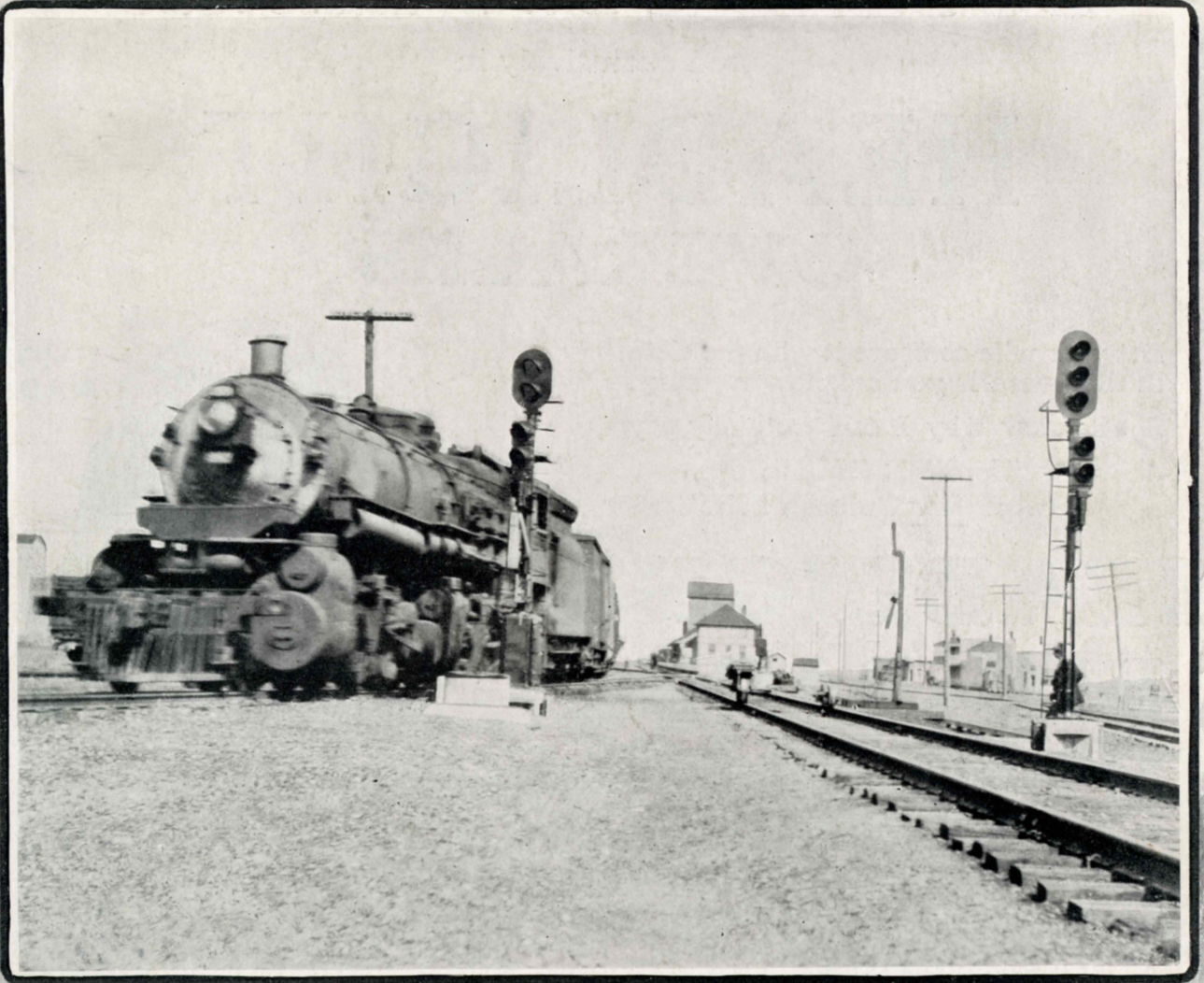


Great Northern Semaphore



SHELBY, MONT.

New Light Signals

at Junction of
Great Falls Line



NOVEMBER, 1926

Ask Your Wife— She Knows Cloth

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"Headlight Overalls
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HEADLIGHT BIG BACK OVERALLS

The greatest advancement in Overall construction in
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The choice of railroad men everywhere—and costing
no more than our regular high back and elastic sus-
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have made these styles favorites everywhere.

*Send for a quarter yard sample. I want you to take
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GREAT NORTHERN SEMAPHORE

VOLUME III

NOVEMBER, 1926

NUMBER 11

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

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

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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.



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BLOCK SIGNALS COMPLETED

Continuous System Between St. Paul and Seattle Now in Operation

By C. A. Dunham, Superintendent of Signals

WITH THE COMPLETION of the automatic block signal system during August, 1926, from St. Paul to Seattle, Wash., a distance of 1,794 miles, which is believed to be the longest unbroken signal installation on a single railway in America, a train leaving St. Paul for Seattle operates under the block system every foot of the journey, there being no gaps or breaks whatever in the continuity of the signaling system. Other main line mileage also provided with the automatic block system brings the total up to 2,998.5 miles so equipped on the Great Northern lines.



One of the New Signals Ready for Service

This work was started in a small way during 1905, at which time the three-position upper quadrant semaphore signal was adopted as standard. In 1907, 120 miles of track in northern Minnesota were provided with automatics, and in 1908 block signaling and interlocking for all main line switches on the four-track railroad were installed from St. Paul to Minneapolis. During the succeeding years this work progressed gradually until the close of the year 1922.

Beginning with the year 1923, developments in the science of optics made the general use of the colored light signal possible. During 1923 four hundred and ten miles of colored light signals were installed, and the additions during 1924, 1925, and 1926, make a total of 1,242.3 miles of such signals now in use on the Great Northern. The superiority of the light signal, and the few points where it must yield to the semaphore may be stated as follows:

LIGHT SIGNAL ADVANTAGES

Great simplicity and reliability of indication, there being no rotary or moving parts subject to derangement in operation or to freezing in the clear position.

Railway signals, of necessity, are displayed by colors at night and during heavy weather, and it therefore is consistent to use colors also by day, now that it is feasible to do so. This pro-

duces uniformity of indication throughout the 24 hours of the day.

The light signal has the important advantage of greater visibility during the night time, also during the twilight zone preceding sunrise and succeeding sunset. When most needed this type of signal is at its best.

The colored signal by day, under all of the varying conditions of backgrounds, has an average visibility superior to the semaphore.

During cloudy weather, or in the presence of fog or smoke, the light signal has far greater penetrability.

The light signal is mounted on a metallic background of an area appreciably in excess of the semaphore mechanism and arm and therefore is visible from the approaching train at a great distance even when the light is out. It is the practice to make the light signal lower than the semaphore, which brings it into more direct line of vision of the man in the engine cab. This is an advantage and a practice which could not be followed uniformly with semaphores, for clearance reasons.

The light signal may be installed, operated, and maintained at a cost much below that of the semaphore.

LIGHT SIGNAL DISADVANTAGES

The light signal has the disadvantage of a rather limited visibility when located on curves. This difficulty can be minimized by the use of a wide angle lens affording greater spread. This results in a decrease in range, which, however, at such locations is not objectionable.

The light signal affords less information to track men or others on the right of way concerning the approach of trains.

SEMAPHORE SIGNAL ADVANTAGES

The semaphore has the advantage of duplicating the day and night indications, thereby making it safe for trains to proceed at night time on the day indication. This is made possible from the use of electric headlights.

The semaphore, used as a block signal on single track, affords good information to track men or others on the right of way concerning the approach of trains.

SEMAPHORE SIGNAL DISADVANTAGES

The semaphore used as a block signal requires an operating mechanism with a large number of rotary and working parts, subject to mechanical and electrical derangement.

The semaphore was used as far back as 1767 for the transmission of messages at considerable distances. At a later period an adaptation of such a semaphore was made to serve railway signaling purposes, and its use doubtless will continue until the demand and market for the semaphore ceases. In the art of railway signaling, the use of electricity has become general only during recent years. The electric telegraph came into use about the year 1840.

It appears probable that if the signal officers of thirty or forty years ago had been in possession of the electrical discoveries of these recent years for railway

signaling purposes, they never would have gone into the more cumbersome and expensive mechanical semaphore and manual block system. Experience with the colored light signal demonstrates that it is a safer and more effective signal than the semaphore for railway signaling purposes. The interlocking signals used for the protection of trains at railway crossings, junctions, drawbridges, and other places as required are made to also serve as block signals. Quite a large number of the interlocking plants in use function automatically, which method of control has been in use on the Great Northern since 1914.

The 1926 signal improvement program also is inclusive of one 64-lever all-electric plant, one 16-lever electro-mechanical plant, and one 6-lever low voltage plant, together with eight plants using the automatic system of interlocking, which system was designed and developed on the Great Northern.

During 1925 and 1926 two engine divisions in the State of North Dakota have been equipped, under orders of the Interstate Commerce Commission, with the Sprague System of automatic train control, which system was superimposed on the existing automatic block signals.



Interior View of Signal Case

The signaling system used by the Great Northern is the standard system used on American railways, and is uniform in its application to the several operating divisions, so that there is no doubt or confusion in the minds of engineers or trainmen who may be transferred from one division to another. If it were possible for one man to operate a locomotive from the terminal at St. Paul to the terminal at Seattle, on Puget Sound, the automatic block and interlocking signals, without exception, would be found located to the right and adjoining the track on which trains are governed by them for the entire distance. All of these signals are provided with

(Continued on next page)

Concerning F. H. Parker

THE TRANSPORTATION NEWS, official publication of the Transportation Club of St. Paul, carried in its August issue the story and picture reproduced below.

"The Man Who—"

"Could be the kind of a financier B. C. Forbes writes about if he hadn't liked railroading so well. Is of English ancestry, a Minnesotan by birth, and appreciative moreover of the value of work.



"As the first duly elected treasurer of the Transportation Club of St. Paul, he husbanded the funds so well that the club invested \$2,000 in bonds—and what is more still has the investment out at interest. (Other luncheon clubs please take considerable note.)

"Knows the secret that Ponce de Leon came galloping over to this continent to find and failed, namely, the mystic quality of keeping young.

"Terms golf an old man's game, to the great disgust of earnest-minded disciples of St. Andrew who insist that golf is for every man, woman, and child in the U. S. A.

"Began railroading as a clerk for the Omaha line when 16 years old. A year and a half later, saw him with the St. Paul, Minneapolis & Manitoba, now the Great Northern.

"The tell-tale line on his tonnage chart moves only one way, and that's up.

"He's F. H. Parker, AGFA, Great Northern Railway Company, St. Paul, Minn."

Block Signals Completed

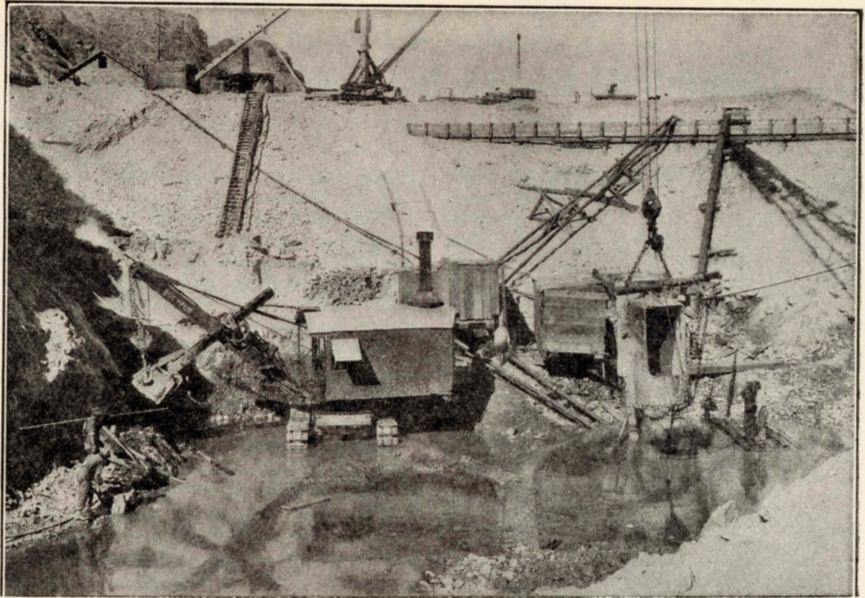
(Continued from Page 3)

electric lamps on the approach lighting system.

The current required for this service is obtained, wherever it is feasible or economical to do so, from local power sources. At other places the 8-volt storage batteries, which are in general use, are charged by banks of fourteen primary cells. A special effort is made to provide the power taps and rectifiers for stations where the trains occupy the main tracks for considerable periods of time. For such locations the current consumed is more than can be supplied satisfactorily or economically by primary batteries. The track circuits average one-half mile in length, and the track relays operate from standard primary cells. Generally two cells of battery are used in the summer months and three cells in the winter months on each track circuit. The track batteries are renewed on an average of twice per year, so that, ordinarily, it is not necessary to renew track batteries during the winter months.

All relays and other controlling instruments are inspected frequently by the signal maintainers, and not less than once per year by the signal supervisors or their assistants. Relays and other instruments are repaired and refitted from time to time, as necessary, in the relay repair shop at St. Paul.

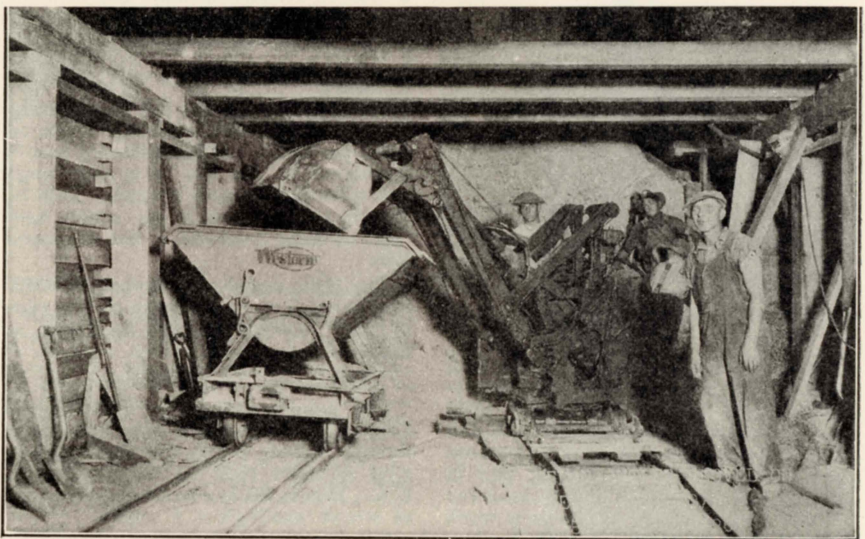
The track circuits are bonded with duplex channel pins and No. 8 galvanized



The steam shovel and drag lines busy at the power site

Things Are Moving at Chelan

Here are some evidences of the activity in connection with the Lake Chelan power project of the Washington Water Power Company, of Spokane, Wash. Excavation for the power station is now keeping pace with that in the tunnel.



A Butler mucking machine, operated by compressed air, removing material from the face of the tunnel.

iron bond wires placed behind the rail joints throughout, except at the switches and frogs, where cable bonds are used and extended to the fouling or clearance points in the turnouts. The line signal circuits are supported on the same pole line with the telegraph and telephone wires. These signal wires are No. 10 copperclad, protected with weatherproof insulation. The power line circuits supplying energy through the rectifiers to the storage batteries are No. 10 hard drawn copper, also protected with weatherproof insulation. All switches located within track circuit limits are provided with insulated head rods and insulated gauge plates. Continuous insulated rail joints are used throughout with steel of the same weight as used in the main line tracks extended into the turnouts to the fouling points. All of the block signaling and interlocking apparatus is strictly

first class in quality and is of modern design, conforming to the requirements of the R. S. A. and A. R. A. specifications.

It may be a matter of interest to Great Northern folks, or to travelers passing over its lines, to know that our signaling system includes some 2,442 miniature power plants, and that one such small power plant is in use at each signal location, functioning automatically.

The expenditures of the Great Northern for signaling, from the years 1907 to 1926 inclusive, amount to something over \$10,000,000, which is a large premium borne to insure a safe and dependable railway transportation service.

The Great Northern Railway never has killed or injured a passenger or an employe in a collision between trains in mileage equipped with the automatic block signal system.

Great Northern Semaphore

OUR DIRECTORS

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

No. 2 Edward Eugene Loomis

IT MAY BE SAID, we think, that the managerial problems of any great railroad, in their main essentials at least, are very similar to those of another comparable system, and that the railway is fortunate, therefore, which has as a member of its directorate one who is, by reason of being actively engaged in the management of another great railroad property, thoroughly conversant with railroad affairs generally. The Great Northern has such a director in Edward Eugene Loomis, who, as president of the Lehigh Valley Railroad, brings to the deliberations of our board of directors a wide knowledge of the exigencies of railroad management and operation founded on a ripe experience.

Mr. Loomis enjoys with many native Americans who have gone to high places, the distinction, we might well say advantage, of having been born on a farm. The particular farm where he first saw light was in Herkimer County, New York, and the date of that event was April 2, 1865. He is the son of Chester and Esther (Norton) Loomis and a descendant of Joseph Loomis, who came from Baintree, Essex County, England, in 1638 and was one of the early settlers of Windsor, Conn.

His first position after leaving college was in the law department of the Denver and Rio Grande Railway, so that it may be said of him that he always has been a railroad man. However, his leaning was toward the operating department of a railroad, and he severed his connection with the Rio Grande to become secretary to the general superintendent of the Erie Railroad at New York. Within ten years he became superintendent of the Tioga Division of the Erie and also manager of one of its subsidiaries, the Blossburg Coal and Lumber Company.

In 1898 Mr. Loomis was made general superintendent of the New York, Susquehanna & Western and the Wilkes-Barre & Eastern railroads; but a year later he resigned to go with the Delaware, Lackawanna & Western, taking over the management of the anthracite

coal properties of that railroad, both production and sales, these departments being later known, respectively, as the Glen Lackawanna & Western Coal Company, Alden Coal Company and the Delaware.

Mr. Loomis' previous experience had been with bituminous coal mining, but his friends say his aggressive, efficient, and resourceful methods soon resulted in making the Lackawanna's anthracite coal operations of outstanding impor-

vice-president of the Delaware, Lackawanna & Western Railroad, a member of its board of managers, and a director and officer of all its subsidiary corporations. During the next fifteen years he helped to put into effect a policy of physical reconstruction, efficient operation, and energetic traffic solicitation that multiplied the value of the railroad five-fold.

Mr. Loomis was elected president of the Lehigh Valley Railroad and its subsidiary companies, including the Lehigh Valley Coal Company, in February, 1917.



Edward E. Loomis

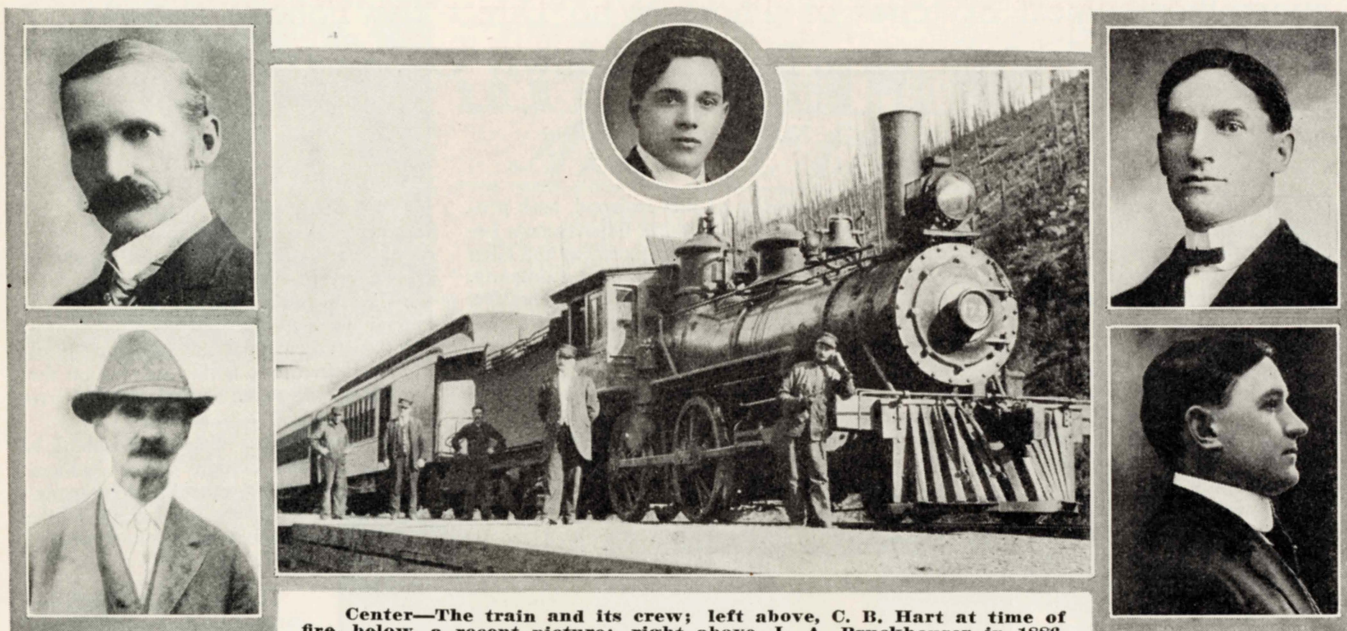
tance. He is credited with building the first central boiler plant used in anthracite operations, the first concrete mine shaft and the first electrically operated breaker; and it was under his direction that the first electric automatic water hoist was installed in an anthracite mine. He was a pioneer in many other developments increasing the efficiency of the industry.

In 1902 Mr. Loomis was elected senior

Throughout his railroad career, he has always been known as one who cultivates the habit of knowing his men, a habit that has inspired them with confidence in him and loyalty to the railroad. He is an able judge of men and thoroughly human in his methods of dealing with them. To these qualities are added a rare sense of humor and a far-sighted, comprehensive understanding of business principles, which have given him a prominent position among railroad executives. He is chairman of the Committee on Public Relations of the eastern railroads, a director of the American Railway Association, and member of the Executive Committee of the Association of Railway Executives. Mr. Loomis also is president of the Wyoming Valley Water Supply Company and some forty-five other railroad, coal mining, water, and real estate companies; a member of the board of the Great Northern Railway; chairman of the board of the West Virginia Coal & Coke Company; a director of the New York Trust Company, and a trustee of the American Surety Company, etc. He is also a director of the Playground and Recreation Association of America. Mr. Loomis is an executor of the estate of Samuel L. Clemens (Mark Twain) and president of the Mark Twain Company. He was married at Elmira, N. Y., November 29, 1902, to Julia Olivia Langdon, daughter of General and Mrs. Charles J. Langdon, and niece of Mark Twain, and they have two daughters, Olivia Langdon Loomis and Virginia Langdon Loomis.

Heroes of the Fernie Fire

Graphic Description by One of Many Saved by Dauntless Efforts of
Conductor Bruckhouser and Engineer Hart



Center—The train and its crew; left above, C. B. Hart at time of fire, below, a recent picture; right above, L. A. Bruckhouser in 1886, below, as he is today; top in circle, Paul Hart, fireman of the train (deceased).

COUNTLESS TALES OF HEROISM can be related of railroad men. Not only do they shine forth as men of great heart and fine courage in time of stress on the railroad, but their deeds of heroic courage grace the story of nearly every great disaster that has fallen upon the communities where the existence of the railroad and their presence gave them opportunity to serve or to save their fellow men. It is most naturally so, we think, for to those men whose lives are spent in a calling where day after day the lives of others are in their keeping, service and protection become a religion, an ingrained sense of responsibility and duty to mankind that rises to sublime heights when need occurs.

In the vicinity of the Twin Cities are many still living who remember the great forest fire back in 1886, we think it was, which came to be known as the Hinckley fire because the town was destroyed by the flames which consumed everything in their path and entailed a great loss of life. The outstanding hero of that terrible disaster was Engineer Root, who by running his train through the blazing forest managed to carry a great number to safety.

A parallel case was that of the Fernie fire, when a seething wall of flame licked up the forest on all sides, cutting off every avenue of escape save the railroad, burned the town, and would have destroyed the inhabitants, had not the Great Northern train for Spokane, with Conductor Louis Bruckhouser and Engineer Charles Hart, carried them through the terrific fire and heat to safety. Hart is still piloting an engine on the Fernie line and Bruckhouser is passenger conductor between Whitefish and Spokane.

The Kalispell Bee of August 11, 1908, carries an account of the rescue by a schoolmistress, Anna Hubbard, who was among those whose lives were saved by

the almost superhuman efforts of these two men. Miss Hubbard wrote:

"About 3 o'clock Saturday afternoon I went to the depot to take a train for Nelson, but had occasion to return to my room, two blocks away. On the way I stepped into Wright's jewelry store and then noticed for the first time that the atmosphere had a peculiar appearance, and a few moments later that it was filled with flying embers, and then it was that I became really alarmed. I made the attempt to get to my room, but immediately discovered that it was impossible. By this time the town was filled with the frightened foreigners from the old town, who, laden with a few belongings, were excitedly running through the streets.

"Finding that escape was cut off from all sides, the town being surrounded by a seething mass of flames, I, with many others, made my way to the Great Northern depot, where the train that leaves for Spokane at 4 o'clock was standing. The frightened, fleeing crowd immediately filled the coaches to congestion. The train pulled out about a mile and a half from town to the first bridge across a branch of the Elk River, where we were unloaded and the train returned for others, whose only means of escape was by being taken out by railway. The heat became so intense on the rocky point where we were left that the only way we could save our lives was by going into the water, which was about waist deep, and all who did not have woolen cloths which could be wet and placed over their heads had to lie down in the water. The smoke was suffocating and the heat was so intense that we all believed we could live but a few minutes.

"One man fell dead within a few feet of where I stood in the water and I assisted in caring for the body. What made it so much worse was that the air was filled with embers, which looked like

small pieces of flame, and these would fall on our faces and hair, and it was difficult to keep the hair from burning from one's head. At this point in the river there were about 500 people. We gave up, no one believing that he would live through it all. What astounds me now, as my mind reverts to the horror of the situation, is that it was possible for us to be philosophical and cool in the face of death, and even to jest with each other.

"The train returned with a second load, which passed us, as it was so hot that they could not be landed where we were. They were taken on a distance and the train returned for us. We boarded it and an attempt was then made to get to Michel, 16 miles away. The train was literally packed with suffering, frightened humanity. On top of the coaches, in the tender, between the cars, everywhere there were people.

"All the way was through a dangerous fire, the ties already smoking most of the distance. When we reached a point four miles from Michel it was discovered that the bridge was burned out, and to remain where we were without water meant the death of all on board, while to return seemed impossible, as the heat was so great that the rails were beginning to twist slightly.

"But for the determination and courage of Conductor Louis Bruckhouser and Engineer Hart—and no braver men ever lived—we would all without doubt have lost our lives. We were then taken back to the rocky point, where we spent the night, surrounded by flames. The heat was not so great, but the smoke was suffocating, and to protect us from this the men built little stalls from the rocks and the smoke passed over us.

"Sunday morning we returned to what the day before had been Fernie and our homes, and in many cases we could not find where our abiding places had once stood."

GREAT NORTHERN'S DEPENDABLE SERVICE

Does It Directly Affect Business and Financial Stability in the Communities Served?

By Maurice D. Bresnan, Attorney, Cashmere, Washington

DOES GREAT NORTHERN'S dependable service directly affect business and financial stability in this community? In the words of the immortal slangster, "I'll say it does." And what is more, right here in the little city of Cashmere, Washington, I have had that fact demonstrated to me with such force as to impress it with a sure indelibility.

It was in the summer of 1922 when business in Cashmere and the Wenatchee Valley was riding on the crest of one of those waves of prosperity—when the great railroad strike was called. Although the Great Northern did everything it possibly could to maintain service up to standard, this was impossible. Nevertheless this great railroad company did maintain a service that was remarkable in the face of all the difficulties. Yet with something like 18,000 cars of fruit to be shipped from the Wenatchee Valley, and some 2,200 of those cars to be rolled from the city of Cashmere, there is no wonder that transportation was tied up. And bang went that wave of prosperity. Ranchers saw their fruit in the warehouses when it should have been rolling, they saw their cars that were rolling, delayed, and while this did not cost them so much in actual cash losses, yet it cost them their ease of mind and with that ease of mind went the ease of spending money.

Ranchers who had planned on buying new cars, or building new homes, even buying new clothing and taking a few days' vacation, closed in and held tight. They refused to spend and business suffered. It reminded me of a panic, except that it was in a much lesser degree than is a money panic. And all because the railroad service was slowed up from the regular prompt service that the patrons had been in the habit of expecting and receiving.

The queer part of such a circumstance is that no one actually suffered from a lack of transportation. Very few apples were damaged from delays in shipment and no great loss in selling price can be traced to this direct reason. But the lowering of the service froze up the minds of the patrons.

Then the following year, with the strike settled and with the Great Northern inaugurating their new policy of service and then more service, I saw the benefits derived from this excellent policy.

In this valley the real strain on the transportation service comes in the fall and early winter months. It is then that the warehouses and the ranchers want to know that they can ship their fruit just when they want to ship it. And the past year that very thing has happened. The past year over eighteen thousand carloads of fruit rolled out of the Wenatchee Valley without a delay of any kind. Every warehouseman, and every rancher who was experienced in ship-

ping was not merely surprised, he was astounded. He wondered how the Great Northern had been able to inaugurate such remarkable service. And the fact that such service was right at his finger tips to be used as he needed it, placed confidence all down the line. In spite of the fact that the apple market has been off, in spite of the fact that the bottom has dropped out of the price of apples and many of the ranchers find themselves getting much less than they expected for their fruits, still we find that business conditions here are good.



Mr. Bresnan

We find that there is a great deal of building going on, that hundreds of ranchers are installing permanent spray systems. With the accomplishment of this perfect transportation system comes the confidence of the rancher that even though he may be far from the market, his business has been stabilized, his product *can* and *will* be carried to the market in good condition and promptly; and with this assurance he is going ahead, adding to his investment and his equipment. Yes, transportation has had a great deal to do with the prosperity of this valley served by the Great Northern lines.

And then there is that other service which it would be hard for business to get along without, now that it has become accustomed to it. That is the passenger service. A business man now finds that he can plan to arrive at the depot at train time and feel sure that the train will be there without causing him a long, tedious wait. The passenger trains of the Great Northern are always on time, and the business man

finds this convenient; he finds that it stimulates him to travel on errands that he might otherwise leave to others. He is also stimulated to attend to the affairs at a distance that he feels should have personal service, by the fact that after boarding the train he has at his disposal writing desks and other conveniences. He can have his barber work done if he wishes and is pressed for time, or he can rest if he needs rest and arrive at his destination feeling in fit condition to put over his business transactions, rather than arriving dusty, hot, and tired—too tired to be efficient—and wishing he had trusted the whole affair to the mails.

When a business man, or any one else for that matter, gets on a train like the Oriental Limited, he knows that he will be as comfortable as in the finest of hotels. He knows he will sleep in comfort, that he will have the finest of dining-room service; that his telegrams will be delivered to him properly; that every little detail will be cared for. In fact he knows that he is riding on the world's best passenger train; and this fact alone is enough to give new life, better spirit, and better business feeling to any man.

There is still another feature of the Great Northern's dependable service that is worthy of account and is counted upon by the traveling public. It is the exceptional courtesy extended to the travelers by the employees; and this appears to be true all down the line from the station agent, where the passenger purchases his ticket, or the ticket office, as the case may be, to the porter who sets the step ladder for the passenger to alight from the train at his destination. This is indeed a most appreciable feature of the service rendered to the traveling public by the Great Northern Railway Company's employees, and is another inducement for the residents of this community to make use of the splendid service afforded them by the Great Northern Railway Company.

"Does Great Northern's dependable service directly affect business and financial stability in this community?" "I'll say it does!"

SIGHT UNSEEN

Johnnie—"Say, papa, can you write your name with your eyes closed?"

Father—"Yes, my son, I can."

Johnnie—"Well, shut your eyes and sign your name to my report card."

WHAM!

"Papa, what was the stone age?"

"That was the glorious period, my son, when a man axed a woman to marry him."

It might be well to add a new highway crossing sign reading: "What's your hurry, the morgue is open all night."

Two Ways of Running a Railroad

Under this caption, an anonymous writer in the Great Falls (Montana) Tribune, has contributed an illuminating comparison of sound railroad economics, as exemplified by the success of the Great Northern, and the ill considered financial policies of a New England railroad that brought failure to the railroad and wide-spread distress in the communities it served.

Operator O. E. Goodson, of Malta, kindly sent it in to us, and we reprint it in full, believing that every Great Northern employe will read with interest and delight, this layman's estimate of Great Northern's efficiency and sound financial policies.—Editor.

THE WRITER WAS BORN in Vermont and spent his youthful days in a territory served by the Boston and Maine Railroad. Or to be more exact, served by a small local railroad called the Passumpsic Railroad, long ago taken over by the Boston & Maine on a 99-year lease. Boston & Maine Railroad stock in those days was considered the choicest of gilt edge securities. For 60 years it paid 6 per cent dividends without a single break. When a Vermont farmer died and his wife had to give up the farm, the administrator of the estate invested the proceeds of the farm sale in Boston & Maine stock so that the widow might have a secure income for the rest of her life. Its stock certificates were considered equal to government bonds. The road prospered. But time went on and brought new conditions to New England railroads. Wages of its employes doubled and trebled. No longer could they hire an engineer or conductor for \$75 a month. Everything the railroad bought, both labor and material, kept soaring in price while the population it served and the business it carried did not increase in like proportion. It became a struggle to pay the usual 6 per cent dividend, but the management kept on paying it. To do so it starved the road, spent scarcely any money for upkeep or new equipment. The management had just one object in view in running the road and that was to get by with another 6 per cent dividend. Then came a crash. A dozen years ago it found it could not pay any dividend. It hasn't paid any since. Old people who thought they had a safe income for life had to go to the poor house. A terrible tragedy befell the people of that country. The stockholders found themselves the owners of a bankrupt railroad with a worn out plant that could not be economically operated without large additions of capital to invest and no investors willing to take the chance. That is one way of running a railroad of which we have a little knowledge and experience.

Most of the adult years of the writer's life were spent in the territory of another railroad, the Great Northern Railway. It is a striking example of just the opposite kind of railroad management. It has nearly always paid fair dividends to its owners. Sometimes it has paid fat dividends and "cut melons" in their behalf. But under the management of James J. Hill and his successors, the improvement of the plant was always the first consideration. It came before the natural appetite of the stockholder for dividends. Feed the railroad first and the stockholders second, has been

G. N. Strong on Village Council



A RECENT ISSUE of the St. Cloud (Minn.) *Daily Times* carried the above picture and had the following to say about those in it.

"Above are the members of Waite Park village council whose efforts toward the improvement of the village have resulted in making Waite Park one of the finest and most up-to-date villages in the state. P. P. Theisen and Rudolph Speaker were members of the 1925 council, with Theisen becoming a member of that body in 1924. Speaker and Theisen were members of the council which put through the sidewalk, curbing, and lighting improvements."

From left to right in top row: P. P. Theisen, Rudolph Speaker, Louis Chirhart, P. F. Meinz, Anton Knese.

Lower row: Herman Steubner, treas-

urer; J. J. Adams, president of the council; and L. A. Cleall, clerk.

"Mr. Theisen is machine shop foreman at Great Northern shops. Mr. Speaker is a switch foreman for the Great Northern; Mr. Chirhart is a lumber dealer employed by the Borgerding Lumber Company; Mr. Meinz is a foreman in the tinners shop of the Great Northern; Mr. Knese is employed in the air brake department of the G. N. shops; Mr. Steubner is a garage owner; Dr. Adams is Waite Park's prominent physician; and Mr. Cleall is a painter at Waite Park."

It speaks well for the popularity as well as the ability of railroad men, that so many of them should be chosen for public office. Congratulations to progressive Waite Park and its administration!

the policy of the Great Northern. When times got hard and earnings small, the Great Northern cut its regular dividend from 7 percent, which had been maintained for many years, down to 5 percent, but it did not cut its program of steady improvements. It kept on buying bigger and more powerful engines, laying down heavier rails, making more solid its roadbed, and purchasing the finest passenger cars ever made in the United States for its famous Oriental Limited train.

The result appears in the figures of its annual report. It hauls more tons of freight with its big Mogul engines and large freight cars, and does it in about half the time it used to take. Its freight trains now move on almost as fast a schedule as its passenger trains. This cuts down the overhead cost and helps to pay for still more improvements. The Great Northern Railway was a pretty cheap affair, at least in these parts, once. Its bridges were wooden bridges. Its roadbed was on stilts. Its rails were light, its engines weak, and its box cars small. Now the

trestles have all disappeared, replaced by solid fills. The wooden bridges are gone and steel structures take their place. Scores of millions of dollars and then some, that might have gone into the pockets of the stockholders under the Boston & Maine idea of running a railroad solely to produce dividends, went into the work of making the railroad strong, efficient, and capable of the best service at the lowest cost. That is our idea of the right way to run a railroad. If you want to draw heavy loads feed the horse well. It does not pay in the long run to starve a dray horse. Neither does it pay to starve your railroad. Feed it well. The public has to furnish the oats, of course, in the long run, but it likes to know that they went into the feed box and were not diverted to some other purpose. This they may assure themselves is a fact if they study the annual report of the Great Northern Railway and keep their eyes open. We live on the line of the best equipped railroad in the Northwest, if not the United States.

FALSE WITNESS CONFOUNDED

President W. J. Harahan, Chesapeake and Ohio Railway and Chairman, General Committee on Automatic Train Control, Association of Railway Executives Answers Critic

EVERYTHING POSSIBLE is being done by the railroads of this country to promote the safety of both passengers and employees, and the sensational statements made in an anonymous article entitled "Murder on the Rails" appearing in the fall issue of the *North American Review* relative to automatic train control constitute an unjust indictment of the men upon whom falls the responsibility for maintaining an adequate transportation service for the people of the United States, according to a letter sent to George Harvey, editor of that publication, by W. J. Harahan, chairman of the General Committee on Automatic Train Control of the Association of Railway Executives.

"The glaring inaccuracies," said Mr. Harahan in his letter, "and misinformation in this article to which the author has been unwilling to sign his name, make it necessary to set before you the facts with reference to the subject.

"The railroad managements have no responsibility which is greater and no purpose which is more definite and pronounced than to protect the safety of the traveling public; and when an adequate, workable, and dependable system of automatic train control has been devised, the carriers will not hesitate to put it into use, particularly on those lines where difficult operating conditions render it advisable to make such installations.

"Due to the many safety measures which the railroads have installed, a passenger is more than four times as safe aboard a train today than he was twenty-six years ago. In fact, he is safer traveling in a train going sixty miles an hour than he is walking along the street, or even in his own home. This is borne out by the fact that insurance companies in their accident policies offer double indemnity to any person killed or injured in a railway accident.

"This increase in the safety of the traveling public has been brought about largely by the voluntary action of the railroads themselves, for, in addition to their regard for human life, the greater safety of passengers and employees, the greater efficiency in operation, which is the measure of success in railroad management.

"Installations voluntarily made by the railroads of automatic signals, heavier and longer rails, steel cars, steam-heated cars, vestibule equipment, electric lighting, highway-crossing protection, and other improvements were made with the object of protecting the public and saving human lives. In addition, millions of dollars are being expended annually in 'safety first' work.

"The article charges the railroads with undue delay in installing automatic train control devices on their lines. Under the order issued by the Interstate Commerce Commission on June 13, 1922, designated as Order No. 1, the railroads were required to equip 7,641 miles of track with train control devices at an estimated cost of \$25,000,000. Under

(It was Lincoln, we believe, who remarked that the trouble with some people is not that they know so little, but that they know so much that isn't so. The following open letter to the editor of the NORTH AMERICAN REVIEW fully and irrefutably answers one of the stripe, who, from the cloak of anonymity, assails the railroads for alleged laxity in installing automatic train controls.—EDITOR.)

Order No. 2, issued on January 1, 1924, an additional 7,440 miles were ordered to be equipped, at a further cost of \$25,000,000. Of the 7,641 miles required by the first order, all have been completed except 500 miles, which will be finished within the next few months. Under the first order of the Commission, it has been necessary to equip nearly 4,000 locomotives.

"Of the 7,440 miles of track required under Order No. 2, a total of 2,860 miles has been completed on 13 roads, and additional mileage is being completed each month. This means that more than 10,000, or over two-thirds of the 15,000 miles required under both orders have been equipped with train control devices which are in operation.

"The two orders of the Commission affect only about 7½ percent of the total mileage of the Class 1 railroads; and to equip all the passenger lines with train control devices, should a practical device or devices be developed, would involve an estimated expenditure of not less than \$665,000,000, which cost eventually would fall on the shoulders of the public.

"The article assumes that a practical device has been perfected. It is the opinion of the vast majority of railroad officials, including signal and operating officers, that no system of automatic train control yet has been developed to that state of physical performance which renders it feasible to warrant its application on the railroads on the scale that is necessary to equip the entire country. Many of the train control systems which have been offered are in the experimental stage, not yet having reached even an effective stage of development. The anonymous writer recommends for adoption the system now in use on the Rock Island Railroad. Notwithstanding the fact that this system has been in process of development on that line for a number of years, no other railroad has adopted it. It is inconceivable that in the thorough and strenuous search the railroads have made for a system to meet operating conditions, they would not further extend the use of any system that would properly meet their conditions.

"The anonymous writer refers in commendatory language to the character of locomotive engineers. The voice of locomotive engineers has been heard with respect to this very problem. Warren

S. Stone, late grand chief of the Brotherhood of Locomotive Engineers, testified before the commission that he felt a new type of accident, more serious than any accident that it could prevent, would be developed by the use of train control which would take the control of the train from the enginemen.

"The position of the railroads with respect to the orders on automatic train control issued by the Interstate Commerce Commission has been misrepresented. When the first order was issued the carriers took the position that the requirements of this order were not sufficient to fully develop adequate types of train control, so as to enable the selection of a practical and workable device. This is still their position. They felt, furthermore, that this first order had come prematurely and had been issued before experiments with train control systems had reached a stage which justified such extending of the installation. Consequently the carriers felt in respect to the second order requiring a largely increased expenditure that no further action should have been taken by the Commission until the requirements under the first order had clearly shown the extent to which experience had produced a proper device.

"The railroads hope that when the 15,000 miles required under both orders have been equipped, sufficient time will be allowed to elapse so that all the types of train control offered may be developed and placed on as practical a basis as automatic block signals. As a matter of fact, automatic train control only provides against those accidents which may occur from the temporary incapacity or lack of alertness of the engineer, whereas automatic block signals provide against accidents which are liable to occur at any moment. The last statistics issued by the Interstate Commerce Commission show that more than one-third of the fatalities due to train operation occur at grade-crossings. The elimination of grade-crossings would be far more to the public interest than train control, but it is recognized, from a practical standpoint, that the elimination of all grade-crossings would require the expenditure of nearly as much money as it would cost to build the railroads. This would place a heavy burden upon the public, and, therefore, must be done gradually.

"The railroad managements of this country do not set up dollars against safety. They do not feel justified, however, in spending enormous sums of money on the extensive installation of an experimental device, when they can accomplish much greater results in the promotion of safety by expending the same amount of money in developing means of providing safety which will affect a greater proportion of the population of this country and will produce greater results in conserving human life and happiness.

"In order to equip the railroads with train control devices, it is necessary in

(Continued on Next Page)

False Witness Confounded

(Continued from Page 9)

practically all cases to borrow the money. To borrow the money, it is necessary to have the proper credit. This credit can be obtained only when the railroads earn a fair return upon their investment. The rail carriers are limited under the Transportation Act to a certain return, namely, 5¾ percent on their value, and this money must be used for many purposes (of which, of course, safety stands first), including the provision of the necessary facilities for taking care of the expansion of the country's business. Because of this fact it may be readily seen that those safety measures must be adopted which will give the greatest amount of safety for the money available for that purpose."

Recent Transfers and Promotions

TO FILL THE VACANCY created by the recent resignation of F. A. Bushnell, purchasing agent, F. I. Pieciner was appointed to that position, effective October 15.

The resignation of M. L. Countryman, vice-president and general counsel, has brought about a number of changes in the law department. F. G. Dorety, formerly general solicitor, has been made vice-president and general counsel.

The officer of general solicitor has been cancelled.

Thomas Balmer is appointed assistant general counsel and comes east to headquarters from Seattle.

R. J. Hagman is appointed assistant general counsel also.

C. S. Albert is appointed general attorney with offices at Seattle.

E. C. Matthias is appointed attorney for western Washington and Oregon.

E. E. Sargeant is appointed attorney for eastern Washington and Idaho.

R. F. Berg is appointed assistant attorney at St. Paul.

A. J. Clynych is appointed assistant attorney at Seattle.

Writes Us in French

MONS. A. BARRIOL, secretary of the *Société de Statistique*, Paris, to whom the SEMAPHORE is sent, recently graciously acknowledged it as follows:

J'ai l'honneur de vous accuser réception de votre publication de Septembre 1926. En vous remerciant de l'envoi de ce magnifique bulletin, je vous prie d'agréer, Messieurs, l'expression de mes sentiments les plus distingués.

An editorial sanctum has to be more or less prepared for all eventualities, so with wrinkling brow, set teeth, and a liberal use of the French-English dictionary, we evolved the following somewhat free translation:

Paris, September 30, 1926.

Sirs:

I have the honor to acknowledge receipt of your publication of September, 1926. In thanking you for sending this magnificent bulletin, I pray you to accept, sirs, the expression of my most distinguished sentiments.

BARRIOL.

Worth Looking In to

THIS IS THE DAY of electricity, and most men want to use this giant of energy to lighten, not only their homes, but also the burden of housekeeping for their wives. It looks to me as if those who get in touch with the Priscilla Company about the sewing machine being advertised in our magazine would find out something decidedly to their advantage. It is worth thinking about.

You will be interested to know that the Chrysler automobile is the first to take up the railway magazines and give them a real test as advertising mediums. We know of one sale already made in the Twin Cities on account of that advertisement, and we would like to learn of any such sales of that car on our lines. You might also let us know of any Great Northerners who now own Chrysler cars. It is also interesting to us to know that Mr. Chrysler was a railroad man before he went into the motor car business. He started as a shopman and worked his way up to division superintendent. Give the Chrysler models a look over when you are considering a car.

In the November issue you will see another advertisement of Elmer Richards, and these people can be depended upon to keep their promises. We had a case not long ago, where they showed the proper spirit when there was a difference of opinion, and we were certainly proud of their attitude.

It isn't necessary to say much about Larned Carter. Anyone who has used their overalls knows how good they are.

A new visitor to our columns is the Luden's Menthol Cough Drops advertisement. In a country that has specialized in good cough drops, Luden has won a real place. If you've never tried them, give them a trial the next time you have a catch in the throat, and tell your dealer that you saw the ad. in the SEMAPHORE.

Everybody can't afford an expensive fountain pen, but that little convenience is mighty handy in any vest pocket (fashion reports say the ladies are going to wear vests also—meantime, there is a size Inkograph for the ladies) and they tell a real story in their ad.

Here is a new friend from Massachusetts—the Stanley Insulating Co., and they are offering something that would make a dandy Christmas present for many a man who has to carry the old lunch along with him. *Don't forget when you buy anything advertised, to tell the dealer you saw it in the SEMAPHORE, and tell him to tell headquarters about it.* That is the way we will keep our present advertisers and get new ones.

Other newcomers are the R. B. Specialty Co., Mantle Lamp Co., and St. Nicholas Seal Company. Read their stories, Great Northerners, and give them your patronage when you need what they offer. Old friends are the typewriter concerns (and you who have a machine know what a boon it is in a home—it also helps daughter or sister to learn faster if she is taking up typing); and the Pilcher button—mighty convenient, I'll say; and the Millard Institute for those who have the stammering habit. By the way, I was down to their place, and it's all right, fellows. They teach public speaking and salesmanship also, and have some fine testimonials as to results they have accomplished.

What They Say of Our Railroad

In a letter to General Agent M. J. Seabrook, of Tacoma, Wash., J. S. Heisey, sales manager of Carstens Packing Company, of that city, on the home-stretch of an extended trip through nearly every state west of the Mississippi and east of it and north of the Ohio, as far as New York City, has this to say of our railroad:

"There are no trains in the United States or service given by any railroad that will compare with the Great Northern. I have seen all their crack trains running east, and from Chicago and Kansas City to California, but there are no such cars, clean, new, and up-to-date, as the Great Northern runs. I believe the Great Northern has the most courteous conductors, Pullman conductors, porters, and other train help of any we have encountered. And their dining car service cannot be equalled, for one can get any product on their table for less money than on any other dining car service we have seen, and it is just as good, and in many instances better than others."

The Oriental Limited scores again. Mr. Al Beckman, of Beckman Bros., Great Falls, Mont., has written the subjoined letter to General Superintendent W. R. Smith after returning from a most extended trip accompanied by Mrs. Beckman.

"Having just returned from a two months' trip during which time Mrs. Beckman and I were in Minneapolis, Chicago, Winnipeg, Toronto, Montreal, Canada; Boston, New York, Washington, D. C., St. Louis, Omaha, Denver, Los Angeles, San Francisco, and Seattle we feel it is but fitting that we should express to you our appreciation of that wonderful portion of our trip which was spent on the Great Northern Oriental Limited train.

"In going to the places mentioned, after leaving the Great Northern Railway System, we traveled on a great many different lines in the East, South, West and North.

"After leaving Chicago we missed the luxuriously comfortable equipment, the smooth, easy riding coaches practically free from noise and vibration, the efficient and courteous train attendants and the smilingly obliging train crews.

"Dining car service we found to be more expensive, and the tasty, wholesome, truly excellent luncheons and Oriental Limited dinners were conspicuously absent from the menus.

"So great is the contrast and so far above the average is the riding comfort, dining and personal service, that it was with genuinely pleasurable anticipation that we looked forward to again boarding one of the beautiful grey Pullman coaches in Seattle to finish our homeward journey on what actual traveling experience convinced us is the finest and most up-to-date train on the American continent today, the Great Northern Oriental Limited"

Write me any time you like about anything you don't quite understand in our advertisements, and I'll tell you what you want to know.

U. GETME, the Ad. Man.

Great Northern Semaphore

Our Pittsburgh Office



The Staff

From left to right, P. H. Yorke, G. A.; J. S. McDonald, T. P. A.; H. B. Phillips, T. F. A.; H. G. Schuneman, Cont. F. A.; standing, V. D. Chadwick, stenographer; L. D. Kidd, C. P. A.

THE GREATER PART OF the Pittsburgh territory lies at the headwaters of the Ohio River, this stream being formed by the junction of the Allegheny and Monongahela Rivers at Pittsburgh.

While the U. S. Census Bureau estimates the population of Pittsburgh in 1926, as 637,000, the bureau further states that the Pittsburgh metropolitan district has a population of 1,315,000. The City of Pittsburgh bank clearings for 1925 totaled \$8,856,572,090.

Situated in the heart of a region teeming with natural resources, Pittsburgh has been favored in many ways. The local iron ore territory being no longer profitable, the supply of this necessary material is brought down from the Minnesota iron ranges at the Head of the Lakes to various Lake Erie ports and goes into the Pittsburgh district by rail. This might seem a long, costly movement, but as the Pittsburgh district ships such vast quantities of coal and manufactured products to the Head of the Lakes, the result is a capacity load for the railroad and boat lines north and south bound, thus giving a lower freight rate on both movements.

The Pittsburgh manufacturing district is considered to be that area embraced within a circle, the center of which is Pittsburgh and the radius of which is 30 miles. In order to appreciate the enormous tonnage of this area, we may mention that just east of the city of Pittsburgh, in what we call the "neck of the bottle," is the point of densest traffic in the world. Here on the banks of the Monongahela are located within a stone's throw of each other, the four big trunk lines of the district. In 1925 this Pittsburgh manufacturing district gave the rail lines approximately 168,845,197 tons of freight and the City of Pittsburgh Harbor, with its three rivers, the Ohio, Monongahela, and Allegheny, handled some 36,190,179 tons by water.

Not only is bituminous coal mined almost universally throughout the district, but natural gas is produced in great quantities. The Connellsville region, some 60 miles east of Pittsburgh, turns out the finest grade of coke; and other important ingredients entering into the

manufacture of iron and steel are produced in the immediate neighborhood. The district contains about 135 blast furnaces, and from the pig iron these produce, there is manufactured structural steel, tin plate, pipe, boiler tubes, plates, fencing, reinforcement for concrete work, stay-bolts, rails, spikes, horseshoes, nails, wire, railroad cars, and locomotives. In connection with the iron and steel industry, there has been developed a very important production of vanadium and molybdenum which give to steel certain qualities to resist hard usage. While up to this time, the Great Northern has not been favored with any "car-load" movement of the commodity, we cannot pass by a very important product of the district, namely, radium. The total production of the world to date is about 225 grams, of which a little less than one-half has been made in Pittsburgh. A gram of radium is worth \$70,000.00 and will not fill a small thimble.

In addition to the bituminous coal, the bulk of which is consumed in the district or goes to lake ports or the seaboard, a very excellent quality of smelting coal is mined and is shipped all over the continent. Pocahontas and Georges Creek coals are universally known.

Pittsburgh has been frequently referred to as the "workshop of the world," and the average stranger connects the city with coal and coke, iron and steel. Nevertheless there is a great diversity of products, in the manufacture of which Pittsburgh is the world's leader. Pittsburgh is the largest manufacturer of cork and cork products in the country; and preserves, pickles, catsup, pork and beans, and other food products are shipped in car-load quantities to every country on the Globe. For decades, Pittsburgh has been the center of the rye-whiskey producing territory, as was evidenced by the Whiskey Rebellion in the early days of the Republic. (The Pittsburgh office is not in position to take any orders.)

Pennsylvania grade crude oil commands the highest market price on account of its excellent quality and vast number of high-grade by-products in its composition. Its paraffin base makes

possible the finest vaseline, greases and lubricants.

Pittsburgh is first in the manufacture of glass; it is produced in many varieties, such as plate, window, cathedral, pressed tableware, stained glass, fruit jars, bottles, etc. The small ointment container, as well as the milk bottle or the large water bottle in your home, probably was produced in the Pittsburgh district.

Plumbing goods, aluminum ware and automobile tires are manufactures of great importance to us. Some thirty miles west of Pittsburgh, and within the territory, is East Liverpool, Ohio, the center of the pottery industry of the country; and the entire region is dotted with plants for manufacture of refractory products. We have one of the largest manufacturers of electrical goods; and everything from the most delicate part of your radio to the largest electric locomotive can be manufactured by Westinghouse. Other electrical materials, such as conduits, underground cable, switchboard requisites, electric block signals, etc., are important items of manufacture.

The passenger territory and the freight territory do not possess the same boundaries. The passenger district takes in eastern Ohio, the western half of Pennsylvania, the western third of Maryland, and all of West Virginia, a total area of 58,000 square miles, with a population of 7,800,000. The freight territory takes in but a small segment of Ohio, with about half of Pennsylvania, the western third of Maryland, all of West Virginia and the western portion of Virginia; a total area of 60,000 square miles, with population of 6,500,000.

Up to 1914, the largest part of our passenger travel out of the territory consisted of homeseekers and colonists, who helped to build up the Northwest. Since that time there has been a decrease in the percentage of those going into the Northwest to make it their home and the proportion of tourists and pleasure seekers has gradually increased. This change has been brought about by the reduction in the available homestead land and the increasing popularity of Glacier National Park and the Pacific Northwest for the pleasure seeker. At the present time the vacationist, desirous of visiting Glacier National Park and the Pacific Northwest, and the business man, who appreciates the comforts of America's best train, the Oriental Limited, give us the bulk of our passenger traffic.



This is the way Jacob Hohman, of St. Cloud, Minn., gets inspiration for his drawings.

Our Honor Roll

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

- 413 Harry Kerr, mine foreman, Cottonwood Coal Co., effective July 1, 1926.
- 414 Michael Malley, car inspector, St. Paul, effective July 1, 1926.
- 415 Frank D. Kuhn, fireman, St. Paul, effective August 1, 1926.
- 416 William S. Sinton, car clerk, Seattle, effective August 1, 1926.
- 417 Thomas Delaney, roundhouse foreman, Delta, Wash., effective Sept. 1, 1926.
- 418 Peter Olson, section foreman, Willmar, Minn., effective September 1, 1926.
- 419 Thron Anderson, machinist, Devils Lake, N. D., effective August 1, 1926.

DECEASED

- 129 Margaret E. Martin, retired January 1, 1925; died September 13, 1926.
 - 130 Edward E. Schultz, retired June 1, 1918; died October 14, 1926.
- The Pension System of the Great Northern was established September 16, 1916. Since that date the number of pensioners enrolled has been..... 419
Of whom there have died..... 130

Leaving enrolled on the Pension List at this time..... 289
The amount paid out in pensions to September 30, 1926, is.....\$609,475.04

HARRY KERR

Born December 28, 1859. He has been in the service of the Cottonwood Coal Company since 1891, working in the capacities of miner and mine foreman at Sand Coulee, Stockett No. 1, No. 3, and No. 5. He was retired June 29, 1926, on account of being incapacitated, and was pensioned, effective July 1, 1926, with 33 years' service. His address is Stockett, Mont.

MICHAEL MALLEY

Born August 21, 1855, Bally Castle, Mayo County, Ireland. From 1872 to 1875 he was employed as car repairer for the St. Louis, Iron Mountain and Southern at Charleston, and Poplar Bluff, Mo. Then for five years he was car inspector for the Southern Minnesota Railway, now part of the Chicago, Milwaukee & St. Paul, at Hokah, Minn. In 1880 he came to the St. Paul, Minneapolis and Manitoba Railway as car inspector at St. Paul shops. He has worked in this capacity at the shops, St. Paul levee, Third Street yard and Eighth Street yard until June 16, 1926, when he was retired on account of age limit, and pensioned, effective July 1, 1926, with 45 years' service. His address is 840 Conway Street, St. Paul, Minn.

FRANK D. KUHN

Born August 1, 1856, in Ohio. He

started to work for the St. Paul, Minneapolis and Manitoba, as a hostler helper at St. Paul in October, 1886, under Mr. Reed, master mechanic. Promoted to fireman July, 1887, and in July, 1895, suffered an injury to his foot which incapacitated him for service until June, 1898. He then returned to work and remained until he was retired July 31, 1926, on account of age limit, and pensioned, effective August 1, 1926, with 40 years' service. His address is 737 Fauquier Street, St. Paul.

WILLIAM S. SINTON

Born November 28, 1853, in County Arnagh, Ireland. He was employed from October, 1890, to October, 1891, as coach cleaner and car repairer at Butte for the Montana Central Railway under George Henderson, master mechanic, and from 1891 to March, 1894, he worked as a sleeping car conductor under Geo. L. Bonney, superintendent D&S cars. From 1894 to 1899 he was in business, under the name of D. H. Sinto & Co., at Marketville. In September, 1899, he returned to the Great Northern Railway and was employed as freight checker at Seattle under D. McKenzie, agent. He remained at this location and worked in the capacities of yard clerk and car clerk until he was retired because of age limit July 31, 1916, and was pensioned, effective August 1,

1926, with 24 years' service. His address is 440 Twenty-second Ave. S., Seattle.

THOMAS DELANEY

Born October 7, 1867, in Pennsylvania. In September, 1892, he was employed as machinist at St. Paul shops under Geo. Dickson, general foreman. May 1, 1902, he became general foreman, Everett shops; August, 1903, as machinist, Delta roundhouse; and June, 1905, roundhouse foreman, Leavenworth. He has also worked as machine foreman, gang foreman, general foreman, and roundhouse foreman. On August 15, 1926, he was retired on account of being incapacitated, and pensioned, effective September 1, 1926, with 43 years' service. His address is 2002 Highland Avenue, Everett, Wash.

PETER OLSON

Born August 12, 1856, in Norway. His employment with the Great Northern Railway began in April, 1881, as section laborer at Willmar, under William Dougherty, foreman (who was pensioned May 1, 1920). It was then the St. Paul, Minneapolis and Manitoba Railway. He remained in that location and worked in the capacities of section foreman and extra gang foreman, under P. Nelson and John McNelis, roadmasters. August 12, 1926, he was retired on account of age limit, and was pensioned, effective September 1, 1926, with 45 years' service. His address is 207 Seventh Street, Willmar, Minn.

THRON ANDERSON

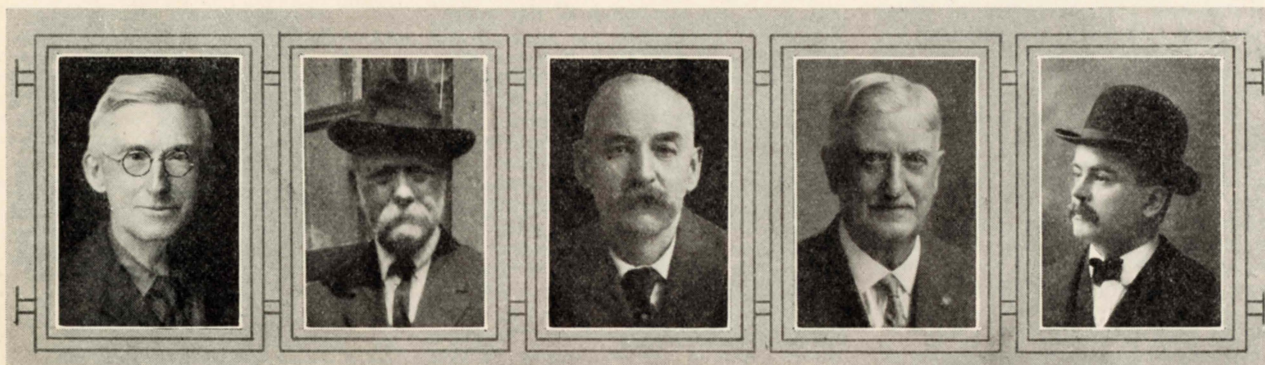
Born October 3, 1853, in Norway. He was employed as a machinist for fourteen years in the old country. In 1879 came to America and settled in Clay County, Minn., and was farming until 1887, when he was employed as car repairer for the St. Paul, Minneapolis and Manitoba Railway at Barnesville under Jas. Frank, foreman, and W. Stokes, general foreman. In 1890 he left and went to the Duluth and Iron River Railway. In July, 1890, he returned to the Great Northern Railway and from that time worked as machinist at Barnesville and Devils Lake until he was retired July 31, 1926, on account of age limit, and pensioned, effective August 1, 1926, with 33 years' service. His address is 217 West Eleventh Street, Devils Lake, N. D.

In Memoriam

EDWARD E. SCHULTZ

Born March 4, 1849, in Merseburg, Germany. December 26, 1892, his con-

(Continued on Page 15)



Another Group of Recent Pensioners

Left to right, Frank S. Hines, conductor, Superior, Wis.; Sever Moen, laborer, St. Paul; Gilbert H. Newgard, carpenter foreman, Devils Lake N. D.; Henry F. Staph, roundhouse foreman, Alhambra, Mont.; Daniel J. McEvoy, engine messenger, St. Paul.

What Might Have Been

One of a Series of Articles by or About Former Great Northern Employees Who Have Succeeded in Other Lines of Endeavor

By L. F. Nicols, Traffic Manager, Royal Milling Company
Great Falls, Montana

WHILE LOOKING THROUGH a recent issue of the SEMAPHORE, I noticed an article in the Veterans' Corner in which the veterans were urged to contribute articles for their corner. While reading it, I realized that if I had remained in the service of the Great Northern, I would have been eligible on January 1 of this year to write articles for the Veteran's Corner. Later, I wondered if the editor would accept a contribution from one who "might have been" a veteran, and am writing this hoping that it will find its way into the SEMAPHORE.

New Year's Day, 1901, I started working for Jim Hill. In those days it seemed we all worked for him first and the Great Northern second. How did I happen to start on that day? Why, the fellow who had the job celebrated too much and was fired. That was at Benson, Minnesota. Later, I worked at Willmar, Breckenridge, Hankinson, and Casselton, then went to Montana, where I worked at Somers and Kalispell. After working at Somers, I followed an official who went to the Soo Line, lasted only a year and came back to the Great Northern. That's when I first lost my chance to become a veteran.

A few years later I heard about all the money to be made in Canada, so went up there to work for the Canadian Pacific under a man who had been a superintendent on the Great Northern in Montana. Great Northern men could get a job there at any time just by asking for it. I remained there until the war broke out and then came back to the Great Northern again. Notice how I always came back to the Great Northern—just like a boy taking excursions out into the world—always came back home. Anyway that's the way I have always felt about the Great Northern, and I suppose, if I should lose my job now, I would turn to the Great Northern for another. Might not get it the next time, you know—like the shepherd boy who yelled "wolf" too many times.

How did I happen to get into the line of work in which I am now engaged? Some of you old time agents will remember back when the Interstate Commerce Commission was first given authority over railroad rates. We had to attend meetings on Sunday where we were lectured by officials from the legal and traffic departments about our new responsibilities and were instructed in the use of tariffs. It was then that I took an interest in rates and the laws regarding them. Later, my interest turned toward laws regulating carriers and the responsibilities of the shipper. During the war there was a demand for men with knowledge of that kind, so I quit the Great Northern a third time and became a so-called traffic manager. Sounds big, doesn't it?

It is interesting work, and if one connects with a fine company like the one I am with, it is pleasant work; and there are good salaries for good men the same as in other occupations.

I read every issue of the SEMAPHORE. Familiar names bring memories, all pleasant. The name "Jumbo Royer" in the June issue recalls that big jovial

fellow and the tons of way freight that were unloaded on the station platforms in those days. I have seen the platform filled with packages piled to the eaves of the old depot at Benson, and the passenger train due in a few minutes with no chance to get the baggage, mail, and express past the piles. That was before someone figured out the "set out" merchandise car.

In the same column is another name "Agent Zimkoski, Granite Falls, Minnesota." He has a new nickname, I notice. Years ago his nickname was "Tony," now it seems to be "Zimi." Did you ever hear how Tony got his first station? No? Well, I will tell you. Tony was first trick operator at Casselton, N. D. I was agent and wanted to get away for a vacation and there was



Mr. Nicols

no one to relieve me. I was talking to the superintendent's office at Breckenridge about it, and had just been informed that there were operators available but no agents. So I said, "Send an operator out for the third trick. Let the boys move up and that will release Zimkoski for the agency. He can handle it fine." That's the way it came about.

Noticed one name in a recent issue that recalls an incident which shows how the Great Northern always takes care of its old employees. Years ago C. J. Fisher, long since dead and gone, good old soul, was cashier at Breckenridge. He was the first operator at Benson and the first agent at Breckenridge. As he grew older, he was given the cashier's job at Breckenridge as a sort of pension, and every time there was a change of agents at Breckenridge, the new agent would try to get rid of Mr. Fisher, and two or three times, at about the time a new superintendent who was not familiar with Mr. Fisher's loyalty and length of service came to the division, Mr. Fisher would be discharged. After taking a

vacation of a week or two, he would go to St. Paul and interview James J. Hill, and a few days after his return the agent would get instructions to put Mr. Fisher back to work on the old job. Mr. Hill's policy has developed into the form of pensions which take care of such situations now; but pensions or no pensions, the Great Northern has a reputation for taking care of its own.

Guess I'll stop. Did not realize how long this was getting. Could write more about some of the names I find in the recent issues. Saw the name of one good man, who, when he was a conductor, met No. 3 between stations and got away with it. Took a good man to get away with a thing like that even in the old days, and time has proven him one, for he is an official now.

I have wandered far from my subject. Did I have one? Why, yes, I set out to tell you "What might have been." Years ago when the Interstate Commerce Commission first started regulating railroads and I started taking an interest in the laws regarding rates, tariffs and such things, there was an opening in one of the general offices in St. Paul. A man was leaving which caused a young man to be promoted from the rate or tariff desk to chief clerk and this young man telegraphed me offering me his old position. I declined; but if I had taken it and if I had been promoted each time he was promoted, I would now be a veteran and would have the right to sign my name with the letters A. G. P. A. after it.

A Little Great Northern King in the Shadow of the Statue of the Empire Builder

AT FIVE YEARS OF age, Stanley Gordon King is having opportunity to secure inspiration from the life and achievements of the Empire Builder, James J. Hill. The picture shows Stanley at Superior, standing beside the base of the famous Hill Memorial Statue, erected by Great Northern employees of the Twin Ports. Doubtless many stories have already thrilled this little chap, for his father is Edw. J. King, an engineer on the Spokane Division, residing at Marcus, Wash.

The picture was taken last July during a visit of Stanley and his mother to the Wisconsin city.



Stanley King in Superior

Editorial

THE BUSINESS MAN AND CARLOADING

THE RECORDS OF WEEKLY REVENUE carloadings are eagerly scanned by business men the country over, and have come to be accepted as an index of general business conditions. The reason, according to Charles W. Foss, financial editor of the *Railway Age*, writing for the *Industrial Digest* on "Economic Signals from the Railways," lies in the fact that railway statistics, both as to volume of traffic moved and the expedition with which it is handled, are remarkably accurate gauges of the country's business. He cites the following reasons:

First: "Transportation is basic. Almost no commercial transaction can occur without its being reflected, directly or indirectly in the movement of commodities."

Second: "The railways have enormous purchasing power. In a normal year they purchase, directly or indirectly, about one-fourth of the country's output of steel, lumber, and coal, and a very fair proportion of the output of many other important commodities. In addition to this, they have an annual payroll of about \$3,000,000,000."

Third: "There is no industry upon which shines so much light of publicity."

"It is a noteworthy fact," continues Mr. Foss, "that the curve of railway traffic, after making proper allowance for natural increase and for seasonal variations, times or synchronizes almost exactly with the more elaborately computed plottings of the business cycle."

But the statistics of carloadings are subject to certain limitations which those using them as a business index should understand. Chiefly, they occur in the l. c. l. loadings, where there is a wide variation in the minimum weight. The "statistical" carload is defined as 10,000 pounds, whereas some railroads permit l. c. l. cars to move at 8,000 pounds, and there are instances of a minimum 4,000 pounds. A carload of coal averages about 50 tons; the average carload weight of revenue freight is about 35 tons. Compare these with 8,000 pound-loads and you will see why the figures are to an extent unreliable. Another thing is the duplication of l. c. l. loadings due to the numerous reloadings at transfer points and where such loadings are consolidated.

The statistics of weekly revenue carloadings, therefore, must be used with due regard to their limitations. But used with proper care, they apparently fulfill all the requirements the business man needs.

COURTESY BEGETS SAFETY

WE SEEM TO REMEMBER that some one not long ago suggested to us the thought that the courteous practice is invariably the safe practice. Whether it was so suggested, or is something evolved from our own inner consciousness, we think the thought is well worth preservation.

The auto driver at the crossing who stops, looks, and listens for the possible train, is in fact practicing a sort of deference to the swift moving train.

The motorist who "runs" the semaphore at a street intersection, or "jumps" it when the change is flashed, is simply being discourteous. The same man probably would not think of crowding midway into a "queue" before a ticket window, yet he crowds ahead of other motorists at street intersections or on the road—tries to "beat them to it" at every opportunity; tries to "beat the train to it" at the crossing; tries it once too often, and adds his quota to the frightful toll.

Courtesy of the road is a *sine qua non* of safety. It is safety—for one's self and for others. We read of many distressful accidents to railroad men in and about the larger cities, even grade crossing accidents. Why is it? Do we, when we seize the steering wheel, forget all that our calling teaches, all that we have learned from precept and example? Let the thought abide with you.

INCREASES AND DECREASES

FROM 1916 to 1925 the average daily gross earnings of American railways increased 71 per cent. In the same period, the daily operating expenses increased 93 per cent, and the daily taxes increased. The average daily net operating income has increased 8 per cent. In the same time the total property investment increased 31 per cent, from \$17,637,000,000 to \$23,007,000,000. The "net" result is easily figured. The average rate of return on the investment in

railway property dropped from 5.90 per cent in 1916 to 4.86 per cent in 1925. Each dollar of property earned 18 per cent less in 1925 than in 1916.

The situation in the western region is even more discouraging. From 1916 to 1925 the average daily gross earnings of western railways increased 56 per cent; daily operating expenses increased 82 per cent, and taxes 108 per cent, with the result that their average daily net operating income actually decreased 10 per cent. From 1916 to 1925, western railways increased their total property investment 22 per cent, from \$8,159,000,000 to \$9,960,000,000, so that the average rate of return on western railways dropped from 5.59 per cent in 1916 to 4.09 per cent in 1925. Each dollar of their property earned 27 per cent less in 1925 than in 1916.

The above is based on an editorial in the *Railway Review*, which further says:

"After investing a net additional amount of about \$1,800,000,000 in their properties between 1916 and 1925, the western railways actually earned \$129,116 less each day in 1925 than in 1916. This means, of course, that no return at all was earned in 1925 on the additional \$1,800,000,000 investment, while the original investment of \$8,159,000,000 received a lower return in 1925 than in 1916."

GO THOU AND DO LIKEWISE

AN EDITORIAL IN THE Great Falls *Tribune* on the eve of the official opening of the Scobey-Opheim extension, under the caption, "Financing Carriers," advises other inland communities suffering from the lack of railway facilities to follow the example set by the community served by this recently completed extension.

The *Tribune* has this to say:

The experience of the farmers and business men who financed the extension of the Great Northern Railway from Scobey to Opheim, Mont., should stimulate other such projects. Five hundred stockholders in the community own an average of six shares, which they bought at \$100 a share. Savings through the elimination of hauling in a single year are said to have far exceeded this investment and the stock has already advanced \$15 a share. By financing this extension they were able to convert a large outlay of money from an expense to an investment and at the same time facilitate handling, cheapen transportation, and increase land values.

This is a splendid example of complete co-operation and a farm community spirit, constructive, and unselfish. Other sections, faced with similar problems, might find this an excellent plan. At any rate, it would seem worthy of study and observation. Financing carriers may prove of very material benefit to rural communities, particularly in the matter of extension of right of way.

We are in entire accord with this advice; it is good. We would suggest, however, that in the light of the fact that the \$300,000 of stock purchases by the citizens of the community served was only about 25 percent of the cost of the extension, the caption "Financing Carriers" is an all too-embracing term. And by the same token, would it not have been well to credit the Great Northern Railway with some of the co-operation and public spirit which made possible the construction of this branch?

In none of the reports of this widely discussed experiment and its most successful result, have we seen stated the cost of this forty-mile extension. Undoubtedly, had the *Tribune* known that the Great Northern's contribution was three-fourths of the cost, and well toward a million—at a time when railroads are "squeezing their dollars till the eagles squawk," it would have given us full credit for our part in the project.

WHY HIDE YOUR LIGHT UNDER A BUSHEL?

AN ARTICLE IN THE *Canadian National Magazine* shows that the employees of that line, in 1925, sent in 6,190 "traffic tip" cards through which 7,600 passengers and 6,273 tons of freight were secured. Other lines are doing quite as well in this regard, some of them better, notably the Missouri Pacific and Santa Fe. The editor of the *Canadian National Magazine* congratulates the employees of that system and urges them to further effort to make 1926 a banner year. It is such an article as we wish we were in a position to write.

As it is, we are forced to the query: What is the matter with our organization? Why is it that but a paltry few of these tips filter through to our Business Getters' column? Is it that our employees are diffident, and dislike to claim credit for business secured? We know that our employees do secure business—a lot of it. We are pretty sure that no other body of railway employees is more enthusiastically engaged in getting business, however better organized they may be.

Why then, brother employees, can not we record your success? Why not let others see in the *Semaphore* the results of your efforts and thereby possibly influence them to emulate what you have done? If it proves an incentive to others, you have doubly served the Great Northern: You have secured business, and have in all probability influenced others to similar active cooperation.

VETERANS' CORNER

ELECTED TO MEMBERSHIP IN THE
VETERAN'S ASSOCIATION,
OCTOBER, 19, 1926

John Brennan, boiler foreman, Delta, Wash.
Anton Gamroth, section foreman, Colbert, Wash.
Alva L. Moore, conductor, Spokane, Wash.
Thomas McCrea, engineer, Crookston, Minn.
Peter McLaughlin, conductor, Superior, Wis.
Nels B. Peterson, conductor, Fargo, N. D.
George G. Smart, general roadmaster, St. Paul.

Number Three

Interesting Event:

I WAS ENGINEER ON the first overland train out of Seattle, on the Great Northern on June 19, 1893, with engine 665. The citizens of Seattle had a band at the depot, and it seems to me now that at least half of the inhabitants were there to see the train depart. The population at that time was approximately 45,000. (Now 500,000.) This was the first transcontinental train ever operated out of Seattle. The Northern Pacific previously served the city with a branch line.

The great Empire Builder is entitled to the credit for Seattle's growth.

The only living official of the company present on that occasion is William Kelley, then division master mechanic of the Cascade Division, now superintendent of motive power.

Amusing Incident:

Seven or eight years ago I was engineer on a southbound passenger train between Seattle and Portland. Just south of Kalama there was a bull on the track and we stopped to get him off. A northbound O. & W. train had hit him and broken one of his front legs. When we stopped, the fireman, who was a Greek, dropped off the engine to drive the animal off the track. The bull let out one bellow and started after the fireman, but on account of his broken leg, he fell and the fireman also fell and rolled over and over. I knew if the bull ever got him on his horn, we would never get him off.

I asked the fireman, after the incident was over, why he didn't run away instead of rolling over, and he said that is the way the bull fighters do in Greece. I probably would have driven the bull off, myself, except for an earlier experience that I had between St. Cloud and Minneapolis in 1886. I was firing for T. E. Cannon, and Cannon wanted me to drive a bull off the track, but I suggested that he do it himself, and I shall never forget the event. If the bull hadn't got out of wind, Mr. Cannon would have been going yet. But "T. E." was brave, and very diplomatic then as now, and he returned to the engine by a safe route unharmed.

November, 1926



Jim Morrison Enjoying Life



I N THE FASCINATING orchard near Hillyard, Wash. shown above, we see Retired Veteran Conductor James A. Morrison, with his team and harrow. Since his retirement from active Great Northern service in 1923, Mr. Morrison has given the greater part of his time to his farm a few miles from Spokane. In the insert we see him in the uniform of his many years on the line.



Veteran Locker and His Famous Tree

Here you will see Veteran Engineer W. G. Locker in front of his home at Spokane, Wash., standing beside his pet Colorado Blue (or Coster) spruce, said to be one of the most beautiful and perfect trees in that city. Mr. Locker has served the Great Northern for over thirty-eight years and is now running between Spokane and Troy, Mont. The photograph from which the picture was made, is from the Royce Studio.

Interesting Men:

Asked to make a choice, I shall select one of the finest characters, a man of integrity, a man who sees and appreciates the situation at a glance, and when he says "No," you know it is time to stop. This man is our present western general manager, James H. O'Neill, who is universally regarded by the citizens of the Northwest and the employees as wonderfully efficient and always absolutely fair.

MIKE DUFFY,
Engineer, Seattle, Wash.

Our Honor Roll

(Continued from Page 12)

tinuous service started when he was employed as foreman, boiler shops, Great Falls. In 1906 he became foreman, sheet iron works, St. Paul shops, and remained until he was retired May 31, 1918, on account of permanent incapacity, and pensioned, effective June 1, 1918, with 25 years' service. He died October 14, 1926, at 1205 Emerson Avenue North, Minneapolis.

For the Health of Your Children

The Effect of Health Education in Reducing Infant Mortality

By WALTER R. RAMSEY, M. D.

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

NOT SO MANY YEARS ago every mother, and every doctor too, looked forward with dread to the months of July, August, and September, because during those months many children in almost every community suffered from acute intestinal affections, from which many of them died. A disease popularly known as "Cholera Infantum," which frequently occurred in wide-spread epidemics among children, especially those under one year of age, not infrequently carried off fifty percent of those affected.

This statement to the present generation must sound almost incredible, because during the past ten years it is rare even for a Child Specialist to see a case of so-called Cholera Infantum, and severe intestinal disorders among children are now the exception rather than the rule. Mothers, and the entire family, now look forward with pleasure to the summer months when they may be out of doors in God's Sunshine.

You naturally ask what has happened to produce, within the period of a few years, this revolutionary change in the realm of babyhood. The answer is simple: The mothers and fathers, the older children, and, in fact, the whole country have been "educated."

Since Pasteur had demonstrated that many diseases were due to germs, it began to dawn upon the minds of a few doctors that perhaps germs instead of "fate" had something to do with "Cholera Infantum." Men like Ratch, Jacobi, and Holt began to realize that the milk supply was not all that it should be. Milk was even then brought into all large cities from long distances. Investigation showed that, as a rule, farmers produced milk under careless and often filthy conditions. This milk was shipped to the city without any refrigeration, and after several handlings, it was distributed about the city and frequently labelled "Special Milk for Babies." This milk was given to children raw, because at this time there was a strong prejudice against boiling or pasteurization. People were afraid to eat raw beef, but they did not hesitate to give the raw milk several days old to their children.

Although it was known that heating milk for twenty minutes at a temperature of 145 degrees Fahrenheit would kill most of the disease producing germs, there was such a prejudice against it, even in the minds of the physicians, that they hesitated to advise putting this protective measure into general practice or advocate it to the public. There were several good reasons for their hesitation, the chief of which was the fear of producing Scurvy by boiling or pasteurizing the milk.

It remained for a big-minded, generous-hearted layman by the name Nathan Straus to give the idea of pasteurization of milk the necessary push to make the demonstration. In a densely populated tenement district of New York, where the people were poor and natural-

ly secured the worst quality of milk sold, Nathan Straus established a small pasteurizing plant and offered this milk free to those who needed it for their children. The majority of mothers in that district who did not nurse their babies took advantage of his offer and during that summer gave their babies only the pasteurized milk, with the result that the amount of intestinal disorders was immensely lessened and the number of deaths dropped much below what it had been for the preceding ten years.

It soon became apparent that for the cities at least, where milk must be brought from a distance, pasteurization was a life-saving measure that could not be ignored, and that as far as Scurvy was concerned, the giving to each infant of a few teaspoonsful of orange juice daily would entirely prevent any possibility of the disease occurring.

Now that it had been demonstrated that the death-rate in infants could be materially reduced by this measure alone, the questions arose: Why are there so many cases of rickets and other forms of malnutrition? And why is the death-rate so high among these children who are artificially fed? This led to a serious investigation. It was found that the death-rate among those children who were breast fed was only about one-tenth of that which occurred in those artificially fed. In other words, the death-rate in bottle-fed infants was ten times greater than in those nursed by their mothers.

The extraordinary thing was that over a period of say, twenty years, women had been nursing their children less and less. It had come to such a pass that among the well-to-do not more than twenty-five percent nursed their infants. There were several reasons for this. Grandmothers believed in feeding the baby every time it cried. The result was that most breast-fed babies suffered continuously from colic, which is another name for indigestion, and mother and the rest of the family, including father, spent the nights walking the floor while the baby howled. After a few weeks of this, the family was demoralized and the baby weaned.

There were all sorts of excuses for weaning the baby: The milk was too rich; the milk was too poor; there was not enough of it; the milk acted as a poison to the baby; the mother's health would not permit nursing the baby; and many others. The fact is, as has been demonstrated in several thousand cases among all classes of society, that fully ninety percent of mothers can nurse their babies in whole, or in part, for a sufficient number of months so that they can be gradually placed upon some artificial food with safety. There are only a few excuses which are sufficiently weighty to warrant any mother in weaning her baby during the first few months, and these reasons will be discussed in a subsequent article, as it has already been discussed in previous articles.

It became apparent to those who especially interested themselves in the welfare of the children, and who had made a thorough study of the subject, that there was only one solution by which the death-rate among children could be further lowered and their general health and well-being permanently improved, and that was by education of the public in the fundamentals underlying its own health and that of the children.

Then began the slow process of building the health structure from the ground up. In order to build a good building, it is first necessary to have an architect who knows how to plan the building, and then skilled workmen who know how to carry on the construction. Twenty years ago these skilled persons were few and far between. The number has gradually increased, so that at the present time there is a goodly sized army of workmen in the field, and the constructive work is gradually going forward.

There are many factors and many agencies now employed in this field of public-health education, and in the next two or three articles we will discuss the most important of these more in detail.

Walter R. Ramsey



Mary Katahira

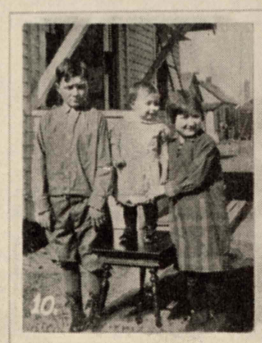
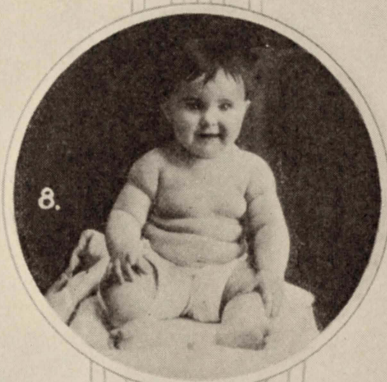
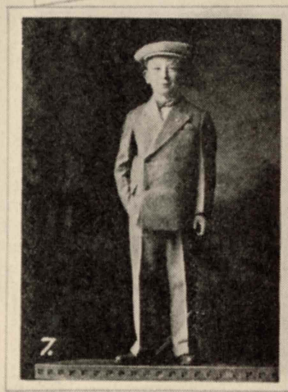
A Clever Little Adopted American

THE PICTURE IS THAT of little Mary Katahira, who last June was promoted to the sixth grade of the public school of Hillyard at the age of eleven years. She holds a record of never being tardy, and absent only during the sickness preceding the death last January of her father, who was formerly head boiler washer at the Hillyard roundhouse. She speaks fluently and reads both English and Japanese.

"Little Mary," as she is known to the many roundhouse employees and road service men who see her daily passing to and from the school, was born in the Japanese colony, and her accomplishments are another evidence of the ambition to acquire training (notwithstanding the most humble origin) which animates so many of our adopted sisters and brothers.

Great Northern Semaphore

A Dozen Pictures of Great Northern Lights



1. Elmer, son, Jake Ganzer, warehouseman, St. Cloud, Minn.; 2. George, Jr. and Robert Milton, sons, George C. Williams, dining car steward, Minneapolis; 3. Edith Anine, daughter, Hazel Pederson, comptometer operator, superintendent's office, Seattle; 4. Lorraine Hazel, daughter, C. E. Stebbins, machinist, Havre, Mont.; 5. William and Hazel Jo-ann, children, Joe Chisholm, clerk, Sand Point, Idaho; 6. Ronald Dale, grandson, Emery Miller, machinist helper, Havre; 7. Owen, Jr., son, Owen O'Keefe, machinist, and president Great Northern Club No. 12, Superior, Wis.; 8. Margaret, daughter, L. H. Schuster, agent, Rutland, N. D.; 9. Charlotte, daughter, Charles A. Anderson, cashier, ticket office, Portland, Oregon; 10. Daryl, Anna Mae, and Iona, children, A. J. Chevalier, tank shop, Havre; 11. Myrtle, Nellie, and Esther, daughters, Edwin Benson, carman, Superior, Wis.; 12. Widding and Adelle, children, P. T. Thompson, agent, Kindred, N. D. The doll's name is Peggy.



Women's Department

Afternoon Tea

AT MANY FASHIONABLE hotels afternoon tea comes as regularly as four o'clock, and it is a very simple affair, consisting of tea, of course, toast, and strawberry or blackberry jam, orange marmalade or jelly, and a few tea wafers. When a neighbor calls to say she is coming over for an hour or two to sew and "listen in" on the afternoon concert, don't fret and exclaim: "Oh, I haven't a thing in the house to eat," with visions of times when you had a freshly baked cake or cookies and no one called. Do not dread having afternoon tea because you dislike to prepare a "fussy" lunch. Take a leaf from the hotels' book, and arrange it as simply as possible, and in this way it may become an enjoyable "habit." Tea biscuits and honey may be served, if you make preparations in advance. When the kiddies come, too, make cinnamon toast for them. Mix the cinnamon and sugar, spread on buttered bread, and toast. The grown-ups like it as well.

Use your gateleg or card table and spread with a luncheon cover. You may have a tea-wagon, in which case a cloth is not necessary, unless, perhaps, it is equipped to form a table. Use your pretty Italian or Madeira luncheon cloths whenever you have the opportunity. (They might go out of style.) But in case you must economize on the laundry, a simple cloth that is easily done up will do. The one used in the illustration is a plain, white cloth, 36x36 inches, in pure linen, with hemstitched edges, and cost \$1.25. The napkins to match were 29 cents each for the 13-inch size.

Your pretty dishes should be used, too. It is not much trouble to wash them, and tea is doubly enjoyed if served in a dainty cup. The luster tea sets are especially attractive, the cups having mother of pearl centers. Sets similar to the one pictured, consisting of six plates, six cups and saucers, and the sugar bowl, creamer, and teapot, may be had at \$6.50 and up, and come in orange, blue, or green colors.

Perhaps you haven't a tea set. The dishes to your dinner set will do, and the next time you have a little money to spare, treat yourself to a teapot. We all hope that when "real" birthdays or anniversaries come along, we shall be the happy recipients of silver sets; but in the meantime, let's get all the joy we can out of the less pretentious ones. The brown crockery teapots, with bright decorations, are attractive, as are, also, the blue and white. But when you possess a glass one you will really enjoy serving afternoon tea. The glass teapot has several advantages: It is always possible to see how strong the tea is, and then you can keep your eye on just how much is left. It is "unbreakable," and this feature gives a great deal of satisfaction in using or washing it. The tiles, too, come in glass. The little glass basket for

loaf sugar is a dainty addition to the tea table and may be purchased in the tent store. The glass lemon forks likewise may be purchased there.

The common practice is to serve lemon with tea, but a few suggestions for tea flavors will not be amiss. Cinnamon sticks, cloves, ginger, peppermint, or nutmeg adds a tasty flavor to our tea.

All of us have our preference in the matter of tea. Some prefer Ceylon, others Orange Pekoe, and still others Oolong. Right here we might say a word about its production. Tea is named for the countries which export it, as China, Japan, Ceylon, India, Formosa, Java, etc. There are several sources from which come the teas on the market. The various kinds of tea do not come, as might be supposed, from the different varieties of the plant. The leaf-buds gathered in the spring give the best tea. The same tea grown in one country does not produce the same flavor when grown in another, because atmospheric influences during growth or at the time of harvesting, soil, and sunny weather are important factors in its production.



Ready for Tea

Leaves from the same trees gathered at the same time may become green or black tea according to treatment. By a process of steaming, the leaves retain their original green color, while leaves which are withered by drying become black. America consumes an approximate average of 96,956,000 pounds of tea a year, and we are sure that out of this huge quantity, our Great Northern families have quite a few tea parties.

Now that we've decided what to serve, let us turn to the making of the tea. This beverage is a healthy stimulant if properly made. Always use fresh water, that is, water which has not been previously boiled. Tea should never be

boiled, and the leaves should never be used a second time. Three-fourths to one teaspoon of tea to a cup is the usual measurement. Tea may be had ready-wrapped in little bags, tied with string, and these may be placed in the teapot and withdrawn when the tea is of sufficient strength. Of course, we are all familiar with this method of wrapping, as well as with the old-time tea ball. The water should be boiled until "galloping," when it should be poured on the tea, which should be served not longer than five minutes after it is made.

Make the toast while the water for the tea is boiling. Afternoon tea requires so few accompaniments that the table may be set in a jiffy.

Let's have afternoon tea often, now that we know how simple it is, keeping in mind the old proverb, "Simplicity is the keynote of all refinement."

It is well to pour hot water into the teapot and the cups, to heat them; and this, by the way, is a good suggestion for serving tea in the sickroom. Sometimes a patient has to be urged to eat or drink, and if the tea is cold, it is not as refreshing as when piping hot.

We know that you are all very busy with preparations for Thanksgiving, but we hope that you will find time to write the Women's Department and give us the benefit of your time-saving hints and recipes.

Hemming a Tablecloth

MANY OF US HAVE a new tablecloth to hem for the Thanksgiving dinner table. While it is nice to use it before washing, sometimes we find it necessary to launder it before using. This is a great help in hemming. It is easier to handle and you will not break your thread as often as when the cloth is filled with starch or dressing.

Cranberry Sauce

An old dish in a new dress is always welcome. Try putting the cranberries through the food chopper before cooking. Measure the berries after chopping, using half as much sugar as berries, and as much water as sugar. Cook until tender over a slow fire.

Kitchen Shades

Don't forget to look at your kitchen window shades to see if they need turning. Cut off the hem, remove from the roller, hem the top end, and reverse. The shades will be like new for the holidays.

In case your shades are not torn and reversing is not necessary, they can be very satisfactorily cleaned with wallpaper cleaner. The shade should be fully unrolled and laid flat on the kitchen or laundry table. In using the cleaner the strokes should be lengthwise of the shade, being careful not to crumple the edges. For those who have not used wallpaper cleaner, it may be well to say that the cleaner should be kneaded to the consistency of putty before using.

Great Northern Semaphore

Autumn's Mode Fashions Satin and French Rep into Frocks of Individuality



Again the bolero, very youthful in black satin over a vivid vestee. Posed by Catherine Hurley, office accountant train statistics.



Milgrim frock of black satin with brilliant vari-colored embroidery. Posed by Lucile Budd, comptroller's office.



Milgrim frock in navy blue with enlivening touches of jade-green leather. Posed by Florence Radant Adair, office auditor disbursements.

*Sally Milgrim Creations
Shown Exclusively by*

E. E. Atkinson & Co.

St. Paul's Finest Specialty Shop

FOR THE HOME BUILDER



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

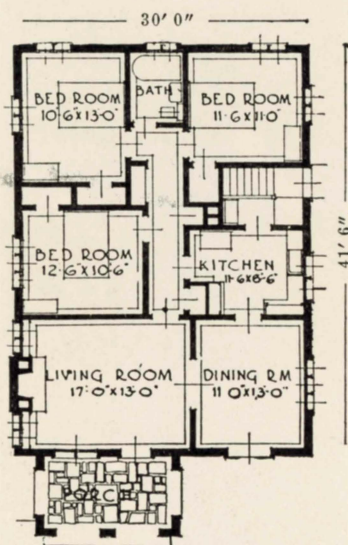
Six-room Bungalow of Brick for a Narrow Lot

WHILE THE FORTY FOOT lot may be condemned as being too narrow still we have to admit its existence. The owner of such a lot has to seek a home plan that runs to length rather than width. A bungalow that does just that, one that is ideally suited to a forty-foot frontage, is shown in design 6-B-7. This is a popular bungalow plan, one offering the home builder three sleeping rooms of good size.

The gabled porch with its arched openings adds interest to the exterior, while the compact plan and convenient arrangement combine to make this a very popular design.

The charm of the living room is enhanced by bookcases on each side of the fireplace. The long living room, with the dining room opening from it by a wide opening that may be either a wide cased doorway or graceful arched opening, is a well liked arrangement.

A basement is provided only under the rear of the house. In cold climates it could be completely excavated. If so,



there would be room enough for an amusement room with fireplace directly under the living and dining rooms.

CONSTRUCTION: Solid brick or brick walls with stucco exterior.

APPROXIMATE SIZE OF LOT: 40 feet.

DIMENSIONS: 30 feet x 41 feet 6 inches (plus porch).

DESIGNED TO FACE: East or South. Can be reversed for other facings.

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Wiring System Statistics for Home Builders

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

THE COMFORT AND satisfaction derived from a home is measured by convenience. In a modern home convenience is, to a great extent,

a matter of electrical service, the effectiveness of this service depends on the completeness of the wiring system. Complete wiring is neither complicated nor expensive.

If you are going to build a new home you plan your heating and plumbing systems as units and you make sure that they will be complete. At the same time you should plan to install a complete electrical system, when it can be done most economically.

A complete wiring system should provide adequate outlets, conveniently controlled, using the best materials throughout and include the following nine essential elements:

First—A safety entrance switch (where the current comes in the house).

Second—A safety distribution panel (where the fuses are).

Third—A bell ringing transformer.

Fourth—Code wire.

Fifth—Metal covered conductors.

Sixth—Metal boxes for light, switch and convenience outlets.

Seventh—A tumbler switch at every doorway.

Eighth—A minimum of one light outlet for every 50 square feet of floor space.

Ninth—A minimum of one convenience outlet for every 50 square feet of floor space.

The complete wiring system is a direct and inexpensive avenue to the important objects of domestic economy. The un-electrified house is like a factory that uses only hand processes. The completely wired home opens its doors to the whole range of home machinery. Here the vacuum cleaner takes over the hard labor of sweeping and furniture cleaning. Here the electric washing machine and electric ironer lift the drudgery of the laundry from the housewife's shoulders. Here a tiny motor performs the hard tasks of the kitchen.

Nor is the housewife the only member of the family who finds electricity a conservator of strength and an aid to efficient work. Many a man of mechanical bent takes keen delight in the little home tasks of repair and construction. Complete wiring, especially in the attic, cellar and garage enable him to use many tools that can be operated by the same motor which is so great a help in the kitchen.

In your home you can realize complete electrical satisfaction only if you are able to make convenient use of electrical appliances—only as you can change the arrangement of the lamps as you desire—only as you can make electricity a servant that follows or precedes you from room to room, ready at every point to light your way and lighten your labor.

Complete wiring is the road to a hundred comforts. Electric heating devices, percolators, urns, toasters, grills and the like are available on the porch or in the sun parlor in summer, in the dining room and living room at all times, and, when occasion requires, in the bedrooms and sickroom. Electric fans supply cooling breezes and keep the air live and fresh in any part of the house; electric heaters make cozy the cold corners in fall and winter, while electric curling irons, heating pads, and flatirons can be used at any convenient point.

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Great Northern Semaphore

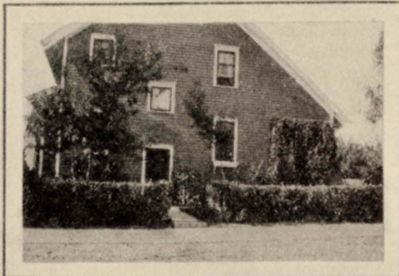
Williston N. D. Employes' Homes



Left
CHARLES SCHUMACHER
Engineer



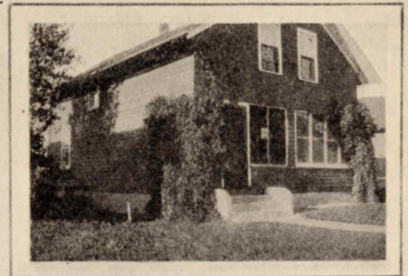
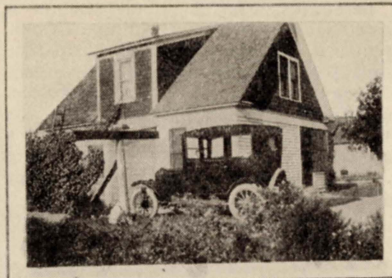
Right
HARRY BURTON
Conductor



Left
CHARLES BACH
Conductor

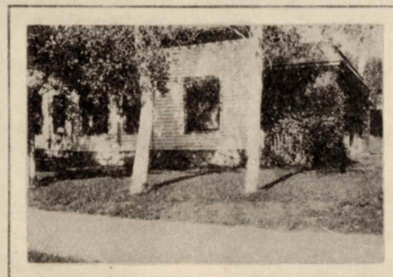
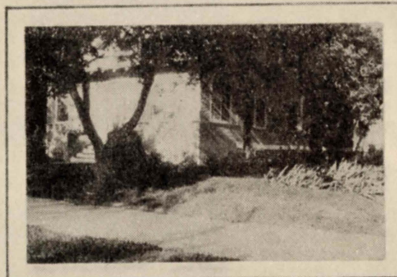
Right
WALTER HARWOOD, SR.
Hostler Helper

Below
W. R. MCCHESENEY
Machinist



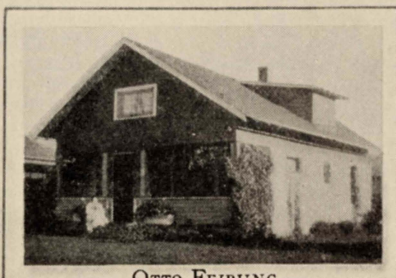
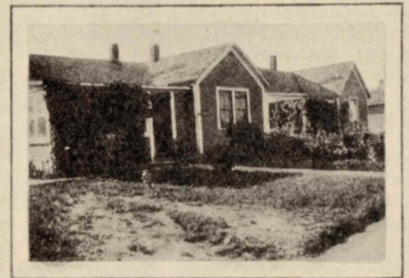
Below
S. S. CASWELL
Agent

Below
T. F. JEFFRIES
Yardmaster

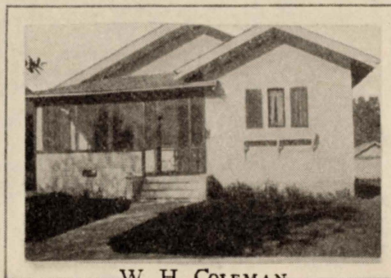


Left
GEORGE LAKIE
Hostler

Right
NELS FLAGGETT
Section Foreman



OTTO FEIRUNG
Car Inspector



W. H. COLEMAN
Locomotive Foreman



LEWIS ROSS
Switchman

SAFETY FIRST

Constancy

IN HIS INAUGURAL address, President Coolidge said: "We might realize that human nature is about the most constant thing in the universe." Here, in a few words, the president has stated a condition which is the bane, and may be also the hope, of those engaged in saving the lives and limbs of industrial workers. Many executives, whether managers, superintendents, foremen, or safety engineers, have at times felt the despair that comes to those who see their fellow-men injured or killed simply because instructions have been willfully disregarded or safety provisions ignored. In every city in the country factories are located near the railway right of way, and in many cases the employees are accustomed to cross the tracks on their way to or from the shop. There may be a safe underpass or a guarded crossing one or two blocks away, or the management may have constructed an elevated crosswalk and issued instructions and posted warnings against crossing the tracks at grade, all for the safety and convenience of the workers. But they, because they are human and because it is human nature to follow the line of least resistance, often disregard all that has been done for their safety and take the easier but unsafe way, and inevitably some of them will pay the penalty. Scores of such examples could be cited, differing in details, but all of them illustrating how constant is human nature in its propensity to court danger, to take a chance, sometimes only for the risk or gamble there is in it and sometimes because it is the shorter, quicker, or easier way.

How can this human trait of constancy be turned to good account in the prevention of accidents? All through history men have given their all, even life, for a cause or an ideal, even when both were wrong; but they have done this only because they firmly believed in the worthiness of the ideal or the cause. Belief in himself and in that for which he strives is a powerful incentive to man. Belief in his judgment is partly responsible for the wagers a man may make; belief in his skill will cause a man to take a chance of injury in doing a thing in a certain way instead of following the prosaic, safe way. The task, then, is to inculcate in all workers the belief that all things pertaining to safety are worthy of the attention of real men. It will be necessary to bring home to every man the correlation between this and something else that has a strong hold on him. Civilization is founded on the home and on our love of kin. Man performs his daily tasks in fields, factories, mines and offices for no other purpose than to provide the means by which he and his loved ones may secure the necessities of life and some fair and attainable proportion of its comforts and luxuries. The normal person considers this a paramount duty, but the idea of keeping himself fit to fulfill this duty is not taken so seriously. There is a

direct human appeal in the thought that a man's loved ones naturally and justly look to him for sustenance and comfort; and he cannot fulfill the role thus assigned to him, cannot live up to his belief, if he fails to keep himself reasonably fit, through disregard of the things that assure him health and safety. A lapse in this respect brings suffering not only to himself, but also to his loved ones.—*The Travelers Standard.*

Where Agents Can Help

EVERY STATION AGENT, as the local representative of a railroad, and usually a voter, should make it his personal duty as a citizen, as a railroad man, and very often as a father, to see to it that the right kind of man is chosen to drive the school bus where such conveyance is used for children in consolidated school districts. The Atlantic Coast Lines have reissued a warning sent out first in 1924, covering this very important subject. Says this bulletin:

"A tremendous responsibility rests upon these drivers. They are entrusted with the safety of 20 or 30 children. The trip to and from the school must be made in all kinds of weather. When it is raining there is a temptation to put up storm curtains, which prevent the driver from having a clear view on either side. The desire to be on time for school or to hurry home afterwards leads to a tendency to take chances that are little short of criminal.

"The selection of the driver should not be left to the person to whom the contract for providing transportation is let, if this method is used. While he should be required to demonstrate his

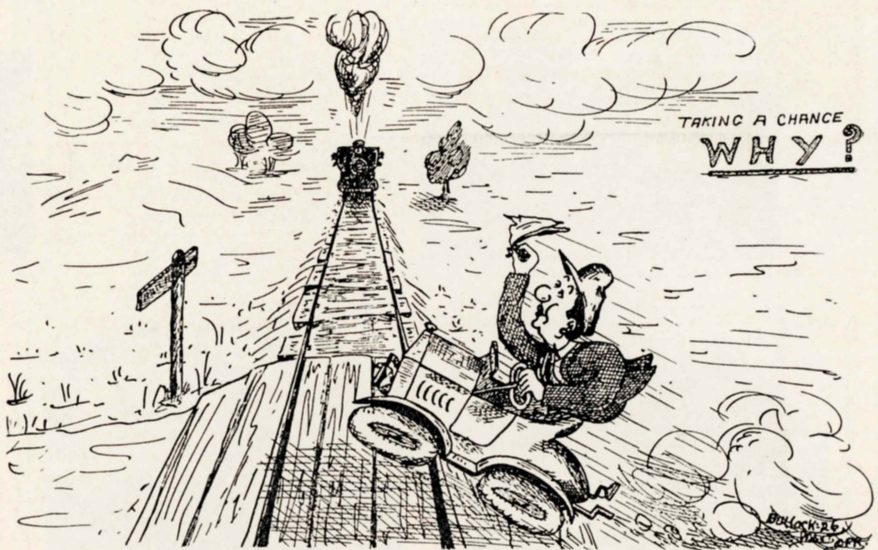
ability to handle the bus that is used, this is only one qualification to be taken into account and his reputation for steadiness and good judgment should be the determining factor. No school boy, garage helper, or village loafer should be chosen for the job merely because he can operate the bus and will do so at little cost.

"No matter how much time may be lost, no matter how stormy the weather, no matter whether no train is due, the school bus should be stopped at every crossing and the driver should be required to make sure that no train is coming. The observance of this simple rule will do away with disastrous accidents at railroad crossings."

Editorial, Railway Review

The Careless Fellows Get Hurt

THE FACTS SHOW THAT the world over, the careless, the inexperienced, the incompetent, and the chance-taking type of fellows are the ones who are receiving the injuries. Study the accident reports, and you will seldom find an injured man coming from the higher type of experienced and capable workmen; these men have made safety a vital part of their training for the jobs which they hold. No man can hope to become either a good foreman or a good workman in any branch of industry if he disregards safety, for in the final analysis of the thing safety consists of doing a task in the correct and efficient way. A study of accidents that take place in industry is a necessary part of a workman's training for efficiency on the job.—*"The Foreman."*



Echo Answers "Why?"

This cartoon by Elmer Bullock, towerman, Wahpeton Junction, N. D., shows Bullock doing what he never does and what he earnestly advises others not to do.

Great Northern Semaphore

To Great Northern Employees:

THE GREAT NORTHERN SEMAPHORE is your magazine. It is our desire to make it such a magazine as will meet with your approval. It has now been in existence nearly three years and in its present form almost two.

We shall consider that you are rendering us a service if you will answer as many of the following questions as you desire, and return this sheet to us by railway mail in the usual manner. With your answer, please send any other suggestions that you think may be of help to us.

THE SEMAPHORE.

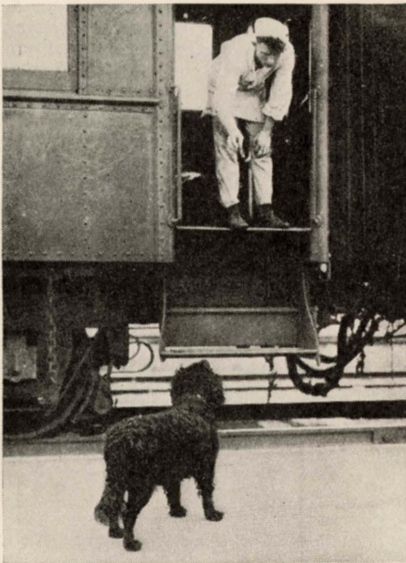
Do you wish the magazine to continue publishing the following:

- Division news?.....
- Juvenile features?.....
- Women's Department?.....
- Club news?.....
- Sports?
- Current events?.....
- Home builders' page?.....
- Are there too many serious articles?.....
- Would you like a page of jokes?.....
- Do you care for quotations from prominent writers?.....
- Do you wish other light material and illustrated humorous features?.....
- Would you like a serial story?.....Should it be a railroad story?.....
- Would you like a question-box, with answers to questions previously sent in?.....
- Would you like more articles on so-called "railroad problems"?
- Please make suggestions for cover page.....
- Please suggest any other features which seem to you desirable.
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Four Generations

NOT OFTEN IS IT possible to offer the interesting sight of four generations of railroaders, but the unique opportunity is afforded us in the accompanying illustration, sent in by Mrs. R. O. Besse, of Sandpoint, Idaho. Those in the picture are C. H. Davis, a former Great Northern employe, his son, W. E. Davis, section foreman at Brewster, Washington, where they reside, Mrs. Albert Hunterman, whose husband is also a Great Northerner, and Jacqueline Doris Hunterman, now ten months old.



Smart Barnesville Dog

ROVER, A THIRTEEN-YEAR-OLD spaniel, owned but not controlled by Fred Hasse, veteran janitor of the Great Northern station at Barnesville, Minn., knows a good thing when he sees it, and believes in "pushing it along." Ever since he was one year old, Rover has been meeting the east and west bound Glacier Park Limited trains and has received as a reward for his unflinching welcome to the chefs, a variety of canine palate satisfiers.

No other trains attract his attention in the least, and for that matter, no other people do, aside from his master and the white garbed habitants of the galleys on these trains. Rover is some

November, 1926

Our Business Getters

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



Adams, H. W., traveling auditor, Spokane, one passenger, Spokane to Connersville, Ohio and return; also one passenger, Spokane to Connersville.

Ahern, James, tankman, Delta roundhouse, one passenger, Everett to Duluth and return. Bargabus, Lloyd, boilermaker, St. Cloud, Minn., two full and one-half fares, St. Cloud to La Crosse, Wis.

Beyers, H. M., city passenger agent, Seattle, four carloads of freight, Chicago to Seattle.

Botler, B. H., porter, passenger station, Everett, one passenger, Everett to Ann Arbor, Michigan; also one passenger, Everett to Boston.

Bourke, Bill, contracting freight agent, Seattle, one passenger, Seattle to New York.

Brezinski, Walter P., cashier-clerk, Nashwauk, Minn., one passenger, Nashwauk to Butte, Mont.

Brown, Jane S., stenographer, freight department, Portland, Ore., one passenger, Portland to Chicago and return.

Christie, W. H., labor agent, Spokane, two passengers, Spokane to Boston, Mass.; one passenger, Spokane to Milwaukee.

Cook, Archie E., clerk, freight house, Alexandria, Minn., three passengers, Minneapolis to St. Cloud.

Ericson, Walter, OS&D clerk, Superior, Wis., two passengers, Superior to Seattle and return.

Ewen, J. W., agent, Nashwauk, Minn., two passengers, Nashwauk to Butte, Mont.

Goggin, George T., clerk, office of western traffic manager, Seattle, one passenger, Seattle to St. Louis and return.

Goldie, John, assistant roundhouse foreman, Great Falls, three passengers, Seattle to Great Falls.

Goos, J. H., engineering department, St. Paul, two passengers, St. Paul to Seattle and return; one passenger, Chicago to Spokane.

Grummett, Mrs. A. J., wife of assistant general freight agent, two passengers, St. Paul to Seattle and return.

Haggart, W. E., engineer, Spokane, two passengers, Spokane to Berkeley, Calif., and return; one passenger, Spokane to Bremerton;

two passengers, Spokane to Philadelphia and return; eleven passengers, Spokane to Seattle; one carload pianos, Chicago to Spokane; one passenger, Spokane to Portland and return;

one passenger, Spokane to Omaha and return; one passenger, Spokane to Seattle and return.

Hutchinson, Grover C., engineer, Superior, Wis., three passengers, Duluth to Denver.

Jackson, P. McLean, news storekeeper, Spokane, one carload beverages, Spokane to Great Falls.

Johnson, J. O., brakeman, Everett, Wash., one passenger, Milaca, Minn., to Everett, Wash., and return.

Jones, F. M., brakeman, Spokane, one passenger, Detroit to Spokane.

Kelley, C. T., superintendent news service, St. Paul, two passengers, St. Paul to Duluth.

Leslie, Gertrude, clerk, Butte freight office, one carload of rails, Butte to St. Louis via Minnesota Transfer.

Lindmark, Alice, chief clerk, general agent's

office, Tacoma, one passenger, Tacoma to Des Moines and return; also one passenger, Tacoma to Kansas City and return.

McIntosh, Chas. W., clerk, Sedro Woolley, Wash., one passenger, Sedro Woolley to Chicago and return.

Maher, Harry, dispatcher, Whitefish, Mont., several passengers, Helena to Pacific Coast.

Manthe, C. A., trainmaster, Spokane, two passengers, Spokane to Washington, D. C. and return. Four carloads automobiles Seattle to Spokane.

Murray, J. P., machinist, Hillyard, Wash., five passengers, Spokane to Seattle and return; three passengers, Spokane to Seattle.

Nessensen, A. B., contracting freight agent, Tacoma, one passenger, Tacoma to Chicago and return.

Norton, E. I., yard foreman, Interbay, Wash., one passenger, Seattle to Portland and return.

Peterson, Fred, accountant, purchasing department, Seattle, one passenger, Seattle to Lexington, Ky.

Price, William H., conductor, Cascade Division, one passenger, Seattle to Detroit.

Raymond, W. H., Pullman conductor, Spokane, one passenger, Spokane to Marshalltown, Iowa and return.

Remley, R. S., night roundhouse foreman, Delta, Wash., one passenger, Everett to Portland.

Roach, George, machinist, Interbay station, Seattle, Wash., one passenger, Seattle to New York.

Robertson, S. P., agent, Seattle freight station, one passenger, Seattle to Chicago and return.

Robish, W. H., dining car department, Seattle, two passengers, Chicago to Seattle; one passenger, Chicago to Portland.

Rowe, G. L., boilermaker, Interbay, Wash., two passengers, Seattle to Milwaukee and return.

Rutledge, Jesse H., operator, Power, Mont., one carload alfalfa seed, Cleave, Mont., to Lincoln, Neb.

Sayles, Chas. W., carman carpenter, New Rockford, N. D., eight full and four half fares, New Rockford, N. D., to Portland, Ore. Mr. Sayles is off duty with an injured foot and is employing his time boosting for passenger business.

Shippee, Harry, engineer, Interbay, Wash., two passengers, Seattle to Boston.

Struck, Wm., engineer, Hillyard, one passenger, Spokane to Winona, Minn.

Thomas, A. R., operator, Bainville, Mont., five passengers, Bainville to Detroit, Mich.

Torrell, Carl, brakeman, Seattle, one passenger, Seattle to New York and return.

Wade, Julia, telephone operator, Seattle, two passengers, Seattle to Des Moines, Iowa and return.

Whims, Charles, contracting freight agent, Seattle, two passengers, Seattle to Fort Worth, Texas, and return.

Wilson, Mayo G., fireman, Hillyard, seven passengers, Spokane to Detroit, Mich.; two passengers, Spokane to Portland and return; one passenger, Spokane to Portland via Seattle.

smart dog for himself and surely economical for his owner. He attracts much attention on the part of travelers, but sticks to his "mutton" and wags his tail only for the hand that wields the spider and the pan.

Prize for Machinists Chance to Win a Watch

THE MONTHLY EXTENSION issue of the *Railway Review* will hold a new contest, in which the prize will be a high-grade, size 16 railroad watch to be given to the railroad machinist sending in the best essay on "How Obsolescence Affects Production."

The subject will be of interest to all railroad men, but this time the contestants will be limited to machinists.

The *Review* in offering the prize, has this to say:

"We know that every machinists has something to say on this subject, and a lot of folks want to know what it is, so we are offering the watch just to get a little competition started. Just a few questions which might be answered. Can an old machine, a lathe for instance, be maintained indefinitely, if not, for how long? Does the fellow on the latest type machine work as hard as his shopmate on the old relic? Isn't a push button controller more convenient than a belt shifter? Did you ever admit to the boss it was your fault that you didn't get a job finished soon enough? It was because the machine wouldn't do all you wanted, wasn't it?"

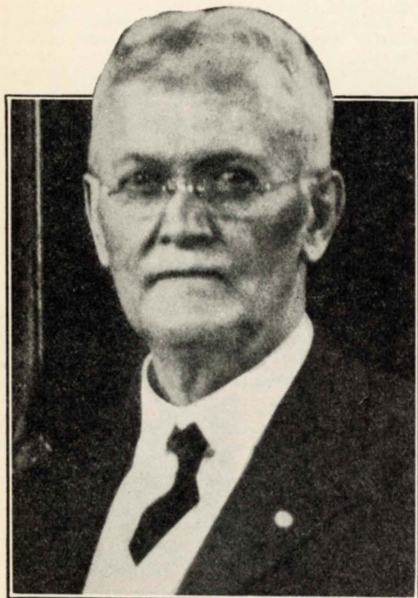
"You can also talk about portable tools, if you work on the floor. Every machinist is eligible, the only qualification is that he be a railroad machinist and that he write about the effect of obsolete machine tools on production. Contest closes November 15."

Chicken Pie Expert

VICTORIA CASE, WRITING in the Portland (Ore.) *Telegram*, recently told an interesting story about Dining Car Steward H. P. Davis, that will be good for the eyes of all SEMAPHORE readers. A photograph of Mr. Davis, who has over thirty years' service, is also reproduced through the courtesy of the *Telegram*.

One hundred thousand chickens bite the dust every year to satisfy the longings of Great Northern patrons for those individual chicken pies that appear on every menu, and Mr. Davis, veteran dining car steward, is responsible for part of this passion for pies.

Davis has been on the Coast run since 1902 and he has administered to the comfort of so many Coast business men that he is almost ready to run for the office of governor. He helped work out the problem of making the chicken pies standard on every dining car. He puts a flock of chickens to bed under crust every day in his car. Also, he has such a way of serving just the right things to cool a hot evening or cheer a cold one that he has made friends that he can number by the thousands.



H. P. Davis

He has an understanding appetite, but he eats very lightly himself.

"One of our special dinners would last me two or three days," he chuckled. "I eat about a third as much as the average customer. It's a part of my salary, too, but I never give myself a raise."

Davis lives in Portland and cuts the lawn for exercise. He has never played golf and scorns the links business, taking his leisure by a shady stream at sunrise. He has not had a holiday or vacation for 13 months and only two weeks' sick leave in 24 years.

A Memento of the Old St. Paul and Pacific Days

PICTURES OF MANY OLD relics of the past have appeared in the SEMAPHORE since it was first published, but the trip pass shown above, which was issued to Veteran Engineer Fred Almy, December 5, 1877, is believed to be one of the oldest passes extant.



Winners of the West

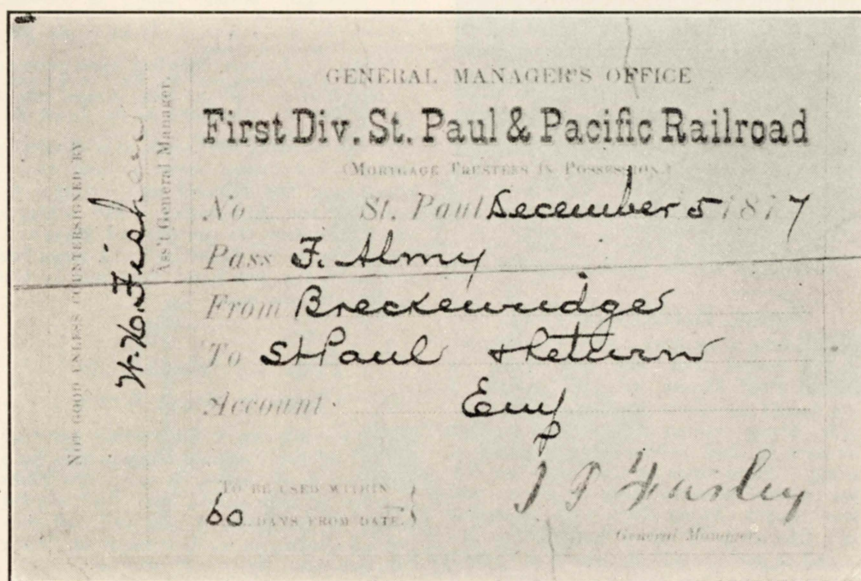
ABOVE ARE SHOWN J. D. Irby, for many years an engineer on the Marcus Lines and now an engine watchman at Northport, and his mother, Mrs. Martha Irby, ninety-six years old, who resides at Spokane. Mrs. Irby is one of the few remaining settlers who crossed the plains by ox team before the construction of the railroads. She accompanied her husband over the Oregon Trail in 1852.

J. D. "Jeff" Irby was born at old Fort Vancouver in 1860. He has many interesting reminiscences to tell of the early days in this country. At the age of seven he, on horseback, assisted his elder brother in driving stock from Vancouver to Yakima. He entered engine service on the Northern Pacific at Sprague, Washington, in 1883, later entering service on the old S. F. & N. in 1900. For many years he was a passen-

ger engineer between Spokane and Oroville, finally retiring from engine service on account of defective eyesight.

Following the Oregon Trail, although it now appears a romantic adventure, was in those days nothing but hard, hard work. On their trip west the Irby family passed through the cholera area on the Platte, where graves were everywhere. On reaching the Snake River there were sixteen wagons in their detachment, all drawn by oxen. In some manner the ox teams got loose and swam the river, leaving the immigrants entirely without teams, and they were forced to wait all night and all the next day until the oxen were again secured.

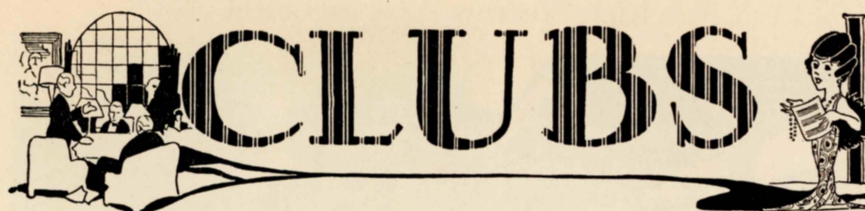
Mr. Irby's father worked as a carpenter at old Fort Vancouver under General U. S. Grant, who later rose to fame in the Civil War. Mr. Irby was also a representative in the first territorial legislature of Washington.



It was handed to us with a request that if any one can produce an older one, to do so for publication in some future issue. Mr. Almy, to whom this pass was

issued, was retired ten years ago. He is still hale and hearty, and can be found almost any day on Main Street or at the Masonic Temple in Minot.

Great Northern Semaphore



What the Several Chapters and Allied Organizations are Doing

SAINT PAUL

Chapter No. 1, Men's Section

AT THE MEETING ON September 22, G. O. House, general manager of the Northern States Power Company, gave an address on "The Importance and Value of Electric and Gas Service."

Mr. House, at the beginning of his talk, pointed out the fact that the personnel of the Power Company is composed of men and women of the same hopes, ambitions and desires as the members of the Great Northern Railway Club, and that they had their problems to contend with the same as the officers and employees of railroads.

He outlined briefly the steps necessary before a public utility company could be of service to the public, calling attention to the fact that such a company must procure a franchise from the city. After the franchise is procured, the plants for the manufacturing of their products, must be built. He spoke briefly about the different properties of his company in the Twin Cities, their functions, and what they were capable of accomplishing.

Before such plants, however, were constructed, it was necessary to procure the funds by the sale of the company's securities. He stated that the Northern States Power Company had been the pioneer in disposing of its stocks and securities to prospective customers, with the result that about five thousand people in St. Paul are part owners of the company.

When the company is in a position to manufacture its products, it becomes necessary to sell its product to the people, and Mr. House outlined in a measure how this is done, calling particular attention to the specialists whom they have in their employ, and who have opened new fields for disposing of their manufactured product. He cited, as one instance, the flood lighting on the tower of the Montgomery Ward & Company's plant at St. Paul, which is a conspicuous object at night for miles around.

Mr. House felt that mutual benefit would accrue, if a better understanding existed between a public utility company and its consumers. Making due allowance for the frailty of human nature, he felt that the utility company is striving to render honest and efficient service and giving the best satisfaction to the consumer.

The orchestra of the Northern States Power Company played several numbers during the serving of the luncheon, and Miss Catherine Hoffmeister, soprano, and Miss Louise Fransmeier, pianist, gave several very delightful solos.

AT THE MEETING ON September 29 the speaker was Joe Marshall, special representative of the Freight Claim Division, American Railway Association, who gave an unusually interesting talk on freight claims.

At the beginning of his address Mr. Marshall stated that the business interests of the country in the last few years had been very much impressed with the idea of doing more business at less cost, a feature that had been given previous consideration by the railroads. He said that back as far as 1908, the various railroad interests got together, especially the operating departments, to ascertain the cause of excessive freight claims, and once locating the cause, apply the necessary remedy.

In 1920 the American Railway Association was re-organized and took over the freight claim associations, opening a claim department as part of its organization. Since that time a steady and consistent effort has been made

to eliminate, as far as possible, the causes for claims and thereby reduce the expenditures made by the railroads in the settlement of such claims.

He called attention to the fact that it is very often thought the handling of freight shipments begins and ends with the agent at the railroad station, but that this attitude is not correct, as both the beginning and end of a freight shipment is with the shippers. Of the fifty-one million cars loaded in a specific time, nearly 75 percent were loaded by the shipper. It is with the education of the shipper to proper loading, packing of his goods, etc., that the greatest reform can be accomplished. He stated that some of the reasons why so many freight claim agents pay out so much money is due, not to the fact that the railroad is responsible for the loss or damage, but that the freight claim agent is not usually in a position to prove the innocence of his road.

Connected with this feature, Mr. Marshall said that one of the greatest factors in curbing the excessive payments of claims is the keeping of accurate records of every shipment and every transaction connected with it, thereby putting the freight claim agent in a position to prove his contention in any controversy.

He concluded his remarks by illustrating many important features of freight claim work by an unusually interesting set of charts. Mr. Marshall had as auditors, not only members of the Great Northern Club, but many visitors, officers, employees, etc., of freight claim departments of other roads, and also visitors from the Western Weighing & Inspection Bureau.

Members of the Great Northern Quartette gave several selections in their usual interesting manner.

AT THE MEETING ON October 6, the speaker of the day was C. W. Farnham, St. Paul attorney and lecturer. Mr. Farnham chose for his subject "Finishing In Style."

He prefaced his remarks with several amusing and interesting anecdotes, which were appreciated by the members present. The phrase which formed the subject of his address, "Finishing In Style," was taken from one of Kipling's poems, and was used in the sense that death very often brings out the finest attributes in men and women, lifts them out of their ordinary plane, and enables them to complete their sojourn on earth with a high ideal, —or in other words, finish the span called Life in style.

Mr. Farnham cited numerous instances which were of a good deal of interest. One was the sinking of the flagship Victoria of the British navy, when seven hundred sailors were drowned. But their discipline was such that they stood at attention and met death unflinchingly; they "Finished In Style."

He called attention to the fact that there is no caste in courage,—that it is found among the noblemen and among the outcasts in prison. Mr. Farnham had a world of reminiscence and a fund of information from which he drew illustrations to emphasize the points he made in his talk.

He paid high tribute to Theodore Roosevelt, especially on the occasion of the death of his son in France. He instanced the hardships and the story of Shackleton at the South Pole. He also quoted from both the prose and poetry, concerning many men and women of note, and altogether furnished one of the most delightful talks to which the members of the Club have listened.

The Northern Pacific Girls Quartette gave several songs which were greatly enjoyed.

AT THE MEETING ON October 13 Arthur Casey, director of the Arthur Casey Players, President Theatre, St. Paul, gave a very interesting talk on the organization of the stock company and the benefits accruing to the community as a result of the successful operation of the stock company.

Mr. Casey recounted the discouragements he had encountered previous to the organization of his company in St. Paul, but in face of these discouragements he went ahead and engaged a company of players, and during the three weeks of their performances here, he felt the encouragement that St. Paul had given his company was nothing less than phenomenal. He said that theatrical people, in their journeys throughout the country, often feel that in certain communities they are not appreciated. This lack of appreciation naturally governs their ideas of the progressiveness and public spirit of these communities, and in discussing the matter in other parts of the country, they emphasize these characteristics of the particular communities in question. Mr. Casey thought that the failure to appreciate worthy theatrical offerings, is prejudicial to the interests of St. Paul, or of any community.

Mr. Casey interspersed his remarks with various incidents and anecdotes which were greatly appreciated.

Warren King of the President's office, late delegate to the Nineteenth World Conference of the Y. M. C. A. at Helsingfors, Finland, gave a short talk on his experiences and observations in the several European countries visited incidental to his trip to the Conference. His remarks largely concerned the various features of railroad operation, equipment, etc., with which he came in contact. He took his listeners along the route of his trip, through Sweden, across the Baltic, into Finland, up to Estonia, down to Poland, into Vienna, Warsaw, Prague, thence to Munich, through Switzerland and through France, stopping at Paris.

In some cases his comparison between the American method of railroading and that used in the countries he visited were favorable to the foreign countries, but in the main, he felt, American railway methods of operation, our equipment, etc., are superior to those employed in European countries.

He recounted the humorous side of railroading in some of the various countries, and he was especially impressed with the "tin horn" method of starting their trains, as well as the faithful whistle that is brought into play by the trainmen before the train is allowed to leave the station.

Miss Edna E. Gille gave several songs accompanied by Mrs. Mary McKilligan.

SAINT PAUL

Chapter 1, Women's Section

AT THE LUNCHEON September 30, Jane K. Thayer, who is a member of the Ways & Means Committee of the Minneapolis Business Women's Club, told of her travels in Europe during the past summer. She said that although it rained nearly every day during her stay in England, she thinks it the most interesting and beautiful of the countries she visited. She described in detail the English homes and the lovely gardens, the quaint streets of London, her visit to Oxford and New College, the Doll's House, Dirty Dick's, and the home of Lady Astor. During the war Lady Astor turned her home into a hospital for the soldiers, and those who died there are buried in her Japanese sunken garden. Miss Thayer stated that there were forty-eight graves, two of which were those of American boys. She told of her short stay in Holland where the old maxim, "You can't beat the Dutch" came to her mind many times, and of the trip through Belgium and the reconstruction work that has been going on since the war. Miss Thayer was fortunate enough to spend some time among the battlefields of France. Many of the villages and towns in that section are still in ruins, but the work of rebuilding is going on rapidly. She found Paris quite fascinating, but extremely dirty, and said that were it not for the fact that light wines sold for 18 cents a gallon while water was 40 cents, the American tourist would find very little to keep him in the historical old city. Her account of the railway accommodations was most amusing, and brought

to the members of the club a keener appreciation of our own road and its unexcelled service.

Edna Gille, of the office of auditor freight receipts, sang, with Lucile Michaud, of the same office, at the piano.

ON OCTOBER 14 THE first of the fall luncheons was held and from an attendance and pep standpoint it was a huge success.

Peggy Doty, of the Arthur Casey Players, was scheduled to speak on "The Theater of Today" but after expressing her delight at being at the club, and candidly stating that she never had made a speech, she ingeniously passed the honor to Edward Fitzgerald, one of her co-workers. Mr. Fitzgerald proved to be not only very interesting but witty. He has a rich fund of anecdotes and humorous stories which he told in an inimitable manner to the great delight of his audience.

The Great Northern quartet proved that the longer they sing the better they get, and Billie Pokorny led the community singing.

Mrs. Geo. Bookstaver, of St. Paul, was the only guest.

SPOKANE

SPOKANE CHAPTER No. 2 held its regular meeting for September on the evening of the twenty-fourth. After a short business meeting, at which a nominating committee was appointed to choose candidates for the coming year, and a committee was appointed to look into the use of the old terminal building as a meeting place, the meeting was turned over to the entertainment committee.

Jack Arthur, chairman of the committee, put on a clown stunt that brought down the house; Al Tillisch appeared in song and monologue; Dell and Pritchard in musical numbers; and Heath and Bailey in song and music.

After the entertainment, lunch was served, followed by dancing, the music being furnished by our own Great Northern Club Orchestra.

MINNEAPOLIS

THE MINNEAPOLIS Great Northern Railway Employees' Club held its first entertainment and dance of the season on Friday evening, September 24, at the Cataract Hall, located at Fourth Street and Central Avenue. H. E. Jones, the club president, acted as master of ceremonies and introduced the various numbers on the program to an appreciative audience.

The program opened with a showing of the Great Northern Railway travelogue film, picturing scenes of interest along the route of the Oriental Limited and incidents and occurrences in connection with the Columbia River Historical Expedition which traveled over Great Northern rails recently. This was followed by songs by Ruby Sinton in make-up, which were well received. Mabel Dahlstrom then offered some songs, so well rendered that she was obliged to respond to encores. Eddie Estes showed the gang what "Charleston" really means. He was succeeded on the stage by the nimble fingered J. J. Brown, whose feats of skill and legerdemain kept the audience in entire good humor throughout his performance. After he had thoroughly mystified all present, President Jones announced that the drawing for attendance prizes would take place and Alice Garretty of the general office, Roadmaster John Czock and Joseph Aukofer, trainmaster's clerk, were the lucky recipients of syrup and jam for their breakfast cakes.

After this, everyone took a hand in clearing the floor for dancing to music furnished by the club orchestra. This organization has been recently reorganized and is made up of the following employees: Fred Dietherct and Peter Thieren, violins; Joseph Aukofer and Fred Beithart, saxophones; Harold Cutter, trombone; Everett McNally, banjo; Paul Plasch, drums; and Ralph Howard, cornet. Ernest La France is director and his regular post is at the piano, but he was unable to attend on this evening and his place was filled by Miss Davis. These are all able musicians, and although it was their first time out together, they served good music to a large crowd of dancers, including a number of St. Paul visitors. Fred Chinquist, with the assistance of Martinson, Wickstrom, O'Leary, and Ross, mixed the frappe and served the dancers and had a line of customers in waiting continually.

More Students From the Orient



A PARTY OF CHINESE students, both men and women, from the Tsing Hua College, of Peking, China, was recently handled by special train from Seattle to St. Paul.

These students were selected after competitive examination at the university in China, and in the United States they will enter various colleges and universities, among them being the universities of Minnesota, Wisconsin, Michigan, Illinois, Harvard, Yale, Princeton, and Cornell. They come to this country to

complete their collegiate education, and they will become lawyers, physicians, surgeons, engineers, bankers, educators; in fact, they are fitting themselves to become leaders in their own country.

Their expenses are being paid by the United States government out of an indemnity fund received from the Government of China on account of the Boxer uprising which occurred about twenty-five years ago. The entire fund of fifteen million dollars is to be used in educating Chinese youth in this country.

VANCOUVER

THE BANQUET held on Friday, October 1, in the Piccadilly Tea Rooms was quite a success and was enjoyed by about fifty of the members. A very amusing comic turn was given by kindness of C. McKelvie, of Kelly, Douglas & Company, also a very comic number entitled "The Virginia Judge," by Bert Stinchcombe. The speaker of the evening was Stanley Brent, general secretary of the Y. M. C. A., who gave a very splendid address.

The opening dance was held Saturday, October 23, in the club rooms over the freight office. It was a very enjoyable evening, arranged by Bob Heaton, chairman of the dance committee, and details will be found in the next issue, as the associate editor had to get this in the mail.

MINOT

TOO MANY COOKS spoil the broth," is an axiom that can be applied to the activities of the club of Minot, not the number of its membership, but on account of the numerous active organizations abounding in the city and community.

This city boasts the Kiwanis, Rotarians, Lions Club, and a very active Association of Commerce, a very fine Post of the American Legion, a number of labor organizations; typographical local, and a number of auxiliary bodies, and their membership reaches into every phase of the city's social and political existence. The member of the local G. N. club is called on to function with the Kiwanis on Tuesday, the city's body Wednesday, other organizations during each of the other days of the week, and his cup is full. Can you imagine what may be his home environment? Does not a part of his time, at least, belong there? Yet the public demands the successful man's every moment.

We find all our club members engrossed with some one or another public affair, with the result that it is physically impossible for them to attend to matters pertaining to the club's welfare. There would seem to be a slogan necessary for club members when inducted, which should be, "Don't join, unless you can give something more than your initiation fee." Do not wear a lapel button of any organization unless what you owe it for taking you in can be returned two-fold.—Chas. Lano.

Railway Business Women's Association

Great Northern Division

ACTIVITIES FOR THE fall season have started in the Railway Business Women's Association. Through the kindness of Vice-President G. R. Martin, the Great Northern division of the association held its first party at the Minnesota Club, a luncheon followed by Bridge and Five Hundred.

Faye Morrison, chairman of the division, assisted by Olivia Johnson, Grace Flanagan, and Kathryn Devitt, had charge of the arrangements. Luncheon was served to sixty in the beautiful dining room reserved for ladies. The decorations were autumn leaves and chrysanthemums. The tables were a delight to the eye and the service was typical of this celebrated St. Paul club.

Cora Nelson, president of the Chicago Railway Business Women's Association, was the guest of honor. Attendance prizes were won by Reta Gouett and Anna Blum. Mrs. G. R. Martin won the beautiful linen luncheon set donated by Faye Morrison to the club.

Mary Alice Casey walked away with first prize in Bridge; Margaret Francis, second; and Grace Flanagan, low. The Five Hundred prizes were captured by June Peterson, first; Alice R. Kellar, second; and Cora Nelson, low.

Owing to the date being that of the Minnesota-Notre Dame football game, the attendance was light, but the compliments and enthusiasm of those present more than made it up.

Thank You, Portland Telegram

ON PAGE FIVE OF our September issue, we used a picture of Miss Columbia, and her attendants, releasing pigeons with messages of welcome to the Columbia River Historical Expedition. We failed to acknowledge that the picture was from the Portland (Ore.) Telegram, to which we are indebted for many courtesies, and we now do this, regretting that it was omitted at the time of publication.

Great Northern Semaphore

SPORTS

BOWLING

St. Paul

Railway Twilight League

To October 11th 1926

<i>High Team Total, Inc. Hcp.</i>	<i>High Team Score, Inc. Hcp.</i>		
Northern Lights 2,930	Evening Stars. . . 1,012		
Evening Stars. . . 2,885	Northern Lights 1,010		
<i>Individual 3 Games— Actual</i>	<i>Individual 3 Games— Hcp.</i>		
Wedell 670	Wedell 679		
Stepnick 636	Stepnick 654		
Russell 602	Russell 629		
<i>Individual 1 Game— Actual</i>	<i>Individual 1 Game— Hcp.</i>		
Wedell 253	Wedell 256		
Stepnick 236	Stepnick 244		
Russell 235	Russell 242		
<i>Standings</i>	<i>Won</i>	<i>Lost</i>	<i>Average</i>
Night Larks	9	6	879-14
Northern Lights.	8	7	907-4
Evening Stars.	8	7	896-9
Harvest Moons.	7	8	868-1
Sunsets	7	8	847-12
Dreamers	6	9	892-2

Big Ten

1. Wedell190- 5	6. Ohlander ..180- 7
2. Lauer186- 1	7. Stepnick ..178- 3
3. Whitlock ...183-11	8. Peterson ..176- 5
4. Russell182- 4	9. Gutz176- 1
5. Skiff180- 7	10. Hanson ...175- 1

High team total, high team score, etc., does not necessarily mean those scores were made October 11, but is the highest score to date and is merely carried forward each week for statistical purposes to indicate prize winners at end of season.

Railway League

Standings, October 13, 1926

	Won	Lost	Team Ave.
Winnipeg Limited	13	2	883-8
North Coast Limited.....	8	7	832-7
Yellowstone	8	7	826-3
Gopher Limited	8	7	802-7
N. P. Rollers	7	8	812-10
N. P. Yards	6	9	781-9
N. P. Monad	5	10	790-11
N. P. Como Shops	5	10	773-5

Season's Record

High single game, Gutz	235
High three games, Gutz	635
High team game, Winnipeg Ltd.	985
High team total, Winnipeg Ltd.	2,730

Individual Averages

Gutz193-10	Brown160-13
Kittley178-4	Schmidt160-8
Dox176-9	Ridpath160
Wedell176-8	Tschannel159-11
M. Klein175-4	Erickson159-4
Ekensteen174-6	Dean159
Etter174-5	Cooper158-10
Mossong174-4	Grube158-4
Casserly174	F. Klein157-4
Picha173-13	McMahon157-1
Schneider173-13	Simons155-2
Page171-13	Fleischacker ..152-2
Pewters168-11	Plante151-3
Ruhnau168-1	Studiner150-1
Hable168-1	Hoffman149-2
Stoll167-7	Nentwig149-2
McDermott166-2	Jennings148-13
Pringle166-1	Haider144-6
Johnson165-9	Connors144
Kemper165-2	Cogin143-4
Swoboda164-11	Lewis143-2
Rystrom164-4	Hall140-2
Beckwith163-8	Thomson140-2
Lecher163-3	Eggert137-4
Ryan162-9	Rehberger135-2
Blaschka162-9	Unger134-3
Micko161-7	

November, 1926

FOOTBALL

Great Falls

AN ITEM OF GREAT INTEREST, not only to Great Northern employees, but also to all the football fans in Great Falls, is the development of the Great Northern Shop Crafts' football team. The team has attracted city-wide attention to date, resulting in the formation of an Independent Football League in Great Falls. The employees are fortunate in securing representation for the "Goats" in the new league and the voluntary services of Machinist Sam Rogers, an ex-league player in the Butte Independent League, as boss of the outfit. Six weeks of grind and drilling make the boys eager to work off on any contending club in or out of the city, the energy acquired during their training.

The first game under the new league, will be played October 24, it being undecided at this date which two clubs will engage in the initial combat. Anxious to be off, the "Goats" have arranged an unofficial game with the High School Alumni team for October 17. The challenged club is probably the most formidable club proposing admittance to the new league. This game will prove a treat for every fan in the city, as is evident from the attitude of the fans at this writing.

Mr. Rogers has received a communication from Havre for a contest with independent professionals in that city, and while arrangements have not yet been concluded, the fervor raised by the "Goat" team is evident in many of the surrounding counties. It is hoped that other Great Northern employe teams on the system clamor for system laurels, so that a game can be arranged to the great interest of Great Northern employees.

It is reported (unofficially) that Harris Bradley, husky machinist apprentice, plays a remarkable game in the capacity of draw-back on the team.



Mr. Sherin

South Dakota Has 'Em Too

MANY GLOWING REPORTS of fishing expeditions have at different times adorned the valued columns of the SEMAPHORE, but none from the Sunshine State. The above picture shows H. C. Sherin, mail carrier, postmaster, and all-around G. N. booster, displaying an 8½-pound wall-eyed pike hooked in Punished Womans Lake at South Shore, S. D., August 4

Meritorious Mention

ACREDIT MARK HAS been placed with the personal record of Brakeman N. N. Nelson, Whitefish, for his discovery of a broken rail in track No. 2 at Stryker, Mont., about 5:30 P. M., September 29, while riding engine 3238 which was moving through track No. 1.

Fred Richards, cook, Halford Quarry, Wash., on October 1 discovered a broken rail to the east end of passing track, and reported it to crew on train 715. Mr. Richards' action averted a possible derailment.

Brakeman Duncan R. McLean, on train 719, September 24, noted indications of a broken rail near Mile Post 99, Cascade Division, and notified the conductor, who reported it to the dispatcher and had it protected by flag until section crew could get on the ground. His action averted a possible serious derailment.

On September 17, while Conductor F. I. Saula, Extra 1156 East, was checking his train at Sunburst, Mont., he discovered G. N. tank car 295734, loaded with oil, off center and in bad shape. Car was set out on siding and car men ordered out to make repairs. His watchfulness in the performance of duty no doubt averted a bad derailment.

On October 2, while Extra 3128 was pulling by Hesper, Mont., Agent Paul Keenan discovered the brake rigging of a box car dragging on the track. He flagged the train but the momentum of the train carried the car over a frog where part of the rigging was pulled off. The train was then stopped and balance of rigging removed. Prompt action on the part of Agent Keenan no doubt prevented a serious accident.

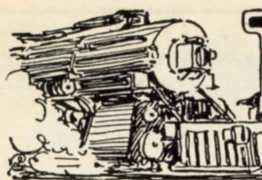
F. C. Norcross, agent at Wilson Creek, Wash., on September 16 discovered brake beam down on FGE 35469 passing his station. He succeeded in getting the train stopped, and averted what might have been a serious accident.

On September 6, when train No. 3 was derailed at Embro, Wash., on account of the dining car being out of commission and no possibility of serving breakfast, W. J. Michaels, American Railway Express Company, contributed to the well being of the passengers and possibly saved a great deal of complaint by making coffee in the baggage car and serving same to the passengers.

On September 12, extra 1164, Engineer Setterland and Conductor Roarigabout, three miles east of Lakota, N. D., noticed smoke coming out of a farm house near the track. They stopped the train and investigated and found the house on fire. There was no one at home but an old lady about 75 years of age. The crew immediately started a bucket brigade and succeeded in extinguishing the fire before any serious damage had been done.

At Grand Forks, N. D., October 8, Oiler and Brasser Maynard Claypool noticed a brake beam dragging on stock car MSCX 1082 on south local. He immediately signalled the conductor who stopped the train, and the brake beam

(Continued on Page 34)



Division News

BUTTE DIVISION

Associate Editor

ELZA TWAY

Great Falls, Montana

The fourth northern Montana Corn and Livestock Show and tenth annual 4-H Boys' and Girls' Club Fair was held at the livestock pavilion in Great Falls, September 30 and October 1 and 2. The interior of the pavilion was elaborately decorated, furnishing a pleasing background for the display of farm and garden products, fancy poultry and livestock, and the various classes of Boys' and Girls' Club work. The number of exhibits and exhibitors so far exceeded the expectations of the management that the pavilion proved inadequate to house the displays, and three large tents of the circus variety were erected near by, to give additional space. The show was officially opened by a parade of exhibitors, headed by the Great Falls municipal band. Several musical programs were given to add to the attraction, and the crowds of enthusiastic sight-seers who surged through the tents and pavilion during the exhibition bore mute evidence of the universal awakening in Montana to the necessity of scientific stock breeding and diversified agricultural development as a safeguard against the vicissitudes of bad seasons and hard times.

The Central Montana Fair, held at Lewistown, September 6, 7, 8 and 9, was a decided success in spite of the rain and cold weather. Those who visited the fair declared that it was one of the best ever held in that section of the state, there having been over 200 more individual exhibitors than last year. In the agricultural department, the community exhibits from Wildrose and Christina attracted much attention, while the livestock show was one of the most extensive that has ever been shown at the fair. The number and quality of animals exhibited in the various swine, sheep, beef, and dairy cattle classes indicated the rapid progress being made by Montana stock raisers toward better and more profitable herds. And the attractive displays of the products of field and garden proved in no uncertain manner the results of the improved agricultural methods which are being adopted throughout the state.

K. J. Holmes, agent, Havre, was a visitor at the Great Falls local offices while in the city as a witness at a government trial on October 6. His visit brought to mind memories of other days and years gone by, when B. S. Merritt was general agent at Great Falls; K. J. Holmes was contracting freight agent; W. D. Loftus, local freight agent; George Wilson, cashier; Jack Russell, assistant cashier; R. L. Peterson and R. H. Roberts, bill clerks; and the writer, chief clerk. Time brings its inexorable changes. Of those named, only Bill Loftus, agent, Roger Peterson, rate clerk, and the writer, assistant agent, remain. B. S. Merritt is assistant general freight agent at Seattle; K. J. Holmes is agent at Havre; George Wilson is agent at Rugby; Jack Russell is agent at Lewistown; and (Lord) Bobby Roberts is cashier at Helena.

Robert Strand, son of N. A. Strand, of the Great Falls store department, was injured at Ketchikan, Alaska, on September 29, by falling fourteen feet through the hatchway of a vessel on which he was returning to Seattle from Skagway. He was placed in a hospital at Ketchikan where he received medical attention. Word has been received here that his injuries are very grave, and that it has been found necessary to encase his body in a plaster cast. He is a graduate of the Great Falls High School and of the University of Washington, and has a large circle of friends here who were grieved to learn of his misfortune. Mrs. Strand and daughter, Helen, left for Alaska as soon as the news of the accident was received here, and are now at his bedside.

Barr Crawford, formerly employed as clerk in the roundhouse at Great Falls, has been promoted to the position of B. & B. clerk in the superintendent's office.

Traveling Auditor W. J. Warren has been in Great Falls the past two weeks, making a check of the superintendent's office.

Oscar Kregness, son of Section Foreman Ole Kregness, of Choteau, and who was recently promoted to section foreman at Virden, has been transferred to the Bole section.

Emil Herbertz, clerk, Black Eagle, has been confined to his home for several weeks on account of a bad case of blood poisoning in his hand. A slight injury developed rapidly into a serious condition and for a time threatened the loss of the hand, but at last reports he was out of danger and improving rapidly.

We deeply regret to report the death of Elinor June, daughter of Lineman Robert Clark, aged 2 years, which occurred at their home in Moccasin on September 29, after a lingering illness of several months. The SEMAPHORE shares with a host of friends among Butte Division employees the sorrow of the Clark family in their great loss.

Business at Sunburst has increased to such an extent that a third trick operator and a cashier have been added to the station force. Extra Agent Jack Dussalt is temporarily assigned to third trick and Joe Heimes has bid in the position as cashier.

T. V. James, agent, Armington, took a 60 days' leave of absence on October 1, and accompanied by his family, departed for the South, where he expects to visit old friends and feed up on corn pone and possum gravy, while basking in the warm sunshine of dear old Dixie Land. Lucky boy, Tom! Wouldn't mind a little of that ourselves!

Senator S. H. Porter, agent, Big Sandy, was out a couple of weeks in October, patching up the political fences and nailing down a few votes for the November election.

H. F. Heath, agent, Neihart, laid off on September 15 and started on an automobile trip to Missoula. He was just in time to connect with the big snow storm which swept over the state, and came near having to spend the night on the road on account of a breakdown. About forty miles east of Missoula his car skidded from the road and he had a narrow escape from an icy bath in an irrigation ditch. Mr. Heath says blizzards and muddy roads almost take the joy out of motoring, an opinion with which there are many who agree.

A fine boy baby arrived at the home of Brakeman L. C. Lindh, Butte, on October 8. Conductor Dick Bohrer reports that Mr. Lindh's clothes don't fit at all since this remarkable event.

Agent B. R. Moore, of Boulder, has organized a golf club and has had the members terrace off the hill sides sufficiently to make six greens. He hopes to have a nine-hole course some time in the near future.

Conrad

Superintendent W. J. Telgener, of the Montana Western Railway, is back on the job after spending several weeks in Wisconsin and other eastern states. He reports a very pleasant trip.

Conductor Wakeman, of the Montana Western, resigned his position, effective September 1, to accept a position in South Dakota as manager for a large oil company. Art Palin has been appointed conductor to succeed Mr. Wakeman.

It is estimated that there will be about 1,500 cars distributed from Conrad station for grain loading. These will be loaded at Conrad, Ledger, Burke, Fowler, Naismith, Withey, and the M. W. line, and most of them will be waybilled at Conrad. We expect to load about 15 carloads of sugar beets and 5 carloads of seed peas. This is the first season for beets and peas in the vicinity of Conrad. The turkey crop will fall a little short of expectations, about 6 carloads being anticipated.

Pat Finnegan and his B. & B. crew are tearing down the water tank at Burke and moving it to Conrad. The work will be completed in about 30 days.

Section Foreman John T. McManus slipped over to Shelby, September 9 and took unto himself a bride. Good luck, John, and congratulations.

Clerk Carl T. Bengston has purchased a cottage in town and is arranging to move in shortly. This seems a very strange thing for a bachelor to do. What say, Carl?

Simms

B. & B. Foreman Olaf Erickson and gang have just finished painting Augusta depot inside and out. They also repaired and painted the section house at Riebeling, put in a new well and pump for Section Foreman Prewett at

Simms, put water in the stock yard at Simms, painted the depot at Fort Shaw, and moved to Cascade to do repair work there.

Beet loading at Bickel, Simms, and Fort Shaw started about October 10. While the acreage in this section is not as great as last year, it is estimated that the crop will yield from 2 to 4 tons more per acre, due to better methods of cultivation and the knowledge gained last season by growers. The beets at these stations will be handled in dump wagons, dumped by power and elevated and loaded direct into the cars. It will be possible to load six or more cars per day by this method. The crop will amount to about 20 cars.

Grain shipments will be about double those of last year, the crop in this section being estimated at around 60,000 bushels, as compared with last season's crop of 30,000 bushels.

Brady

The weather has been very bad for threshing operations during the past month, there having been only about two or three good days of threshing weather. No great damage has resulted as yet, although uncut grain and grain in stacks have suffered some less; but shocked grain will come through with only slight damage. If the weather man lines up about two weeks of good weather, we will thresh one of the best crops in years.

Several carloads of livestock were shipped out of Brady the first week of October. Stock is in excellent condition, and the stockmen will share in the general prosperity of the country.

Carl Stenhjem, our agent at Chappell, and his bride recently returned from an extended wedding trip to Fargo, N. D., and West Coast points. Upon their return, Mr. and Mrs. Stenhjem gave a dance to their friends. In spite of bad roads, about two hundred guests gathered, and a most enjoyable evening was spent by all, a delicious lunch being served at midnight. Mrs. Stenhjem was formerly employed as bookkeeper for the Brady Mercantile Co. Not only they, but the whole community, will miss her, as she has been very active in the church and social affairs of the town. A purse of fifty dollars was presented to the bride and groom, with the good wishes of all for a prosperous and happy future.

Helena

On September 22, P. J. McGolrick, of the Western Weighing and Inspection Bureau, returned from a very enjoyable trip to British Columbia and Alaska. He was accompanied by C. D. Sterling, agent of the Northern Pacific at Helena.

On September 16, Mrs. C. A. Kaller, the genial stenographer at the local freight office, returned from a two weeks' visit to St. Louis. She is a native of the "show me" state. We know now why the Cardinals won the National League pennant and the World Series.

Chief Clerk C. W. Bower and Warehouse Foreman Roy Mullikin made a long journey to Avalanche Gulch for the opening of the grouse season. The birds are still in the gulch, hale and hearty. Roy brought back only a bursted gun barrel and his perennial smile.

W. J. Garrity is the proud parent of a nine-pound boy. The new arrival boasts of having nine uncles, Mr. Garrity having nine brothers, and each brother has one sister. W. J. is city ticket agent at Helena.

Harvesting the sugar beet crop in the Helena Valley is under way, and a loader and scales have been installed at Iron Siding, about four miles north of Helena, from which point the beets will be shipped over our line to the sugar factory at Chinook.

Kolin

Fred Ferris, the popular messenger on the Butte-Lewistown run, was at Kolin on September 18 looking for wild game. Fred was not very lucky on this trip, his catch being one lone jack rabbit. He explained that his eyesight was not quite up to standard that day, and besides, the chickens flew too far away to shoot them with his little shotgun.

L. T. O'Mera, ticket clerk at the Lewistown passenger station, visited with Agent C. J. Sells, at Kolin, between trains on September 25.

Traveling Freight Agent D. C. Bates, of Lewistown, was a business visitor at Kolin on October 2. Mr. Bates expressed surprise upon learning the volume of wheat shipments from this station this year.

Agent C. J. Sells and wife gave a farewell party and dance at the Kolin hall on October 8 for Mr. and Mrs. Clarence Lang, who expect to leave soon for the old country. Their many

friends regret their leaving, for they have always been very popular in the community. One hundred invitations were sent out, and the party was attended by a large crowd of friends who report a most enjoyable evening.

Louie Lang, one of our most popular conductors, relieved George Adams for a few days on the Moccasin-Lewistown run. Louie is said to be very fond of cinnamon rolls, especially when they are made by some other fellow's wife. He eats them then, whether he likes them or not, just to be a good fellow.

Billings

Governor Erickson formally opened the eleventh annual Midland Empire Fair at Billings on September 14. He praised the loyalty of the people in having such wonderful exhibitions and handsome structures, and congratulated the community on its progress and prosperity. A crowd of 12,000 people attended on the opening day, visiting and admiring the exceptional showings of livestock. The displays of grain, vegetables and fruit also captured the eyes of the critical. At one o'clock on Thursday the annual stock parade opened the program—aristocrats of the livestock world, fat, sleek, combed, and be-ribboned, paraded by the stands in tow of their proud owners and keepers. The large number and fine quality of livestock participating in the parade was impressive of the trend being manifested by the growers of Montana toward purebred cattle, horses and sheep. Agricultural Agent Greenfield, of Helena, in an interview for the Billings Gazette, says, "The fair is the best held in Montana this year, and in variety, extent and quality of entries, exceeds previous years." We are doing better farming, and the results are in evidence. This better farming is particularly evident in northern Montana, in the country tributary to the Great Northern Railway. H. F. DePue, county agent, Richland County, in charge of exhibits at the fair, said, "A program of diversified farming for the last seven years has almost doubled the annual production of agricultural wealth in Richland County." At the present time this county produces the largest amount of wealth for its size of any county in the state. The Great Northern was represented by having an exhibit of grasses and grains on display, and two employees assisting the management. There was also a large number of exhibits from various stations located on our line, which contributed in no small way to our publicity.

The family of Chief Clerk Arthur Hopkins, Billings freight, has just returned from a visit to Arlington, S. D., and Baraboo, Wis. "Hop" has five boys, and he says it was some relief to be away from the noise and fighting for a few days, but eating at the restaurant was certainly the weeds.

General Manager J. H. O'Neill, General Superintendent W. R. Smith, Division Superintendent F. Wear, and Roadmaster T. R. Connors were in Billings on an inspection trip on September 14.

Lela Rowlen, the popular stenographer at the local freight office, motored to Pompey's Pillar with a carload of friends on Sunday, September 10.

D. E. Willard, agricultural agent for the Great Northern at St. Paul, was judge of dairy cattle at the Midland Empire Fair. His judging met with everyone's approval, and as far as can be ascertained there were no dissenting opinions among the exhibitors. This speaks very highly for Mr. Willard and shows that he is a very capable judge of fancy cattle as well as an expert on all matters agricultural.

A. M. Bean, roadmaster at Judith Gap, has been busy with his forces filling in bridges on the Great Falls-Billings line. All bridges are now supported with cement and earth, instead of wood, as formerly. This is quite an improvement and adds to the betterment of our service and the elimination of fire hazards.

C. D. Greenfield, agricultural development agent, and J. F. Pewters, assistant general freight and passenger agent, both of Helena, were visitors at Billings on September 15. Mr. Pewters, accompanied by General Agent J. F. Kelly, spent the day calling on business men of the city.

The wife and children of Check Clerk James Sackett have recently returned from a visit at Macon, Mo., and Topeka, Kan. Jim says baching does not appeal to him, and the folks will either have to stay at home in the future or take him along.

Ex-Senator B. C. White, of Judith Basin County, and L. C. Chatterton, stock breeder of Spion Kop, complimented the Great Northern very highly on our efficient service in transporting their show cattle and sheep from the Fergus County Fair, at Lewistown, to Billings. Their livestock was placed on exhibition at the Midland Empire Fair, and they were awarded a number of first prizes in competition with exhibitors from North Dakota, Wyoming, and Montana.

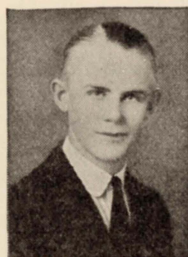
Ticket Agent Tom Judd spent a couple of days recently roaming the hills in search of grouse and sage hens. Tom had no luck until the last day of the season, when with his very last shell he succeeded in getting a bird.

Tough luck, Tom! You have our sympathy! Why not shoot the last shell first next year?

Check Clerk James Sackett had a display of fancy chickens at the Midland Empire Fair that took two first prizes. Jim is very much elated by his success and expects to try again next year with a larger showing.

Ticket Agent W. E. Scott was invited a few evenings ago to take a hand in a bowling game. He tried to beg off, stating that he is getting too old and stiff for bowling. After some urging, he finally consented, but with great reluctance, and bowled 200. He must have rolled a mean ball when he was young and nimble! We would like to know the secret of the pep he displayed in this game.

Work of changing the sugar beet crop of the Billings district into sugar started Sunday morning, September 26. Farmers and beet workers began their annual task of pulling beets and getting them ready for shipment to the factory. With a total acreage of 22,300 acres, averaging 12½ tons per acre, the crop will amount to some 280,000 tons. About forty days will be required to harvest the crop, during which several thousand farmers and laborers will be engaged in the work. The factory will start with a crew of 400 men, which will be increased until from 600 to 800 are employed, and when running at peak production, will dispose of from 2,800 to 3,200 tons of beets daily. This is one of the largest factories of the Great Western Sugar Company, and in 1924 turned out more sugar than any other factory in the world. The factory is run continuously with three shifts until the campaign, usually lasting about 110 days, is over. Growers in the district will receive an initial payment of \$8.50 per ton on their beets this year, and in addition there will be a bonus payment depending upon the price of sugar and other items. The initial payment alone will bring the growers at least \$2,250,000, while payments for labor, transportation and other items will bring the total received by the community well above four million dollars.



Avoy Larson.

The untimely death of Avoy Larson, son of Car Inspector Alden L. Larson, which occurred at the Deaconess Hospital, Great Falls, on October 1, cast a gloom over the younger railroad and high school social circles with which he has been closely associated. As a member of the Great Falls high school graduating class of '26, he was a brilliant student, his name appearing consistently on the honor roll of his class. His pleasing personality, high ideals, and devotion and loyalty to his school, endeared him to classmates and faculty alike. He was president of the high school Agricultural Club, and was twice selected to represent the school in the stock-judging contests at the State Agricultural College at Bozeman.

Two weeks before commencement he was stricken down with the malady which was finally to cause his death. His condition grew serious with such rapidity that he was unable to take part in the senior play, in which he had been assigned a leading role, or to attend the commencement exercises of his class. He rallied at times, but his condition never improved to such an extent that he could leave the hospital. Realizing the inevitable, he resigned himself with that same quiet manliness and courage with which he had met the problems and responsibilities of his young life.

The funeral services, October 5, were attended by a large number of sorrowful friends, including many schoolmates and members of the high school faculty, the love with which he is enshrined in the hearts of his friends being manifested by many beautiful floral tributes banked about his casket. The SEMAPHORE joins sincerely in the wide-spread condolence which has been extended to the bereaved family.

Great Falls Store

Russell Thayer, whose chief occupation was "mule" driver for the store, has deserted his gas-eating charge and left the service, presumably to work on a ranch near Bynum. Considering the fact that a Fordson "mule" is liable to become more unmanageable when he feels his "gas," than a "mule" of the hay-burning variety when he feels his "oats," we don't blame Russell for seeking safer employment. Talking about the devotion of dumb animals; ever since Russell left, our "mule"

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kicks on starting, gets "off his feed," and "sparks" only semi-occasionally.

Nimrod put Ike Walton in the shade when the hunting season opened. All the old blunderbusses in the country blazed forth at the feathered creatures of the wilds, and stories reeking with blood and fuzz filled the air. To hear the boys tell about it, there are not enough ducks and chickens left to put the feathers in a feather cake. Our boys never missed a shot, and not a shot ever missed a bird. We recommend the lowering of all sights on fire-arms in order that such terrible slaughter may be stopped.

Donald McElliot, our file clerk, took a week's vacation hunting. Take it from one who knows, Donald was some "chicken-killer" while on leave. This includes the fine-feathered varieties, as well.

Messrs. Hayes and Thraff spent a week in Great Falls and Stockett checking up the Cottonwood Coal Company's stocks at that point. Great Northern cinderless mileage has brought about a decided slump in the coal industry.

CASCADE DIVISION

Associate Editor

D. O'HEARN

Everett, Wash.

Vancouver, B. C.

Mike Basil, C. Clark, G. L. Seibert, and O. H. Wood, all of Seattle, were visitors the early part of October.

Conductor "Spokane" Carman, on trains 458 and 459, relieved Conductor Neil Scott for several trips the middle of September. This was Carman's first trip here since working on the "Campers' Special" and gave him a chance to renew many old acquaintances.

James Monarch, machinist, of Great Falls, Mont., was a visitor the latter part of September.

Jay Fountain, conductor on trains 357 and 360, took thirty days' leave, commencing the latter part of September. This will be the first vacation Jay has had, even for one day, for almost thirty years. He figures it up and plans on traveling about six thousand miles while away. This is only fifteen hundred miles more traveling than he would do on 357 and 360. Conductor Brigham Young is relieving him.

Mrs. A. L. Rowan, wife of towerman, accompanied by her son, Paul, left the latter part of September for a month's trip to St. Paul.

On September 22 a meeting of the Baggage Committee of the North Coast Passenger Association was held in this city. Allen Jackson, district baggage agent, of Seattle, and George Radke, baggage agent, of Spokane, were the Great Northern delegates to this meeting.



"Dad" Hughes, abstract clerk, up to date has been very much interested in Chinchillas, but is now finding they buck too much and is going in for raising racing pigeons. According to F. C. Meyers, local freight and passenger agent, he is having them trained for the Granville Street run.

Paul Meyers, of the depot ticket office, spent two very enjoyable weeks visiting in Pasadena, Cal., the middle of September.

Frank Little, engineer on 355 and 358, had an enjoyable trip to Wallace, Ida., the latter part of September.

R. R. Hunter, secretary of the Carmen's association, of St. Paul, was a visitor on September 25. A meeting of Local No. 24 was held with him as chairman to discuss various matters.

Bill Adams, stationary engineer, suffered a slight accident the latter part of September in having his face scalded. No time was lost, however. Bill is now feeling and looking real well. He claims his charmed rabbit's foot saved him from a more severe accident.

Jan Borgstrom, former bridge tender, and husband of "Mother" Borgstrom, car staff, had a severe stroke of paralysis the middle of September. We sincerely trust he will soon be able to be up and about again. W. E. Borgstrom, machinist helper, of Interbay, his son, was a visitor for several days the latter part of September.

W. P. MacMillan, car desk, was off several days the early part of October with a severe cold. Mac would not give the secret as to how he got rid of his cold, but we have our suspicions.



Mrs. Sharp and Beauty

Mrs. P. Sharp, whose husband is a brakeman on the Guichen branch of the Great Northern, is shown here with the prize-winning bird dog Beauty and the trophy won by our four-footed friend at Ladner, B. C., in 1925. This dog also won two firsts in the derby in 1926. We are indebted to Engineer Tony Vaser for these facts and the picture.

Alex. Mitchell of the claims department, accompanied by his wife, had a week's very enjoyable vacation in Portland, Seattle, and Spokane during the early part of October. Stopover was made at Kelso to visit with relatives of his wife.

Mr. Budlong, traveling electrician, was a visitor the early part of October. He claims the trip was made chiefly to remedy a severe cold. A visit with MacMillan would have probably answered his purpose.

A beautiful silver tea set was presented by the employees at this point to Mr. and Mrs. W. E. Burton, cashier, on their return from their honeymoon trip. We sincerely wish them all the happiness in the world, and know they certainly will have it.

Alf. Martin, car repairer, has stocked and fitted a very neat confectionery store in the neighborhood where he lives, for his daughter to operate. This certainly is the right spirit, and we trust his daughter has all the success in the world in her business venture.

N. K. Vosper, agent, A. R. E., has recently been appointed general agent for this company

in this district. This is a newly created position and we congratulate Mr. Vosper. A week's very enjoyable vacation was spent in Seattle by Mr. Vosper and family.

Howard Cook, hostler, returned to work the early part of October, after twenty days' sick leave. He is looking as hale and hearty as ever. Bruce Grant relieved him.

L. K. MacDonald, night baggageman, spent the first two weeks of October visiting his parents at Winnipeg, Man.

Management of the news stand in the depot has recently changed hands, having been taken over by the Canadian News Company. The stand is being handled by James "Kenny" Kinkaid and Helen Adams. We certainly trust they have all the success possible.

A Great Northern team has been entered in the Vancouver Commercial Five Pin League this year. The opening game was held Monday, October 11, the team being Syd Manuel, F. R. Mitchell, Les Oliver, Pearl Simmons, and May Graham. Although our opponents, the Union Oil A, beat us quite badly, it is predicted we shall soon be heading the list, or at least near the top. Games are held every Monday evening, 7 p. m., at the Pender alley. A tournament is under way with New Westminster for an early date.

We are all very glad Pat Scales, fireman, is out of the hospital after his severe operation. He is looking fine and feeling O. K., so is expecting to bump some unsuspecting fireman very soon.

The lighting effect in the depot has been greatly increased recently by the use of a new style frosted globe which consumes really less power than the old style globe. The new lighting has created quite a lot of comment, and Jack Meagher, our genial station master, has real reason to feel quite proud. It is a well known fact that our depot here is possibly the prettiest on the system, if not in the West.

Joe Moore, assistant agent, Everett, was a visitor on October 10. Joe has been over to Soap Lake for his health, and he certainly is looking at least twenty years younger.

Bellingham, Wash.

Frank Hammond and daughter, Mary Beth, spent a few days in Washington visiting at the home of Mrs. Thos. Broody, of Everett, who is a sister of Mrs. Hammond. He also spent a couple of days in Bellingham visiting Mr. and Mrs. C. F. Smith and Mr. and Mrs. L. G. Truax. Mr. Hammond is employed as machinist at Rexford, Mont.

L. G. Truax, engineer on the Kalispell Division, spent a few days with his family at his home on the Guide Meridian Road. While in Bellingham he attended the round-up at Sumas, accompanied by Mrs. Truax and daughter, Francis, and Mr. and Mrs. C. F. Smith.

Don Anderson, son of Anton Anderson, of the station forces at Bellingham, is now working in the yards at Wenatchee helping out on account of the rush created by the apple harvest.

We are all glad at Bellingham because the Cardinals won the World Series. The reason is on account of Roadmaster Hughes. He appeared very sad because Jack Dempsey lost the championship, and we were all more or less depressed on his account (mostly less). Since the Cardinals won he has recovered his former cheerful demeanor and this little old world will roll along as of yore. There are also some others in the same shape as Mr. Hughes. (No names mentioned.)

Anton Anderson, of the freight house forces, went fishing recently and almost caught a fish. We were both glad and sorry. Sorry for him on account of his bad luck and glad because he had no chance to brag.

Charles Plumb, cashier at Bellingham, went hunting a few days ago and got a nice "Chink." Not the kind that works for the P. A. F. He has his desk decorated up like an Indian chief in full regalia.

H. A. Batchelder, first trick operator, Bellingham, has completed and moved into a nice, new bungalow on Cedarwood Avenue.

Prior Brentz, second trick operator, has been absent on his vacation for the past three weeks. He is being relieved during his absence by M. L. Peasley, who is, in turn, being relieved by Victor Good.

The sugar beet season will commence in a few days and Bellingham will be a busy yard for a few weeks until all the beets have been moved. There will not be quite so many as last year, but still there will be quite a large movement.

Roadmaster and Mrs. R. Hughes and daughter, Marjorie, spent a week visiting in Salem, Ore.

Junior Newell, son of Olney Newell, cashier at Blaine, was seriously ill and was an inmate of the Smith Hospital at Bellingham. Mrs. Newell also stayed at the hospital to be near her son during his illness. They were at the

hospital about three weeks, and we are all glad to learn that he has recovered.

Howard Merrill, customs officer, and Ole Stevenson, agent at Blaine, motored to Vancouver, B. C., to see the pictures of the Dempsey-Tunney fight.

Earl Barry, section laborer at White Rock, B. C., has purchased a new Chevrolet coupe.

Harry Landeck, customs broker at Blaine, accompanied by Mrs. Landeck and two daughters, went to Seattle Sunday, September 26, where the young ladies will attend the University of Washington. They will rent an apartment and Mrs. Landeck will remain in Seattle with her daughters while they are attending the University.

O. R. Merkle, agent at White Rock, B. C., spent a week's vacation hunting and fishing near Hope, B. C.

W. O. Wollven, of the station force at White Rock, B. C., will be absent from his duties during the month of October. He is being relieved by William Futterlieb of Seattle.

C. A. McConkey, of the Canadian Customs, is acting as relief temporarily at Pacific Highway. Mr. Gordon Thomson is taking his place while he is absent.

Operator A. M. Fry, of White Rock, B. C., has purchased a new Oldsmobile landau sedan.

Seattle, Wash.

The three Carey brothers have taken a thirty-day vacation and are making a visit around their old boyhood stamping grounds, back in Iowa.

Miss Marie Shields, daughter of Boilermaker Tom Shields, has been very sick for the past month, but we are pleased to state that at present writing she is feeling very much improved, and we hope to see her smiling face out among us again very soon.

Engineer Ben Gritzmacher has just purchased a home on 21st Avenue West. Ben says this is going to make quite a saving on car fare and shoe leather as it is near the roundhouse.

Fireman R. N. Rayburn has just about completed a fine new residence on Magnolia Bluff. It is being finished inside and out with a new material called "Arquette," and will be open to the public for inspection for about a week. Watch for the announcement and don't miss seeing it, as it surely is a beautiful place and one that Mr. and Mrs. Rayburn can well be proud of.

Fireman E. L. Tucker is driving a brand new Chrysler sedan, having turned in his Nash a short time ago.

Engineer R. O. Miles seems to be well satisfied with a Nash as he has just purchased a new coupe, this being the third Nash for Bob.

Mrs. T. S. Forrester, wife of the passenger brakeman's local representative, was suddenly stricken with appendicitis September 4. She was taken to the Virginia Mason Hospital, Seattle, and operated on next day. She remained in the hospital over two weeks and is again back home recovering very nicely. Tom says he is getting to be quite a hand at cooking, dish washing, and other family chores.

Mrs. Chas. Waldron, wife of the second oldest passenger conductor on the Cascade Division, is taking an extended trip east to New York and other points, to visit her relatives as well as those of Mr. Waldron. As Charles quite recently made a similar trip back to his old home, he is staying home this time.

Mrs. John Latham, widow of the passenger brakeman who died about six months ago, passed away October 7. Mrs. Latham has been quite sick during the greater part of the last few years. She leaves three sons, ages twelve, sixteen, and twenty. Her funeral was held October 9 under the auspices of the Ladies' Auxiliary to the Brotherhood of Railroad Trainmen, of which she was a member. The many friends of both the deceased Mr. and Mrs. Latham extend their sympathy and assistance to the bereaved.

William Hunter, news agent on the Vancouver to Seattle trains, is making a trip to Ontario, Can., his old home. "Scotty," as he is known by the boys, at one time was publisher of several weekly newspapers in that part of Canada, but sickness caused him to almost completely lose his eyesight, compelling him to give up his profession as a publisher.

Sherman Corrigan, conductor, has returned from a three months' trip through eastern Canada and the United States.

Ted Kibble, the niftiest looking passenger conductor on the Cascade Division, is taking a week's vacation and visiting old acquaintances at Anacortes. Ted is also one of our most popular conductors and has many friends on and off the railroad.

Radio service installed by George Seibold furnished local office fans quick returns of the games. A few pools and two-bit wagers helped create more enthusiasm.

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We noticed S. P. Robertson oiling up his gun last week, apparently to go hunting or probably shoot some fish.

No mention of it has been made as yet, but to the ladies who were keeping an eye on Edward Kyle, notice is hereby given that he was married August 24 to Peggy Wood. We wish them much success and happiness and extend sympathy to the disappointed.

Murray Owen has received noticed from California that he is grandpa for the second time. Murray expects to go south soon to give the new born its first degree in O. S. & D. work.

Arthur Walker, rate clerk, recently suffered a partial paralysis of the throat, but his voice is coming back again. This would be a hard set-back to a woman.

Business for September was very brisk. We handled 150 cars of autos and 500 cars of grain, showing a nice increase over last year. Our outbound billing ran over 11,000 waybills, the highest in the station's history.

Monday, October 11, was Blue Monday. Too many bets to be paid off to make everybody smile.

Edward Gierzt, switch foreman, Seattle, was called east the fore part of September to his home in Minneapolis on account of the serious illness of his mother. Fortunately he found his mother improved enough so he could return to his duties as yard switch foreman at Seattle. He visited in the Twin Cities a couple of weeks before returning. Mr. Gierzt speaks in very complimentary terms of the service both ways on the Glacier Park Limited.

Mr. E. V. Bates, yardman, Interbay, was married the first part of October, and has returned to work looking very bright and happy. Congratulations are extended to Mr. Bates and his bride.

A. J. Heppell, section foreman at Ballard, is enjoying a well earned vacation in the wilds of the west coast of Vancouver Island, where he is hunting big game.

Mount Vernon, Wash.

William J. Potts, second trick operator, is enjoying a month's vacation visiting his brother and sister in Detroit, Mich. Before returning he expects to visit in New York City and Toronto, Ontario.

Mr. Mike Bogosian, employed on section C-6, has returned to work. He was confined in the Burlington general hospital about a month with an injured knee.

Mrs. F. F. W. Brusewitz and Helen, wife and daughter of Agent Brusewitz, returned September 11 from a visit in Sauk Center and Browerville, Minn.

Mr. William Mulvihill, an employe on section C-6, and his wife are visiting friends in Miles City and Anaconda, Mont.

Delta Terminal

Switch Foreman G. F. Goff, wife, and son spent a pleasant week in Spokane visiting friends, making many pleasant drives around that city.

Delta was pretty well depleted of men October 1 to 10 on account of the opening of the hunting season. A few got good bags, but most of these hunters did not have the luck of other years.

Conductor William Wilson and wife are visiting relatives in Brainerd, Minn.

Mrs. Schopler, mother of Conductors Frank and John Schopler, is visiting in Wisconsin.

John Harrison and wife are receiving congratulations on the birth of a daughter October 1.

Alf Moe is back on third trick at Delta after two months, relieving dispatchers in the Seattle office.

Conductor Dan Dodd has returned to work after several months away from the railroad.

Conductor John Goudie was a Delta visitor October 12. Mr. Goudie is on Nos. 1 and 2 out of Tacoma.

Harold Cook of the yard office, spent two days with his family in Vancouver, B. C., the first of the month.

SEATTLE ITEMS

Associate Editor
A. L. SCOTT
Seattle, Wash.

Seattle General Staff

Sheldon J. Anderson, contracting freight agent is passing around the stogies to celebrate the arrival of a young daughter in Andy's household. Mrs. Anderson and baby are doing nicely.

Chuck "Caruso" Whims, another one of the freight getters, bagged a few birds on a hunting trip over last week-end. It is rumored that Chuck couldn't get them with his shot-gun so sang a few verses of "Come to Papa" and the female birds fell in his lap.

Maude McCarthy, of the freight department, spent her vacation visiting friends in the East and is back on the job again with as much pep as ever.

Leonard Jager, rate clerk in the freight department, is looking for a girl who can "cook as well as mother." Leonard's mother recently spent three weeks with relatives in Minnesota, and the effect on Leonard was pitiful. He says he nearly starved to death, and is going to get a good substitute cook before mother goes away again. Step up, girls, here's your chance.

Hayden H. Scruggs, chief clerk in the western traffic manager's office spent his vacation in California. He reports a fine time, and we know he did not get into any trouble, as Mrs. Scruggs went along.

Fred W. Graham, agricultural and industrial agent, was recently honored by election to the board of trustees of the Travelers' Aid Society. It has been suggested that Fred open up a tourist information bureau before next spring, so as to protect the tourist from the ticket clerks and passenger agents (or vice versa.)

The shock troops of the passenger department were hard hit this month by the absence of their commander and one of the aides. Claude W. Meldrum, assistant general passenger agent, attended the annual convention of the ticket agents in San Diego and James Coleman went to Philadelphia with the Washington Squad of Legionnaires.

Tom Shier, relay manager, is mighty proud of his new office and says that it is second to none. He has promised a technical review of all the newly installed equipment to appear in a future issue.

E. W. Baker, commonly known as "Doc," has returned to his old place in the Seattle relay office after sojourning in Spokane several years.

M. L. Sullivan, "Sully," for short, has taken the job as first trick wire chief; C. A. Condit, formerly of Everett, is looking them over during the evening hours; and Ed L. Little is keeping them up during the graveyard hours.

Ben Espey, of the telegraph department, has taken an indefinite leave of absence, necessary on account of poor health, and left for California on the SS "H. F. Alexander" October 5.

Among the new faces in the relay office, one now finds Phil Lucid's; Frank Wetzel, who is as slim as ever; Hugh Simpson, the tall boy with the smile; and J. B., "Bonny," Stewart. They all came down from Everett last month.

Can you imagine this? Jim McGuire is now working on the day shift in the relay office. Jim worked the night shift so long that he says it does not seem natural to sleep in the dark.

Fred Rice, traveling auditor, is now checking up the boys in the city ticket office. It is Fred's annual visit, but the boys don't seem to object a great deal. Ask Ray Preston or Dave Van Wyck!

Another championship for the Great Northern Railway! George Seibold became the champ of Seattle's railroad golfers at the Olympic.

Two former Seattle residents, Fred G. Dorety and R. J. Hagman, who were recently promoted to the positions of vice-president and general counsel and assistant general counsel, respectively, sure have the best wishes of all their old Seattle friends.

Promotion of Thomas Balmer, our first Seattle Chapter president, to the position of assistant general counsel, at St. Paul, has recently been announced, and Tom has left for larger fields of accomplishment. The new assistant general counsel has been with the Great Northern for nearly twenty years and has worked up to his new position from a stenographer's desk. He began the study of law under L. C. Gilman, now our executive vice-president, in Seattle. He attended night law



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school at the University of Washington while working days as a law clerk and stenographer.

You can't lose good men without getting others, and we now have with us none other than Charles S. Albert, who was formerly in Spokane. "Charlie" has been appointed general attorney, with headquarters in Seattle, and will have for his aids Edwin C. Mathias and Alfred J. Clynch, who have been promoted to the positions of attorney for western Washington and assistant attorney, respectively.

H. R. Cahan, formerly traveling auditor, has arrived in our city and is assisting F. J. Rangitsch, joint facility accountant, in cleaning up the work on the Portland line.

George Seibold, contracting freight agent, and Ernie Leidtke, chief clerk in the freight department, went to Portland October 9 to help the Washington Huskies defeat the University of Oregon, 23-9. George claims that he is Washington's good luck omen and Ernie says that the Huskies never fail to win when he goes along to watch out for them.

Harry M. Beyers, city passenger agent, is on the long search for a new home. Harry still favors West Seattle, and it is rumored that he intends to file for mayor of the west side community just as soon as they get the long bridge built. Bill Meenach and Harry Billingsley have suggested that Harry better get in the chair first and then build the bridge so that he can buy a more pretentious home on the hill-top.

Walter L. Shults, clerk in the assistant general passenger agent's office, is now in the hospital undergoing treatment for sinus trouble.

Jimmie Johnston, traveling passenger agent, wants everybody to ask him about the new service to Anacortes. Larry Kitchel and Bob Tuvey say that they will try to comply with Jimmie's wishes.

G. N. Manley, manager of the news stand in King St. Station, won third prize in the retail display contest of the Pictorial Review, amounting to \$50. The stand was very artistically decorated and reflected great credit on "Norman" and his assistant, O. H. Quinby. J. E. Herne, manager of the station news stand at Everett, Washington was also among the winners, pulling down one of the \$15 prizes.

DAKOTA DIVISION

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

A. C. Lilkie, agent West Gretna, is the proud daddy of a baby girl that arrived at the Lilkie home recently.

Bill Sandbrink, of the superintendent's office, attended the Minnesota-Dame football game in Minneapolis October 9.

Conductor H. J. Coliton went to St. Louis to take in some of the World Series games.

The following appointments have been made in station service recently: Clara Carver, agent at Mallore, Minn.; Thos. Devine, agent at Sables, N. D., and F. Jacques, agent at Nash, N. D.

Conductor M. E. Mayer has been assigned to trains 11 and 12 on the St. Cloud Division to equalize mileage.

The Great Northern was very well represented at the opening of the new sugar beet factory at East Grand Forks October 6. A good many agents from the surrounding territory attended, as well as various officials of the company. The Great Northern quartette of St. Paul was also present and made a big hit with the crowd.

Mark Kraker has purchased a new Nash sedan and issues a challenge to all Buick owners for a race. Mark says the Nash will do 65 with only two cylinders working.



Breckenridge

Harry Nolan, clerk in storehouse at Breckenridge, is getting quite a reputation as a hunter. Harry recently drove 280 miles on a goose hunt and says he killed three, but only came back with one. Wonder where the other two went to, Harry.

Beth Anderson, trainmaster's clerk, visited with friends in Fargo, Sunday, October 10.

From all reports, wedding bells will soon be ringing for Car Repairer Frank Dries. The force extend their best wishes.

Cusnor Olson, car inspector, is some hunter. They say he is out every night trying to get some ducks, but so far we have not seen any.

Car Foreman K. J. Olson has been very cheery lately. Don't blame you, Karl; you certainly got the 75-car train out in five minutes.

Louis Plaisted attended the Minnesota-Notre Dame game October 9, but insists that Minnesota should have won.

Mrs. Anna Blaul has resumed work as general clerk in the freight depot.

Donohue and Donohue are holding down the transfer platform. They are not related, but both insist they came from the Old Sod.

M. M. Bailey, trainmaster, and D. K. Slichter, traveling engineer, who were transferred to Crookston, were here recently packing up their household goods. Sorry to see you leave us, but we all know where we can get a bite to eat when we hit Crookston.

Operator E. A. Ohman is the proud daddy of a baby girl. Erhard insists that she is the most perfect baby in the country.

Engineer John McCabe has been on the sick list, and at present is in the Miller Hospital in St. Paul taking treatments.

Conductor and Mrs. Colbert are visiting relatives and friends in Tennessee.

Switchman Bob Chestney is getting younger every day. Bob has been considering letting his whiskers grow thinking he might be able to get into the house of David, but since they played ball here Bob has changed his mind.

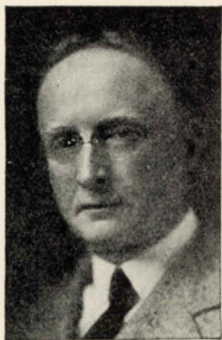
The World Series took the force at Breckenridge by storm. Clara Bentzin, car foreman clerk, won both jack pots. Geo. Hunkins, a Yankee fan, had a nervous breakdown and could not listen in on the returns of the last game. Mutt Plaisted had no alibis to offer. Ralph Hemmesch is all smiles, says he knew the Cardinals had the best team and that is why he bet on them.

HEADQUARTERS

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

John H. Boyd, Assistant Comptroller, was married on October 11, 1926, to Elizabeth P. Clagett.

In attempting to rescue a small boy who was seriously injured by falling from deck to center pier of Assiniboine River bridge at Winnipeg, general superintendent C. E. Dafoe, of the Midland Railway of Manitoba, slipped and fell on the pier, sustaining a compound fracture of the left leg above the ankle. Mr. Dafoe is resting as comfortably as could be expected and the injured boy is receiving hospital care.



Alvin Graham, file clerk and second trick ditto operator of the valuation engineer's office, has joined the National Guard, becoming a member of Co. D, 206th Infantry. He will be taught the science of a doughboy's life under expert direction of Corp. Archie Cottrell, of the blueprint room, and he also expects to learn expert horsemanship with Sgt. Gieske, of the purchasing agent's office, as tutor.

Henry Rockawitz, of the freight traffic department, and his wife have returned from a honeymoon spent in California, and are making their home at 1160 Grand Ave., while Jim Harrison comes forth with the announcement that he and Mrs. Harrison are living at 671 Iglehart Ave. Jim is also another freight department, brand-new benedict. On September 28, the boys of the freight traffic department gave a pow-wow. The affair was well attended, and everyone was loud in their praise

of the splendid acrobatic entertainment afforded them by Joe Germschied and Bud Ninke.

Milton Knoll, office of auditor station accounts, and Mrs. Knoll are the proud parents of an eight-pound baby boy.

Ingval Hanson was called home out of town by the illness of his father.

Ludwig Carlson gave a party at his home on Oct. 16, with a number from the office in attendance. This office is quite proud of the fact that it is well represented at the night-school course in traffic and rates conducted by the University Extension.

Martha Drest, formerly of this office, became the bride of Frank J. Ross on October 6.

Charlotte McCarthy, office of auditor freight receipts, has been at the Miller hospital for some time, but is now recovering from a severe operation.

Seated in the office one moment, and on the operating table at St. Joseph's hospital the next, was the exciting experience of Mary Ryan, comtometer operator. Miss Ryan had an acute attack of appendicitis, but is recovering nicely.

Florence Bunnell, secretary to the comptroller, who underwent an operation at the Miller hospital recently, is well on the way to recovery.



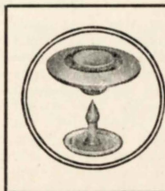
C. F. Bartleheim

Boy, page Diogenes! the accounting department has discovered a man of his word. It all happened in the cafeteria recently, where the portly auditor of freight receipts was sumptuously lunching with other members of the department. During a lull in the conversation. Mr. Bartleheim casually mentioned he was starting out after ducks that same day. True to their reputation of not believing or trusting anyone, his friends refused to take seriously his self-asserted reputation as a hunter, and extracted from him a promise that he would supply a duck dinner to them on his return. Much to their surprise and chagrin, Bart brought home the limit of game, as the picture reproduced, will evidence, and treated the scoffers to the banquet of their lives. Those eating free were J. A. Sandberg, Phil Rodenberg, J. C. Seiberlich, V. N. Wahlberg, and A. B. Moran.

Clara Larson, stenographer in passenger traffic department, was seriously injured in an automobile accident July 4. Her condition is greatly improved, but it will be some time before she will be able to resume her duties at the office.

Gilbert Peterson, rate clerk, is receiving congratulations upon the arrival of a daughter at his home September 23.

Melvin Blozer file clerk, has been granted a leave of absence.



MEN! DON'T WORRY ABOUT BUTTONS

Pilcher's Bachelor Buttons snap on. No sewing necessary. Quickly detachable too. Use them over and over again. If dealer can't supply, send his name and 25c for full assortment of 5 colors, 3 sizes.

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KALISPELL DIVISION

Associate Editor
IRVINE T. DUGAN
Whitefish, Mont.

H. A. Lambert, formerly agent at Summit, has moved to Spokane. An item in the Spokane paper advises that Mr. Lambert has purchased a modern bungalow in Spokane.

Andy, in the superintendent's office, advises that he is representing the Central Hair Works of Cincinnati. He considers that Whitefish is a large field and has already taken orders from B. & B. Clerk C. B. Hill and Timekeeper Potter. It is stated that Mr. Hill has ordered Alredale and Mr. Potter picked out common cow. The hair furnished is guaranteed to be free from burdock and he has arranged with Mr. Minckler for disinfecting when received. The Back-to-Nature Club has been requested to watch out for hoof and mouth disease and particularly to make frequent inspections during dog days. The editor declines at this time to tell what he ordered.



Funeral services for John W. Yetter were recently held in Kalispell. Mr. Yetter had been in the service of the company on this division for the past twelve years in the bridge and building department. He died following an operation in hospital in Kalispell. W. Cotton's crew took charge of the funeral and acted as pall bearers.

In justice to some of our friends at Glacier Park we wish to state that we have noted a marked improvement in their solo game. In fact we might say that they have profited to some extent by paying strict attention to former lessons given.

During the past month Mr. Walt Conners, superintendent of the Columbia Falls-Troy accommodating train, reported that he had struck and killed one bull near Stryker. Ted Van asked us if we had received a report from the foreman. Ted had his doubts as to whether Walt had hit him hard enough. The matter was taken up with the section foreman, who advised that he had heard of no bull except that ordinarily passed around each month by Fred Larson. However, he advised that he investigated and learned from the bull that when walking peacefully along the track he was maliciously and negligently struck from the rear and if he finds out who did it there will be something doing.

In connection with bull, we are advised that Mr. Rogers, signal maintainer at Warland, reports a baby girl born to Mrs. Cow. Child doing well, but owing to the fact that Mrs. Cow got in the way of a train, she did not survive both shocks.

This item is hardly news for this division, but a Scotch friend of ours has received very sad news of the death of two close friends of his. They were in swimming and bragging as to who could stay under water the longest. They wagered two shillings on the result.

At Trego October 5, brakeman C. V. Patterson fell from the top of a car and was run over and died on the way in for medical attention. Mr. Patterson had been in the employ of the company as brakeman on the Kalispell division for the past seventeen years. He leaves a widow and two children. Phyllis is married and lives in California. Johan lives with her mother in Whitefish. The funeral services were held in Whitefish. Mr. Patterson was interested in a fish hatchery at Olney and has done a great deal of work on it during the past three years. Everyone will miss "Pat."

When at Troy recently we noticed Red Sather in a stooping position watching a train pull out. We inquired as to the peculiar position, and Red admits he looks 'em over whenever he has time thinking that perhaps some day he will find something wrong and get honorable mention. Whether he does or not, we want to say that he has a good idea.

Assistant Roadmaster Fred Kronna has brought his family over the hill from the Montana Division.

Fireman John Miller was operated upon in the hospital at Kalispell and is reported as getting along nicely.

Mr. McCready, clerk in storekeeper's office, with Mrs. McCready, is taking a thirty day leave of absence.

Mr. Dunwiddie, chief clerk in superintendent's office, advises that he is taking the family on a vacation to Los Angeles. On account of changes in the summer time Mr. Dunwiddie was not able to get away before this time.

Conductor Len McCauley, who has been confined to the hospital in Kalispell, is reported as recovering and we hope he will soon be able to resume work.

Fred Fisher, extra gang timekeeper and Dallas Stocking, assistant E. & F. timekeeper, left for eastern points on their vacation. They intend to take in the Dempsey-Tunney fight and the exposition.

Mrs. J. A. Minckler, wife of Mr. Minckler, of the superintendent's office, was operated upon in the Kalispell hospital recently. We are advised that she is getting along really better than expected.



Mr. and Mrs. Nelson.

We show above the picture of W. T. Nelson and wife. Mr. Nelson is employed with the company as track watchman at tunnel 5. The idea of printing the picture is to show what they look like out here after twenty-five years of married life. To look at them you wouldn't think it.

In connection with the above picture we show below their two grandchildren, Alice and Mary Christoff, daughters of Mr. and Mrs. Jas. Christoff. Mr. Christoff is section foreman at Walton. The garden plot in the picture is the result of intensive work by Mr. Christoff and the rest of the family. Mrs. Christoff also sent us a picture of Jim handling one of the kids like a professional juggler but while we would also like to show another happy and contented husband we have not space. In connection with the garden, Mrs. Christoff asks that Mr. Lewis, our agent at Walton, be mentioned. There is some intimation that Mr. Lewis did some work in it. However, we have no picture to prove it and will have to take their word for it that Lewis actually did any work.



Alice and Mary Christoff

Joe Morgan, of the relay office, has been hunting again. Joe says his practice on stray cats is beginning to tell on his accuracy and he has finally managed to beat his wife's record.

Fireman Emil Josephson and wife have returned from Denver and Mr. Josephson has reported for work.

Jack Brennan, popular Irish conductor, had to lay off a few days on account of injury received in caboose. Jack also has poor tonsils and went to Helena to have them removed.

Fireman J. M. Maher and family left for Medicine Hat, Alta., where they will visit with Mr. Maher's brother.

Dick Parks, son of engineer Mark Parks, stationed at San Pedro, Cal., has broken a world's record at gun practice. Firing a five inch gun for the first time he made four bulls in fifteen seconds. Harvey Parks, his elder brother, is also in the navy, on the Virginia.

Conductor Ralph Cripe was off several days on account of an injured knee.

Conductor W. W. Smith laid off for a few days and conductor C. G. Nelson took his place on the Kalispell transfer.

Beginning October 1 and continuing through the winter months, the roundhouse force will start to work at 8 a. m. instead of 7 a. m. This makes quitting time 4 instead of 3 and the deer will have one hour longer to live.

Speaking of deer, we hear that Bert Pond goes after his deer after supper time. Next time he will look in the cabbage patches first.

Conductor Len. McCauley has reported for work on the ditcher, relieving conductor T. I. Edwards.

Conductor Costich and family have returned from a visit in the East and he has marked up for work.

Geo. Dishmaker, superintendent of parks, was here on business. He probably came over to see Jack Cullen's melon crop.

Conductor Jim Bailey has taken the Fernie passenger run, displacing conductor J. D. Duncan.

Operator Lindsay is relieving operator Free-land at Troy for a few days.

Operator Pat Carter, of Glacier Park, was a Whitefish visitor recently. Operator Bowan is relieving operator Bud Miller at Belton for a short time.

Agent C. Lewis, at Walton, is taking a short vacation and operator R. S. Thompson is relieving him.

Conductor A. A. Locher, who is laid up with a broken leg, is visiting his parents at Hillyard.

Operator Madge Sutherland and her daughter will leave soon for Los Angeles, where Miss Meva will attend a school of art. Operator Fizer is relieving her.

Signal Maintainer Brumbaugh is laying off to go up the South Fork hunting. Dutch Fehlberg of Belton is relieving him.

MESABI DIVISION

Associate Editor
A. N. HALVERSON
Superior, Wis.

The duck hunting season opened with considerable "bang" on the sixteenth. Among the many successful hunters were Trainmaster E.

F. Bailey and son, Francis; Locomotive Foreman A. Peterson, Foreman Nick Schultek, Machinist L. Karl, and Engineers Winn, Cornack, and Hampson, and Conductor John Valley. While the weather was not cold enough to be "ducky," every one returned with an appetizer.

Telephone Operator Elizabeth Clark and mother, accompanied by Eleanor Bigby, daughter of Conductor Bigby, recently spent a few days motoring through Wisconsin.

Ruth Belch, daughter of Engineer Charles Belch, and a 1926 graduate of the University of Minnesota, has accepted a position teaching in North Dakota.

Yardmaster H. Zachau and wife are receiving congratulations, the occasion being the arrival of a new son.

Engineer Gus Messner, who has been ill for several weeks, has returned to work.

At the present time Kelly Lake seems to be undergoing an epidemic of "Flints." Those who have purchased them are Fireman Hagadorn, Switchman Noels Clark, Foreman Schultek, and Foreman A. Peterson.

Fireman J. A. Kennedy and wife returned from Fond du Lac, where Mr. Kennedy's sister, Theora, was married. The bride is well known here, having been employed as car clerk here for a number of years.

Engineers Geo. Lindberg and family and A. Fredrickson and family have returned to Superior, after having spent the summer at Kelly Lake.

Fireman Selmar Rockstad left a short time ago for a few weeks' vacation at his home in Fergus Falls.

Robert Duff, telegraph operator at Emmert tower, took a two weeks' leave of absence recently and returned with a wife. We have had our suspicions lately, for Bob has been doing a lot of heavy corresponding and visiting the tailors, etc. Mr. and Mrs. Duff will make their home in Hibbing, and we wish them every success.

Brakeman R. O'Leary has returned to Kelly Lake after having spent the summer at his cottage at Swan Lake. Dick claims it is getting too cold to sleep the open-air style any longer.



LETTERS FROM RAILROAD MEN - NO. 1



"Breathing coal dust daily hurt my throat"

Railroad men will be interested in this letter from a passenger locomotive fireman, living in Trenton, N.J.

"The deck of a passenger locomotive, speeding 60 to 70 miles an hour, is far from a pleasant place, and plus the discomfort of breathing fine coal dust, it is most unbearable at times.

"The throat becomes parched, and calling signal indications to the engineer soon causes throat huskiness.

"With the first package of Luden's Menthol Cough Drops all my discomforts vanished like magic." (Original letter on file)

Need more be said? Get the Luden habit yourself. Luden's Menthol Cough Drops are sold in the yellow package—5c everywhere.

LUDEX'S MENTHOL COUGH DROPS

Mrs. J. P. Patterson, wife of engineer, returned from Duluth, where she underwent a very serious operation for goiter. Mrs. Charles Snyder, wife of engineer, is in the hospital for the same operation. Both are progressing nicely and expect to be out before long.

Mrs. Grace Anderson, operator, Buhl, was called home by the illness of her mother.

Mrs. C. E. Pfenning, second trick operator, Buhl, was called to her home at Cedar Rapids, Ia., due to illness of her father, who is not expected to live.

Bob McCabe, operator, Gunn Junction, visited for a few hours with friends at Buhl.

Cliff Howe, agent, and Martin Nordell, operator, at Chisholm, spent a recent Sunday duck hunting. Due to the nervousness of Cliff to get going, their canoe was upset, losing their lunch and giving them a cold bath. In addition, they did not get any ducks.

Miss Manda Baur, telegrapher, Virginia, spent a recent Sunday visiting friends at Hibbing.

Jack Sedlachek, assistant timekeeper, Superior store, spent a week's vacation with friends in Green Bay.

The store department has had several changes in the force lately. The most recent was caused by the resignation of John "Bud" Donlin. We understand John is going to take a university course in Chicago.

Overheard in the store foreman's office: Messenger—"I was to a show last night and saw them drive the golden spike."

Paul, the stock clerk,—"I never heard of that horse before."

Another recent change at the store was the retirement of Fred Barrington, B & B foreman. Mr. Barrington has been with the Great Northern forty-three years. His many friends will miss him on the road.

Duck hunting is the chief sport these days. We hear that Alice Larson is the crack shot of the store department.

November seems to be surpassing the month of June for claiming its brides. Chief Dispatcher G. R. Clark formally announced the engagement of his daughter, Dorothy, to Robert Elliot, brakeman, September 26. Also, Conductor Bigby announced the engagement of his daughter, Eleanor, to Gene Keppel, brakeman, October 13. Miss Clark and Miss Bigby have been the guests of honor at several pretty luncheons and showers. Both marriages will be November events.

Herman Armbruster, of the rip track, is quite ill at the Adams hospital in Hibbing. We extend our sympathy and wish him a speedy recovery.

No more laying off for Fireman Bill Butson now, for he has to buy the baby shoes from now on. A little daughter was born to Mr. and Mrs. Butson on the 5th of October.

Agent Elton Bailey and family have moved to Kelly Lake from Coleraine and are occupying Mrs. Frank Wiere's home. Mrs. Wiere and son, Marshall, have moved to Superior,

where Marshall is employed in the capacity of locomotive fireman.

Mrs. Goodwin, wife of Dispatcher Goodwin, was called to Eau Claire by the death of her mother.

Conductor J. P. Duffy and family, of Cass Lake, have moved into J. Regan's house. Mr. Duffy intends to make Kelly Lake his home terminal from now on.

It was a losing proposition all around. Any-one questioning the veracity of this statement kindly refer to Fireman Stubbs and Machinist Gaugler. They bet on the Yanks in the World Series.

Mrs. Frank Wickham and children, family of Frank Wickham, wrecking engineer, are visiting with Engineer Lydick's family at Cass Lake.

Tommy Reinwand, of the store department, has taken a leave of absence and has gone sight-seeing.

Foreman Frank Karl and wife spent several days renewing acquaintances at Cass Lake recently.

Fireman Geo. West's father died quite suddenly at his home in Coleraine the 3rd of October.

The 18th Amendment made this country a "dry" one, but no one can dispute the fact that the month of September made it a "wet" one. Due to the heavy rains, it was almost necessary for the car and roundhouse employees to swim to work. The Car Clerk claims that if it were not for preserving her individuality she would be perfectly willing to challenge any of the channel swimmers including "Trudie" herself.

R. N. Wolf assistant roadmaster, has been placed in charge of the Gunn line, with headquarters at Calumet, and we understand that he is getting along fine. Doubt if he will be able to stay at Calumet very long and still remain single, as it has been rumored that he has been quite busy recently on Sunday afternoons.

Asst. Engineer R. P. Maynard is quite adept at cow-pasture pool, otherwise known as "golf." If you don't believe it, ask Yardmaster Minton or Roadmaster Halverson at Cass Lake, both of whom are quite handy with the stick. Maynard is left handed and is somewhat handicapped when required to use right hand clubs, but he gets there just the same. Understand Dave Ludens is now taking lessons, having intimated that he could make the 9 hole course at Cass Lake in 47.

It has been rumored that Fireman Elmer Strong lost several nights' sleep recently on account of having seen a large flock of Canadian geese, with no gun available. Strong has a reputation of being an ardent hunter, and it grieves him to be caught unawares.

Engineer Slim Brown has been engaged in target practice for the past several weeks under the direction of Fireman Elmer Simon, and undoubtedly the ducks and geese will be obliged to make themselves scarce in the Northwest.

They have constructed a duck boat and trailer and are prepared for the worst—even to a ducking in the lake, as occurred last year, although Slim doesn't say much about it.

The following is to the Semaphore from an Engineer: From time to time it has come to our notice that it is generally good practice to make favorable comments when such are due. Have in mind the neat appearance of our boiler room at Cass Lake and much credit is due Stationary Fireman Sam Lemke and John Sauer.

Olive Carroll, formerly steno, and clerk for the agent at Superior freight station, has resigned to accept a position with the Business Women's University at Chicago.

Ted Tracy, machinist Superior shops, recently resigned to accept a position as day roundhouse foreman with the Pennsylvania Railway Company at Pittsburgh.



Ted Vobedja

Above you will see Operator Ted Vobedja, of Cass Lake, Minn., with four splendid pike recently caught in the lake after which the city is named. He was assisted in their capture by Agent R. V. Owens.

Auer start sending them as fast as he wrote them. Auer had sent \$12.80 worth, and still he kept writing them. Just then Operator Beach happened in and looked over the messages and asked Farr for some cash. No cash secured. Farr was a World War veteran traveling through the country by auto taking orders for various kinds of merchandise, and at that time was suffering from shell shock and slightly demented.

Ollie Pollock returned recently from a trip east, accompanied by Mrs. Pollock. While in New York, Ollie took in one of the World Series games, also the Sesqui-Centennial Exposition at Philadelphia, and various other points of interest in the East. On his return, Mr. Pollock checked in as agent at Cando, N. D., having decided to come back to the U. S. A., after a number of years as agent at Boissevain, Man.

W. W. Walhowe, agent, Heimdall, N. D., who took a five weeks' leave of absence to take up telegraphy in the Twin Cities, returned recently and resumed his duties as agent at Heimdall.

G. J. Butterfield who was operator on the graveyard shift at Stanley, N. D., has decided that night work does not agree with him and bid in the agency at Verendrye, and was checked in there recently by Traveling Auditor J. F. Burns.

C. E. Dunn, first trick ticket seller at Williston, has given up that position and is returning to his former haunts at White Earth, where he will be located as agent permanently.

A. C. Turner, from Coteau, bid in the agency at Karlsruhe on the August bulletin and moved there recently with his family.

Joe Haley, telegrapher at New Rockford, N. D., is filling one of the branch dispatcher's positions at Minot during the fall rush. Dispatcher H. Small, of Minneapolis, Minn., is filling the other position. Both are kept busy.

L. J. Hutmacher, agent White Earth, left by auto overland recently to take charge of the agency at Dunseith, N. D., which position he obtained by bulletin. His family have been there for some time on account of placing the children in school.

We hope that the wet weather prevailing lately throughout this part of the country has let up so that the farmers who have been unable to do their threshing will be in a position to get their fall work done. It is estimated that more than half of this year's small grain crop in this territory is yet to move.



Some of our Izaak Walton Leaguers took exception to the catch described in the September SEMAPHORE, being such a wonderful one, so a number of our boys at Williston went out one day and tried to beat it. From the snapshot taken, we are of the opinion that they did, as the catch weighed 250 pounds, the smallest weighing 3½ pounds. They were all taken with hook and line in one day from the Missouri River at the mouth of the "Little Muddy" by George Redshaw (left), section laborer; Claude Redshaw (center), trucker; both sons of Thos. Redshaw; general clerk, Williston freight station, and Ralph Perry (right), son of Brakeman J. E. Perry, of the New Rockford-Williston pool. This picture indicates that there is as good fishing places in North Dakota as in any other state if you know where to get to them.

Brakeman Roy E. Brooks, better known as "Buttercup," on the York and Dunseith line, had his teeth extracted a few weeks ago. Roy informs us that although it looks funny to some people, it isn't so funny to him. While his fellow workers can eat big juicy steaks, he has to be satisfied with soup; but he is looking forward to the day when his set of "pearly whites" arrives.

From investigation of recent pictures published in the SEMAPHORE, it appears that Conductor Harry Walker and Brakeman George Shuman are trying to "put something over."

Meritorious Mention

(Continued from Page 27)

was removed. His prompt action in notifying the conductor no doubt prevented a serious accident and possible derailment.

Earl Epoch, brakeman, Delta, on extra west 3354 September 12 at Scenic, Wash., discovered cracked wheel on truck A end, rear wheel car BREX 75831. His watchfulness probably prevented a serious accident.

G. C. Bowen, conductor, Whitefish, Mont., found cracked wheels on GN 124937 two miles east of Olney, Mont., train Extra 3244 East, August 22, indicating that he was making a careful inspection of his train.

While extra 3037 was taking siding at Dassel, Minn., October 1, to meet train No. 13, Brakeman C. V. Bellinger, on the latter train, discovered brake beam down on FGE 25571, and notified conductor on fruit extra 3037. Train was stopped and the disconnected brake beam removed. The action on the part of Brakeman Bellinger saved the company what might have been considerable loss.

MINOT DIVISION

Associate Editor
CARL CARLSON
Minot, N. D.

F. W. Malin, agent at Kincaid, N. D., where the big lignite mines are located, returned recently from a vacation spent in Oklahoma.

While there, we understand, he took lessons in aviation and returned to Minot via the air route. Mr. Malin resumed his duties at Kincaid on his return, relieving O. A. Blodgett, who had charge of the station during his absence.

S. E. Wilsie, agent at Grenora, N. D., left recently for a few weeks' visit with his son at Seattle, who arrived there recently with the Pacific fleet from a trip to foreign waters.

Steve no doubt has earned the rest and will surely enjoy the visit with his son while there.

Operator N. J. Auer, on Sunday, October 3, did a big telegraph business at New Rockford. On the Sabbath day, a fellow named William Farr, dropped into the telegraph office and started to write messages and had Operator



Red Cloone, dispatcher (and now investigator), found that the fish shown by Walker were actually caught by Engineer George Britten and an elevator man at St. John; that Walker and Shuman borrowed the fish and had their pictures taken and published. Red says that Walker has been jealous of his (Red's) ability as a fisherman for some time, and is simply trying to get even by some cleverly concocted fiction.

A party of Great Northern men initiated the new B. of A. R. E. camp on the opening day of the hunting season. The party consisted of Jack Burns, L. R. (Bones) Larson, T. B. Hogan, E. M. Thompson, W. C. McHugh, and W. F. (Red) Cloone. The camp is an ideal location with a wonderful place for pass shooting. Red Cloone, after shooting six shells, complained that his gun was hot, and after that he picked up enough ducks to get his limit without hitting a bird. It was later found that his gun got hot from leaning against a stove in the shack. Bill McHugh and Red spent considerable time around the Ford car they came in, while the rest of the boys were in the shack. They were seen to be rumaging around the back seat of the car considerably, and we believe that our guess as to what was going on is correct. Bones Larson and Jack Burns acted as camp cooks and did a good job of it. Ernie Thompson and Tommy Hogan kept the camp in order. Red and McHugh must have thought they were at home from the amount of camp work they did. Most of it consisted of eating heartily.

Several hunting parties have been enjoyed by employees around the Minot roundhouse. One consisted of Kay Bonebrake, fireman; Thos. Thorson, engineer; John Korom, engineer; and Oliver Thorson, call boy. They went out on a trip to Blaisdell and around that neighborhood, and captured 44 ducks that afternoon. Another party a week later, on September 30 and October 1, consisting of John Korom, engineer; Oliver Thorson, call boy; Fred Wickham, engineer; Harry Lansing, engineer; and Kay Bonebrake, fireman, went to Stanley, Palermo, Blaisdell, Lostwood, and that neighborhood, and notwithstanding it rained almost all the time, they enjoyed a good hunt. Wickham's new Studebaker six stood the trip nicely, although it was a muddy sight. The Nimrods came back to their work with renewed vigor.

Roy "Doc" Pierce, engineer, is on a leave of absence distributing "Wright-O" and "Anti-Freeze" products, which are for winter use in radiators of cars.

Engineer A. Compton, on Nos. 200 and 199, is off on account of sickness.

Williston Items

Yardmaster Jeffries and wife motored over to Sidney and took in a couple of days at the excellent county fair put on at that place during the first part of September.

Conductor Frank Daniels has been taking tickets on trains 221 and 222 between Minot and Williston during the absence of Conductor Rundell.

Timekeeper George Mork spent a week in the Twin Cities taking in the Minnesota State Fair during September.

Conductor Frank Hyland spent his vacation at Breckenridge, Minn., looking after his farming interests near there.

As an admission that old Father Time was leaving his marks on him, Night Foreman Bud Bruegger has invested in a pair of glasses; and when he looks down over them at the men on his shift, they sure "hit the ball," as the glasses put a stern look on the former smiling face of the night foreman.

Paddy Egan, of St. Paul, has bid in the position of night storeman at Williston stores, the position having been made vacant by the resignation of Curt Proffitt.

Earl McIntyre, of the yard office force, has taken a leave of absence for the winter and will take up the study of law at the University at Grand Forks.

Lavon Miller, blacksmith helper on the repair track, has resigned and will attend the A. C. at Fargo the coming winter.

Nels Flaggett, yard section foreman, has returned from a trip along the main line to Rugby and over on the New Rockford line, also up in Canada in the Brandon country. "Fik du noget av de gude ol medens du var i Kanada, Nels?"

R. R. Hunter, general secretary and treasurer of the Great Northern Shop Crafts Association, was a caller at Williston during September on business in connection with that organization.

John Furuseth, who has been off sick for a number of weeks, has again returned to work. John spent the time up around the Grenora country, and rumor had it that he got married to some of the good cooks up in that country. John says there is nothing to it; that though he was willing enough, none of the cooks seemed to be.

Roy Tuttle, of Devils Lake, has taken the position made vacant at the yard office by Earl McIntyre's leaving the service.

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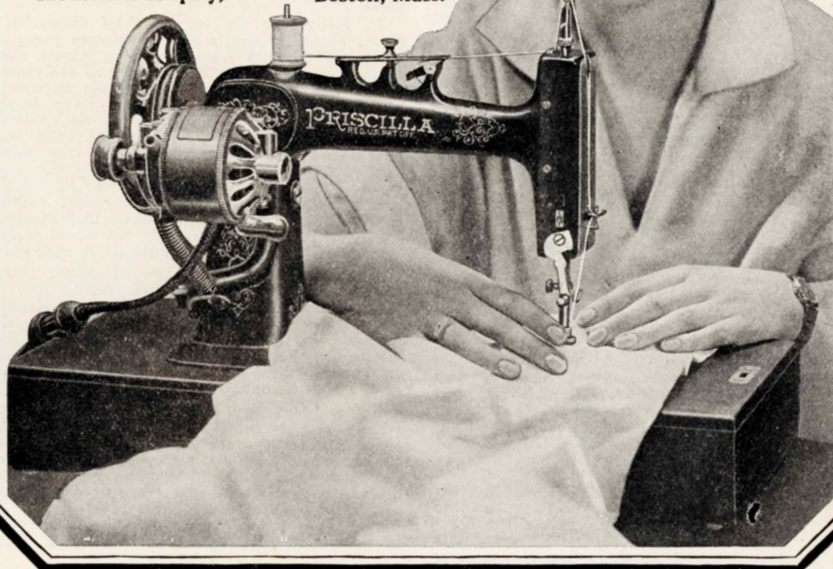
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We are sorry to report the death last month of Frank "Happy" Shaver, who worked for a number of years around the Williston express office, and later as express messenger on the branches west of Williston. Frank's death was very sudden; he was sick only two days from some sort of stomach disorder. He had been working out of Missoula for a couple of years, and it was there that his death occurred, but the body was brought to Williston for burial.

Engineer Wm. Ratliff, who has been holding down the passenger runs made vacant by leave of absence of Jos. Crow and Chas. Schumacher during the past six weeks, has reported back to Havre for his regular run.

The force at the Williston repair track has been increased by twenty-five men during the past six weeks, and of the twenty-five who were sent to Minot for physical and visual examinations, only one was turned down.

Fireman Jake Gruis, who has been in Europe for the past three months, has returned to work. Jake visited in England, France, and Germany, scenes of his boyhood and young manhood.

C. M. Gran, of Minot, was a business visitor in Williston one night during the month of September.

The test train of 75 cars of dead freight from Everett to St. Paul was held up at Williston but 15 minutes for inspection and air test. Pretty good we call it, and the inspectors are quite proud of themselves.

Niel W. Burton, who has been off for the past six weeks taking treatment at the Mayo Clinic at Rochester, has returned and taken the 4:00 P. M. shift at the yard office as call boy until his health has sufficiently returned to enable him to fill his old position as desk clerk on that shift.

Boiler Inspector Jerry Cahill, of the Western District, and Wm. Mackenroth, of the Eastern

District, were callers at Williston during October.

Gus Buell, machinist, was off for a while in October, suffering with an attack of quinsy.

Lloyd Bailey has taken the position of clerk in Williston store during the present rush season.

John Swanson and Thorwold Berge, carmen, took a run up around the Scooby country to look over the land that is to be sold there this month. They report the finest crops they ever laid eyes on, and say they are surely going to get some of that land if it takes a leg.

Clarence C. Cross, of Minot car force, and formerly assistant car foreman at Williston, was a passenger on train No. 1 one day last month bound for the Shelby oil fields, where, we understand, he has struck it lucky.

Einer Wickstrom, machinist and wife, have returned from a short vacation spent in and around the Twin Cities.

In a split up of a jack-pot at the telegraph office recently, it was found that there was the sum of nine cents still due Nels Flaggett, and that Fleming held the nine cents. Nels has tried every conceivable way to get the money, but so far he has been unsuccessful. Bill Smith recently did a very neat job on Nels' motor car and Nels had promised him a good cigar for doing it. When the job was done he tried to work off an order on Fleming for the nine cents to buy the cigar, but Bill would not stand for it. He said he had enough troubles of his own without trying to collect a bill that no one in the yard had been able to collect; that he was not interested in Nels' and Fleming's affairs anyway; what he wanted was a cigar. Pretty tough when a man has worked as long in the yard as Fleming has not to be good for the insignificant sum of nine cents. Why don't you pay Nels, Fleming, and re-establish your credit?

MONTANA DIVISION

Associate Editor
JOHN C. KOERNER
Havre, Mont.

Operator E. M. Siemsen recently transferred from Scobey to Poplar and is working first trick during the heavy business.

Operator L. J. Helgeson, at Poplar, is one of the proudest men on the division since the arrival of that new baby girl, born at Rochester, Minn.

Sam Clark, formerly agent at Alexander, recently transferred back to his old position as operator at Chinook, and since getting there has been quite active, having bought a beautiful home and is now constructing an apartment house. What this all portends we are awaiting with interest. What is her name, Sam?

Owing to the heavy increase of stock shipping on the division, several of the local stock yards have been enlarged to accommodate this business. The yards at Dodson and Saco have been enlarged from four pens to ten each.

Operator C. Nelson is now working the first trick, Scobey; A. Dufner second trick at Plentywood; and Thos. Ingling third trick at Snowden.

O. A. Janes, agent, Dodson, recently paid a visit to the dispatcher's office in Havre, stopping off on his way over the division on O. R. T. business.

The beet hauling train has been put on again for the fall movement of sugar beets between Havre and Malta to the sugar factory at Chinook. Conductor T. E. McDonough and Engineer Max Cebulla have bid in on the job.

The Great Northern put on a switch engine at Sidney to handle the beets at the Holly sugar factory. This business is handled alternate years by the Great Northern and Northern Pacific Railways. Conductor Bradrick and Engineer McMurtrey are in charge of the "goat."

It was with regret that the many friends learned of the death of Brakeman C. B. Davis's wife. She had been suffering for a long period of time and everything had been done to assist her, but the inevitable could not be stopped.

Dispatcher L. S. Otto is the proud father of a bouncing baby boy, born the morning of October 1, and is stepping high these days.

Chief Clerk A. L. Vining has returned from his vacation and resumed his duties again. He spent his time while away visiting in Great Falls, Kalispell, and fishing at various points in the Flathead Valley. F. J. Covell was acting in his place while absent.



The new heating plant has been installed in the superintendent's and dispatcher's office and is very much enjoyed by all the employees. An oil burning boiler was installed and does away with about fifteen stoves which were formerly necessary to keep things comfortable during the cold weather.

Jas. Warwick, trucker, Havre freight house, has left for Seattle, where he has entered the University of Washington for a course of studies.

Agent E. C. Bohlig, formerly at Kremlin, bid in the job at Opheim, on the new extension. Being partial to the number 13, we shall enumerate some things that happened to him during the past few years bearing upon this hoodoo number. He was number 13 on the seniority list; he went to Kremlin and opened that station in 1913; after having served as agent 13 years; at exactly 13 minutes after nine o'clock in the morning he was advised of his having secured Opheim station. On boarding the train at Scobey to go to Opheim, he counted the passengers on the train and found that he was the thirteenth man to board the train. Nothing has happened to him yet, so we doubt the theory of 13 being unlucky.

Following is the line up of the agents on the Opheim extension recently opened: Opheim, E. C. Bohlig; Glentana, H. W. Platts; Richland, Wm. Burke; Peerless, C. W. Doty.

Mixed train service has been established between Opheim and Scobey, leaving Opheim in the morning and making connections at Scobey with the Williston-Scobey passenger run.

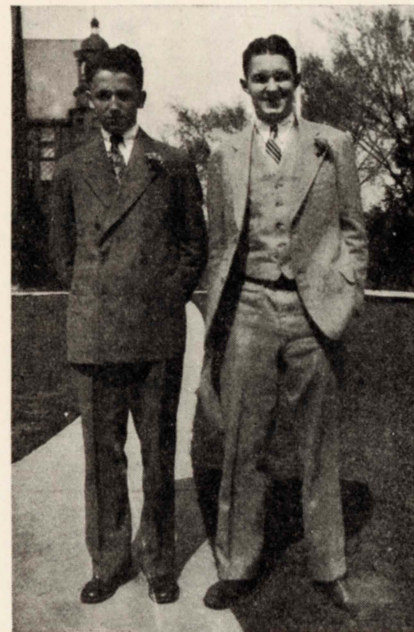
D. Kelly, car distributor, chief dispatcher's office, Havre, recently gave a theatre party to a few of his old friends, among whom were L. R. Nelson, the affable manager of the Havre relay office; Hugh Conroy, telephone inspector; and Chas. Johnson, lineman. The party attended the pre-view exhibition of the "Black Pirate" with Douglas Fairbanks in the lead part. After the show, Nels made the assertion that he thought he could play the part of the Black Pirate even better than Fairbanks, and judging from some of his recent expressions of high class English when his favorites, the New York Americans lost the world series, we are of the opinion he could do it with ease.

Operator Claire Evey, son of Agent Evey, of Lohman, recently was married to one of Chinook's fairest daughters, Miss McKinnie. They formerly attended school together, the marriage being the culmination of a school-day romance. We expect to be able to furnish our readers a picture of the bride in the next issue of the SEMAPHORE.

Some years ago, when the company was widely advertising the public lands in Montana, and settlers started to come in and file on homesteads, the old timers, including all of the stock men, said that the country was ruined, and that the stock business would decrease and eventually dwindle down to nothing. As an example of the results of this reclaiming of the virgin prairies, we herewith give a few

figures which will disprove the predictions of the stockmen.

1922 we shipped 1,879 cars of livestock;
1923 we shipped 2,790 cars of livestock;
1924 we shipped 2,675 cars of livestock;
1925 we shipped 3,910 cars of livestock;
1926 up to date, 3,346 cars of livestock, with orders in for 400 cars for the ensuing week. In addition to this stock shipping, we shipped 8,000 cars of wheat, and so far this year we have shipped 4,000 cars with prospects of 4,500 more cars for the year. The wheat business is something we never had before the settlers came into the country, and is increasing each year, as is, also, the stock business. In addition to this, we are doing an enormous sugar beet business on the Snowden branch line and the main line between Havre and Glasgow, which all shows that the elder Mr. Hill's predictions made in Havre some years ago were correct as to developing the country bringing business to the new country.



Trumbull and Hunter

We present here a picture of Charles M. Trumbull, 17, left, and Percival Hunter, Jr., 17, mates in Lake Forest Academy. The former is an elder son of Agent W. H. Trumbull and wife, of Lothair; and his record in the above-named, renowned "prep." school for boys, in which he is now in his senior year, deserves special mention, both because of his scholastic and athletic achievements and because of his connection with one of our respected northern Montana (and incidentally, Great Northern) families. Being awarded a full, all-expense, four-year scholarship in January, 1924, on his intellectual, physical, and moral endowments, Charles entered upon his school life there immediately; and notwithstanding the radical changes to which he had to adjust himself in his new surroundings, he led his division in two subjects by the end of that year. During the year following, he made honor grades every month; and for the year just past, not only made honor stands, but attained unusual ranks in the year's work as follows: English III, first of 16; Latin III, first of 9; Plane Geometry, first of 21, and Physics, second of 26. In athletics, Charles leads his school in the mile, and has twice competed in the Stag meet, though failing to place.

We are looking for great things from this young gentleman in the future.

The other boy shown in the picture, is son of Percival Hunter, assistant general purchasing agent for the C. B. & Q., Chicago, and is also a student and athlete of no mean ability.

The Associate Editor contends that two finer looking and more promising boys than these would be hard to find.

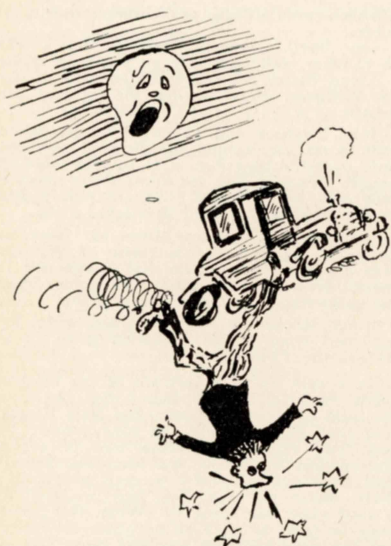
This Pleases Us Too

THE FOLLOWING LETTER from Dr. Margaret Kromer of Helena, Mont., is of the sort we are always happy to receive. Evidently the SEMAPHORE is doing its bit to help make the Great Northern a popular railroad. Gentlemen:

Please accept my thanks for your kindness in granting my request to send me the July and August SEMAPHORE. I was visiting my mother in St. Maries, Idaho, and it seemed as if I was in a foreign country, so to break the spell I wrote for the magazine and it was promptly forwarded. I remarked to my mother that I truly would be glad to get back to work on the Great Northern for all patrons were assured of a smile and a greeting of welcome from the employees and an unlimited amount of courtesy. I travel almost continually and there is no road that I receive the kind treatment and attention in every capacity I do on the Great Northern. Again thanking you,

Very truly yours,

(Signed) DR. MARGARET KROMER.



Recently operator G. W. Peterson, third trick, Chinook, and a friend attended a dance at Lohman, Mont., making the trip in Pete's Ford coupe. Returning home they thought they had a flat one and Pete opened the door to look at the tires while the car was rapidly meandering toward Chinook and fell out, striking on his head and damaging the highway somewhat, but not hurting his head much. We show above a cut of the scene.

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MINNEAPOLIS, MINN.

Great Northern Semaphore

ST. CLOUD DIVISION

Associate Editor
JULIUS A. JOHNSON
Minneapolis, Minn.

Operator C. A. Peterson, of Alexandria, made a business trip to Epping and Williston, N. D., recently and Bob McCulloch took over the job during his absence.

Florence Hughes, St. Paul freight, is back at the office after a two weeks absence on account of illness.

Isaac W. Fuzzey, the portly expert in charge of switching matters at the Minneapolis local, is pilot of the Oriental Limited team in the Transportation Bowling League. Preparatory to getting in trim for the bowling season, he went in for weight reduction, and as a first move, cut off his mustache. He is pulling the team along in great style, and at present writing has them in second place in spite of fast competition.

Machinist Leo Uhl, of Jackson Street, has taken a six months' leave to engage in the tire business at Little Falls, Minn. Good luck, Leo.

Murray C. Anderson was installed as chief clerk in the superintendent's office October 15. This is his first return to service since he had the misfortune to lose a foot at Sioux City last spring, but with the aid of an artificial limb he is now able to get around successfully.

Revisor Al Danisch is back at his desk at the St. Paul freight office after a short sick spell.

James Sullivan (Stonehole), reclaim clerk, struck by the radio bug two years ago, installed a set which he enthusiastically announces has just issued its first squawk.

The worm will turn. Interchange Checker Bill Sinan cleaned up five or six bucks on the World Series. This is the first time we have ever known Bill to be on the right end. Coppering Bill's hunches has invariably brought velvet to the other boys heretofore.

Chief Clerk H. A. Hemberger, of St. Cloud, attended the Minnesota-Notre Dame game at Minneapolis, October 9.

Martha Rahn, who has been absent from duty at the Minneapolis local, on account of illness, is back at work again, feeling better than ever.

Roy M. DeLosier, engineer is receiving congratulations on the arrival of a baby boy at his home on October 6.

The Otter Tail Power Company, of Fergus Falls, is building a new power line between Elbow Lake and Alexandria, to extend their service to the latter community. The City of Alexandria has contracted to use their current at least three months of each year. This all means more revenue for the Great Northern.

Freight House Foreman Frank Harris, of St. Paul, took his vacation recently, but encountered such a spell of wet weather that the only form of relaxation and recreation he could enjoy was the movies.

Irene Pierce, of the Minneapolis freight office, recently invested in a peach of a car which runs fine down hill.

Assistant Superintendent Neide and wife are attending the ticket agents' convention at San Diego, Cal. They expect to visit a number of cities on the coast before returning.

The recent change in chief clerks in our office, affecting as it did the top of the seniority list, started a round of "bumping". This went on until Distribution Clerk Burt West was displaced, when he took the invoice job for one day and applied for a ninety day leave of absence and is leaving immediately for the Gulf of Mexico and intermediate points. He promises to think of the rest of the gang when snowballs are flying here.

Conductor J. F. Cumbeys was called to Long Beach, Cal., on account of one of his brothers suffering a serious injury consisting of fracture of the skull and broken ribs through a fall when erecting a steel oil tank. He is recuperating nicely, however, and Jim is back with us. Jim tried fishing in the Pacific Ocean while out there and reports great sport in landing a twenty-five pound yellow tail. He also says that anyone visiting the Golden State should take plenty of gold with them.

Bill Clerk, Maurice O'Connor, of St. Cloud,



was married September 21, to Monica Welle, of Melrose. He is back on the job after a honeymoon at Winnipeg.

We never fully appreciated the inventive genius of the baggageman at Alexandria passenger station. You really ought to see the outfit he has rigged up for sawing wood.

Elmer Hayes, chief clerk of the bill department at the St. Paul local, is back at his desk again after a two weeks' "vacation" looking after matters at the State Fair transportation building.

Wilbur Jones, of Minneapolis freight station gang, is reported spending his spare time studying furniture lay-outs.

The Community Chest drive is on at St. Paul, and the boys are all going down in their jeans to help a worthy cause.

Engineer Benedict came in the other day without a story to tell the boys at the end of the trip. This is a very unusual happening as he generally has a new one each trip.



Eunice and Luther Peterson.

Above snap shot shows Eunice and Luther Peterson, children of Operator C. A. Peterson, Alexandria, who have just returned from a trip through the West where they visited Denver, Salt Lake City, Los Angeles, and Seattle. Luther was a prominent graduate of the high school last spring, winning honors in debate, oratory, football, and basket ball, and was selected as the most representative young man in the school. Eunice is a senior this year and a member of the Beta Club.

Mrs. Louis Emerson, wife of the yard clerk at Como, is at home again after three weeks in St. Johns Hospital, where she underwent an operation, and is getting along nicely.

Art Cosgrove, Minneapolis freight, has his car up for sale or trade. He does not particularly care for money but does like poultry and might consider half a dozen chickens in exchange.

They are putting the goat on the new coal shed at Jackson Street, and those boys now say they are neck and neck with the shops, who have been sporting the goat on their water tank for some time.

Hostler Joe Floody, St. Paul, brought down a few boxes of cigars not long ago and then laid off a few days and came back married. This is his second trip on matrimonial seas, and it is hoped the seas will be as calm as on his first voyage.

The junk buyers got the best of Harry Ford this time. They succeeded in getting the 157 for their scrap heap, and Harry toys with engine 224 now.

Bridge is a very popular pastime with the supervisors at Jackson Street roundhouse, with honors about evenly divided between Lestina and Peterson, although Sullivan made a very creditable showing at a party sponsored by himself recently.

The 1059 is now under the fatherly guidance of Charles Jeffery. This engine has been a homeless orphan since the days of Mike Maloney around here.

Engine Caller Irving Fahey, Jackson Street, has taken to dancing, and with the inventive genius, coupled with the grace and popularity he possesses, we are looking to see a new dance put across very soon.

The Northwestern Bell Telephone Company is rebuilding its line between Chicago and Seattle and adding six new wires to care for the increasing business. Numerous carloads of

NEW LAMP BURNS 94% AIR

Beats Electric or Gas

A new oil lamp that gives an amazingly brilliant, soft, white light, even better than gas or electricity, has been tested by the U. S. Government and 35 leading universities and found to be superior to 10 ordinary oil lamps. It burns without odor, smoke or noise—no pumping up, is simple, clean, safe. Burns 94% air and 6% common kerosene (coal oil).

The inventor, C. J. Johnson, 609 W. Lake St., Chicago, Ill., is offering to send a lamp on 10 days' FREE trial, or even to give one FREE to the first user in each locality who will help him introduce it. Write him today for full particulars. Also ask him to explain how you can get the agency, and without experience or money make \$250 to \$500 per month.

BOYS & GIRLS

Earn Xmas Money

Write for 50 Sets St. Nicholas Christmas Seals. Sell for 10c a set. When sold send us \$3.00 and keep \$2.00. No Work—Just Fun.
ST. NICHOLAS SEAL CO.
Dept. 557K Brooklyn, N. Y.

poles and many shipments of other line material have been coming in to stations along the line, all of which means considerable revenue to this company. Their construction crews have been working all summer between St. Cloud and Barnesville with a conductor pilot in charge of each motor car. Conductors Reyout and Stone are looking after the safety of the crews now.

At the time of the recent storm in Florida, Mrs. Dougherty, wife of Switchman James I. Dougherty, was in Hollywood. Unable to get word from her, Mr. Dougherty started for Florida. In the catastrophe, Mrs. Dougherty lost her money, transportation, everything but the clothes on her back. On Mr. Dougherty's request to General Yardmaster F. C. Spencer, new transportation was arranged for in the usual order and Mr. and Mrs. Dougherty were able to get out of Florida at a very early date. The following letter from Mr. Dougherty to Mr. Spencer gives a very clear picture of the devastation caused by the storm.

"Mrs. Dougherty and I just returned from Hollywood, Florida. We wish to express our sincere appreciation for your efforts in obtaining her transportation in such a short length of time. We also wish to thank the Great Northern Pass. Bureau for their kindness in arranging for foreign transportation.

"With regard to the hurricane which took place in Florida and the resulting devastation. It will be a matter of at least two years' construction to create even a semblance of its former beauty in Hollywood alone. Not being an eye witness of the hurricane itself, I am judging by the ruins which I saw extending for miles. Immense buildings in Miami, composed of concrete blocks, were blown down and completely twisted from their foundations, necessitating entire reconstruction.

"In Miami, yachts, schooners, and other sea craft were beached yards from the harbor. In Hollywood, barges were hurled right into the residential section of the town. Large areas that had been covered with pine and palm trees, almost a century old, were flattened.

"One tragedy of the hurricane was the number of unidentified dead. Of course, every effort was made to identify them, but still there are many graves that will always be nameless and many people who will never know the fate of their loved ones.

"The people of Florida are showing heroic courage in their endeavors to replace and rebuild their homes and cities, and with the assistance of the Red Cross and various other Societies throughout the United States, I think Florida will in time be back to normal.

"This may seem to be a rather incoherent description of the situation but words are a poor medium in which to describe one of the most appalling calamities in history."

Mississippi Street Coach Yard

Marcus Omansky, carman, returned recently from a hunting trip at Lake Mille Lacs and bagged the limit of ducks. We were sadly disappointed that he didn't bring any back, but he claims that they all spoiled. Well, that alibi holds water. Take an ice box with you next time, Mac.

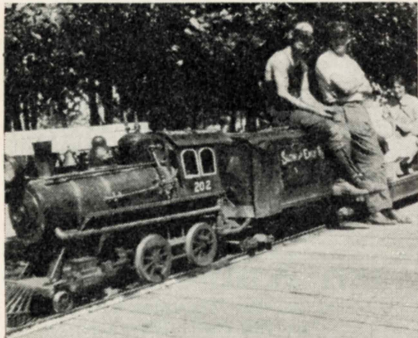
Hjalmer Lindgren, assistant foreman, purchased a new Atwater-Kent radio set and says that he is afraid he will have to dispose of it, as he is not getting enough sleep lately.

Henry Meyers is confined to his home, due to rheumatism.

William Preigo, cleaner, is at his home after an operation at the Miller Hospital.

John Johnson, carman, is ill at his home.

Messrs. Clock and Buckran recently canvassed the coach yards with the assistance of Jack Marty, clerk, taking contributions for the Community Chest, and we are pleased with the results they showed.



Mr. and Mrs. Tetu

The above snap shot shows Car Foreman V. A. Tetu and wife while on vacation, and indicates that even during periods of relaxation and recreation his chief interests are with rail-roading in some form or other.

Joe Sepion, pensioned carman, recently dropped in on us for a short visit. He is looking younger every time we see him.

Since the Dempsey-Tunney fight and World series, a number of the boys are going around with long, gloomy faces, and others with that "I told you so" smile. Guess some of the boys lost car fare.

The bowling team from Mississippi Street Local No. 29, took two out of three games from the league leaders, Jackson Street roundhouse team, which now ties Mississippi Street, Jackson Street Roundhouse, and Dale Street No. 2. We knocked them for 2,662 pins—not so bad for amateurs. Jack Jackson, carman helper, is captain of the team and is credited with a goodly share of the pins.

On October 1, we started repacking the boxes on passenger trains from summer oil to winter oil. This will, no doubt, do away with a good deal of hot boxes. The old dope and oil is taken out of the boxes, run through the waste renovator and the dope shaken out and sorted. The good dope is mixed with new wool waste and allowed to soak in winter oil for 48 hours before the cars are repacked with it. This insures all cars having good clean dope and the right grade of winter oil.

SPOKANE AND MARCUS

DIVISIONS

Associate Editor

FRANK W. SEXTON

Spokane, Wash.

Gladys O'Connell, operator, has returned from sick leave and is now working third trick at Odessa.

Glen Crissey, son of Operator Crissey, is now recovering from an appendicitis operation performed at Spokane. Mrs. Crissey was recently called East on account of the serious illness of her mother.

Operator F. E. Strong, Naples, who has been away on sick leave, has returned to work. We understand that Fred spent his vacation in the Wenatchee Valley; and apparently "an apple a day keeps the doctor away" made good its boast.



B. H. Setterholm, operator at Priest River, is seriously ill in California.

H. M. Cook, extra operator, is now working first trick at Lyons, relieving Mrs. Crissey.

E. E. Johnson, operator, has been appointed cashier at Chelan station.

A. B. Ashby, agent, and L. Larson, section foreman, at Bonners Ferry, were recently called to Portland as witnesses in a lawsuit.

E. S. Webb, agent at Marcus, took a few days' vacation in October, being relieved by E. E. Kay.

R. J. Zepel, who has been employed in the city ticket office at Spokane for the last two months, is now working as operator at Entiat.

G. D. Bailey, extra operator, has been placed on the third trick at Pateros.

J. S. Wallace, operator, dean, was off on account of sickness for a few days in October, being relieved by Operator Ingersol.

L. J. Manetsch has returned from a three months' vacation spent in California and is taking his regular trick at Harrington.

J. C. Dalrymple, chief clerk, recently had his home seriously damaged by fire. Dal decided it was too much work to fix up the house so he bought a new place in the beautiful Manitou District.

F. J. Ferg, traveling freight agent, recently had his radio set stolen from the house. Fred denies the report that the stealing was done by neighbors who have been unable to sleep ever since he purchased the set.

Chief Dispatcher Kase is in receipt of a letter from John A. Holmquist, for many years operator at Camden. John, for some time past, has been located in Miami, Florida. He writes that the recent hurricane left him only his shirt and pants, and had he not arisen at two in the morning he would not have even had them.

W. T. Murray, car dispatcher, Spokane, has purchased a new home on the South Side.

A. W. McKay, assistant superintendent of telegraph, suffered a painful injury to his thumb when he tripped in alighting from a motor car.

Frank Kachinsky, chief clerk, is beginning to smile again. For a while, when the Cards were behind during the World Series, it seemed that "Kach" had forgotten what even a grin looked like.

Dorothy Carle, stenographer in the general master mechanic's office, has returned from a vacation trip spent in California.

Jennie Borgeson, stenographer for the general superintendent's office, is spending a vacation in Seattle, and is being relieved by Catherine Hoban.

The sympathy of the SEMAPHORE and employees at Spokane is extended to Jean Foreman, stenographer in the claim department, in her double bereavement, her mother and her aunt passing away one day apart.

Ed. Rochelle, for many years section foreman at Orient, has been transferred to Fort Wright.

Tony Gentile, for many years roundhouse laborer at Marcus, was granted his citizenship papers at Colville on October 2.

J. L. Killan, conductor, Oroville, is enjoying a visit from his mother, Mrs. P. E. Killan, of Tushia, Ore.

Mrs. W. C. Watts, wife of paint shop foreman, accompanied by her sister, Mrs. Eric Pearson, wife of the car shop foreman, have left for a short visit to their home at Baraboo, Wis.

R. S. Rumsey, cashier-operator, Chewelah, was stricken suddenly ill recently, with combined kidney and stomach trouble, which will probably keep him from his work for two or more weeks.

The *Inland Empire News* makes the following comment on the improved appearance of our shop grounds at Hillyard:

"The parking on the Great Northern right-of-way between the depot and the shops, will be very much improved next year, Supt. Hurley says. The flowers there this year will be largely replaced with rose bushes this fall and possibly the grounds enlarged. The planting of beautiful flowers and grass seen there this year was done almost exclusively by shopmen, and was one of the real beauty spots of Hillyard during the summer. Formerly, the grounds had been nothing more than a barren space of cinders."

Mr. and Mrs. Paul Sherwood, who have been visiting Mrs. Sherwood's parents, Mr. and Mrs. W. E. James, at Hillyard, have returned to their home at Kansas City. Both Mr. and Mrs. Sherwood were at one time employed in the superintendent's office at Spokane.

Helen Swartz and Dorothy Dean, daughters of engineers at Hillyard, have entered the Washington State College at Pullman.

On September 18, H. E. Durkee, agent, and R. S. Rumsey, cashier-operator, who is also mayor of Chewelah, celebrated their joint birthdays. The two were honored at a birthday dinner given at Mr. Durkee's home.

The famous sea serpent of Okanogan Lake has at last decided to live up to its reputation. The monster now rejoices in the name "Ogo Pogo," and recently has been staging daily matinees at the mission, a few miles south of Kelowna. As the alleged monster has made



Engineers George Roller, right, and C. H. Mott, left, are shown above at the end of a hunting and fishing trip, recently enjoyed near Troy, Mont. The picture proves that these Spokane sportsmen knew where to go to get results.

his home in B. C., everyone naturally has been skeptical on reading the reports. However, the SEMAPHORE promises a picture of the monster when one has finally been secured.

T. J. Dailey, switchman at Wenatchee, was recently called to Pittsburgh, Pa., on account of the serious illness of his wife.

E. W. Henderson, water service foreman, was called to Pasco on account of a serious accident to his brother.

Steve Kukel, brakeman, Marcus, recently made a hurried trip to Portland in order to be with his wife who is undergoing an operation at that point.

Matty Gentile, for many years employed on the section and in the roundhouse at Marcus, has left to make his home in Chicago.

A. L. Moore, conductor on 4 and 1, east, has been displaced by Kalispell Division Conductor Bernard. Mr. Moore displaced Conductor Burke on 1 and 2, west, Mr. Burke displacing R. L. Leslie on 3 and 4. Mr. Leslie took the Newport pilot job.

Cascade Division crew, Conductor Edmonds, Brakeman Holmes, equalizing mileage, have taken trains 39 and 40, displacing Conductor Sullivan and Brakeman Stall. Conductor Sullivan displaced W. E. Johnson on Local 691 and 2, Mr. Stall taking the Pateros turnaround, as conductor. W. E. Johnson displaced F. R. Aldrich on 3 and 4, west, Mr. Aldrich displacing George Hopkins on local 689 and 90, and Mr. Hopkins taking chain gang car on the west end.

Brakeman S. A. Crosby, accompanied by his wife and children, has returned from a vacation spent at Nova Springs, Ia. Mr. Crosby, on his return, took a run on 2 and 3, east, displacing W. D. Enyart, who has taken run on 1 and 2, west.

G. L. Hopkins, brakeman, and wife were called to San Francisco on October 9 by the death of Mrs. Hopkins' brother.

O. P. Darnell, conductor, has secured the pilot job at Appleyard by bulletin.

Effective October 17, train service between Curlew and Princeton was changed. Train will now leave Curlew on Mondays, Wednesdays, and Fridays, leaving Princeton, B. C., on alternate days.

Conductor J. F. Getsey, on the Marcus-Nelson motor, is laying off on account of sickness.

Conductor M. A. Butler, who has been cut off the board, has returned to work from Chicago.

Fred Hatton, switchman, Hillyard, was called to Glendive, Mont., by the death of his uncle, on October 15.

George E. Wiley, recently hired as switchman at Hillyard, although a young man, has had an interesting career, having spent the last twelve years as conductor and yardmaster in Ecuador.

We regret to report the death of Thomas Duff, who died recently at Hillyard. Mr. Duff was the father-in-law of Fireman A. E. Coldeen and Engineer L. C. Moberly.

Alton Locker, brakeman on the Kalispell Division, is visiting his parents, Engineer and Mrs. W. G. Locker, at Hillyard.

We notice in the October SEMAPHORE the following surprising items under Superior Shop Notes:

"Mr. O'Keefe, the versatile gentleman who presides over the rod bench, has just returned from an extensive tour of the eastern states, where he visited many points of interest, including Wall Street, Statue of Liberty, and

Sing Sing. He reports seeing a large number of old friends."

It strikes us that a man must be indeed versatile to have friends at all the points mentioned above.

E. Luse, signal foreman, has been transferred from the Spokane to the Cascade Division.

A. Reini, maintainer at Quincy, recently sustained a broken arm while endeavoring to crank his Chevrolet.

Engineer Dave Williams and Fireman H. L. Lockhard have taken the helper engine between Valley and Loon Lake.

Dorothy, daughter of Conductor D. F. Wilson, has accepted a position as teacher in the school at Meyers Falls.

Irene, daughter of Engineer C. H. Smith, has returned to Corvallis, where she will attend the Oregon Agricultural College.

Helen, daughter of Engineer Dan Fleming, has returned to Cheney, where she will attend the Normal.

E. W. Swartz, engineer, has taken a two weeks' motor trip to the coast. Engineer Joe Japp has taken Mr. Swartz's turn in his absence.

Several of the Marcus Division boys took advantage of the opening day on Chinese pheasants. Some of them got the limit while others reported birds scarce.

Engineer Dave Grant, who has been on the Wenatchee-Wilson Creek local for the past year, has taken the helper job at Columbia River.

J. M. Scherer, engineer, who has been on sick leave for the past two months, was able to return to work October 15.

Lewis Becker, engineer, who held runs 1 and 2 during the illness of Mr. Scherer, has returned to the swing job, displacing E. L. Lenz, who returned to local freight service between Hillyard and Wilson Creek.

Engineers Carl Fagerstrom and Frank Hanover have taken the Wenatchee-Pateros local freight runs.

Some of the preliminary work on the grade and curve revision just west of Irby is now under way.

Last month the water tank at Rock Island was taken down by the B. & B. department. This removed one of the oldest landmarks on the Spokane Division, as the tank had been in place since construction days.

Engineers H. K. Hodgson, H. E. Christopher, Mayo G. Wilson, and R. Simonson are running extra switch engines at Appleyard during the fruit movement.

William Kelly, superintendent of motive power, paid the Hillyard and Appleyard terminals an inspection visit October 14 and 15.

R. B. Burbank, conductor, has been off duty for the past three weeks with a serious case of blood poison.

During the month of October the Spokane Division had 23 engine crews in through freight service, the largest number in many years.

The work of putting in cement piers for the new double track bridge over the Spokane River at Olive Avenue is well under way.

The new subway under our track at Grace Avenue between Hillyard and Spokane is now nearly completed.

Mrs. H. von Erickson, wife of traveling engineer, is spending the month of October visiting relatives in Minnesota.

WILLMAR DIVISION

Associate Editor
L. A. JORSTAD
Willmar, Minn.

Conductor Larry Barnes has been sporting a somewhat disfigured nose of late. Larry doesn't claim he walked into a bed post in the dark, but has the most plausible argument that while giving a wide assortment of highballs to his engineer, his lantern came in contact with nose. Why not fasten your glim to a broom handle, Larry, and insure against future mishaps of this nature?

Earl Holmberg, one of our popular Willmar yard clerks, is reported having trouble picking his annual teacher-friend this season. Wonder why? Better get a move on, Earl, the school year is advancing fast.

On September 18, very heavy rains caused considerable water trouble between Sioux Center and Sioux City, Ia., disrupting the service temporarily. The railways, highways, and

country through the Floyd River Valley and lowlands, were inundated more or less, and quite a little damage done to crops, highways, railway lines, etc. The government records indicate 13.7 inches of rainfall on September 18.



Mr. and Mrs. Besse

Harold Besse, son of Veteran Master Carpenter F. C. Besse, Willmar, was united in marriage to Elma Wendt, of Minneapolis, on September 4. Since graduating from the engineering department, University of Minnesota, Harold has had charge of surveying the Mississippi River between Minneapolis and LaCrosse. That work being closed out October 1, he entered the chief bridge engineer's office of the Great Northern, in charge of J. A. Bohland, and no doubt will be in position to tell his dad a thing or two about bridges in time to come. The picture shows the newly weds, and here's wishing them all the happiness of life.



The accompanying picture shows George Moorman and family while on a visit in New Mexico some time ago. George was employed as brakeman on this division a few years ago and is now located at Sioux Falls, S. D.

Conductor D. R. Douglas, Engineer Peter Meyers, extra 3103, a 75 car test train, made a non-stop run from Breckenridge to Willmar October 12 in 4 hours flat, this being the fourth non-stop run made by Engineer Meyers over that district this season.

P. L. Berquist, formerly assistant to roadmaster, Willmar, has been assigned to the position of traveling car-service agent, Lines East, with headquarters at St. Paul. Here's wishing you success, Phil.

Our sympathy is extended to Lewis Ekdahl, clerk in the superintendent's office, in the loss of his mother, who passed away September 20 at the age of 80 years.

William Brand, pensioned master carpenter, returned the first part of October from a six months' visit with relatives and friends in Scotland. He reports a fine time, but is glad

Sensational Typewriter Offer



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NEVER has there been such a typewriter bargain on as easy terms! A genuine Silent Ball Bearing L. C. Smith at a 40% savings!

Only the L. C. Smith has all these features:

Ball bearings (636 of them) at all points of wear. All the writing visible all the time. Non-shift carriage. 2-color ribbon. All the latest operating conveniences. Beautiful—renewed.

If you decide to keep it only \$3.00 DOWN BALANCE EASY TERMS

Guaranteed 5 Years

Money cannot buy a better typewriter. U. S. Government bought 50,000. The choice of railroads, big corporations like the Standard Oil Co., etc., because of its exclusive ball bearing feature. Easiest running, longest wearing of typewriters.

Send No Money!

Just mail coupon. Without delay or red tape, typewriter will be shipped you. Use it 10 days. See how speedy and easy it runs—the perfect work it turns out. If not delighted, return at our expense. You'll want to keep it. You can, for \$3 down and \$5 monthly. Now is the time to buy. \$3 worth of extras free. Send coupon now before offer is withdrawn.

40% SAVED by Using this Coupon
SMITH TYPEWRITER SALES CORP.
728 360 E. Grand Ave., Chicago

Ship me the L. C. Smith, F. O. B. Chicago. On arrival I'll deposit \$3 with express agent. If I keep machine, I'll send you \$5 a month until the \$68.70 balance of \$69.70 price is paid; the title to remain with you until then. I am to have 10 days to try the typewriter. If I decide not to keep it, I will repack and return to express agent, who will return my \$3. You are to give your standard 5-year guarantee.

Name _____
Address _____
City _____ State _____
Employed by _____

to be back. We might mention here that it has been necessary for our friend Bill to have his suits remodeled after retiring from service, due to the fact that they were getting too small. In other words, Bill is putting on more weight than his clothes would allow without dangerous strain.

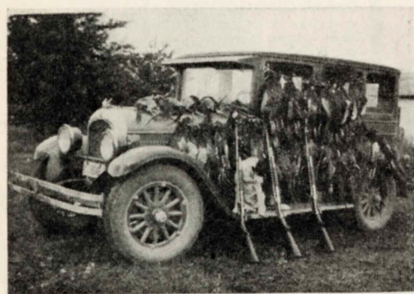
H. T. Dale, trainmen's timekeeper, increased the dividends of the tobacco monopoly recently through purchase of cigars in honor of the arrival of a baby boy September 22. "Atta boy, Hans."

S. F. Langord, chief clerk to superintendent, attended the conclave of Grand Chapter, Royal Arch Masons, State of Minnesota, at St. Paul October 12, representing Mount Nebo Chapter No. 63, of Willmar, Minn. Mr. Langord was recently elected King for the ensuing year.



Misses Mehalsick and Vogel

The two Great Northern girls in the above picture are Marion Mehalsick, daughter of Conductor M. Mehalsick, and Charlotte Vogel, daughter of Agent Chas. Vogel, of Sioux Falls, S. D. These two young ladies' ability in singing and dancing has brought them numerous bookings to entertain at various theaters and clubs in Sioux Falls throughout the coming winter.



The above picture represents the results of a two-day hunt of South Dakota pheasants by C. H. Cummings, locomotive foreman at Sioux Falls; his son Gene; James Tomlinson, machinist; and E. R. Year, a former railroad man, associated with the South Dakota Central before it was purchased by the Great Northern. In the picture are shown forty-nine pheasants, all male birds. Although the game laws this season permitted shooting of two hens each day, these boys do not believe in shooting off next year's sport.

Not So "Dumb"

A black-eyed Indian squaw had quite a chat yesterday with Harold Weaver, operator at the local G. N. depot when she went to the ticket window to procure a ticket to the Narrows. Her affirmative answer was given in the characteristic grunt. She understood better than it appeared at first, however, when she handed the ticket seller the price of her ticket to the Narrows minus one cent.

Their actual conversation was as follows:

"Gi' me ticket."

"Where to?"

"Me no want two, me want one."

"You want one ticket?"

"Uh."

"Where you go?"

"Train."

"What train?"

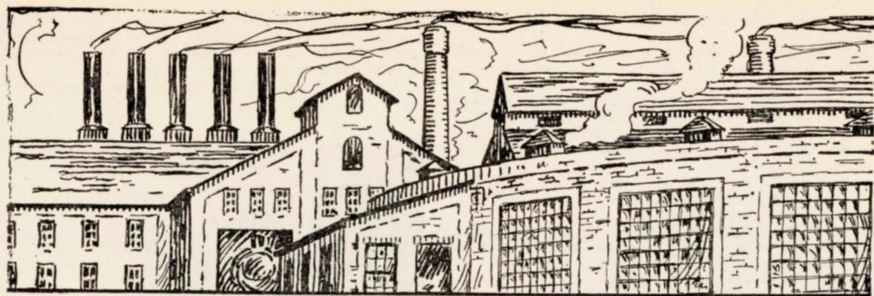
"Uh." pointing to the one on the track.

"Where train stop?"

"Narrows."

"You go Narrows? Uh. Twenty-eight cents, please."

And the squaw handed him twenty-seven cents.—*Devils Lake Journal*.



About the SHOPS

DEVILS LAKE

Peter Litzinger, tankman helper, plans to go to Grand Forks for a couple of days in the near future. While there he will attend the Grand Forks-Devils Lake football game.

Machinist Andy Alexander has carried a great smile since the victory of the Cardinals in the World Series, owing to the fact that his namesake did such wonderful work for the St. Louis team.

Wm. Tufford, night engineer at the local power house, is confined to his home account of illness.

Mrs. H. B. Mitchell, wife of Night Foreman Mitchell, and her daughter-in-law, Mrs. Clarence Miller, of Crary, N. D., left recently for St. Paul and other eastern points. Mr. Mitchell accompanied them as far as St. Paul, where they visited for a few days. Mr. Mitchell returning to Devils Lake, and Mrs. Mitchell and Mrs. Miller going on. They will visit with Mrs. Mitchell's sons, Thomas and Arthur, at Richmond, Ind., and son, Wallace, at Wheaton, Minn., before returning home.

J. G. Treacy, general foreman, is spending his two weeks' vacation at his home in St. Paul, Minn.

It seems that Elmer Smith and Max Miller have a way of producing ducks when needed. They finish their day's work at 1:30 A. M. so it behooves those who have ducks hanging outside to look out for them. Max is also considered an artist at making "dill pickles" by everyone except Mrs. Miller.

Frank Fixel, machinist apprentice, is going to Minot next week. We don't know why, of course; and as for discovering the cause, we'll have to find a source of information other than Frank. Perhaps he's going up to "take on" Minot's champion wrestler. We wonder if "Bill" Mackenroth will again play referee. Boy, we'd like to see that match!

Apropos of the recent World's Series, it is said that the antics of Day Operator Warner, at the yard office, were something to make one smile, when getting the returns from the games and imparting them to Yardmaster McMahon and those assembled there to hear the returns. It doubtless carried "Sammy" back to the days long past when he used to hit the ball on the diamond south of the passenger station, in company with Ticket Agent Martin and many other Great Northern lights. We are glad, Samuel, that you keep the memories of your early life green.

Mr. and Mrs. Thompson and son, Reuben, expect to leave Friday for Fargo, where they will spend some time visiting.

Mrs. Alec Bartlett, wife of roundhouse laborer, and three children have gone to International Falls, Minn., to make an extended visit with relatives.

Lillian Newgard, daughter of W. S. Newgard, roundhouse foreman, has accepted a position as teacher at Bartlett, N. D.

Thron Anderson, retired veteran, and wife have moved back to their old home at Barnesville, Minn. Before his retirement, Thron was employed at Devils Lake shop.

On the night of October 11, Engineer Andy Faulkhandel, Engine 1354, on the Oriental Limited, ran so fast that the steam pipe to the dynamo was broken off nearing Devils Lake. On fifteen minutes' notice, Machinist John Harris, with his able assistant, Albert Burckhard, assembled a few pipe fittings, and Johnnie took his "Tin Lizzie" to the passenger station and made the repairs without any delay to the train.

Mrs. O. Torgerson, wife of machinist helper apprentice, drove to Grand Forks recently, where she visited with friends and relatives.

C. L. LaFountaine, general safety supervisor, was a visitor at Devils Lake recently. While here Mr. LaFountaine complimented the roundhouse on its remarkable record of no lost time accidents.

The fine home that Hostler Joe Veldink is gradually finishing for himself and family is an example of what one may do, provided he employs his spare time in that direction. It surely behooves the head of the family to have a home rather than dally with the pastimes of the present hour.

Fred Fixel, machinist helper, Devils Lake roundhouse, spent a recent week-end visiting friends—friend, we should say, at Grand Forks, N. D.

Roy Charlesworth, machinist, has moved into a large house on Arnold Avenue, and the new environment must be pleasing him very much, if one is to judge by the ear-to-ear smile he is wearing of late.

Joe McMahon, yardmaster, laid off one day recently to go hunting with Operator Sam Warner, the latter being on his vacation. We have heard a number of stories connected with this trip, but refrain from repeating them, as they might not be authentic. But we did hear that they both got the limit.

Leo Eresman, boilermaker helper, is firing Engine 732 on F. G. & S. for a few days while the regular fireman, Ed. Nickle, is off on account of injuries sustained while on run.



Mr. and Mrs. Ell

Above is a picture of Mr. and Mrs. Philip Ell, married October 4, at St. Joseph's Church, Devils Lake. Mr. Ell is employed at the G. N. shops as machinist apprentice. Mrs. Ell was formerly Mary Lingor, of Webster, N. D. The young couple will make their home at Devils Lake, N. D. Best wishes for all future happiness to both of you, Phil!

October 6, Selma Moen, daughter of Mr. and Mrs. Moen, of Edmore, became the bride of Rudolph Amoth, of Devils Lake. They were attended by Mr. and Mrs. Fred Wilson, of this city. Mr. Amoth is employed as mechanic at Devils Lake shop. After a short trip, they will be at home at 912 Third Street, Devils Lake. Best wishes to you both and all future happiness, Rudolph.

Elizabeth Goodnow, daughter of Veteran Machinist S. M. Goodnow, having been graduated from Devils Lake High School with the highest average, has received as a reward an unconditional admittance to the University of North Dakota. We are all proud of Miss Goodnow and wish her all future success.

The many friends of Veteran Roundhouse Foreman Joe Collinson are pleased to see him around after his recent indisposition. He is evidently able to cut the pigeon wing as well as ever. Mr. Collinson is counted one of the youngest men of his age hereabout.

Just Suppose

Herb Ridgedale didn't talk all day;

John Treacy was grouchy all the time;

Walter Newgard sold his gun and quit hunting;

Andy Alexander didn't know just where the ducks were feeding;

Charles Worrall didn't want to go to Minneapolis;

Jack Buckhard refused to go to a wedding;

Bill Mackenroth got up at 4 A. M. to go hunting.

Leo Foltz, sheet metal worker helper, and his parents, Mr. and Mrs. Adam Foltz, together with Pius Foltz, blacksmith helper, and family, and Peter Foltz, carman, and family, have gone to Kerrobert, Sask., Can., having been called there by the death of a relative. We extend our sympathy to them at this time.

Machinist Helper Albert Burckhard, wife, and son, expect to leave shortly for St. Paul, where they will spend some time looking after business interests.

GREAT FALLS

Tom Scallon and Cecil Shiell, machinist apprentices, completed their apprenticeships the latter part of September and left immediately for Chicago. The latest reports have it that both of the boys are working in the trade of their choosing. Shiell figured prominently in Shopmen's athletic activities the past summer, being captain of the Shopmen baseball nine, as well as a crack first sacker and backstop. His loss will be keenly felt by the ball team the coming season.

A number of changes were made in the shop the past month. Matt Puzon and Felix Skowron were promoted to machinist helper apprentices. Ernest Baxter and William Lesh were likewise set up as boilermaker helper apprentices, the latter boys replacing James Mahoney and Albert Pogreba who have completed their apprenticeships.

While the regular shop news correspondent was off on his vacation last month, the acting correspondent, carried away by her enthusiasm, informed the readers of the October "SEMAPHORE" of a fish caught by Car Foreman Felix Miotke, which weighed "TWENTY-EIGHT POUNDS" and measured "6 3/4 INCHES." In reality this fish weighed 6 3/4 pounds and measured twenty-eight inches, and we believe Mr. Miotke should receive full credit for his catch. Incidentally, this is the largest fish caught by the followers of "Izaak" around Great Falls, and Mr. Miotke is in line to receive a prize consisting of a twenty-dollar fishing rod and tackle offered annually by the "Mint."

HILLYARD

Much to our regret, we have lost a highly respected friend and brother workman, Edward Rowland, who passed away at his residence, N. 820 Lincoln Street, Spokane, on Sunday, October 10.

J. W. MacKenzie, father of Dan E. MacKenzie, blacksmith, Hillyard, passed away at his home in Detroit, Mich., on August 31. Our sympathy is extended to Mr. MacKenzie and his family in their bereavement.

George Dech, blacksmith helper, returned to work on October 1. Mr. Dech completed a six months' tour of Europe, visiting his old home in Germany, also Austria, Poland and Holland. He reports that although there are many beautiful places in the old world, there is, after all, no place like Spokane.

Getchman is a Dutchman, but he wishes he was a Scotchman. Bob will soon have his new teeth (mush).

Claude Yarroll, blacksmith helper, and Neil Meyers, boilermaker helper, with their party, made it interesting for the deer around Priest Lake on October 15. Will be glad to publish pictures of the victims.

It is not so very long ago that Larry Sunday said "Good morning, Judge." \$5 and costs. Larry, be careful with that new gun.

JACKSON STREET

Well, the melancholy days have come, but they will soon be melancholier, so cheer up.

Wonder if Nick Frye has been reading H. L. Mencken's editorials? H. L. last Sunday was advancing the theory that no matter how little a man is paid, its ten to one he is getting all he's worth.

Bert Chapin, our genial welder apprentice in the blacksmith shop, has been prevailed upon by the various crafts here to seek election as general secretary-treasurer of the Shop Crafts. Chapin has been closely identified with the affairs of the organization since its inception in 1922, and no doubt would lend character to any office to which he might be elected. You have our best wishes, Bert!

Mike Flahave says the Great Northern must have quite a number of draw-bars. He says he's fixed an awful lot of them and they're still coming.

Jack Wurtzler has returned from a ten days' vacation. We understand that Jack was looking after some oil stock. Maybe he was drilling for oil.

Joe Sullivan sure can cover a lot of ground for a big man. Ever watch him go? He's a hustler all right. Takes after his uncle, Bill Milan.

We were fortunate enough to bat one of our fingers recently, and got a chance to visit the new first-aid room. Gee, it's nice!

We are very sorry to hear that Mr. Malley, inspector, Eighth Street, is not in the best of health, and sincerely hope he will regain his health, and that the future years will bestow on him much of pleasure and happiness.

Norman Nunn, cabinet maker, is held from his duties by illness. We do hope that he will soon recover and be back with us in the near future.

Yes sir, the water tank and coal chute have got our "Goat," that emblem that we are all so proud of.

It is no wonder that the price of potatoes is going up. Ask Benny Jackson and Stephen Andert; they know the value.

Anne Roles, stenographer, superintendent of shops' office, was married October 18 at St. Mathews Church. She will be known hereafter as Mrs. Wm. Meyers. The wedding celebration was held at the Riverview Commercial Club in the evening. Dinner was served and dancing featured the evening. All of the close friends of Mr. and Mrs. Meyers were invited, also office employees of the Jackson Street shops. All employees reported for work Tuesday morning in first class condition and reported having a splendid time. We extend our congratulations to Mr. and Mrs. Meyers and wish them good luck and happiness in the future. We hope there will be more weddings as it seems a good place to get acquainted. Take for instance, Ed Larson (Oh, he is so bashful,) clerk for the car foreman. He vamped Francis LaRoche, first-aid room nurse, having her for a dinner partner. They also won first prize for being the most graceful dancers on the floor.

ST. CLOUD

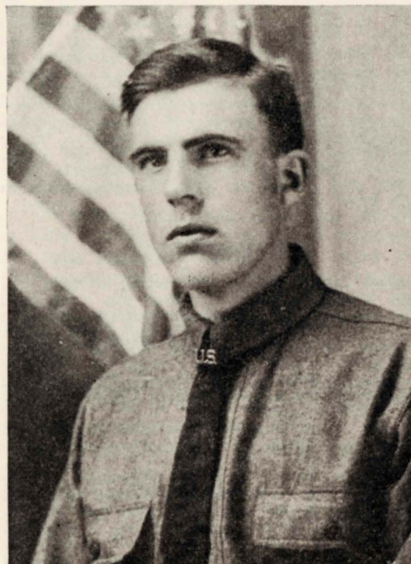
Carman Adolph Getchman, of Wenatchee, renewed friendship with old timers by visiting the local shops last month. Adolph is a former St. Cloud carman.

Mr. and Mrs. Christ Feichtinger have left for a three weeks' tour through the West, stopping at Portland and Oregon City, Ore., and Seattle, Vancouver, and Aberdeen, Wash.

Electric Truck Driver William N. Schmidt, of the wood mill, surprised the boys by bringing back a wife with him on his return from Montana. The wedding took place at Sydney, Mont., September 21. Mrs. Schmidt was formerly Ziela Raffael. After an elaborate reception, the young couple spent a brief honeymoon before starting housekeeping. Bill wore a big smile when passing the cigars on his return. Congratulations, Bill.

Edward Vossberg, a former painter, visited old friends at the local shops.

The St. Cloud Elks, 516, are putting on an entertainment October 19-20, and have selected for their players members of the Great Northern Dramatic Club including L. V. Boerger, Henry Schwinden, Robert Zierden, Peter McIntyre, Edwin Weber, and Arlie Mittlestadt.



Paul Stueve

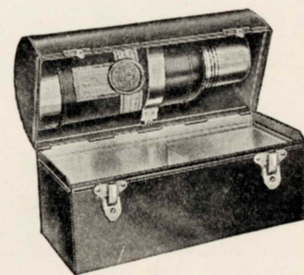
A committee, comprising several men of the Carmen's Lodge of the St. Cloud shops, has arranged a series of entertainments for the G. N. workers, to be given every month during the winter. The first of the entertainments took place on September 24 at the St. Cloud Armory. As an opener, three preliminary boxing matches took place, in which young debutants from the car department battered each other in bouts of four rounds, each lasting



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two minutes. As a wind up, L. V. Boerger and Paul Stueve engaged in a wrestling match, in which Stueve threw Boerger in five minutes and twenty seconds. The first boxing match was between Isidore Smuda and Isidore Rozmark. Their match could be classed as a slugging match, as both hammered each other with some wicked Dempsey punches. Smuda was victor. Next in order, Wilfred Schwartz and Henry Schwinden stepped into the roped arena for four rounds. This match was a draw. The third was for a knockout, and the participants were Leo Schmidt and Lawrence Wegler. The ropes were of no use, as Wegler backed Schmidt through them four times. Wegler was declared the winner. The referee at both boxing and wrestling matches was Ervin Urbaniac, who proved to be a very able and fair arbiter. The judges were H. B. Noble, Walter Wickman and Peter Gross.

Ralph Spencer, foreman of the Ajax Co., Superior, and recently employed at the machine shop in St. Cloud, visited with his brother-in-law, Elmer Bowers, machinist. He states that he made a trip through the entire West, riding on the "Oriental Limited" trying to find humps, but was sadly disappointed. "The track was faultless, they rode so smoothly," he said.

Herman Steffens, bulldozer operator in the blacksmith shop, returned from Europe on September 18, having spent three months visiting the following places: Southampton, London, Parkstone Quay, and Warwick, England; Antwerp and Brussels, Belgium; Cologne, Dusseldorf, Hamburg, New Brandenburg, Penzlin, New Strelitz and Old Strelitz, Warin, Berge-dorf, Curslack, Neuengamme, and Vierlander. Herman claims it was a wonderful trip, and that he wouldn't have missed it under any circumstances.

Evidently the horseman at Superior must be minus his horse, or has he got it on his shoes now? The cartoon is well drawn and by a master mind who can so skillfully display the qualities of the subject in mind. Cheer up, maybe next trip the pipe can be turned the right way.

Car Repairer Claude Adkins has left the service to enter the University of Minnesota and study dentistry. We didn't like to see Claude leave us, after having worked with us over four years, but we wish him every success in the profession of his choice.

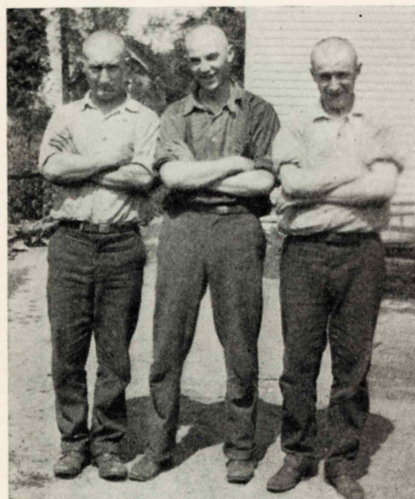
Car Repairer Henry Timmer has left the service to take up farming at Freeport, Minn., his former home.

Car Repairer Mike Siefert has left the service, giving no particular reason. Wonder if he will make "home brew" now.

Car Repairer John Hopkins became the proud father of a twelve-pound son September 14. John said he'd like to have passed cigars around but owing to the size his family is getting he had to cut expenses somewhere.

Labor Gang Foreman Peter Miller is on his vacation now and Gust Olsheski, car gang foreman, is filling the vacancy.

Painter Alex Herung had the misfortune to figure in an auto wreck and had his almost new Chevrolet sedan demolished.



We have here three efficient carmen apprentices. The mode of their hair cut shows them ready for hot weather and hard work. From left to right they are Wm. Bruhn, Alphonse Sobkoviak, and Albert Jagielski. Girls, look 'em over, for they are approaching the marriageable age and undoubtedly would make very worthy husbands.

Carman Apprentices Ray Hall and Jerome Scherenbroich have returned from a trip to Chicago. Ray has purchased a new "Chevy" coupe, and Jerome is expected to spend his money more wisely.

Car Repairer Joe Schisel spent a recent week-end visiting relatives at Faribault, Minn.

Car Repairer Herman Podawiltz returned to work after an illness of ten months.

Sympathies are extended to Carman Mike Goedert in the loss of both his mother and a wife, who died just a week apart.

Friends of Henry Felt will regret to hear that he suffered a relapse after almost recovering from an extended illness that has kept him confined to his home for four months.

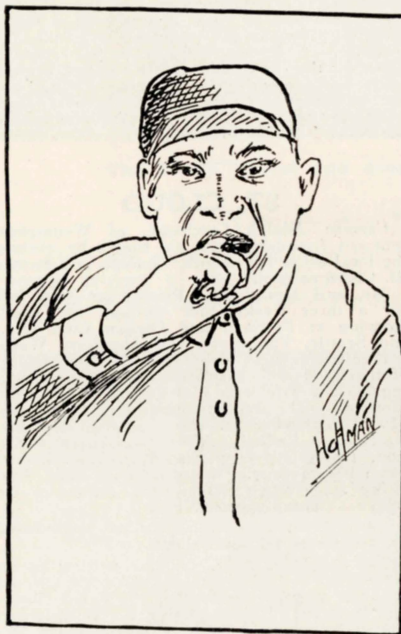
Car Repairer George Court has been wearing an unusually big smile of late, 'cause the stork arrived with a ten-pound boy at his home in St. Joe.

Victor Hoffman, laborer, has spoken the nuptial vow at Albany, Minn. Best wishes.

Pat Harvey, of Devils Lake, has accepted a position as assistant timekeeper at St. Cloud stores.

Guy Handley had to go to Atkinson, Ill., to get his wife. It took ten days of his vacation to do it.

Earl Bobst has returned after a two weeks' vacation and a trip which took him through the principal cities of Minnesota, Illinois, and Wisconsin. He enjoys traveling and would like to travel forever.



Quite an unusual occurrence happened to Louis Wippich of the air brake force, recently. He in some manner swallowed some carpet tacks. They lodged in his throat just behind the palate. Probing for them as shown by the cartoon, was of no avail as it seemed to gag him. Just then John Kockler, a co-worker, came to the rescue with a chunk of gum ordering him to swallow it and Johnny describes what happened in the following manner: "Louie swallowed gum and coughed up the tacks. 'Judge' Davis went by and the tacks flew quite high and almost hit Fritz Yaeger square in the eye."

SUPERIOR

Jim Laysek while dancing on a main rod got tangled up with a cotter pin. Jim said he didn't mind the little scratch so much, but he sure felt bad about tearing his pants. Jim wears a long overcoat that helped save the day.

Another good car gone wrong. Bob Hoffman has traded his old and ancient Oakland toward a Chevrolet coach.

Bert Metterling just got back from North "Daycota" where he visited his home in the bad lands.

This is being written on September 24, the morning after the Dempsey-Tunney fight. It is very noticeable the downcast expression on a number of people here, over the outcome of the fight. "Red Mack," one of the heavy plungers, is out 85 cents and the losses of Pete Nordeen and C. Nelson will total around a dollar, but the hardest hit is a Scotchman here who lost 30 cents.

Mr. Lee Bonsall, with the assistance of Mr. Joelson (not the blackface comedian), has equipped his Hudson car with so many gas saving devices that he claims he does not use any gas at all. He put on a new ignition outfit that was guaranteed to save 50 percent on gas, new spark plugs that would save 40 percent, and a new spare tire that would save 25 percent. Mr. Bonsall claims that on the last trip he took with his car, he had to stop

and drain his gas tank several times as the gasoline kept backing up into the tank instead of using any.

Mrs. Mae Johnson, rip track clerk, has been confined to her home for the past several weeks due to serious illness. We wish her a speedy recovery.

We had as a visitor on September 23, Mr. Gust Johnson, gang foreman at Dale Street, who was well pleased with our plant and surely enjoyed his visit. We are always glad to see our old friends and co-workers. Come again, Mr. Johnson, when you can stay a little longer.

Syd Hyett, who has been very much interested in radio, purchased one at a sale in Duluth about a week ago that he saw advertised in the paper. He sat up until nearly daylight the first night trying to make it work and thought he had it working several times from the music he heard, but found out that it was the neighbor's phonograph that he was listening to. The next night he took two experts home with him, namely Mr. Grant and Mr. McCusker, to look it over. Somebody had told Mr. McCusker that the ground wire should be fastened to a water pipe so he went down in the basement to investigate and the first thing he did was to start tearing the water pipes apart and flooding the basement. He said he wanted to see if there was any water in them as maybe that was the trouble. Somebody had also told Mr. Grant about the aerial and he said he would see if that was all right and shortly after he went outside there was a flash like lightning and all the lights went out. Mr. Hyett dashed outside to see what was the matter and found Mr. Grant had climbed up on the roof and cut a couple of electric light wires.

Mr. Hyett told his two assistants that they had better quit for the night as things looked bad enough and he would take the radio back the next day and either make them make it work or give him his \$4.98 back. The next day when he took it back, they told him somebody had made a mistake as that thing he had wasn't a radio; it was a battery charging outfit that he had bought.

WILLMAR

Jack Bell, machinist, enjoyed a four-day hunting trip on his farm in northern Minnesota a short time ago.

Fat Callan, Robert Ives, and Jim Pofert went in cahoots on a big deal recently, all three going down town armed with a satchel full of greenbacks to buy a "shove it or leave it," said contraption to be used in conveying themselves between home and roundhouse. As usual Callan was elected the driver, he being an experienced man at any wheel. Five gallons of gas were purchased, but somehow, Fat wanted to make an oil record, as he always boasted big mileage on lubricating oil. This wagon, however, was a different type; its bones were dry and needed a liberal supply of oil, so it could function. Nevertheless, Fat could not see it that way and pleaded for economy, consequently no lubricant was applied. He called for his partners in the morning, and as they came down the main drag, one bearing after another burned out, and by the time they arrived at the shop parking field, there was no such animal as a bearing left on their horseless carriage. The Callan-Ives-Pofert "shove and leave it" is looking for someone who needs useful parts. Any reader in need of junk may call on Callan, who will be glad to dispose of some at a very reasonable price, bankable notes preferred.

Earl Hogan, blacksmith, and family motored to Olivia one night last week for a pleasure trip, but somehow the pleasure part was left out. Earl says that when he wants nails he will buy them at the hardware store instead of picking them up with his tires.

Wm. Thompson, machinist, has resumed work after a six weeks' illness. Everybody is glad to see Bill back on the job.

Heinie Lindner, stationary engineer, holds the record for shooting geese this season. Bang, bang, bang! and when the smoke-cloud cleared away, five Canadian "geese" were lying stone dead. How long they had been dead no one knows. It's a case for the Pinkertons. However, Heinie claims the honors.

John Lee has opened the dancing season with all honors. Due to the credit bestowed upon his new dancing partner, the rest of the girls are getting uneasy. Johnnie isn't calling on them any more.

Our crack shot and duck hunter, Russ Quam, went to a farmer's duck pond the other morning, took a pot shot, and got an arm full of ducks, nice, big, fat birds. The boys are a little suspicious of Quam, however, as a farmer from that vicinity called recently and lamented the loss of his tame drakes and ganders.

Roy Nelson, Herb Lundberg, Dale Banta, Sherman Kottom, Dan Dilly, and Harvey Aistrop have organized a glee club. One night while singing one of the favorite songs, on which they had practiced for several weeks, and had it down pat, Roy's dog tuned in on the chorus, making it an unusual organization with canine accompaniment.

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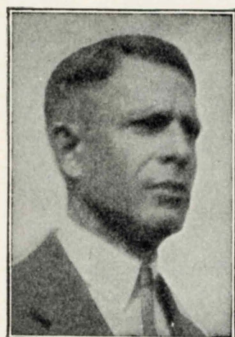
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SOMERS LUMBER COMPANY

Associate Editor
R. E. GAUTIER
Somers, Mont.

Dr. Moore, local doctor, has great faith in his Ford car. He admits it is a wonderful "wagon" and stands in a class by itself when it comes to bucking the "Galloping Goose." Doc says he took in too much territory. Fortunately no one was injured excepting "Liz-zie." Outside of putting on two new rear wheels, a new windshield, a djusting the steering gear, and several other minor repairs, the old "bus" was again restored to its original condition.



Gordon Parr, tie bucker, has taken a leave of absence, returning to his home in Minnesota. Gordon has promised that he will come back a single man, but rumors are afloat that we will be solicited for a four or five-room cottage for light housekeeping.

On Sunday, October 3, about fifty men offered their services to dig a ditch for the installation of water works for the local school. Shovels and picks of various sizes were on hand. Tom Horsman used a shovel with a six-foot handle. Tom says there was a reason. After several hours of excavating, the ditch was completed.

Along about the middle of September, the town awoke one morning and found the ground covered with "The Beautiful Snow." Although the snow didn't stay long, it was a beautiful sight for this time of the year. Some one asked Pete Peterson, shipping clerk, if he was the fellow that wrote "Beautiful Snow." Pete said, "No, I'm the fellow that shovels it."

James Durning, clerk in the local office, spent part of his vacation in the vicinity of Bitter Root Lake during the open season for small game. If all the pheasants were carried home that Durning reports, next year's hunting will be pretty poor.

Mr. and Mrs. Arthur Horsman report the birth of a daughter September 24.

With the opening of the big game season only a few days away, many nimrods are getting down the old, trusty rifle and preparing it for the annual expedition. To date, Ralph Tibbitts and William Dockstader have left for the South Fork country to bag an elk. Bert Schlegel, R. Rodemoor, and V. White left with pack horses to locate the elusive elk. So far, few deer hunters have ventured out.

Gus Hoppe, store deliverman, is spending a few days at Hot Springs. His place is being taken by Tom Horsman during his absence. Gus says he is just going to be a man of leisure for a few days and see how it feels.

James T. Maher, Henry Pothan, and W. G. Reed recently paid us a visit.

At a recent popularity contest held at the Liberty Theatre in Kalispell, Anita Oldenburg, stenographer in the local office at Somers, was declared the winner. Miss Oldenburg received the greatest number of votes, and was presented with a new Chevrolet coach, which was the capital prize. She wishes to thank all of her friends in Somers and the vicinity that voted for her, and promises that all those who assisted her in the contest will be given a ride in the new car. Get your request in early, fellows, as we understand the seats have been reserved for weeks in advance.

NEW CASCADE TUNNEL

Associate Editor
C. M. SANDERS
of A. Guthrie & Co.
Scenic, Washington

During the month of August a world's tunnel-driving record was established in the West Portal, Tye River Incline, the crews working in that drift making a progress of 937 feet, to top the former record of 932 feet established on the Roger's Pass Tunnel, B. C., in 1915. As a consequence, the "progress" pennant and the "high day" pennant changed hands again, East Portal to West Portal. But the record seems to have been but an incentive to the crews working the Center Heading at the East Portal. They immediately



settled down to business and proceeded to ring the bell every day. When the smoke had cleared the score board showed 984 feet to be the progress they had made during the month of September—a new world's record. Again both pennants changed hands, this time from the West Portal to the East Portal. The rivalry between camps is keen and it would not be at all surprising to see the 984-foot record go into the discard.

George Joselyn received a pleasant surprise on the evening of his birthday, September 14. Eighteen summers have gone by for George, and here's greetings. Members of the Headquarters colony gathered around the lobby in George's honor and spent the evening in dancing. He was presented with an Eastman kodak plus many accessories.

Mill Creek Camp was host at a dance given in the dining hall on the 28th of August. Guthrie's West Portal "Musical Muckers" supplied the music for a merry group of dancers. Novelty favors were distributed, confetti and serpentine were thrown, and the evening passed all too quickly until a lunch was served—a good one, too. Dancing was then continued by those who hadn't partaken too heartily of the quantities of delicious food, until at one o'clock, the orchestra took up the strains of "Home, Sweet Home." Those who didn't attend this dance missed something—and we'll lay to that.

Employees at the West Portal will soon have a recreation hall, as the building is rapidly nearing completion. A dramatic club has been organized, and it is expected that some first-class entertainment will be provided. Moving pictures will also be shown, and a basketball team will be organized, to give the muscle-bound an opportunity to limber up. Recreation buildings are also being built at the East Portal and Mill Creek Shaft Camps.

October 10, Otto C. Hartman, superintendent at Scenic Camp, left for California, where he will be in charge of the tunnel driving work on the Hetch Hetchy project which was recently awarded to A. Guthrie & Co., Inc. Under his supervision, wonderful progress has been made at the West Portal, and there is not the slightest doubt but that he will be as successful on his new work. During the dinner hour on October 9, W. E. Conroy, assistant general superintendent, presented him with a

beautiful ring on behalf of his men, at the same time expressing regret at his leaving and wishing him much success. Later in the evening many gathered at Scenic headquarters and, with Otto, spent the evening exchanging reminiscences. Otto, here's to your continued success.

On Saturday night, September 11, a dance was held in the Berne Camp mess hall, which was attended by approximately three hundred people, many coming from distant points to participate in this gala event. Among the visitors the following were noted: Mr. and Mrs. M. J. C. Andrews; Mr. E. S. Jackson; Mr. and Mrs. W. E. Conroy; Capt. and Mrs. C. G. Jones; Mr. and Mrs. Wm. Ford; Mr. and Mrs. J. H. McManmon; Mr. Smith, the mayor of Everett, Wash., and Mrs. Smith; Deputy Prosecutor J. A. Adams and Mrs. Adams, and Judge Connors, with a bevy of charming femininity from Wenatchee. Scenic West Portal camp, Mill Creek camp, Cascade Tunnel, Skykomish, Marritt, Alpine, Tye, and Leavenworth were also represented. Captain and Mrs. C. G. Jones proved to be very able hosts.

The success of the dance was attributed to "Cap" Jones, and the novel and unique decorations brought many compliments from the guests. The entrance to the hall was through a miniature tunnel that led into an attractively decorated hall. On entering the hall, one was amazed with the beauty, symmetry, and originality of the decorations and the colored lighting effects. Red, white, and blue streamers were placed diagonally from a blue and white center board on which was inscribed "WELCOME TO BERNE CAMP." Dancing commenced promptly at nine to the syncopation of Guthrie's "Musical Muckers," who were imported from Scenic for the occasion. At the enchanting hour of ten, to the surprise of many, the lights went out and a golden moon appeared, to cast a mellow glow throughout the dreamy waltz of "Moonlight and Roses." Due credit is extended to Mr. H. W. Maas and L. J. Schmitt, travelling field accountants of the Great Northern Railway Co., for the installation of the moon and the colorful lighting effects. Later on, colored balloons were presented to the ladies. The balloons were stenciled "8 Mile Tunnel—Berne Camp." At 11:30 refreshments were served to the guests under the supervision of "Bob" Telford, who enjoys the distinction of being one of the best chefs in the employ of A. Guthrie & Co., Inc. This was ably demonstrated by the concoction of the most delicious and refreshing punch placed at the disposal of the guests throughout the evening. The delicious cakes included in the refreshments were donated by the ladies of the married colony of Berne Camp and due appreciation is hereby acknowledged. Following refreshments, the prize waltz contest was held. The prizes were awarded to A. Skeels and Mrs. C. Cunningham. The dancing then continued until 1 A. M. when the "Musical Muckers" struck up the strains of "Home Sweet Home," terminating one of the most successful dances of the season. All of those present agreed that "Hurry Up" Jones is as proficient in the art of decorating and entertaining as he is in driving tunnel. "Cap" Jones desires to thank the members of the committee for their cooperation in making the dance a very successful affair. The committee was comprised of G. H. Wells, C. H. Weston, T. E. Downey, L. Howe, J. A. Doyle, J. S. Donovan and H. W. Maas.

The "Hard Times" dance September 25 at Scenic Headquarters was all that could be wished for. The variety and the color of the various costumes exhibited by the happy throng more than made up for the absence of any decorations. Prizes were awarded to the lady and the gentleman wearing the "hardest" costumes. The lady's prize, consisting of an electric curling iron, was won by Mrs. Jane Burt, who wore a costume which harked back to the days of 1900. The man's prize, a good looking pipe, was won by Marvin Ahrens, wearing a costume that was some sort of a cross between that of a green farmer-boy and Tarzan. Many couples, both of the new and old waltzing school, took part in the prize waltz. After many eliminations by the judges, there remained on the floor Mr. and Mrs. Wm. Ford, doing the graceful, old-fashioned waltz. Mrs. Ford was awarded a handsome vase and Mr. Ford a box of choice cigars. And there was the food—great quantities of "hot" hot dogs, delicious cookies, and coffee that WAS coffee. Guthrie's "Musical Muckers," furnishing wonderful music for the dance, made a decided hit in their special uniforms. They looked what might have been left of an old German band after going on the rocks. The dance was attended by over 200 people. All three of the Guthrie camps were represented, and there were guests from Seattle, Everett, Index, Skykomish, Alpine, Tye, Cascade Tunnel, and last but not least, Wenatchee. All reported a good time. The committee in charge of this dance was composed of: M. F. Lund, chairman; Fred Whonn; Bert Rainboth; Mrs. Wm. Ford; Mrs. John Waters; and Mrs. Jack Renwick. They certainly put on a snappy dance.



Great Northern Railway



General Offices: St. Paul, Minn.; 32 Nassau Street, New York City

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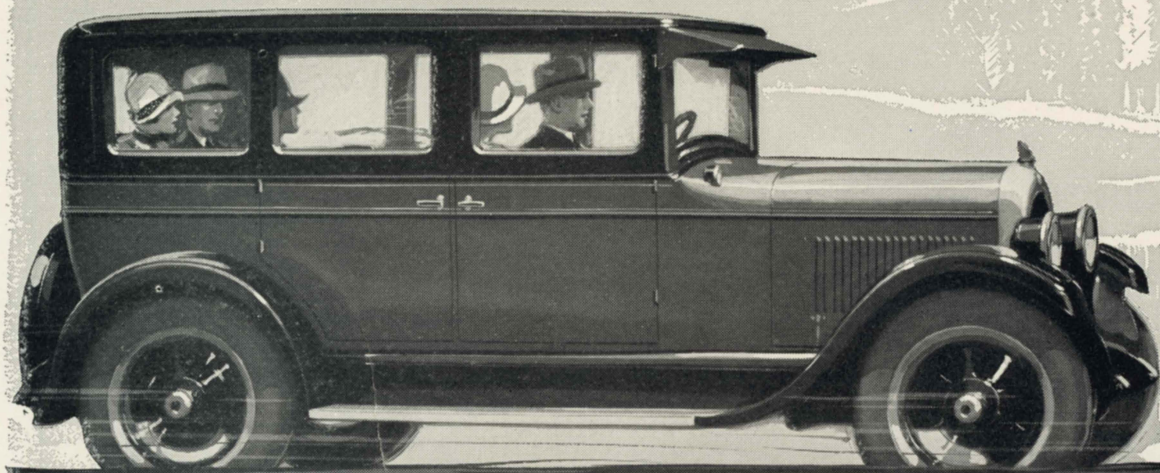
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