handle to completion.

Kathleen Hogan, stenographer in the superintendent's office, underwent a minor operation at St. Joseph's Hospital recently, which will incapacitate her from her duties for two weeks or more.

H. G. Means, manager of the relay office at Minot, North Dakota, has taken a two months' leave of absence and is visiting relatives in California and other western states. R. E. Munson is acting manager while he is gone.

F. Malin, agent at Kincaid, North Dakota, has taken a ninety-day leave of absence to sojourn in the South, visiting relatives and resting up after a strenuous winter handling the coal shipments from the largest open pit lignite coal mine in the country. Hope the rest will do you good, Fred. Extra Agent O. A. Blodgett will be handling the station during his absence.

On April 3 a daughter arrived at the home of Mr. and Mrs. S. L. Reep, of Berthold. Mr. Reep is third trick operator at Berthold. Mother and daughter are doing fine.

The Great Northern has had their bell man at Towner the past week putting in a new

warning bell at the railroad crossing, to take the place of the one that was torn down some time ago by a box car jumping the track. Bill Notman, the dwarf, who is 6 feet 7½ inches tall, has been doing the electrical work, and one thing nice about "Slim" doing the work, is that the company does not need to furnish him with a ladder to put up the signal.

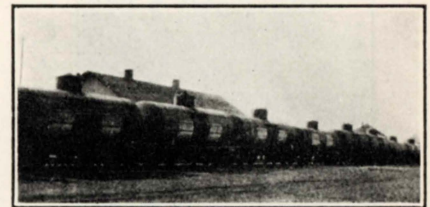
Lineman A. L. Cattnach, while "shooting trouble" near Arredo, discovered ties on fire, and in extinguishing the fire, had the leg burned out of the south side of his overalls. Understand Pete Westergard has asked the superintendent to make a requisition on the general storekeeper for new overalls for the worthy lineman.

William Knutson, freight house employe at Williston, is seriously ill in one of the local hospitals with appendicitis.

Joseph Stroud, day baggageman at Williston, is off on sick leave following an operation for the removal of his tonsils, as the operation proved more serious than it generally does in these cases.

Spring has at last arrived at Williston, and it is now the time of the year when our prize gardeners, Engineer Charles Schumacher and Thomas Shea of the roundhouse, have their hot beds going full blast. It is also the time of the year when Engineer George McChesney starts stepping his "Pacing Hosses" eighths and quarters at a 2:10 clip—AND it is also the time of the year that Bill McChesney gets out his paper and pencil and starts figuring up his profits for the coming year on his emerald farm. Of course, the profits do not always materialize but Mac gets a lot of enjoyment out of figuring up the possibilities just the same.

Jerry Cahill, boiler inspector from the Western District, was a March visitor at Williston.



The picture shows a portion of 77 carloads of crude oil (4,550 tons), the photograph being made at Northgate and the train bound for Regina, Sask. This was train 323 pulled by engine 730, Engineer A. Halverson, and Conductor P. Meyers.

About all the shopmen at Williston who have been off sick during the flu epidemic have returned to work. James Spence and Peter Overbye, of the repair track, are the two that were hardest hit.

That man, Bud Bruegger, has been to Minot again. Come on now, Bud, tell us, is it a young lady or somebody's cellar that is the attraction?

Many friends of former Veteran Engineer Grant L. Conley, now deceased, will be grieved to learn of the accidental death of his daughter Luella's husband, Coleman J. Barry, on the evening of March 14. Mr. and Mrs. Barry had driven down town to get their mail and had parked their car opposite the postoffice. Mr. Barry had just got out of his car and started to cut across the street when a car coming down the street struck him, knocking him down and running over his body. Mr. Barry lived but an hour after the accident and never fully regained consciousness.

All power is now running through from Williston to Havre, not stopping to change at Wolf Point.

Persons having second hand automobiles to sell should correspond with Dick Summers at the Williston roundhouse. Dick especially desires those cars that will require considerable repairs, as all of those he has bought so far that were said to be as good as new have required repairs, and he would be sort of lonesome with one that didn't.

Delbert Lamb, switch foreman, has taken unto himself a lease on one of the five-acre garden tracts that adjoin Williston under the irrigation project, and says he expects to have a great summer of it with the cows, pigs and chickens.

William R. Landis, store's timekeeper at Williston, has bid in a position at Minneapolis Junction and expects to leave soon to take up his new duties.

Tom Shea, of the Williston roundhouse, and R. O. Skjei, of the repair track, both pronounce their names the same way, that is, in the good old Irish way, but Tom cannot understand it. He says, "O'ive bin in ivry shtate from the County Cork to the Pacific Coast and wurked on the Ghreat Northern in

construction days when every lad on the end of a pick or shovel was a Mick and many of them Sheas. Yis sur, but this is the first time of ever saw the name spilt with a kjay inshtid uv an haitch."

William Johnson, engineer, has just returned from his annual trip to California and resumed his duties on York-Dunseith line. His assistant, Ed. Pickens, fireman, has also recently returned to work after a short vacation.

Harry Edwards, who was absent from work on account of a slight attack of bronchitis, has fully recovered and resumed his place on the rip.

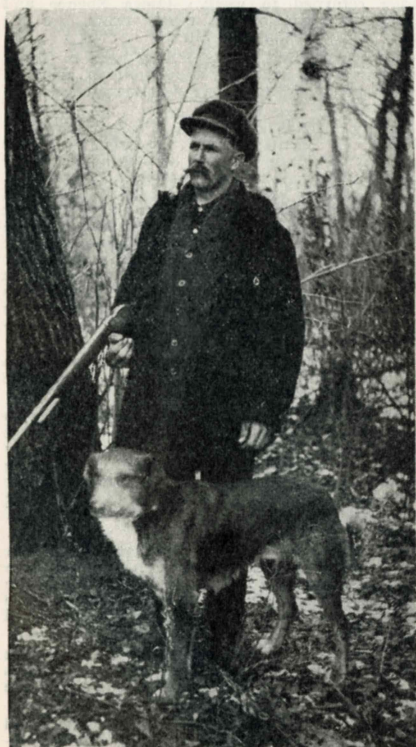
Unusual impetus on the rip indicates business is getting better and work plentiful, all of which is gratifying.

Alfred C. Spoklie, local chairman of the car department, left for St. Paul, Sunday, April 18, where, on April 19, the first session of the delegates will write up a skeleton of the future schedule as between the Great Northern and the Shop Crafts for this department, for future working conditions and rates of pay.

Lewis A. Morden, who was incapacitated as airman on the rip in December, 1924, on account of being gassed "across," and who has been in a veterans' hospital off and on since then at Fargo, was here on a visit during the first part of April, and informs us that he is again to be sent to St. Paul for further hospitalization.



The attractive surroundings shown in the view above may be one of the reasons why Agent LeVance, of Northgate, N. D., spends his Sunday afternoons there. The spot is in Crow's Nest Park, one-quarter mile east of Northgate.



The above picture shows Section Foreman Wahlgren, of McGregor, N. D., on a hunting trip while on vacation last year at Vining, Minn.

Richard Karg has resumed work as inspector in the lower yard, after a long siege of confinement suffered when he had a limb badly crushed by nearly being run over.

The sound of the "gun" is abroad on the rip. This is caused by the riveting on the new water tank being erected at the treating plant. A large force of men are at work erecting it and getting material at hand.

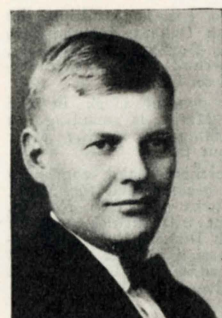
Car Foreman A. J. Pickus and Carman Vern Lieberg, members of the local Great Northern Band, accompanied the band to Grand Forks on a sojourn with the local Rotarian Club. The band made an enviable record, according to press reports.

Safety First Rules are being strictly observed, and thus far in 1926 there have been no disability accidents recorded. Let's hope this continues throughout the year.

ST. CLOUD DIVISION

Associate Editor
JULIUS A. JOHNSON
Minneapolis, Minn.

F. B. Calkins, of the baggage office, is wearing the proverbial smile that won't come off and passing cigars to celebrate the arrival on April 6 of a big baby girl. Congratulations, Frank.



Agent A. G. Mardin, of St. Cloud shops, is quite some fiddler, as he captured a first and a fourth and got into the finals in the old fiddlers' contest up there, which ended recently.

Engine Carpenters, Felix Overman and Otto Kabat are still on the sick list, the former at Government Hospital No. 65 at St. Paul, and the latter at home. Friends are hoping for a speedy recovery.

Our attention has been called to the fact that no mention has been made in these columns of the death of Martin J. Moore, yardmaster at Minneapolis passenger station. He served in various capacities, being last re-employed in 1910 and in continuous service up to the time of his death, which occurred at Minneapolis on last Christmas day. He is survived by a daughter and son, both residing in Minneapolis. An apology is extended to the relatives and friends for this inadvertent omission.

George Brueske, Alexandria, was missed a few days account of sickness, but is now back juggling trunks.

Fred Blake, who has been with the Great Northern Railway as car inspector since 1886, retired from active service on April 13. Fred, who is only sixty-six years young, is now prepared to have one grand, glorious time and we all wish him luck in his new venture, namely the art of enjoying himself.

We are glad to report an improvement in the general condition of Everett Knowles, who has been confined at St. Luke's Hospital, St. Paul, since February. Present indications are that he will be released from the hospital at an early date.

The married and single men of the passenger station are slated to resume hostilities again on the kitten ball diamond April 20. If the Singles remain young long enough and the Benedicts age rapidly enough, we will win a game or two yet.

Foreman Chamberlain at Minneapolis store is back at his work after an absence of three weeks because of an injured foot.

Edwin M. Johnson, of the superintendent's office, made a tour with a big smile and cigars on April 9 in honor of a nine pound son which his wife presented him with that morning.

Ed. Nash, pensioned engineman, is living at the Jones Harrison Home near Cedar Lake, and would be glad to see any of the old timers who can find time to pay him a visit.

The B. of L. F. & E. held a dancing party for families and friends at the Eagles Hall on Saturday, April 10. An enjoyable time is reported by those who attended.

Operator Garret Sohle, of the night force at Alexandria, has traded his "Henry" for a new Star sedan as more in keeping with his working hours and better able to guide him to the office.



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THE WORLD WORKS IN CROWN OVERALLS
MAIL COUPON NOW

Traveling Engineer Fritz, after being annoyed by several persons mistaking his car for a taxicab, has had the color changed to a sage hen green with gold stripes.

Boilermaker Helper Gormley recently made a practical test of the indestructibility of Hertz cars and Griswold caution signs and is now investing his surplus cash in the products of their factories.

Chief Clerk Quealey reports that the new Minneapolis freight office is nearing completion and one of these days they will have to become accustomed to working without the sound of carpenters' hammers, plumbers' blessings and such noises. The old reliable cannon ball stove that was drafted when the heating plant refused to heat, will also be missed.



Above snap shot shows Conductor E. M. Read and Brakeman W. M. Lingle ready to take the Oriental Limited from Barnesville to Devils Lake.

The weather man at the Junction announces that spring is surely here, now that Carman Reinhold Schander has shed four layers of outer clothing.

Lola Sokolouk, our correspondent at the St. Paul freight office, is spending her vacation at Tampa, Fla., which explains the absence of the usual number of news items from that department.

Death invaded the ranks of the Minneapolis passenger station force twice in the past month. Trucker Hans Jacobson passed away March 23, after suffering a week with pneumonia. He was sixty-eight years of age and in service since 1918. Elevator Operator James Pindell, age sixty-nine, died from heart trouble on March 30, after being away from his job since December on account of his illness. His service dated from 1919. The sympathy of their fellow employees is extended to the bereaved.

Cyril Brick, caller at St. Cloud, is spending a month visiting West Coast points.

J. W. Bock is relieving Agent Roettger at Robbinsdale while the latter is honeymooning.

Engineer T. J. West, pensioned, is still in California and reports a pleasant winter and good health. His conductor, T. J. Kelly, also pensioned, is reported in good health and enjoying life at Portland, Oregon, and states that he expects to come east to attend the Vet's meeting this summer.

Conductor Nick Verkinnes is passing around cigars on the arrival of a daughter April 1.

Wrecking Engineer James Moir met with a painful accident recently when he was struck by an automobile and suffered a fracture of the skull and broken jaw. He is being cared for at the Minneapolis General Hospital.



The young lady in the white uniform is Mrs. A. W. Roettger, formerly Selma K. Lysne, nurse at St. Luke's Hospital, who was married April 6 to our Robbinsdale agent, at the Bethlehem Lutheran parsonage at Fergus Falls, by Rev. Mr. Quello. After a wedding dinner at the home of the bride's parents, the couple left for a trip along the West Coast and will be at home at Robbinsdale after June 1.

Assistant Foreman Karl Grahn, of the Junction roundhouse, is making numerous week-end trips to Duluth.

Effie Ash and Mary Mahoney of the Minneapolis local freight office, spent a Sunday motoring into the adjoining state of Wisconsin with a couple of friends.

Carl Schramm, baggage checker at Minneapolis, has returned from his extended sojourn in California, full of vim, vigor and vitality. He claims to have dropped seventy pounds in weight and his appearance bears him out in the statement. It will be interesting to see how much faster and farther he can now chase a kitten ball.

Roland Edlund, assistant cashier at the Minneapolis freight, spends his daily lunch hour looking over house furnishings. Nuff said.



The snap shot shows Grace Ann Stodole, telegrapher at Fergus Falls for the past several years, who was married April 3 at Minneapolis to Harlow E. Sanstead, who is also an operator on this division. They were attended by Myrtle Olson, of Minneapolis, and Roy Berg, clerk at Fergus Falls station.

The recently appointed division chairman, Mr. Cunningham, of the B. of R. C., has had a busy time of it the past month. Owen is popular with all with whom he comes in contact and is an ideal man for the job.

George Stevens and John Mayer, Minneapolis local, are on the sick list and friends hope for their early return.

Assistant Superintendent H. R. Neide and wife have gone to Hot Springs, Ark. where they will spend two or three weeks for the benefit of Mr. Neide's health.

Al. Peopke, car clerk at St. Cloud, called on friends with cigars and candy, announcing the arrival of a nine pound son.

D. L. Tennant, of Fergus Falls, has just returned from a trip to Florida, and in speaking to Agent Tracy of his trip, he said: "The best service and the finest train on my trip was the Oriental Limited, which I came home on from Chicago."

Mrs. George DeCamp, wife of electrician at Minneapolis passenger station, was called to the bedside of her grandfather, at Bloomfield, Ill., where he is critically ill.

Mrs. George L. Bonney, who has been spending the winter with her daughter in St. Louis, is expected back home soon.

Ray C. Burke, son of Conductor T. F. Burke, and formerly employed in the St. Cloud freight office, called on Granite City friends recently. He is now with the C. B. & Q. Railway, at Lincoln, Neb., as traveling freight agent.

Extra Gang Timekeepers A. C. Kay and O. J. Salverson are back to work again after a winter's vacation.

Mary T. Dudley, who has been employed in the superintendent's office in various capacities since 1918, resigned April 15. She is succeeded on the timekeeping desk by Ida Lindas, whose place at the comptometer was taken by Mildred Kiesling.

"King Tut" Schwanenberg is back to work at the freight station after his ten weeks' fiddling tour.

Engineer G. M. Fales was married at St. Cloud March 30. All his friends and the Brotherhood congratulate him and may his married life be a long and a happy one.

Mississippi Street Coach Yard

We regret to report the death of John Schunk, car cleaner, who recently passed away at his home.

Among recent visitors at the coach yard were Frank Hill, former traveling inspector for the Great Northern, and H. Jeffery, car foreman at Grand Forks. They were well pleased with the appearance of the yard and things in general.

We are glad to see Carl Nehm, lamp trimmer, back on the job again after two weeks of illness.

Carman Godfrey Nelson recently purchased a new Chevrolet landau sedan.

Our clerk, Melvin Berg, is contemplating matrimony.

SPOKANE AND MARCUS DIVISIONS

Associate Editor

FRANK W. SEXTON

Spokane, Wash.

The discontinuance of trains 43 and 44 on April 4 resulted in a number of changes in the assignment of conductors out of Spokane.

J. E. Brawley displaced J. H. Corwin on 2 and 3. Mr. Corwin displacing F. V. Smith on 27 and 28 between Spokane and Whitefish, while Mr. Smith displaced Al Moore on 27 and 28 between Spokane and Wenatchee. Mr. Moore has not as yet exercised his rights, but is laying off. G. I. Steedman displaced W. H. Burke on 39 and 40 west, Mr. Burke displacing W. E. Johnson on 1 and 2. Mr. Johnson taking local freight 691 and 692. Brakeman F. M. Jones displaced W. E. Enyart on 2 and 3. Mr. Enyart displacing Al Herman on 39 and 40. Mr. Herman displaced Geo. Stall on the opposite run with Sunday layover at Wenatchee. Mr. Stall displaced Leo Cantlon on 3 and 4. Mr. Cantlon reverting to freight service. J. L. Toulouse displaced Paul Herman on 27 and 28. Mr. Herman taking run on 2 and 3. W. H. Doty displaced H. W. Bates on 27 and 28. Mr. Bates displacing Hugh Gallagher on 3 and 4, who reverts to freight service. N. L. Stevens, on his return from Florida, exercised his rights on 1 and 2,



displacing Geo. H. Hebron, who reverts to the extra board.

Mrs. R. E. Zurbrugg and Mrs. H. E. Phillips, wives of brakemen on the Marcus division, were recently called to Seattle by the serious illness and death of their mother.

R. J. Zapell, extra operator, has been temporarily loaned to the S. & I. E. and is now working at Coeur d'Alene.

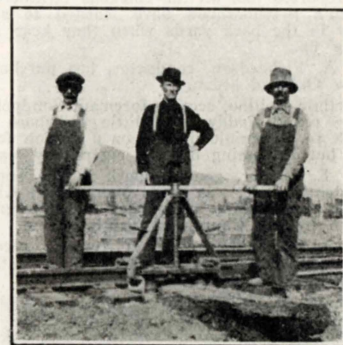
Cecil Johnson, operator at Appleyard, who has been off on account of illness, returned to work on April 4.

P. O. Spurgeon, operator at Appleyard, has bid in 3rd trick at Hillyard depot, relieving P. D. McIntyre. Mr. McIntyre is off on account of injury to his right hand.

Annie Gill, operator, Lyons, who has been off on two months leave of absence, returned to work.

Marie Garber, who was relieving Mrs. Gill at Lyons, is spending her vacation in Seattle.

Donald Monk, son of J. P. Monk, operator at Lamona, is confined to the Deaconess Hospital at Spokane with an infection of the ear.



This picture shows John Qualls (center), section foreman, of Loon Lake, Wash., with gang operating the tie pulling machine invented by Mr. Qualls. The picture was taken on Section K-3, Loon Lake. Mr. Qualls is now in St. Paul with his machine on which he has patent rights in the United States and Canada.

Nona Molden, operator at Quincy, has returned to work from sick leave.

E. E. Kay, local chairman of the O. R. T., has been called to St. Paul on organization matters.

Gladys Norris, extra operator, is taking a post-graduate course in telegraphy at the relay office, Spokane.

Changes and alterations recently authorized in the office building at Spokane, are now under way and work in the dispatcher's office is almost completed.

Lyle Von Erichsen, blind attorney, son of traveling engineer H. E. Von Erichsen, was recently admitted to practice before the Federal court at Spokane.

Visitors at Spokane on April 8 were O. H. Wood, assistant purchasing agent at Seattle; J. T. Maher and Chas. Hayden, right of way commissioner and assistant commissioner, of St. Paul; Wm. Kelly, general superintendent motive power, and M. J. Woulfe, general agent mail traffic.

N. A. Thomas, storekeeper news department, Spokane, has been transferred to the office at Great Falls, Mont., and is being succeeded by P. McLean Jackson, change being effective April 8.

H. Partridge, for twenty years car foreman at Troy, Montana, has been appointed car foreman at Spokane, displacing I. Dicker, who takes his former position as inspector.

On March 18, a St. Patrick's party was given by Jennie Bixby and Betty Pugsley, of the superintendent's office, in honor of Mrs. Ida Olson, comptometer operator, who has resigned. The evening was spent in games, prizes and honors going to Jennie Borgeson, Dorothy Carle, Nettie Archer, Beatrice Spores, Opal Smith, and Cora Merritt. Refreshments were served and at the close of the evening, the girls presented Mrs. Olson with a beautiful casserole. Those present were: The Misses Nettie Archer, Mary Taylor, Beatrice Spores, Stella Johnson, Tena Danklefs, Dorothy Carle, Jennie Borgeson, Dorothy Koll, Opal Smith, Jennie Bixby, Ruth Gosselin, Suzanne Johnston, Julia Loquvam. Mesdames Olson, Hanche, Winters, Foster, Sage, Merritt, McGovern and Mallett.

Tom Ponis, section foreman at Adrian, was married at Ephrata on Sunday, March 14, to Helen Carlson, of Soap Lake.

The Pacific Northwest Advisory Board, an organization of shippers and transportation officials, held a meeting at Spokane on March 26. The Great Northern was represented by L. C. Gilman, vice president; J. C. Roth, general superintendent of transportation; M. J. Costello, western traffic manager; F. S. Elliott, general superintendent; J. M. Doyle and C. McDonough, superintendents; T. Balmer and C. S. Albert, attorneys; F. W. Graham, industrial agent; B. S. Merritt, assistant general freight agent; I. C. Maher, general agent, Wenatchee; W. E. Hunt, general agent, Portland, and M. C. Byram, station inspector, Spokane.

D. S. Cameron, tie inspector on the Spokane and Kalispell divisions, has purchased 160 acres of land in Reclamation District No. 6, between Copeland and Port Hill.

A. Whitnall, city passenger and ticket agent at Vancouver, B. C., was a recent visitor to Soap Lake. Mr. Whitnall is an enthusiastic booster for the healing properties of the lake.

W. P. Foley, conductor, has purchased a new Dodge sedan. This is Pat's first car, and it is reported that all the chickens (feathered) in Pat's neighborhood have learned to seek safety in the back yards when they hear Pat tuning up.

A. A. Richardson, conductor, has purchased a new Oakland sedan.

Dominic Dellino, section foreman, Sandpoint, is the proud daddy of a little girl born on March 19. Dominic figured on a section foreman, but is passing out the cigars any way.

W. E. Harter, general clerk in the superintendent's office, was heard over station KHQ March 28, acting as announcer for a program put on by the Church of Truth.

W. A. Harrington, agent at Newport, received a wire announcing the death of his father at Fowler, Indiana, on March 25.



Mrs. Hitchcock

Grace Hitchcock, operator at Fort Wright, won the first prize in the recent slogan contest conducted by the Spokane Chronicle. Her suggestion, "Every Lot a Beauty Spot" was judged to be the best of the hundreds submitted.

Theo. Rude, signal maintainer at Espanola, has just recently returned from a trip to the East.

The signal department now has six extra men employed on the Spokane division taking care of signal work in connection with relaying of steel.

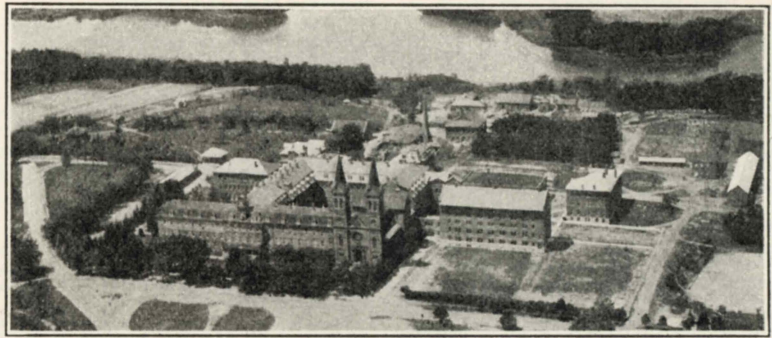
Authority has been received for the installation of the new two-colored light signals at the Fourth Street crossing, Odessa, and at the Hamilton and Cincinnati Street crossing, Spokane. These signals will display a yellow light except when a train approaches, at which time they will show a red light. These are of a similar design to the light type signals now in use between Fort Wright and Wenatchee.

The new cottage for the signal maintainer at Odessa has just been completed and is now occupied.

C. E. Blackmer, signal maintainer at Spokane, is the latest victim of the radio bug.

It is reported that the maintainer's cottage at Harrington has recently been dolled up, painted, new curtains at the windows, 'n everything'. Inasmuch as this cottage is occupied by the only single maintainer on the division, wise ones in the department are wondering just what is going to happen.

Mrs. A. Wahlin, wife of maintainer at Newport, was called to Seattle by the serious illness of her mother.



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THE DEAN, Collegeville, Minn.

Mrs. E. F. Mahle suffered a painful injury on April 2 when her knee cap was broken in a fall on the stairs.

Osten Hjortedal, section foreman, who has been visiting in Norway, has returned to work and is now acting as relief foreman at Hillyard.

Conductor Leo Cantlon recently purchased a beautiful Landau sedan. We understand that it is intended for the comfort of his parents. We hope this is correct.—But?

Roundhouse Foreman James Davis went to a funeral recently, and to save time on his way home, he took a short cut through the woods. After driving around for an hour, he discovered that he had lost his way, and upon looking around, he saw an old fellow working in a garden. Approaching him, he informed the old gent that he was lost and would like to be directed to Hillyard. The old fellow said that he could not tell him the way, so Jim asked him if he had lived there for any length of time, whereupon the old gent informed him that he had made his home in that place for 20 years. "Well," Jim said, "then kindly direct me to Spokane." The old fellow replied that he did not know the way to Spokane, either. Jim said "Well, I am lost and must find my way out of here. Where does this road go ahead of me?" Again the old fellow informed him that he did not know, so Jim said, "Well, you don't know very much, do you?" "No," replied the old gent, "I don't know very much,—But I ain't lost!"

O. H. Green, agent at Riverside, has recently purchased the McMillan home at that point.

We regret to announce that the father of Neil Henry, messenger at Spokane freight house, passed away on March 20.



Mr. McDonnell

John McDonnell, employed for the last 19 years in various capacities at Hillyard, is the only Great Northern employee so far entered in the subscription contest being conducted by the Spokane Chronicle. "Mac" is trying to win the \$3,500 Pierce-Arrow.

Tom Zilski and his telegraph crew are now at Pateros, changing lines at that place.

R. P. Baker, warehouse foreman, Wenatchee, is spending all his spare time erecting a summer cottage on Lake Chelan where he expects to spend his vacation.

Gertrude Gervais, of the freight claim agent's office, Spokane, is off on sixty days leave of absence on account of sickness.

Track department has increased force to take care of the 1926 program. Three extra gangs have been recently added under Foremen Dallas, Dedrosian, and Stevens.

Fred Tosto, section foreman at Orient, is bringing his family from Italy, as is John Dominici, foreman at Camden.



Mr. Whitley

Above is shown James Whitley, janitor Spokane passenger station. Jim has been on the job ever since the new passenger station has been constructed at Spokane, and on June 15, rounds out 25 years of continuous service. Jim is as much of a fixture, and as well known to officers, employees and the traveling public as the clock on the station tower.

B. & B. department has started a paint gang under Foreman Albert Carlson, their first task being Bridge 359 over the Columbia River.

Mrs. Walter Gilbert, Mrs. Ralph Ryan and Mrs. Virgil Whaley, wives of B. & B. carpenters, were called to Fort Benton, Montana, by the serious illness of their mother. They were accompanied by Orville Scott, their brother, who is also employed in one of the bridge gangs.

Carl Gray, track welder, has just recently been released from the Sacred Heart Hospital, Spokane, where he underwent an operation.

"Slim" Allen, foreman of B. & B. No. 1, celebrated the opening of the fishing season by bringing home twenty-five nice ones. Slim maintains that he caught them, but several of the other fishermen insist that he bought 'em.

Ed. Campbell, conductor, and Sayle Johnson, brakeman, have been assigned to trains 39 and 40 Spokane to Troy.

Trainmaster's office has been advised that W. P. Flanagan, who is at present visiting at Springfield, Ohio, recently suffered a broken ankle.

John T. Raftis, Colville, has been appointed attorney for the Great Northern in Stevens County, succeeding L. B. Donnelly, who was recently appointed assistant attorney general at Olympia.

The many friends of Engineer John Souter will be glad to learn that he is able to return to work, and is now holding run on 39 and 40 between Spokane and Troy.

Engineer James Paul, who has for a number of years been on runs 43 and 44, which were taken off April 4, has taken the Milan helper.

Engineer James Thompson, for the last four years on the W-O local, has taken the mixed run on the Mansfield line.

Changing the local passenger service and running trains 39 and 40 through to Troy has increased the mileage to such an extent as to necessitate two engine crews on these runs each way out of Spokane.

Engineer E. L. Lenz, who has been on the Cascade division for the past 90 days, has returned to the Spokane division, taking run on the second district local, which was recently made vacant by the death of engineer McNulty.

Engineer Lewis Becker, who has been seriously ill at St. Luke's Hospital for the past two weeks, is slowly improving. Mr. Becker holds the swing passenger run between Spokane and Wenatchee.

The 1925 apple crop is almost completely shipped from the Wenatchee Valley, less than 400 cars now remaining to be shipped.

B. K. Franklin, genial night roundhouse foreman at Hillyard, has now returned to work. Mr. Franklin recently underwent a serious operation in one of the large hospitals in Portland, Oregon.

Six stalls of the Appleyard roundhouse have been extended, and six new stalls have been built on roundhouse at Hillyard in order to accommodate the 2100 class freight engines in use on the second district, Spokane division.

Daily local freight service has been inaugurated between Hillyard and Troy, two crews being assigned between Hillyard and Sandpoint, and Sandpoint and Troy, Montana.

Engineer W. E. Haggart, local correspondent for the engineers, wishes to thank, through these columns, the engineers and others who so generously responded to the request made for snap shots and views of homes and interesting scenes on the Spokane division.

Engineer Nick Oster has been holding the swing passenger run between Spokane and Wenatchee during the illness of Engineer Becker.

R. C. Cameron, representing the Worthington Feed-water Pump Co. has been holding classes for the instruction of enginemen at Hillyard roundhouse.

On time card effective April 11, trains 2 and 3 are made twelve hour trains between Spokane and Seattle.

F. A. Kachinsky, chief clerk to superintendent of telegraph, was married April 3 to Ann Beckwith, of Spokane. The young couple spent a short honeymoon on the Coast and are now at home to their friends at W-714 Spofford Avenue.

John Rigg, baggage checker, Spokane depot, was recently operated on at St. Luke's Hospital for ruptured appendix, and is now getting along nicely.

J. A. Bohland, bridge engineer, of St. Paul, was a Spokane visitor recently, going over the proposed bridge program for 1926.

Stella Johnson, stenographer in the superintendent's office, Spokane, left April 14 for a vacation in the East.

Fred J. Weimer, formerly on the extra list at the yard office, is now permanently employed as clerk in the boarding car department at Hillyard.

Superintendent of boarding cars reports that four new boarding outfits have been set up since the first of April, in order to take care of new gangs put on.

Ben Burbridge, popular chief clerk in the Hillyard yard office, is expected to return from sick leave May 1st.

The Hillyard yard office report that if Ike Southwick, their dependable pitcher, rounds into form, they will organize a ball team, which will be under the management of O. O. Wilmot.

A. A. Piper, agent at Wenatchee, is spending his vacation in the East, going as far as New York City and visiting enroute in Buffalo and in Illinois, where his son John is attending school.

Mrs. Maude Wegner, expense clerk, Wenatchee freight office, is leaving the first of May for an extended trip East.

Mrs. Edna Umphlette, check clerk at Wenatchee, returned the middle of April from Seattle, where she spent several days while having her tonsils removed.

WILLMAR DIVISION

Associate Editor

L. A. JORSTAD

Willmar, Minn.

R. Kinner, retired veteran agent, has returned from an enjoyable and extended visit to Southern California. Bob says that country is full of "Vealthy Widows mit google eyes," and he hurried his return to the Sunshine State to escape their wiles.

Ole Stoa, agent at Kidder, S. D., took part in the old fiddlers' contest at that place recently, and we understand he got second prize, there being only two participants.

Peter Bogh, section foreman at Huron for past 14 years, has bid in the section at Osceola, South Dakota, his son Willis being station agent at that point.

Martin Sundlie, assistant section foreman at Amherst, has a sample in his grip of a new brick he sells, and which he claims will be a great success.

E. L. Galloway, warehouseman at Huron, and wife were called to Minneapolis a short time ago by the serious illness of Mr. Galloway's mother. She died before they reached her bedside.

Conductor J. W. Granger has just blossomed out with a new "Pontiac Six" and says this car has no equal in its class.

If anyone wishes a thoroughbred Chesapeake hunting dog, apply to Neitzel's Kennel, Aberdeen, South Dakota, as he has eleven to choose from. Conductor Van Wright is figuring on two, one for mud hens, the other for jack snipes.

Agent Rime at Burch was relieved three days this week by "Barney Google" Covert, but nothing was seen of "Spark Plug."

Ask Operator Staff at Campbell which is the best method to stop prairie fires, he being the star performer in this roll a couple weeks ago.

Peter Emil Hansen, bill and voucher clerk in the superintendent's office, enjoyed a week's vacation commencing April 19, during which time he talked the clerk of court out of a marriage license, the lady of Peter's choice being Belinda Johnson, of Sioux City. The wedding took place at the home of the bride's parents April 20. The pencil pushers are looking for a dinner as soon as the newlyweds get settled and Peter gets wise to the art of carving the big-a-de-chick. Here's wishing them a long and happy future.

D. B. Drysdale, one of our congenial telegraph operators, was united in marriage to Helen Trautman, of Zealand, N. D., April 24 at Maple Plain. Congratulations and good luck.

B. L. F. & E. No. 95, Willmar, danced all night 'til the broad daylight, April 4-5. After a long strenuous rest during Lent, a big crowd turned out and had their first work-out, the banquet being served by Ladies' Auxiliary, Mrs. H. B. Moneysmith, president. Haven't heard of anyone regretting being there.

Paul Roy, "old reliable standby," is with us again keeping time for steel gangs between Pennock and Morris. The only fear we have of losing Paul would be his breaking thru the ice while fishing on Long Lake during the winter months. Chances of this however are remote as, we understand, he carries a life saver with him at such times.

Peterson and Webber, "Inc." inventory clerks, connected with the auditor disbursements office, have finished the field work of checking the material on the division and are now engaged in figuring same in dollars and cents. Judging from the number of letters Peterson received daily (ladies' handwriting), we fear that he is also engaged in a different way and trying to slip something over on us. Time will tell.

Locomotive Engineers, Green Lake Division, No. 549, gave a six o'clock banquet at the Masonic Hall in Willmar, Sunday evening, April 11, in honor of Engineer J. W. Conway, who has been incapacitated the past few months due to an injury to his hand. A sumptuous dinner was served by the Ladies' Auxiliary, special credit being due Mrs. A. Losleben, president of above order, who had full charge of the repast and dining hall, also to Mrs. Jerry English, who presided over the cooking. No wonder Tony and Jerry are 250 pounders, judging from the quality and quantity these ladies are capable of serving.

After dinner, the party, 76 in number, repaired to the Odd Fellows Hall, the regular meeting place of the B. of L. E., where the evening was spent in card playing, intermingled with vocal and instrumental music, the feature of the program being a vocal duet rendered by Engineers David Johnstone and Dennis Dugan. Dave being flat and Denny being somewhat sharp, some beautiful harmony resulted. All present had a real time, and were so enthused that an affair of this kind will become an annual event in the future.

Operator Kenneth Kiely is relieving Operator J. J. Waldowski, third trick at Watertown, Waldowski having taken a six months leave.

Louis Pogreba, section foreman at Tintah, is trying the roads with his new Tudor sedan which he just purchased. In some instances the roads have been rather trying on Louis.

G. H. Michael, agent at Erdahl, has been busy getting settled, having recently moved his family there from Montrose.

James Laughlin, agent at Norcross, is kept busy telling the boys along the line what a wonderful well the company has put down at his station: Judging by the quantity of water pumped, think Jim must be going to start a duck farm.

Elmer Calkins, stevedore, Sioux City freight house, is spending a leave of absence in Oklahoma City, presumably in quest of an oil well. With the inexhaustible oil production at Lake Lillian, south of Willmar, can not understand why he chose Oklahoma.

M. H. Williams, foreman, section S-28, Sioux City, is now in charge of a white extra gang engaged in relaying 110-pound steel between Hancock and Morris on main line; and C. Rask, section foreman, Cottonwood, is laying down the law to a Mexican gang between Garretson and Sioux City.

Margaret Cummings, mother of roundhouse foreman C. H. Cummings, Sioux Falls, passed away at her home at Derring, North Dakota, on March 15. Interment took place at Devils Lake, North Dakota, March 18.

Assistant Cashier Clara Mickelson, Sioux Falls, spent Easter with friends at Shenandoah, Iowa.

John Simpson, brother of General Agent Thomas Simpson, of Sioux Falls, passed away at his home in Hamilton, Ontario, on April 7, interment taking place at Alymer, Ontario, April 10. Thomas Simpson left Sioux Falls on April 8, reaching Hamilton in time for the funeral.

We have noticed the particular broad smile on Engineer John Nygaard's face lately, the 3013 being back from the shops, fresh paint and all spruced up, rearing to go. With the co-operation of Billy Winters, fireman, he expects soon to have her back in first place. Last year the government inspector said some very fine things concerning this battle cruiser of John's.

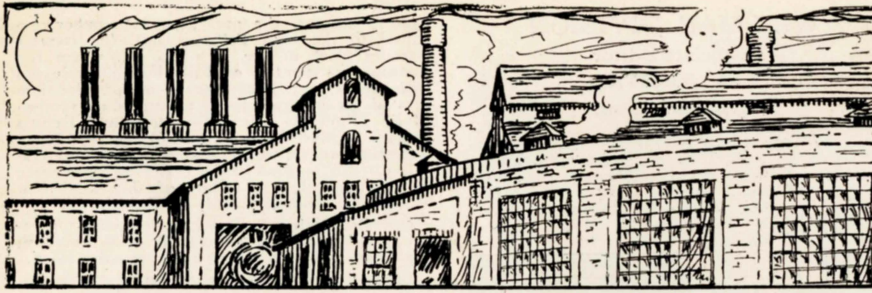
Conductor W. P. Hackett has purchased a new Chrysler six coach. He says the first 2,000 miles are the hardest, but after that, the instruction book says 1 to 70 in high, Oh, Boy!

We now have three G. N. employees on the Willmar City Council, N. P. Nelson, carpenter foreman, just starting his seventh year as alderman in third ward, A. L. Smith, conductor, serving his second year, third ward, and Frank A. Holmberg, employed on Section 30, elected in fourth ward at the recent city election. We are glad to see this G. N. representation which speaks for itself.

On Tuesday afternoon, April 20, the Willmar office force was treated to a special vocal concert given by a "Great Northern Glee Club." The "Club" was passing through Willmar on a special 100 car train, and as they waited for an engine and crew, they gave us a varied program of solo and ensemble singing. Their high notes were not always true to pitch but in spite of this they did well and were a fine looking bunch, of which the Great Northern can well be proud. We hope to have many more of these "concerts" during the coming year as this class of patronage is what keeps the Big G. N. on top. Will be glad to listen to these "clubs" as often as they come through, the more the merrier.

Evidently the Sioux City girls "have a way with them," as quite a number are getting married. Even our Great Northern men are picking on local girls who are not yet Great Northerners. T. E. Coffey, claim agent of the Terminals, formerly of this city, will soon be back to claim his bride to be, and Emil Hanson, of the Willmar office, will take unto himself a wife April 20, also of Sioux City, but not yet affiliated with the G. N. We guarantee that if the G. N. would ever put on a beauty or popularity contest for the ladies, both the above brides to be would take a prize. Sure are good looking.

And now Mary Kelley, the agent's stenographer, is ready to "jump off." The lucky man is Gerald Walsh, our former demurrage clerk. The report now is that Madge Keating, our assistant cashier, will be next. How about it, Madge? Well, here's good luck to all our newlyweds-to-be.



About the SHOPS

DELTA

Harry Brooks, pipeman, Wm. O'Neill, blacksmith, E. A. Dore, boilermaker, Chas. Brewster, cabinetmaker, and John O'Brien, machinist, were elected to attend the Shop Craft conference which was held at St. Paul in April.

Henry Middendorf, millwright, is building a twenty-six-foot launch which he expects to have completed by early summer. Mr. Middendorf is asking for assistance in locating an attractive young lady and a bottle of champagne to do the honors.

Mrs. John Mitchke, wife of Delta machinist, is recovering from an operation performed April 8 at Providence Hospital.

Orvel Knapp, machinist, Wolf Point, and Fred Parker, machinist, Troy, are now employed at Delta.

W. O. Lechner, Everett storekeeper, is responsible for the new Buick sedan which recently made its appearance at Delta shops.

We extend our hearty congratulations to Mr. and Mrs. Thomas Callaghan, car repairer apprentice and wife, who are now on their wedding trip to Sound cities.

Elmer Stein, store athlete, has fully recovered from a sprained ankle which he received last month while training for the high jump. Elmer is fortunate to have received such a minor injury as a crystal gazer predicted a broken leg.

Mr. Brennan, boilermaker foreman, has returned from the foremen's convention held at St. Paul, April 18.

Mrs. Paul Polesky, mother of Gustav Polesky, babbitt man, and Otto Polesky, blacksmith helper, died at the family home at 1301 E. Grand, April 4. We extend our sympathy to the bereaved.

Delta coach shop has gone two years, one hundred sixty-six days without a reportable accident, and Delta repair track has gone one year, one hundred and ten days without a reportable accident, at the present writing. Car Foreman McCaustland is very proud of this record, and he doubts very much if it can be beaten by any shop of its size on the road.

We are surely glad to have our jovial engine inspector, Charles Reinhardt, back with us again. Charlie has been quite ill with a serious attack of flu, and was certainly conspicuous by his absence. Things didn't seem the same at all when he wasn't here.

The call irresistible has penetrated the realms of Delta roundhouse, and our handsome oil boy, Arthur Munson, has left us to conquer the great white fields of Alaska. We will all be glad to see Arthur when he comes back this fall, and are looking forward to some entertaining stories of the "White Fairyland."

The well known saying of "In the spring, a young man's fancy lightly turns to thoughts of love" has again proven its point, for Cupid speared our little "Brownie" (Robert Brown) the pump houseman. On April 15, Brownie acquired a sweet little wife. The lucky girl's name was Eleanor Wilsey. She was exquisitely gowned in orchid satin and silver lace and carried a bouquet of bridal roses. Margaret Brown acted as bridesmaid and John Brown, brother of the groom, was best man. Mr. and Mrs. Brown are spending a short honeymoon visiting various places on the Sound, and upon their return will reside in Everett.

DEVILS LAKE

Herb Mitchell, night roundhouse foreman, has lost his pet cat mascot, but the night force have promised to get him a new one. Fair warning to all. Everyone had better watch their pets, as the night gang will stop at nothing to fulfill a promise made to the night foreman.

Max Miller, machinist helper, formerly a race horse driver at Coney Island, gave a whistling solo at dinner hour, 9 P. M., March 18. The solo was greatly enjoyed by the night force. Good luck, Max, and best wishes for a great future.

The roads east of Devils Lake will not need many repairs this summer as Elmer Smith, machinist, with his new Dodge "stone crusher," (Loco. Foreman Newgard has so called the new car), has worked the roads into excellent shape for the coming season.

Bud Vogel, machinist, was seen limping around the roundhouse recently, and when inquiry was made as to the reason, he stated that it was caused by practicing the Charleston till the wee hours of the morning.

The sympathy of all the roundhouse employees is extended to Mrs. Wenderline Reiger, on account of the death of her husband. Mr. Reiger was employed as laborer.

Alois Fixel, laborer, is rapidly recovering from his recent operation.

Anyone wishing first class information on gardening, write Luther Burbanks, Brown, hostler. From all accounts "Brownie" is an apt disciple of the late deceased plant wizard.

Here are two good signs that spring is here. W. S. Newgard has started his garden, and Machinist Alexander is driving his Star to work.

A membership drive was started recently for the Devils Lake Civic and Commerce Association, and W. S. Newgard, locomotive foreman, was chairman of one team that within three days had filled over twenty membership cards. The majority of these cards were signed by roundhouse employees.

Joe Agrest, machinist, who has been confined to his home on account of illness, is back on the job again.

Ole Holseth, laborer, is laying off account sickness, and reports are that he is improving rapidly and expects to return to work in a short time.

Earl McNamara, laborer, has left service to go to farming. We wish Earl the best of luck in his new enterprise.

We were glad to welcome Engineer Ford of the F. G. & S. back. John spent the past three months in the East, and reports a great trip; but says that the weather has been a good deal colder than it was in North Dakota.

Here is a record that Devils Lake roundhouse employees believe will be hard to beat. Fourteen consecutive months of no lost-time accidents.

S. G. Clark, master mechanic, of Minot, and Wm. Mackenroth, boiler inspector, were recent visitors.

Joe Collison, veteran roundhouse foreman, paid us his monthly visit a few days ago. Joe is enjoying the prize fights all around the country. He also told us about when he was roundhouse foreman. Call again Joe, we enjoy your visits.

GREAT FALLS

Felix Skowron, our invincible "Iron Man" moundsman, was seized with a severe attack of appendicitis several weeks ago and after an operation and confinement at the Columbus Hospital for several weeks is again slowly preparing for mound duty. He bewails the fact that his "Charleston" will be very "ragged" ere he is again able to trip the fantastic. Stick to the old fashioned waltz for a while, Felix.

Great Falls shop kittenball team vanquished the store department nine 19 to 0 in a contest staged April 11. The same teams met previously on April 1, the store department taking the short end of a 19 to 4 score. To date the shop team has experienced no setback.

Reinard Snyder, leading wheel house man, returned from a three months' trip to Holland, Germany, France, and England. Mr. Snyder left the first part of January to visit his mother in Holland. He reports a lot of beautiful and interesting country, but states he is glad to return to the United States.

Ole Larson, gang foreman, in Great Falls car department, has been absent and confined to his bed for the past several weeks due to heart trouble.

Mrs. Arthur Anderson has been off for the past several days, recovering from an operation for the removal of her tonsils. Mrs. Anderson is employed as car foreman's clerk at Great Falls shop.

Jacob Isler, messenger, was granted a three months' leave of absence to visit relatives in Washington and California.

Great Falls Shop baseball nine defeated the Freight House Clerks at a game of baseball staged Sunday, April 18. The game was marked for several good plays by both teams and by the timely rallying of the Shopmen in the ninth inning. With two down the Shopmen took the Freight House by storm and when the smoke had cleared, the Shopmen emerged from the short end of an 8 to 3 score in the ninth to the victors of a ten to eight game. Home run by L. Matz. Batteries: Shopmen—Pauls, Schenk, and Shiell; Clerks—Kleinhaus and Eystone.

Helen Buck, stenographer to the shop superintendent, returned to work April 19 after an operation at the Columbus Hospital for a severe attack of appendicitis. We are all glad to have Helen back with us as the grandstand has stood empty ever since her absence.

Joe Jarnot, car department time clerk, we are informed, has again changed his residence for the nth time. About the time we get an idea of his whereabouts he is gone again. Aren't on the "dodge," are you, Joe?

HILLYARD

Herman Brewer, machinist, is the proud father of an eleven-pound boy.

Ralph Mortison, electrician, celebrated the opening of the fishing season by hooking eighteen brook trout in the Little Spokane River between Spokane and Newport.

Robert A. Scott, son of Henry Scott, blacksmith, passed away March 27. Mr. Scott, who was 25 years old, had served his apprenticeship as machinist in the Great Northern shops at Hillyard, but recently contracted tuberculosis which could not be checked. The sympathy of the entire community is extended to the grieved parents.

Robert Hamaker, machinist helper apprentice, and son of Conductor R. H. Hamaker, was married on March 24 to Ruth Kelley. Both Mr. and Mrs. Hamaker attended the Hillyard schools and have a wide circle of friends in the community.

SIoux CITY

William Mackenroth, district boiler inspector, was a recent guest of H. Craswell, locomotive foreman at Sioux City. Bill gave us a good report, which might be due to the fact that Herb handled the dinner checks.

Engineer Geo. Thomas, Boilermaker Foreman J. M. Wells, Engineer Ed. Lester and Foreman's Clerk Stuart Rothwell are planning a fishing trip in northern Minnesota and Wisconsin this summer. Mr. Craswell says if this gang don't get moving soon, something is liable to happen, as day by day in every way, the smell of fish becomes more offensive.

Great Northern Semaphore

John S. Ray, Jr., son of Engineer J. S. Ray, recently made application for position as fireman on the Big G. Daddy Ray, however, does not know whether or not he will approve it, but admits that he is some boy and that mother and son are doing fine.

P. A. Cain, roundhouse laborer, who met with injuries last winter, has returned to work.

Earl Westadt, stationary engineer, Sioux City, has taken 60 days leave of absence. We understand that Earl is going to try to get up with the cows and chickens from now on.

John Godson, roundhouse laborer, Sioux City, who recently underwent an operation for appendicitis, is reported improving and expects to be on the job again soon.

J. R. Bailey, car foreman, Sioux City, got the notion to try and knock down all the telegraph poles on the right-of-way near the coal chute. He managed to put one out of commission but the Ajax refused to take any further chances, as one a day seemed to be all that it could stand without a new set of bumpers, lights, etc. Jack, however, had a rabbit's paw in his pocket and came through without a scratch.

J. K. Berner, treating plant operator, Sioux City, is the proud owner of one of Ford's new products. Jake and Henry seem to be made for each other.

ST. CLOUD

Lawrence Stelzig is reported on the sick list this week. We hope for a speedy recovery.

Christ Eizenhoefer, machinist helper, we hear, has purchased a second-hand Chevrolet. After a week of ownership, Christ decided he had become a capable driver, so we'll not see Christ on the street-car any more. Wonder if we'll always be able to say that.

Frank Meixner, who is playing one of the leading roles in "The End of the Lane," suddenly became ill April 14. We hope it isn't serious enough to keep him from appearing tomorrow night. It would be quite impossible to substitute on so short a notice.

Ursus Schaefer and William Hoffmann were off a few days on account of sickness.

Peter Lauerermann and Eddie Pfannenstien, blacksmith helpers, also commander and adjutant, respectively, of the American Legion, at St. Joseph, Minn., attended the Legion conference held at the Curtis Hotel, Minneapolis. The conference extended over a period of two days; however, Peter and Eddie didn't return until four days later. Wonder what the big attraction was? They report having heard the G. N. girls' quartet on Saturday, which they rave about. However, there must have been more, because they remained another day. We are anxious to know more about it, boys!

Star cars are shining brightly among the blacksmiths. Mike Daniels is in line for one, making a total of seven Star owners in one department. When will the moon(shine)? They claim the Stars are bright enough.

Nick Hoffmann, blacksmith helper, recently bought a new Ford sedan. (Oh, yes, girls, he's single.)

A diamond ball team is being organized among the carmen, and will take a leading role in the St. Cloud diamond ball league this summer. Auggie Roos, wood machinist, has been chosen manager. Candidates for the team are: Auggie Roos, Leo Rau, Ervin Davis, Harold Wilkes, Heinie Reichert, Sylvester Schwartz, Ray Hall, Louis Jaeger, Geo. Schiedinger, and Carl Mouske. All these men played on the various teams last year in the league, and two of them were on the team that won the trophy. We expect our team to carry off the pennant and the fifty dollars cash prize being offered by the St. Cloud Times.

We notice the mill foreman and also the car and gang foremen of the Jackson Street shops were at St. Cloud shops looking over our car construction work on the fifty-foot auto cars being built here. We expect they found some improved methods in building cars.

Several car repairers have started work on building new homes, among whom are Jake Scheerer and Frank Weber, who are building in Waite Park, and Chester Freeberg and Math Malisheske erecting homes in St. Cloud, Minn.

In the last issue of the SEMAPHORE we mentioned that our general utility man, Bill Brandenburger, had taken charge of the bone-yard. We wish to correct this as Art Des Marais still has charge of all work.

Assistant Foreman W. C. Scheil has returned to work after a ten-day illness.

Jerome Lacher, son of wood machinist, Peter Lacker, was awarded first prize at a harmonica contest given at the Sherman Theatre, April 10.

Friends of Gerhard Torborg, wood machinist, were somewhat surprised when they learned of his marriage to Clara Weeres, of Richmond. Jerry is a quiet fellow but he has it behind his ears.



The above picture is of the late Doris Kretlow, carman apprentice, at St. Cloud shops.

Some class to some of our carmen this year the way they are buying better cars. William Bosworth is driving a new Studebaker six coach and Fred Lepenski has purchased a Ford touring, and Painter Alex Heurung is sporting a new Chevrolet coach.

Carman Apprentice Bill Manthey is spending Saturday afternoons in the local five and ten-cent stores trying to get acquainted with some of those good looking clerks. We know Bill is still an apprentice in this game, but no doubt will overcome all obstacles and soon be real handy with the girls.

Car Repairer August Guentzel came very near having a serious accident recently on his way home from work. As he drove onto the pavement his little Ford was hit by a big bus. What we don't understand is that the Ford stayed right on the road, while the big bus went into the ditch, but this must be due to the fact that the Ford was well anchored, carrying such heavyweights as Bill Demo, Wally Wickman, and others.



The above is a photograph of Painter Foreman A. L. Wenstrom, and his good wife. Mr. Wenstrom is a Great Northern veteran, but is still in the "harness" and can be seen on the job every day with his men. We say "with his men" because in reality Mr. Wenstrom considers himself as being on a level with the painters, who belong to his crew. Besides being a very genial person, Mr. Wenstrom is a sincere advocate of the brotherhood of man. In his dealings with his men he demonstrates this belief in every particular.

Radio fans enjoyed a rare program April 7 over The Times radio station WFAM when the Great Northern Glee Club and the Great Northern Pirates Orchestra broadcasted a twin program. Those who listened in speak highly of the affair. Prizes were awarded, a forty-two piece dinner set going to Mrs. Ray Janski, while W. P. Schmidt, Gertrude Hanson, Mrs. F. A. Dolan, Mrs. H. Becker, and Mrs. Friesleben were given tickets for "The End of the Lane," staged April 14, at the Minor Theatre.

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SUPERIOR

We were favored with a pleasant visit by former shop superintendent M. J. Stoll, who has wintered in California and stopped off at Superior on his return. We were very much pleased with Mr. Stoll's visit, and are always happy to have him call on us.

Carman Helper Bernard Marsh took an extended trip through the West, visiting at various points along the line and also in California.

Boilermaker Helper Fred Gagne had a real enjoyable trip to Miami, Florida.

Painter Helper Walter Wells spent two weeks visiting at Portland, Ore., and reports that he is very much pleased and enthused over the West.

Carman Orville Soper and Locomotive Painter Adolph Nelson report the arrival of husky assistants. Mr. Soper reports that the new arrival will make a great addition to his future hockey team. We are all for your hockey team, "Soap."

We wish to extend our sincere sympathy to Wm. Rossetter and Carl A. Anderson, machinists, both of whom had the misfortune to lose their wives recently.

Machinist Leader A. Bonsall was recently called to Charles City, Iowa, on account of the serious illness of his father. We are pleased to learn that he is getting along nicely.

Carman Edwin Benson was called to Hatton, North Dakota, on account of the death of his mother. We are very sorry to hear of his misfortune.

Machinist George Foulk was called to Chicago, to be with his mother who was seriously ill. He reports she is getting along nicely.

WILLMAR

Albert Callan, our back shop boilermaker, is smiling from ear to ear, due to the fact that his picture is now hanging in front of every time clock on the system. Callan is one of the officials of the Clock Rushers Union.

Al Callan, boilermaker, is doing hot work at present so as to reduce some of the surplus (FAT) that he has accumulated while on dead work.

Roundhouse Local No. 20 gave a public dancing party Thursday evening, April 15, and understand Bill Jensen won first prize in a fox trot contest. Out of town visitors who attended were: R. R. Hunter, of St. Paul, and Mrs. Peter Derrig, wife of boilermaker foreman, also of St. Paul.

It is with sorrow that we report the loss of our most esteemed fellow workman boilermaker, Henry Hanson, who has worked as boilermaker and boilermaker foreman since August 18, 1902, having 24 years of service to his credit. As he was about to leave the freight depot after calling for his pay-check, he was stricken very suddenly with heart failure. He leaves to mourn his death, a wife, two sons, a daughter and a vast multitude of friends. Mr. Hanson was a very active citizen of Willmar, and also very active in the lodges of which he was a member.

J. B. Haslet, locomotive foreman, was elected delegate to the convention held in St. Paul April 12 by the Great Northern Railway Supervisors.

A large delegation from the day shift spent the night of April 15 at Green Lake outlet, spearing fish. From reports, and if same be true, they speared all the suckers in Green Lake that were of any size at all. We now know Bill Potter carries a rubber rule and a double dialed scale in his fishing tackle box, he apparently doesn't know the difference between a sucker and a pickerel.

Edward Hanson of the tool room is back on the job again. Ed. has been in Arizona for the last six months with his family, for their health, but claims dear old "Minnie" has Arizona beat all hollow when it comes to climate.

Christ Christianson, boilermaker, is back again on the job, and we hope that Christ will linger a little longer this time.

Several pits in the roundhouse are being reconstructed which no doubt will be greatly appreciated by the mechanics.

Russell Quam, night tool checker, has broken the fishing rules. He was caught fishing minnows with a pin for a hook the other night, in an 8,000-gallon engine tank of water from Smith Lake. Now we have the wrinkle why Quam has been having so many sardine sandwiches in his lunch bucket of late.

Charles Davis, call boy on first shift, has been doing the Charleston so much lately that his knees have turned inward on him. Now Charlie, it is up to you to make up some kind of a new dancing step to get them in outward shape again.

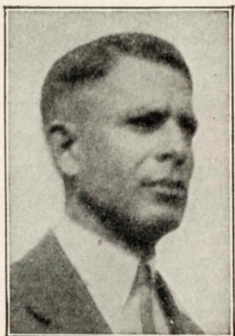
Joe Kottom, machinist helper, has bought a new saxophone. Reports are that the neighbors are not getting very much sleep these days. Joe says he wants to sell his Ford coupe as he is getting tired of rampaging around and is now going to settle down. If anyone wants to buy a Ford cheap, here's your chance. We are all wondering why Joe is so late for work these last few mornings and understand he also passes up his breakfast. Love sure must be a great supplement to a big breakfast.

The following will step on gas in new cars this summer, purchases recently made: J. D. McCarl, machinist, Chevrolet coach; Carl Eric, boilermaker, Cleveland six; Clarence Danielson, store foreman, Chevrolet sedan.

SOMERS LUMBER COMPANY

Associate Editor
R. E. GAUTIER
Somers, Mont.

Have you noticed the big holes in the water of Flathead Lake lately? This unusual phenomenon has been caused by Glenn Craven and Gus Hoppee, two of Flathead's best boosters. Gus says, "I have to go with Craven to help him land them." — You guessed it—Fish! And say! An eight pounder is looked upon as a minnow after landing a couple of twelve pounders and finishing up with a sixteen and one-half pounder. Craven had the pleasure of presenting to "Battling" Nelson, who was here with the Nelson-Wolgast fight pictures, two beautiful "Dolly Vardon" trout. When asked if that was the common variety called "Bull Trout," Craven replied "This is no bull." The battler was well pleased and promised Glenn his autograph.



In reading this paragraph over, the SEMAPHORE staff (in St. Paul) are moved to mention the fact that autographs are the easiest thing we do. Will make a bargain, rate—six autographs for one trout.

Although Dame Nature interfered somewhat with the Easter parade and the fair sex hesitated many times as to which hat to wear, Allan Milne, clerk at the bank, was not to be bluffed. Allan appeared in new double breasted, light spring suit with those balloon trousers. Allan says he likes that balloon effect; he can change his clothes now without taking off his shoes.

The championship of the Kalispell Bowling League was easily in reach of the Somers bowling team until the boys met the girls team at Kalispell. The same old jinx followed them up, the result was they lost two games out of three, thereby tying them for first place with the Independents. In the roll off, the Somers team was defeated two games out of three and was forced down to second place. This year's performance was very good considering that our team was composed of fellows who didn't bowl very much, but just decided to show the boys in Kalispell that they could give them a good run. Next year's team should be able to hold its own very nicely as its members will be veterans at the game after this season's experience.

Peter Myre, manager of the Company store, spent two weeks in St. Paul on a business trip, stopping off on his return trip at Rochester for a slight operation.

Mr. and Mrs. M. White announced the birth of a boy, March 22.

Mr. and Mrs. O. W. Brist announced the birth of a boy last month.

Mr. and Mrs. Fred Cross announced the birth of a son last month.

Be-aufitful Kitty

Our good natured gardener, Steve, Could not be made to believe, That kittens with stripes Were not beautiful sights, But found out that "kittens deceive."

Steve Vasek, local gardener, had occasion to meet with a beautiful kitty last week and finally succeeded in capturing the little animal. It is needless to say Steve returned to work in a complete change of clothes with a much more intimate knowledge of "Animals I Have Met."

Blanchard Lake Camp News

Louis Micho, camp foreman, seems to be quite busy looking after general details of logging operations.

Edward Miner, engineer at the pumping plant at Ballard, and wife are quite busy these days making garden, fencing, and cleaning up the premises. Things certainly have a neat appearance. They are also raising a nice bunch of chickens. The writer serves notice on them in this item to keep close watch on their little brood as soon as they get "ripe," as they will be in serious danger of being picked by unlawful trespassers.

Sam Croy, roadmaster, has moved his family from Somers to the vicinity of Camp No. 3. The honorable roadmaster seems in good spirits these days. He says his tracks are in line and his crew is fine and will continue so if it don't rain any more. He has kept his "Casey Jones," and crew quite busy the past month locating and removing the wrinkles from the track. Due to his experience and knowledge of track repairing, we have been very successful in avoiding derailments. The writer positively knows that there hasn't been a loaded car derailed in the past year, and there has been transported since May 16, 1925, to date, over the railroad known as the Croy Short Line, about 2,500 cars of logs. Some remarkable record for a logging road. P. S.—Give the train crew a little of the credit.—Olaf.

COTTONWOOD COAL CO.

Associate Editor
G. S. KRIEGER
Stockett, Montana

Superintendent R. J. Brown; Ben Brown, compressor engineer; and James Verdon, watchman, are all wearing real smiles these days. They were granted naturalization papers at the last hearing of the court, and as "Bob" says, "We look up to no man, look down on no man, but can look everyone square in the eye."

Julian Epperson, son of W. L. Epperson, G. N. agent at Sand Coulee, spent the Easter vacation with his parents, who live in Stockett. Julian is attending the university at Missoula.

George Spady, who has been employed as clerk in the company store for the past two years, has resigned his position here. He expects to spend a few days with his parents in Bozeman before locating again.

On the evening of March 31, the boys who expect to play base-ball here this year held a dance in the Finlander hall in Sand Coulee to raise money to purchase new uniforms. There were over a hundred couples attending. Lunch was served by the ladies of the Coulee and the Smith brothers furnished the music for the occasion. This is the first of series of four dances they are planning to hold to raise money.

Mrs. E. W. Murphy and daughter, Mabel, of Seattle, Washington, are visitors at the home of Harry Kerr, Mrs. Murphy's father.

Renato Centoni, an employee of the Bank of Italy, of San Francisco, spent the Easter vacation with his parents, Mr. and Mrs. Orlando Centoni.

The Misses Josephine and Gertrude Matthews were visitors at the home of H. P.

Long, bookkeeper for the Cottonwood Coal Co.

On the evening of March 27 the members of North Star Lodge No. 48, Knights of Pythias, held their annual celebration of the institution of the lodge here. After a short program there was a dance until twelve o'clock. Lunch was served by the Pythian sisters. Everyone reported a good time.

Among the purchasers of new cars the following were noted: Jerry Raco, a Star roadster; James Dolezal, an Oldsmobile coach; Ruzbarsky, an Overland; Eino Kukkonen, an Overland; and Emil Frediani, a Chrysler sedan.

Thirteen cars of baled hay were shipped from here during the past month. All of this hay was hauled in by truck a distance of twenty miles, which is in itself another proof of the good weather we have been enjoying in Montana, and also is proof of the good roads we have in the part of the state, as there was never less than five tons to a truck load.

If it had not been for care in making his rounds and prompt action on the part of James Verdon, watchman, he would have had a tragedy to report for this issue. Three youngsters, in the course of some game, hid in one of the cars of hay and shut the car door. Several hours later "Jimmie" happened to hear them and let them out, cold and hungry from their stay in the car.

At the recent election for school trustees for this district, Harvey Leslie and Andy Kerr, both of Stockett, were elected by large majority.

Centerville High School placed third in the last North Central Scholastic Meet held in Great Falls on April 10. Among those making first places were noted the following: Emma Bravo, in Algebra; Vincencia Welker, in General Science; and Marthe Fairfull, in Chemistry.

Harry Ellis, motorman at Sand Coulee, had some hard luck the first of the month. Fire, originating from some unknown source, completely destroyed his new Willys-Knight automobile. The loss was partly covered by insurance.

The Pythian Sisters, of Stockett, are making great preparations for the district meet of Pythian Sisters to be held in Sand Coulee the middle of April. They are participating in a fancy drill and from reports we have received, they are making a good job of it.

Andy Kerr, haulage engineer at Stockett, has been at home sick for the past two weeks. He is back at work again, but there is quite a difference in Andy's waist line as a result.

Mrs. Erickson, wife of Ingwald Erickson, garage man at Stockett, has been on the sick list for some time. She is slowly improving.

D. K. Davis, Jr. who was on the pitching staff of the San Francisco Seals two years ago, has accepted employment with the Cottonwood Coal Company. We expect to see "Dave" work out with the Miners this year.

Mrs. L. A. Sell and son, Bobbie, are visitors at the home of Mrs. Sell's parents, Mr. and Mrs. J. D. Whitehead.

Mrs. H. F. Tilton, wife of Local Accountant H. F. Tilton, underwent a rather serious operation the first part of April. She has been at the Columbus Hospital for some time, but is rapidly improving in health now.

Mary McNeely was a visitor at the home of Mr. and Mrs. A. J. Krieger on her way home from Dillon, Montana, where she has been attending the Montana State Normal College.

Coach Reitz of the Centerville High School reports that the outlook for a real track team this year is very good. There are a number of contenders for all the events, but Joe Evanko, captain of the team, shows the greatest promise as a high hurdler; Mike Lingel, Geo. Mittal, and Mike Bozek in the distance events; Carl Snyder in the sprints; and Norton Hammer and Peter Aracne in the field events.

Old Mr. Isaacs and his son Abie were out for a stroll one afternoon. The old gentleman happened to see some goldfish displayed in a window and the following conversation was reported:

O A B C D goldfish.
L M N O goldfish.
O S A R R goldfish, C M

Great Northern Semaphore



Great Northern Railway



General Offices: St. Paul, Minn.; 32 Nassau Street, New York City

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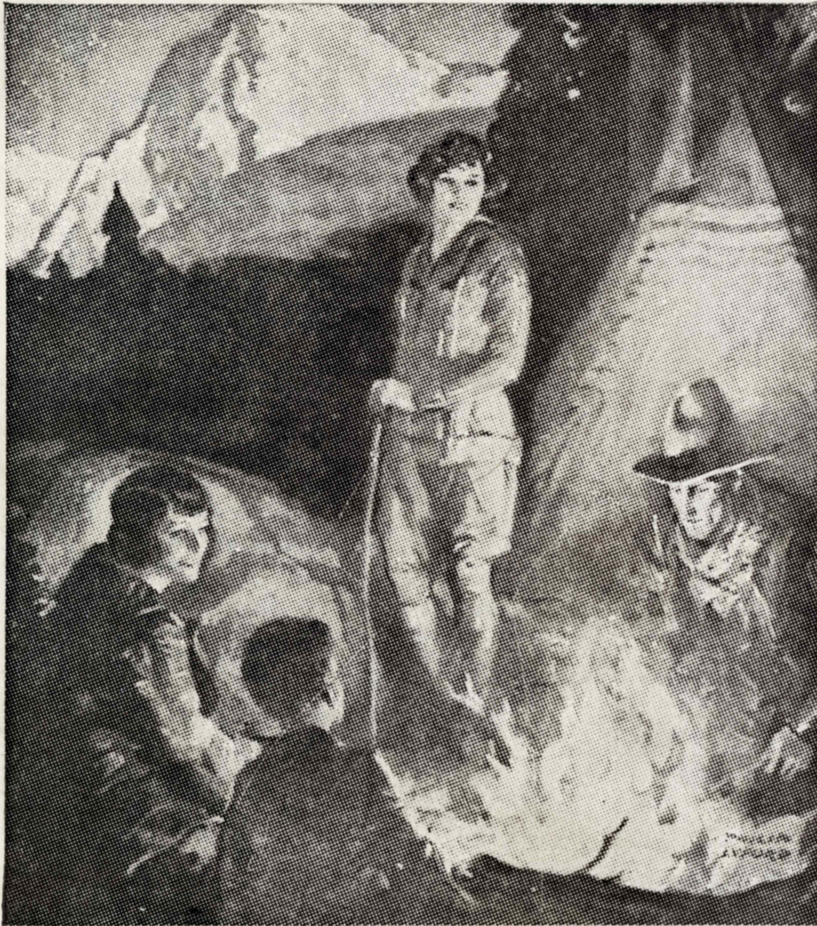
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