

Great Northern Semaphore



November
1925



GREAT NORTHERN SEMAPHORE

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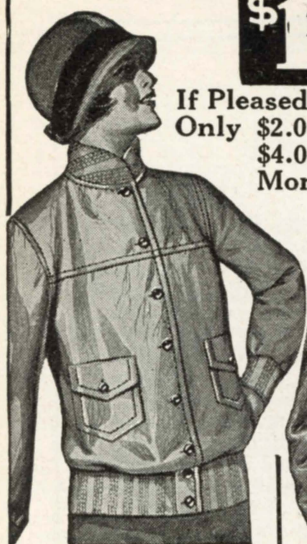
R. E. GAUTIER

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

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

All employees are invited to contribute articles and items for the SEMAPHORE. Contributions should be typewritten, double-spaced, and on one side of the paper only. Photographic material is especially desirable, and will be returned if requested. All matter for publication must be received at the office of the SEMAPHORE not later than the 20th of the preceding month.

\$1⁰⁰ Brings Your Choice



Suede Leather Latest Blazer

Genuine leather—beautiful suede finish—handsome golden brown or maroon or dark blue. Latest style blazer for men or women, with knitted collar as shown or sport collar if preferred.

For Men and Women Pay \$3.00 a Month

Stores charge \$18 to \$22. Our prices extremely low! Most practical Fall and Winter garments for warmth, wear, and handsome appearance. Order on approval and if pleased pay \$3.00 a month. Sizes 34 to 44.

No. G. N. 425.....\$14.75

Pay \$3.50 a Month



It Has No Equal VALUE—WARMTH—WEAR

A full 36-inch long, sheep-lined coat, two muf pockets, all-around belt. Leather loop fastener in double breasted style. Extra wide beaverized sheep collar that turns up nicely around the face in severe weather. You have from 4 to 6 months to pay—according to size of order. Our policy of quality garments sold under an absolute guarantee of satisfaction prevents us from handling any cheap, flimsy garments.

Pay \$3.00 a Month

Genuine Australian sheep pelt lining—noted for being the finest grade. Heavy blanket lined sleeves with knitted wristlets inside to make the sleeves wind-proof. The reason these sheep-lined coats are so enormously popular is because they represent the biggest-value coats that are made. Unequalled for automobile use, drivers' use, and outside work of every kind. Don't ruin your best over-coat—use this sheep-lined coat for every day.

This coat in regular over-coat length is only \$18.95—payable \$4.00 a month. Both lengths come in sizes 36 to 48 chest. Sizes 50 to 54 10% extra.

G. N. 404—36 in. long.....\$14.85
G. N. 405—42 in. long.....18.95



Lamb-lined Leather Sleeves

A wonderful quality vest with extra fine white lamb pelt lining, not at all bulky but close clipped and smooth fitting. Genuine leather sleeves, leather bound pockets, wool knitted collar, adjustable leather cuffs.

Pay \$2.50 a Month

Railroad men need smooth fitting, warm clothes to keep the body warm and permit free action for work. Wool is noted for its quality in absorbing perspiration and for holding the body warmth inside. The light lamb leather hide which is between the moleskin cloth and the wool makes wind-proof. Sizes 34 to 48, 10% for sizes 50 to 54. Pay \$2.50 a month.

No. G. N. 400.....\$12.95

All Our Merchandise is Double Guaranteed When You Buy it, While Paying for it and after it is paid for.



Heavy Wool Blazer

The latest extra heavy wool checked blazer mackinaw cloth, extra fine weave, knitted collar, wristlets, two patch pockets with flaps. Worn with or without shirt. Brown, gray, and maroon checks.

Pay \$2.00 a Month

So popular because it has all the warmth of a coat, fits smooth at the hips and just blouses neatly above. Give color, size, and order today. Sizes 34 to 48.

No. G. N. 401—34 to 48.....\$8.95.



Glove-Leather Wool-Lined

Fine soft, genuine glove-leather vest, G. N. 402 that would cost \$18 to \$20 at your retailer's. Wool lined, knitted collar, adjustable leather cuffs that can be buttoned smooth and tight about the wrist. A most practical coat for railroad men.

Pay \$2.50 a Month

G. N. 403 is a very tough, long wearing, split-leather with suede finish in dark brown. Although lower in price because this leather is not as expensive as smooth glove leather, it wears just as well and carries our full guarantee. G. N. 402 comes in dark brown or black. The tough suede leather G. N. 403 in dark brown only. Sizes 34 to 48.

Suede G. N. 402 Leather...\$10.95

Glove G. N. 403 Leather...\$12.95



Extra Warm

Finest Girls' Winter Coat

Mothers will find this the best little girls' winter coat. All the warmth of a fur coat at one-tenth the cost. Neat, dark brown moleskin cloth outside a handsome beaverized collar that can be turned up around the face in severe weather. With this coat you know the little one is extra warm and it won't hurt it a bit if she rolls in the snow. The sheep pelt lining forms a regular pad for the body—a protection against injury from falls.

Mothers Find it the Greatest Protection Pay \$2.00 a Month

Little tots or big girls are equally well pleased with this handsome as well as practical coat. If pleased pay \$2.00 a month. Give size and order today.
G. N. 430—3 to 8 years....\$ 9.95
G. N. 431—9 to 16 years....10.95



Many Years of Wear

Extra Quality Leather Coat-Vest

We picture at the right, coat No. R. C. 410. A beautiful glazed leather military collar coat-vest. Extra fine wool lining. The grade you would pay your dealer \$20 to \$25 for. We just want the privilege of showing you this garment on approval so you can see it for yourself. Try it on, and notice how finely it is tailored and what fine quality of leather is used. Pay \$3 a month.

Genuine Horsehide Pay \$4.00 a Month

A genuine horsehide leather coat No. R. C. 409 black, with a wool lining, leather cuffs and leather collar. Horsehide in a fine soft tannage which will wear for years and prove the most economical of garments. Sizes in both coats are 36 to 48. Order today on approval. Black or dark brown in G. N. 410—black only in G. N. 409.

G. N. 410.....\$15.85
G. N. 409.....19.95



Small Boys or Large 6 Years to 18 Years

Make the Boy Happy

You cannot buy a more practical, bigger value or one that will give more protection to your boy than this dandy quality sheep-lined coat. For the little fellow in kindergarten or the big fellow in college it is the best bet—one they will be proud to wear. No trouble getting him to put it on. Short enough to allow free action to run and play, yet gives the body all the warmth required in severe weather. Order on approval.—Note sizes and prices.

Pay \$2.00 a Month

Just order on approval for free examination. If the coat is just the fine quality we represent and pleases you in every way, pay \$2.00 a month until paid for. Order today—right now before you forget.

G. N. 406—3 to 8 years.....\$ 9.95
G. N. 407—9 to 14 years.....10.95
G. N. 408—15 to 18 years.....11.95

SEND THIS COUPON WITH YOUR LETTER

L. J. BARTLETT, INC.
N. W. Cor. 16th St. & Indiana Ave.,
Chicago, Illinois.

Gentlemen:

Enclosed find \$1.00 as first payment. Please send me..... garment. If I am pleased, I agree to pay \$..... every month until paid for. Otherwise I will return in 48 hours—you to

refund my first payment and return postage. Garment No.....

color..... size.....

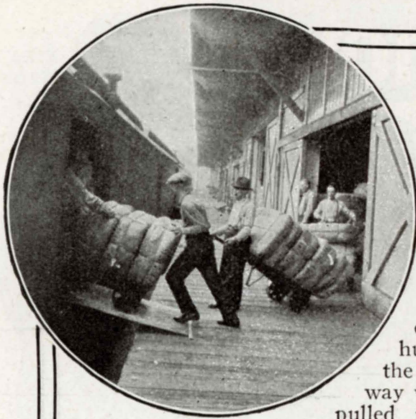
My name.....

Local address..... Town.....

State..... Employed..... years under Mr.....

..... for..... R. R.

If possible send above information in a letter as you have more room to write.



Another World's Record



NEW world's record for a long distance continuous locomotive run was hung up to the credit of the Great Northern Railway when engine No. 2517

pulled into Seattle at 6:15 a. m., Wednesday, September 30, with the fast mail, having made the distance from St. Paul, 1,793 miles, in 47 hours, 10 minutes.

On the afternoon of the preceding Friday, September 25, at 4:30 p. m. this same locomotive with eighteen express cars loaded with 5,432 packages of raw silk, weighing 757,311 pounds and valued at \$4,932,737 transferred over the dock from the trans-Pacific liner Koga Maru which docked that morning, left Seattle for a continuous run to St. Paul. Over the Cascades and the Rockies, across the

equalled. The *St. Paul Daily News* in its editorial columns says:

"In these days when airships appear to have monopolized the romance of travel little is heard of the more prosaic railroad engine which once spelt adventure to every one.

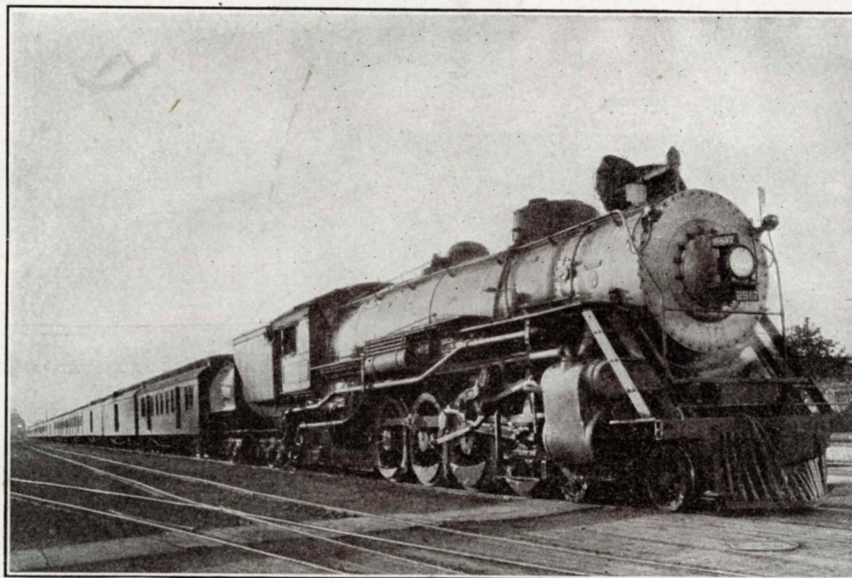
"Yet a record scarcely less impressive than that of around-the-world fliers has just been set up by a huge locomotive on the Great Northern Railway."

No. 2517 is an oil burner, and it was necessary to refuel at New Rockford, in coal burning territory. A tank car of oil was spotted at that point for the purpose, and the tender refilled from this car by siphoning in the short space of three minutes.

Twelve engineers handled the throttle each way; and as many firemen looked after the steam pressure. They were, in the order of the train's progress east from Seattle, and west from St. Paul:

East Bound

Enginemen: C. O. Foster, J. McLeran, W.



broad plains of Eastern Montana and North Dakota and the prairies of Minnesota without faltering, engine No. 2517 pulled this heavy train in the remarkable time of 52 hours, 35 minutes, arriving at St. Paul, Sunday, at 11:05 p. m.

One might imagine that this locomotive would be ready for overhauling and minor repairs at least, but after thorough inspection, it was found to be in perfect running order, and after a few hours' rest, which was not necessary, the 2517 started west on the long run back to Seattle with the 9 cars of the fast mail—the fastest transcontinental train in America. Here was a test well calculated to develop any latent weakness of design or construction the huge locomotive might have; but none developed; the iron horse with heavy trains traveled over the line from end to end, 1,783 miles east bound, at the rate of 33.9 miles per hour, and then with but a few hours rest at St. Paul and no mechanical attention, again traveled the route, 1,793 miles west bound, at the rate of 40.8 miles per hour. The total distance was 3,576 miles and the average rate of speed was 35.98 miles for the entire distance. It is a record that will not soon be

Boehme, N. Oster, J. Hamil, F. McDonald, E. Iverson, C. Graves, J. Hill, J. A. White, E. Peterson, J. Broberg.

Firemen: H. F. Ring, E. A. Wells, B. Lang, R. E. Soper, E. J. Thoreson, F. Chester, J. Richards, H. W. Stack, V. Irving, O. Nelson, C. Fletcher, M. F. Adams.

West Bound

Enginemen: J. Leary, O. Anderson, E. Nolan, H. Melcher, J. Crow, E. F. Burke, H. N. Prentiss, J. W. Goodell, C. Brawley, E. L. Smith, W. Young, A. B. Gairns.

Firemen: J. S. Findlan, C. L. Deissler, V. Volney, R. Thomas, O. Sollein, E. R. Bemis, R. J. Berry, A. Johnson, S. B. Darnall, M. Holzheimer, W. Horey, E. E. Smith.



Great Northern Semaphore



The mass meeting which voted to buy \$250,000 of Great Northern stock at par and at which \$100,000 was subscribed.

THE SCOBEY EXTENSION

Will Develop Rich Agricultural Country. New Line to Relieve Inland Region West of Scobey Well Under Way

THE GREAT NORTHERN is now constructing a fifty-mile extension of its Bainville-Scobey branch line to Opheim, Montana.

This is the first new line to be built by the Great Northern since 1916, and it will probably be of interest to review the circumstances which have brought about the extension at this time.

The part of this branch from Bainville to Plentywood was built in 1910; and the part from Plentywood to Scobey in 1913. A survey west of Scobey for some twelve miles was made in 1912 and a reconnaissance was made some sixty or seventy miles further west. From this survey and reconnaissance and later explorations, it was well known that there was a great area of very good agricultural country extending west from the Poplar River to the breaks of Rock Creek some sixty-five miles west of Scobey, and of a width of from 25 to 40 miles from the northerly part of the old Fort Peck Indian Reservation to the Canadian Boundary.

The district is mostly made up of great areas of comparatively flat benches of excellent black soil, quite free from boulders, and on which there is a heavy growth of grass each year. The region was settled up quite rapidly from 1910 to 1915 by all classes of settlers, varying from really good farmers who desired to make permanent homes there, to those who knew nothing about farming and had no intention of remaining permanently in the country.

In 1915 the Great Northern located a branch line starting from the main line at Poplar, running up Poplar River

and West Fork valleys and Spring Creek, and reaching the Glentana and Opheim benches by a line some ninety miles in length, with very favorable grades on account of being altogether in the valleys, with no grade against east bound trains. At about the same time the Soo Line surveyed an extension of its branch line, terminating at White Tail, running nearly due west through the Glentana and Opheim districts and further west a considerable distance.

These surveys gave the settlers and residents of the inland towns of Glentana and Opheim great hopes for the early advent of a railroad that would give them a short haul and easy communication with the outside world. The following years, however, were altogether unfavorable for any new railroad construction. The World War, the government operation of the railroads and the poor earnings generally of the northwestern lines made the construction of any new mileage entirely out of the question.

The result was that, following the peak of prosperity for that district in the years 1914 and 1915, many of the settlers gave up their holdings and left the country, especially those who were not real farmers and had no intention of remaining there permanently.

The towns of Glentana and Opheim, which were flourishing in 1915 with many business houses in each, gradually went backward; many of the business houses closed and a large number of the people left. Those who remained were generally the better farmers and business men who had faith in the ultimate outcome, but they were working

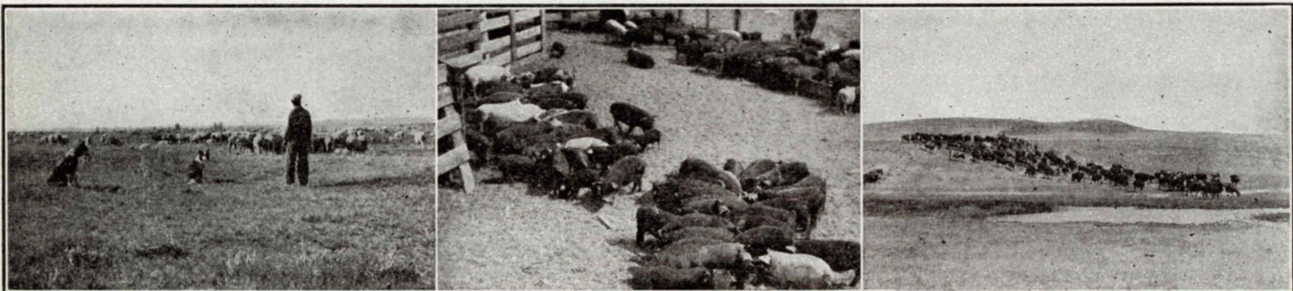
under too great a handicap, with a haul of from fifty to seventy-five miles to the nearest railroad point.

The situation was such that those who remained in the country saw clearly that, unless they could get an extension of either the Soo or Great Northern, the rest of them would have to go, and the district would revert to its former status of a stock grazing country only.

In 1918 a railroad committee was formed by the settlers and business men of the Glentana and Opheim districts, with a view of collectively making every possible effort to secure the needed railroad. This committee did its best to interest the Federal government and the two railways as to the region's necessities. The Federal government would not act, and while both the Soo and the Great Northern were well disposed and realized that the district was urgently in need of a railroad, and in fact was bound to go backward unless it was built, means could not be found under the existing conditions to do anything.

During the winter of 1924 and 1925 renewed efforts were made with both the Soo and Great Northern to build. At a meeting between J. V. Bennett, one of the large farmers of the district, and President Budd early last spring, the suggestion was made that the farmers and business men there might be able and willing to subscribe for a considerable amount of Great Northern stock at par to help finance the project, if the company could see its way clear to build to Opheim promptly.

After giving the matter careful consideration, it was decided to follow up



The railroad will bring these cheaply and quickly to market

this idea, and Vice President Gilman was asked to visit the district, study the conditions, and if he thought best, to make a proposition to the people there as to what the company might do.

After spending three days driving some 500 miles over various parts of the country from Scobey to ten miles west of Opheim, Mr. Gilman stated to a mass meeting of about 500 people held at Opheim May 16, 1925, that the company would build from Scobey to Opheim and have the line ready for operation by October 1, 1926, provided subscriptions for not less than \$250,000 of Great Northern stock at par were made by the residents interested in having the extension, and provided also that the right-of-way would be donated. This proposition was received with great favor. Subscriptions of over \$100,000 were made that day, and within thirty days the subscriptions amounted to more than \$300,000.

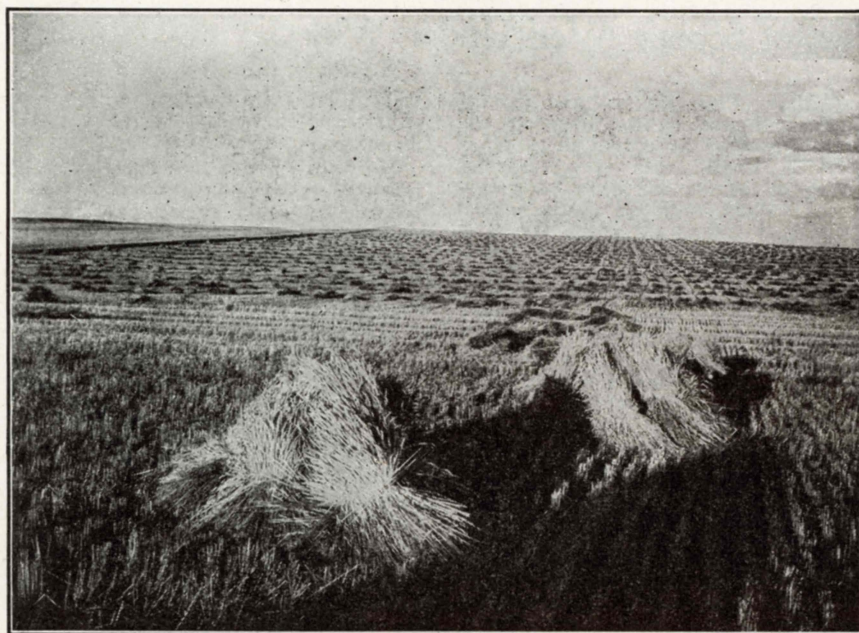
While this amount was less than one-fourth of the full cost of the extension,

and bridging were asked, contract let to Grant Smith & Company, and grading started July 27. Grading and bridging have progressed so that track is now being laid, with the expectation of completing twenty miles to Peerless during the early part of November.

Townsites were laid out at Peerless, Glentana and Opheim early in September and several buildings, including stores and a grain elevator, are now under construction at Peerless, material for these structures having been hauled out by motor trucks from Scobey.

The laying of track to Peerless, putting in grain elevators and establishing business houses of various kinds there will shorten the haul materially for all of the settlers from that point west. Completion of the line early next season to Opheim, will more than comply with the promise of the company, and will give the entire district the railroad facilities necessary for its rapid development.

Many new settlers are already coming



Every kernel cries for the railroad

it was the first instance within ten years of any part of the company's capital requirements being met by the sale of new stock; and this, together with the fine spirit of co-operation displayed, caused the company to decide to proceed at once.

It was decided to build from Scobey west rather than from Poplar northwest, because the best parts of the district would be served in that way, and the cost of operation of one branch line 150 miles long would be less than of two of about 100 miles each, even though the Scobey-Opheim line had a much greater amount of rise and fall, due to cutting across the valleys and ridges, than the Poplar northwest line which followed the valley throughout.

Application was accordingly made at once by the company to the Interstate Commerce Commission for the necessary authority to finance and build this extension, which authority was received in July.

During the latter part of May an engineering party started to locate the line; the railroad committee began securing right-of-way as fast as the line was definitely located; bids for grading

in to again occupy the land that was vacated a few years ago, or to buy some of the state school land which is now on the market at reasonable prices.

Attention!

Artists and Photographers

WE WANT SUGGESTIONS for a New Year's front cover and we want it badly enough to pay ten dollars (\$10) for a sketch or photograph that suits us, sent to us by any employee of the system.

We want to have worked out, in an original way, the old idea of the old year passing and the new year coming in, bringing in the railroad in some manner. Get your grey matter working and see what you can do by December 10 (nothing looked at after that date).

This is not a competition—there are no judges except the editors, but if we get what we want, ten dollars go to the one who sends it in, and the name of the successful contributor will appear upon the cover.

What They Say of Our Railroad

Forwarded by J. Hesse, district superintendent, Pullman Company, quoted from letter of Mrs. T. E. Snyder, Evanston, Ill.:

"My husband, my little boy and I have just finished a trip from Minneapolis to Seattle on the Oriental Limited in the car named the 'Great Spirit.' It was a very beautiful and artistic car and we enjoyed the good eats and smooth riding.

"However, I think the outstanding pleasure of the trip was the never failing cheerfulness of the porter, C. W. Harrison, and the efficiency of the steward and his waiters. Harrison was surely a joy to ourselves and to our little boy—so pleasant about everything the whole long trip. He seems to us a very valuable servant and you are to be congratulated upon the high quality of the helpers with whom we came in contact."

A letter from Lin H. Hadley, congressman from Washington State, to R. M. Smith, city passenger agent at Bellingham, Wash.:

"On our recent return from Bellingham to Washington, D. C., Mrs. Hadley and I had a very pleasant trip on the new 'Oriental Limited' from Seattle to Chicago.

"Its splendid equipment and conveniences are certainly unsurpassed.

"I wish to thank you for your considerate attention to details which contributed much to the comfort and pleasure of the journey."

This voluntary tribute was addressed to "The Traffic Department":

"I think it is due the employees with whom I have come in contact and those superiors and assistants who have established the regulations governing the service of the Great Northern Railway, to express my appreciation of the service which Mrs. Lessing, my son and myself received while en route from Leavenworth to Chicago and return, both times on No. 1. And not only the courtesy shown us, but that which was universally extended to all other people whom we had occasion to see. Every one spoke highly of the train and its employees.

"I am glad to be of what little service I can to a company earnestly endeavoring to accomplish what I believe the Great Northern is, knowing full well they have their discouragements.

"Yours most sincerely,
"ALBERT LESSING, M. D.,
"Cascade Sanitarium,
"Leavenworth, Wash."

From letter written by J. L. Tracey, agent, Fergus Falls, Minn.:

"W. B. Windsor and D. A. Tennant and their families returned from Florida a few days ago, and after making a stop in Minneapolis, used our Oriental Limited from there to Fergus Falls.

"Both of these gentlemen tell me that our train was far ahead of any they had used on their entire trip, both as to equipment and service.

"In talking with Mrs. Windsor today, would say that she verifies the statement of the gentlemen.

"I might say that their trip to Florida was made both ways on some of the trains advertised to be the best in the country."

Great Northern Semaphore

Chinese Students Travel

Eastward to American Universities via the Great Northern Railway

ADMIRAL ORIENTAL LINE S. S. "President Jackson," docking at Seattle, September 1, brought to the United States 125 Chinese young men and women who are to enter colleges and universities in the United States.

This party of Chinese consisted of two groups—one the so-called government student party composed of students from the Tsing Hua College of Peking, China. Their expenses are being paid by the United States Government out of an indemnity fund from the government of China on account of the Boxer uprising. The entire amount of this fund is being used for the education of Chinese and none of it is retained by the United States. The other group consists of so-called private students who are the children of Chinese parents of sufficient means to be able to send them to America to complete their education.

Tsing Hua College students were selected after competitive examinations, and both bodies represent the pick of Chinese students who are coming here with the equivalent of at least a high school education and in many cases the freshman year in American colleges and universities. All of these students, although practically none of them has ever been in the United States before, speak excellent English; most of them are well versed in French, and in some cases have a fair working knowledge of German, Spanish and Italian. Practically all of them received their elementary education in missionary schools in the Orient. Except for their Chinese features it would have been difficult to distinguish them from any group of American young men and women. They all wear American dress and seem entirely familiar with American customs.

These students are coming to the United States to complete their collegiate education and become lawyers, physicians and surgeons, engineers, newspaper men, bankers, educators, merchants, and in short to fit themselves to become leaders in the various professions and business industries. Some of them even are fitting themselves to enter the diplomatic service of their native country. Among these young men and young women will be found the leaders of the new China in years to come. These students are as representative of China as are American students who complete their higher education in English universities under the Rhodes Award representative of America.

Four students will enroll in the University of Minnesota, others will be assigned to the universities of Wisconsin, Michigan, Illinois, Chicago, Northwestern, Purdue, Harvard, Yale, Princeton, Cornell, Johns Hopkins, Bryn Mawr, and some of the sectarian and smaller colleges in the South and East.

The party was handled by special train leaving Seattle September 5; stops being made en route at Wenatchee, Spokane and Glacier National Park where members of the Blackfeet Indian tribe put on an old fashioned pow-wow in honor of their visitors from the Orient.

From St. Paul, the students moved by special train over the Burlington to Chicago where the party disbanded and

each student proceeded independently to the institution to which he is assigned.

The special train was accompanied from Seattle to Chicago by C. W. Meldrum, assistant general passenger agent; from Glacier Park to St. Paul by F. T. Holmes, assistant general passenger agent. A. J. Dickinson, passenger traffic manager, met the party en route September 8 and traveled with it into St. Paul.

All of the students were loud in their praise of Glacier National Park, the Great Northern's scenery and service, and were particularly enthusiastic over the reasonable prices and excellent quality of meals served in Great Northern dining cars.

The Chinese student movement began in earnest in 1913. As a result of the Boxer uprising the Powers levied indemnity against China. The United States

to our country so that they are admitted to our universities as juniors.

Tsing Hua is now practically self-sustaining. The Boxer Indemnity Fund will run out in about 1945. By that time Tsing Hua College will be a great university ready to stand on its own feet and educate the students to full capacity.

Naturally other colleges and universities of China followed the lead of Tsing Hua, and now from all over China so-called "private students," are being sent to American universities. Some of these private students are endowed by provincial governments and some come on their own.

In spite of all the criticisms leveled against the Chinese students and their activities in China, all right thinking people, unprejudiced by the dictates of profits and purely commercial dealings, appreciate the fact that these students are bringing a new thought and purpose and a new interest to China. The students are the agitators of China today.

Those who have faith in China's future realize that before solidarity can be secured, interest in governmental affairs on the part of the Chinese must be awakened. This the students are doing.



President Budd and Students at Seattle

was one of these Powers. When Roosevelt became president, his strong sense of justice rebelled at the size of the indemnity. He not only reduced our portion of the demanded indemnity to actual losses but returned one-half of what the United States Government considered the amount of our damages. He made the recommendation to the Chinese government that the returned portion should be used to send Chinese students to American universities. The empress dowager was then still on the throne. Roosevelt's recommendation received her enthusiastic agreement, and the first group of students was sent in accord with his idea. Since then, practically one hundred students have been sent each year to our American universities as a result of this so-called "Boxer Indemnity Fund."

As a further consequence of this gracious act, the Chinese planned a school where these students would be specially prepared. This school is now Tsing Hua College, located a few miles from Peking. It prepares the students coming

Those who have faith in China, do not for an instant believe that the Chinese students' leadership should be absolutely followed, but they do feel that if China's life is to be harmonized with that of the western world, her people first must be awakened to what modern conditions are in our western civilization.

Before China can transform her present day conditions to match in any way with western world conditions, her people must gain a sympathetic interest in their government. Her people must be educated. Her people must be ready to organize according to the commercial standards existing in the western world. There must be a beginning of the march toward this end. The students are making this beginning.

The student movement of China may be likened to the mission of John the Baptist crying in the wilderness. Like any movement, whether in China, America, or any country in the world that seeks to change conditions, it is being opposed and misunderstood.

(continued on Page 23)

A GREAT NORTHERN HOLLYWOOD

James Oliver Curwood's Gripping Romance of the Big Woods, "The Ancient Highway," with Jack Holt and Billie Dove for Co-stars Filmed by Famous Players-Lasky Corporation ("Paramount" Pictures) along the Great Northern Railway in the Cascade Mountains

ONE OF THE GREATEST motion picture producing organizations in the world, the Famous Players-Lasky Corporation, producers of "Paramount" pictures, has at last discovered the Great Northern Railway and the incomparable scenic beauty of the region it traverses in the cascades of Washington. For the past two months, Director Irvan Willat of that company, with Jack Holt and Billie Dove, co-stars, and a company of upwards of sixty people, have been "on location" at Lake Wenatchee and in the Tumwater Canyon of the Wenatchee River along which the Oriental Limited flashes on its daily run to and from the great cities of the Pacific Northwest.

All the outdoor scenes of James Oliver Curwood's "best seller," "The Ancient Highway," a colorful romance of the timber forests, were filmed along a fifty-mile stretch of the Wenatchee River, Lake Wenatchee, and on the numerous tributary streams flowing into them.

The people of Leavenworth, Cashmere and Wenatchee were treated to a succession of real thrills during the making of the picture, which called for some daring exploits on the part of Jack Holt and Billie Dove. These two spent nine and three-quarters hours in the icy water of the Wenatchee River in two days during which the "big" scenes of the picture were photographed. Considerable anxiety was felt at one time for the safety of beautiful and charming Billie Dove who fell under the logs while making a perilous dash across a log drive rushing down a particularly rough stretch of swift water to rescue her lover of the film story. This created a real scare not intended for publicity purposes. Six loggers of the Great Northern Lumber Company went into the river after her, but Miss Dove finally extricated herself without assistance.

A large number of local people were engaged for some of the scenes. The

logging crews of the Great Northern Lumber Company and the Rider Lumber Company staged a realistic fight in the woods under the direction of Irvan Willat. Reports from the studio at Hollywood hint that this fight contains more than the ordinary amount of thrills for the movie fan, due in part to the fact

iarize themselves with the attractions of travel on the Oriental Limited, as the photographs reproduced herein show. Jack Holt donned an engineer's garb and piloted the westbound Oriental Limited up the east slope of the Cascades. Our own engineer, L. E. Grant, directed Jack in this brief experience as a Great North-



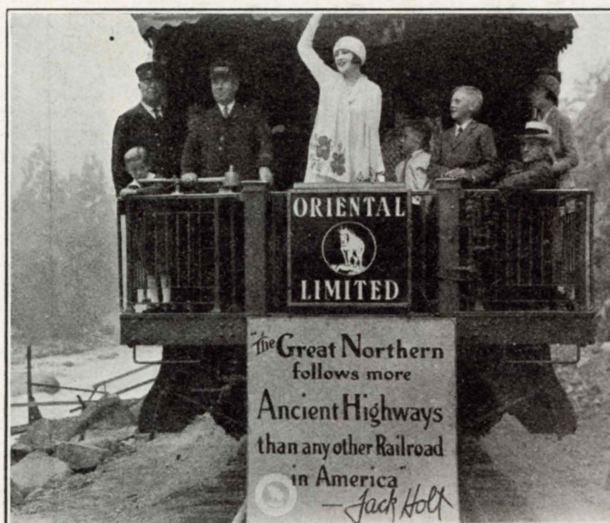
A Tense Moment—Log Jam Scene

that a few of the participants, not regular motion picture actors, found in this "movie" fight an opportunity to lawfully settle some long standing grudges.

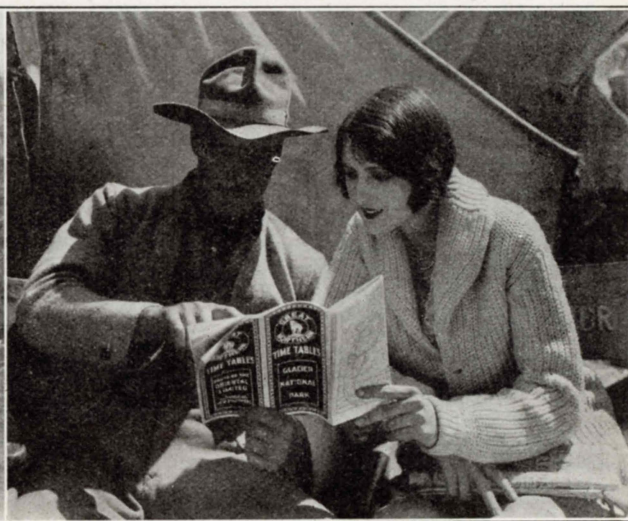
Between scenes Jack Holt and Billie Dove had several opportunities to famil-

ern operating man. The entire company traveled on the Oriental Limited on its return to Hollywood and the members were lavish in their praises of the service.

Director Irvan Willat said the climatic and light conditions along the Great



Billie Dove on the Observation Platform



Jack Holt and Billie Study Our Time Table

Northern Railway in Washington are ideal for motion picture purposes, and the variety and beauty of scenery available between Seattle and Spokane afford almost any type of setting any motion picture director could desire.

The Famous Players-Lasky Corporation is planning to film other stories along the Great Northern.

THE ANCIENT HIGHWAY, by James Oliver Curwood, New York: Cosmopolitan Book Corporation. \$2.00

AFTER READING one of Mr. Curwood's books you have to lay aside your prejudices, your preconceived ideas of what a novel should be, and admit that he knows how to tell a mighty clever story. He is a past master in the art of assembling all of the ingredients that go to make up such a story. In his latest novel he gathered them all within the confines of the book's covers. Love, beautiful women, manly men, good stiff fights, romance, a hint of forgotten heroes of other days, characterizations, a bit of the business world, and good old fashioned melodrama. When you add to these, a lovable and pathetic boy, much abused, and his dog, Bim, what more could you ask?

He has deftly placed these characters and their working materials in eastern Canada, the land of early romance and adventure, and with his swift and sure touches has built up a story that cannot fail to interest you from beginning to end.

Clifton Brant comes back to his old home, after years of wandering about the world, following the war, only to find his old home in ruins. He does find, however, a stray dog and a stray boy of twelve, both of which he adopts. At that time only one real object in life claims his attention—the destruction of the man who had ruined his father, and who thought he had killed Brant. His revenge consisted in humiliating his enemy, and while this is taking place, love comes in the door and, well, you know what happens when that big event occurs. From that point onward, the story moves with great rapidity, most of it taking place in the open country or in the quaint homes that still remain in New France.

In the happenings of the next three hundred pages, many interesting people move about. The lady of the story, Antoinette St. Ives, proves as winsome and

delightful a young woman as you could wish for a hero's sweetheart. Her brother, Gaspard, is a real character, clear-cut and clever. Friar Alphonse moves through the pages, a ghostly figure, loving in vain at the end, but furnishing a logical conclusion to the story. There are many other minor characters that are delightful to meet, and all have their appointed task to do in the unfolding of the story.

A Curwood story would not be complete without its big dash of melodrama and in *The Ancient Highway* this is supplied by the log-jam, in which Clifton and Antoinette battle for their lives when it is dynamited. Mr. Curwood is able to write these scenes with a deftness and a cleverness that makes them seem very real to you in the reading,

Sept. 10, 1925.

Mr. J. A. Blair,
Supt. Dining Car Service,
Great Northern Railway,
St. Paul, Minn.

My dear Mr. Blair:-

During the making of "The Ancient Highway" for Paramount, Mr. Willat, our director, had us do a lot of traveling thru Washington and Oregon, and it was a great pleasure for us to be able to climb on the train, tired from our work and be served so courteously in such delightful dining cars as you supply on your road.

Appreciatively,

Billie Dove.
Billie Dove.

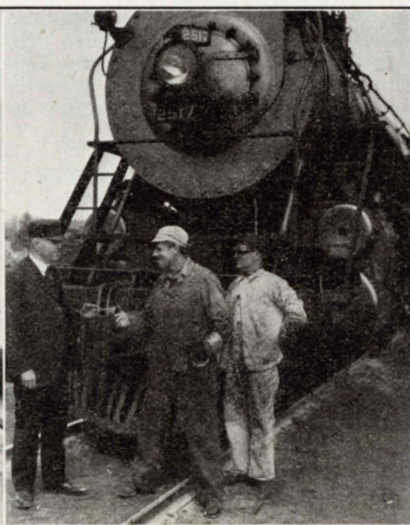
A Letter from Billie Dove

and you must be a hardened novel reader indeed if you can read this particular portion of the story without getting a real thrill out of it.

Interwoven throughout the story is a golden thread of early days in eastern Canada and the romance that was theirs. This is never obtrusive but forms a misty background for many of the characters, for many of the things they do. There is no portion of North America so rich in early romance as this section, and Mr. Curwood has caught the spirit of those days and very simply, but sincerely, transferred their atmosphere to the pages of his book.

An interesting, clean, clever story, with love and action aplenty to hold your attention to the last page.

C. H. TREMBLY.



Billie at Breakfast on the Oriental "Engineer" Jack Holt After the Run Jack Gives a New Recipe for Muffins



"Good Bye" 20 Years Ago

DALE STREET SHOPS were the scene of a gala time twenty years ago when employees there bade adieu to W. G. Tubby, who was then general storekeeper for the Great Northern. Mr. Tubby was leaving the service to become director of purchases and supplies for the Panama Canal Zone under John F. Stevens, who was chief engineer. Mr. Tubby is now connected with the Union Oil Company of California.

In the picture Mr. Tubby is the man with the derby and black four-in-hand tie next to the two young ladies in white shirtwaists. On Mr. Tubby's right and second from him is C. A. Affleck, who was then storekeeper at Jackson Street and since retired. It is through his courtesy that we secured the picture. In the

center of the second row from the bottom just below the young ladies is F. A. Bushnell, purchasing agent for the company, who was Mr. Tubby's chief clerk and his successor as general storekeeper.

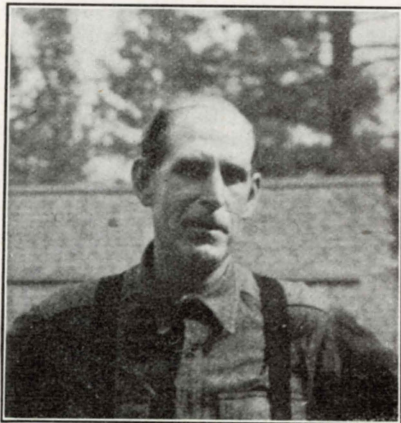
On the Gate

A party of friends had been dining out. One of the number had taken more wine than was good for him, so one of the others undertook to see him home.

When they arrived at the street in which the inebriated one lived his friend said to him:

"I say, old chap, what's the number of your house?"

"Don't be a bally fool and arsk silly questions," said the other; "it'sh on the gate."—*Edinburgh Weekly Scotsman.*



Meet Mayor Gossweiler

Head of City Government of Troy, Montana, is Great Northern Roundhouse Foreman

A RECENT ARTICLE in the SEMAPHORE relative to the mayor of South Sioux City, brings to us information that M. F. (Mike) Gossweiler, roundhouse foreman for the Great Northern at Troy, Montana, is also mayor of that community. Editor J. B. Farris of the *Troy Tribune* writes us that Mayor Gossweiler has proved to be an efficient and satisfactory official for four years, during which time one of the best gravity water systems to be found in the West has been estab-

lished, three special improvement districts have been created for the purpose of constructing cement walks, and the matter of a sewer system is under consideration for early decision.

Other railroaders on the council include W. M. Buckley, storekeeper; W. H. Law, acting yardmaster, and E. B. Shand, car inspector. In connection with the school administration, W. H. Partridge, car foreman, is chairman of the board and V. A. Sather, Great Northern agent, is clerk.

It looks very much as if Troy, Montana, is being well managed by those who "know how to do the job" and this, together with railroad improvements now under way there, seems certain to insure steady growth in numbers and prosperity for the city.

G. N. Breaks Fruit Movement Mark

THE HEAVY MOVEMENT of Washington fruit through Spokane over the Great Northern is shown by figures given out through the office of J. M. Doyle, superintendent of the Spokane Division. The road to date has moved 2,000 more cars of Washington fruit this year than for a corresponding date in 1924. The total movement for the season is 6,170 cars of which 1,244 were soft fruits. The remainder were apples. 270 cars of apples were loaded in one day, enough to make five fruit trains.

(Continued on Page 19)

Attractive Surroundings

THE PRACTICE which has prevailed in connection with quite a number of Great Northern stations of beautifying the grounds, is rapidly spreading to shops, stores and other properties. On the opposite page are pictures of several attractive environments created and maintained by employees.

A most agreeable sight is the splendid bed of cosmos at Superior Shops and another view is from southwest corner of the locomotive shop. Under the leadership of Superintendent A. C. Rinker with many enthusiastic assistants (of whom Watchman Rehl is by no means the least) they promise to produce a really wonderful layout next year. "Look out, Dale Street," they say.

Section Foreman Eric Sandberg at Conrad, Montana, shows an old fashioned garden adjacent to the section house, where he is in charge, that really looks as if it might be near the ameliorating influence of the Japan Stream. It shows what can be done even where a good part of the year is skiing weather.

General Storekeeper Hayes sent us the picture of Minneapolis Junction where they are getting well started at gardening also. Those in the picture from left to right are C. Johnson, P. S. Horvereid, Jos. Bock, and R. A. Howard, employees of the office there.

At Devils Lake, G. B. Hoult, district storekeeper, tells us that 1925 is their first year in co-operating with Mr. Dishmaker, but the beautiful bed around the flagpole proves that they are in earnest and are getting results. Mr. Treacy and the employees in the mechanical department took the lead, he writes, in this work, and the fellows in the store department are landscaping other parts of the grounds there. "It goes to show," says Mr. Hoult, "how with a little effort this barren spot, formerly nothing but a cinder heap, can be transformed into 'a thing of beauty and joy' to the eye."

At the bottom of the page is a panorama view of the grounds around the pump house and roundhouse at Appleyard, Washington. The ivy seen growing on the power house is only a few months old but "by next year it is expected will cover the entire building," writes F. B. Slavin, locomotive foreman, who is one of the leaders in the beautification movement in the "World's Apple Capital."

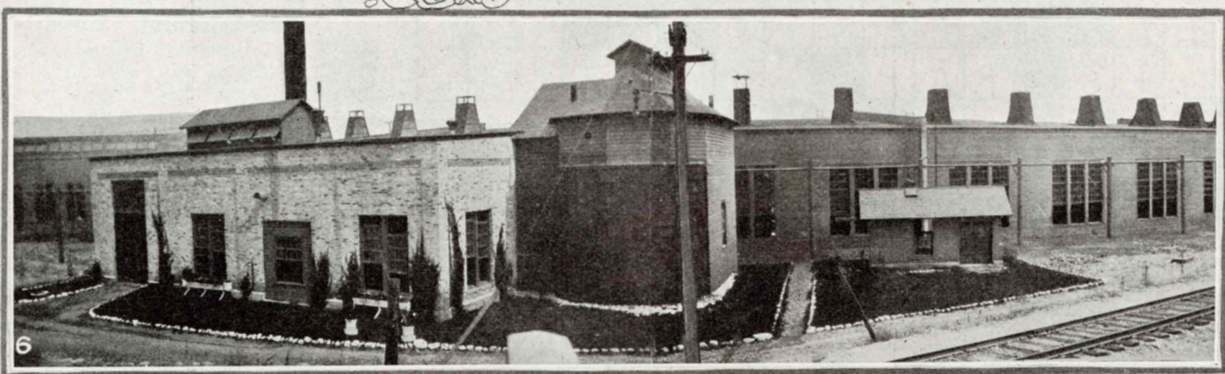
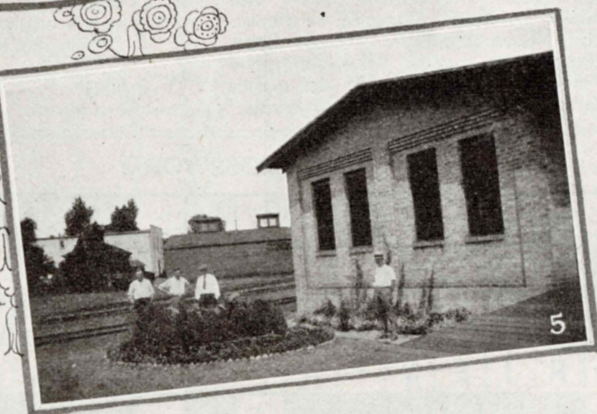
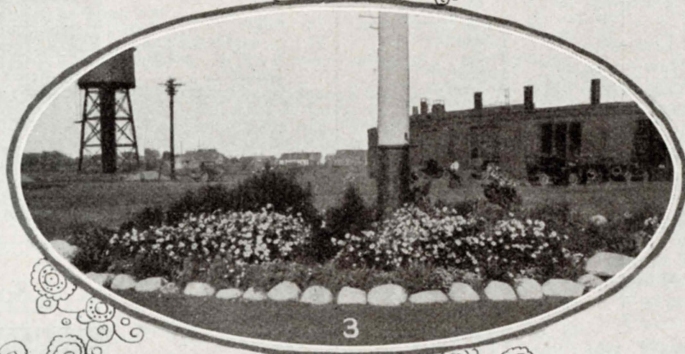
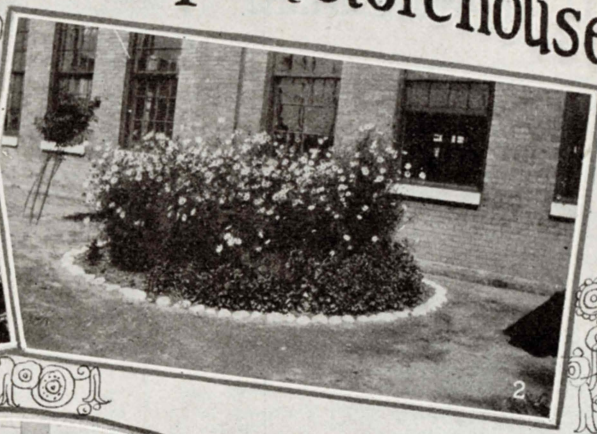
The vines were presented to them by Mr. Budd. The work was done with no expense to the company, shop and storehouse men co-operated splendidly to turn the sand and gravel into a strip of gardens and shrubbery of which they have a right to be very proud and undoubtedly are. Mr. Slavin says they expect to add a little lawn here and shrubbery there until they have a complete park and that those who come out to see it will realize how easy it is to have pleasant surroundings for the shops and roundhouses.

Glad to Meet You

A well printed, newsy little monthly which recently reached us, is the "*Jim Hill-O-Gram*," published by the Wenatchee District Co-operative Association. More power to every agency which will bring to more lucky palates the apples of Wenatchee!

Great Northern Semaphore

Beautifying Station, Shop *and* Storehouse



1—Station at Conrad, Montana; 2—A beautiful bed at Superior Shops; 3—Decorations around flagpole at Devils Lake Shops; 4—General view at Superior Shops; 5—A pleasing effect at Minneapolis Junction Storehouse; 6—Landscaping at terminal yards at Appleyard, Washington.

PUZZLE COLUMN

I NTEREST IN THE puzzle page has fallen off to such an extent that we have decided to discontinue it after the December issue. The crossword puzzles are the only ones receiving any answers, and these are so few that we are forced to conclude our readers no longer care for them. This decline in interest in the crossword puzzle seems to be the common experience of publications generally over the country.

It is the editor's job to sense the desires of our readers, and though we may fail in our diagnosis at times, we have no hesitancy in saying that we have realized here what they don't want—or at least want no longer.

We know that there are a few who will regret this decision—a few who have felt as we do that the crossword puzzle is of positive educational value as well as amusing; but with the majority lacking interest, it is far better that the space be devoted to other material.

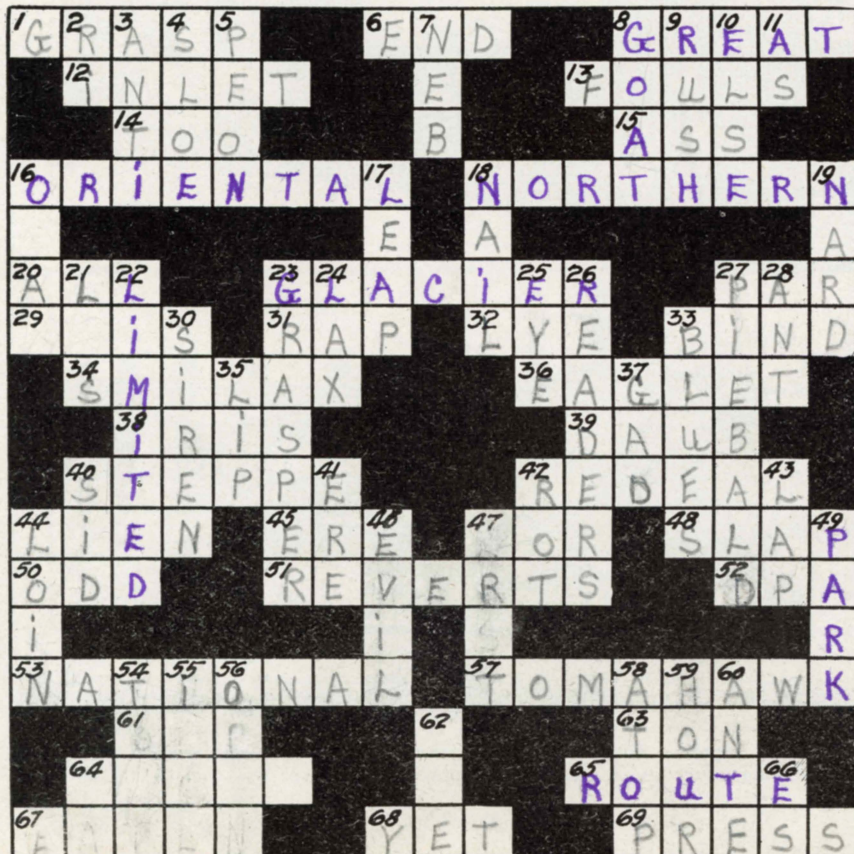
The solution of the December crossword puzzle will appear in the January issue. Those wishing to send in solutions should do so before December 20 instead of waiting two months as hitherto.

This month's crossword puzzle was originated by H. F. Mangold of the accounting department of the Spokane, Portland and Seattle Railway, and very appropriately brings in the names of our railway and the "train of trains."

- KEY**
- Horizontal**
- 1—Seize
 - 6—Finish
 - 8—Large
 - 12—Passage into a bay
 - 13—Entangles
 - 14—Also
 - 15—Beast of burden
 - 16—Far Eastern
 - 19—In the north
 - 20—Everyone
 - 23—A mass of moving ice
 - 27—Face value
 - 29—Girl's name
 - 31—A quick blow
 - 32—Alkaline salt
 - 33—To tie
 - 34—A vine of the lily family
 - 36—A young eagle
 - 38—A flower
 - 39—Smear
 - 40—A vast uncultivated plain in Asia
 - 42—Distribute again
 - 44—Legal claim
 - 45—Before
 - 47—In place of
 - 48—To strike with open hand
 - 50—Queer
 - 51—Falls back
 - 52—Passenger agent for a district (abb.)
 - 53—Pertaining to a people
 - 57—Indian weapon
 - 61—A sphere
 - 63—A measure of weight
 - 64—Plunder
 - 65—Course
 - 67—Consumed
 - 68—Nevertheless
 - 69—Squeeze

- Vertical**
- 2—Eastern state (abb.)
 - 3—Prefix meaning against
 - 4—A fruit
 - 5—A laborer
 - 7—Nose
 - 8—An animal
 - 9—Violent motion
 - 10—Otherwise
 - 11—Comparable to
 - 16—Delivered by the month
 - 17—To spring
 - 18—A claw
 - 19—An aromatic oil
 - 21—A Spanish article
 - 22—Restricted
 - 23—One who seizes
 - 24—Loose
 - 25—To watch
 - 26—Those who peruse
 - 27—Of various colors
 - 28—An insect
 - 30—A fog horn—Beewitching
 - 33—Lowness of spirits
 - 35—Edge
 - 37—A punch
 - 40—Boy's name (abb.)
 - 41—Sooner than
 - 42—Decay
 - 43—What disappears when you stand up
 - 44—The lower part of the back
 - 46—Wicked
 - 47—To corrode
 - 49—A playground
 - 54—To drink to excess
 - 55—To press
 - 56—Decease
 - 58—On the highest part
 - 59—A period of time
 - 60—Prefix meaning before
 - 62—Contend
 - 64—Name of a railroad (abb.)
 - 66—A letter

CROSSWORD



KEY

Horizontal

September Solution
Hidden Cities: Saint Vincent; Red Wing.
Charade: Kidnap.
Transportation: Haste, hates.
Beheadment: Bear, ear.

Correction

O WING TO THE fact that the wrong solution was given in the last issue, we are publishing both the correct solution for August and the solution for September at this time.

Solution for September



Solution for August



Experimenting with Radio for Dispatching Trains

E XPERIMENTS TO determine the feasibility of using the radio for dispatching trains over the Rocky Mountains have been conducted by our telegraph department and by radio experts from New York.

The work was in charge of J. C. Rankine, superintendent of telegraph, who was assisted by some of his men, while an effort was made by the representatives of the radio concern to demonstrate the practicability of the plan.

For several days a compartment car, fitted with batteries, wireless equipment and antenna, was stationed at Glacier Park and communication was established with sets at Whitefish, and intermediate stations.

Experiments so far have shown that such auxiliary service probably is feasible even under the extremely bad conditions encountered in attempting radio communication in extremely rugged mountain territory, but there are various details which will have to be given further consideration and test.

Great Northern Semaphore

SAFETY FIRST

Gratifying Progress

IT IS VERY gratifying indeed to be able to report that we did not have an employee killed during the months of August and September. This is the first time since this department was organized (and probably in the history of the railroad) that we have operated for a period of two calendar months without a fatality to an employee.

Our record for the first nine months of this year shows a decrease of 13 per cent over the same period last year, which is a very commendable showing in view of the favorable record we made last year. The Dakota Division and Devils Lake Shops have the lowest ratio of accidents per million man hours worked of any on the system and are to be congratulated on the records they have made so far this year.

During the last week of September, I had the pleasure of attending the National Safety Council Congress at Cleveland, Ohio. It was a most successful meeting and inspiring to every one who had the privilege of attending. Special topics relating to railroad safety and practices offered at the session were: "The possibilities before us;" "What has Safety done for the shopmen;" "Switching and car cleaning in terminal yards;" "The Steam Railroad Section's contribution to Safety;" "The Foreman;" "The public's responsibility," and an address by W. G. Lee, president of the Brotherhood of Railroad Trainmen, on the benefits accruing to the railroad trainmen due to organized safety upon the American railroads. General topics, such as goggles, guarding machinery, safety conditions, safety committees, making reports of accidents, were discussed at a round table session where every one was invited to offer advice.

Copies of the minutes of this meeting will be forwarded to the chairmen of the various safety committees in the near future with instructions that they be noted to the various members of the committee to read.

C. L. LaFountaine,
General Safety Supervisor

Safety at St. Cloud

THE ST. CLOUD shops have gone on record in the line of "Safety First," not only by installing safety devices, but by placing neat looking danger signs at various points where doors open up onto walks and platforms where cars are switched back and forth.

Heretofore, there were only chains stretched across the doorways whenever any switching was done on tracks running past these doors at the shops.

The new signs are most conspicuous and will aid materially in preventing accidents.

Our accidents have reached the minimum stage, owing to the efficient efforts of our shop superintendent.

Locally speaking, the casualties caused by recklessness or reckless driving are very few, but let us look about us and we see what a startling number of deaths are caused each day by drivers who fail to "Stop, Look, and Listen" when coming to a railroad crossing. Fifty-two graves a day follow in the wake of the deadly automobile.

Most of these accidents happen when people drive too fast.

It is not the new driver, who is causing the trouble; but the old driver who becomes speedy and reckless. Taking chances and disregarding warning signs, he brings terrible consequences on highways and crossings.

The high speed is not only claiming many victims but has a tendency to affect our national temper. The high pressure driver must slow down or perish sooner or later.

JACOB HOHMAN,

(Member Safety Committee and
SEMAPHORE Staff).

Safety First

THREE PRINCIPAL features of Safety First are supervision, education and co-operation. Supervision to see that all rules pertaining to safe operation are lived up to. Education of new employees, not only by supervisory officials, but by older and experienced employees, in order that they may understand the dangers connected with their work, not only to themselves but to other employees and those entrusted to their care. Co-operation, whereby employees will make use of all appliances furnished for the safety of themselves and others, pay proper attention to the rules, also see that other employees do the same.

Exchange.

Safe and Sure

September Train Performance

ONE HUNDRED PER cent performance for being on time during September goes to the Willmar Division. A close race for second between Kalispell and Dakota divisions was won by the former; the figures being 97.3 and 97.1, respectively.

Divisions	Trains	Per Cent
Mesabi	120	92.5
St. Cloud	330	91.8
Willmar	90	100.0
Dakota	210	97.1
Minot	150	95.3
Montana	150	90.7
Kalispell	150	97.3
Spokane	150	93.3
Cascade	150	95.3
Total	330	88.5

A Sporting Chance

Flyers hit a landmark with difficulty, so the flying flivver will give pedestrians a sporting chance.—*New York Telegram.*

Among the Has-Beens

The man who's not inclined to wait At railroad crossings, meets his fate. Oh, give the engine time to pass, Lest you should join the hase-been class. —*Exchange.*

"The Dwarf Signal"

The examining car was expected and a number of railroad men were gathered together in the "Beanery" and were asking each other questions from the rule book to freshen their memory.

"What is a Dwarf Signal" asked the examiner pro tem.

A voice from the rear answered "Cub Galligher, on top of his train, twenty car lengths from the engine, with a cinder in his eye and his lantern out."



A Graphic Cartoon by S. A. Wilcox, Dale St., Showing the Two Principal Opponents of Safety First.

Meritorious Mention

WHEN WE FIRST thought of running our "Meritorious Service" column, we had particularly in mind matters of emergency, if we may so style them, discovery of broken rail or damaged equipment and the like. We have since found that meritorious service outside routine duty is often found in the exercise of foresight to avert loss or damage or accident. A case in point is the action of Brakeman Howard Babcock, Kalispell Division, who has been working as warehouseman at Belton, Montana, this last summer. Train 27 is due at Belton at 12:08 p. m. Since school opened, Mr. Babcock noticed the children coming from school just about the time the train is due. Some of the youngsters are very small, and, of course would not realize the danger. He spoke to the teacher, asking her to warn them. She asked if he had any suggestion as to how the safety of the children could be secured, and he advised that school be dismissed five or ten minutes before noon to give the children a chance to get across the tracks before train time. This is now being done and the teacher has warned the children not to loiter when crossing the tracks. Mr. Babcock's realization of the danger to the children and prompt action to remedy the situation is to be highly commended. It is quite possible that his action has saved some little life from being crushed out and a home from being stricken with grief.

Last summer Paddie Graham, the five-year old son of Pat Graham, the owner of the only hotel and home at Old Boundary, Washington, while walking with his father and mother discovered a rail with a piece cut out of it, about a mile from the station. He immediately called his father's attention to it, who ran south far enough to flag passenger train 260, which had a number of passengers bound for Nelson, B. C. The prompt action of the boy and his father prevented a disastrous wreck of a Great Northern train.

Brakeman Roy W. McDonald, while inspecting extra west 3334, September 13, 1925, at Skykomish, found a broken wheel.

R. W. Kennedy, operator at Delano, Minnesota, for discovering several poles sliding off when extra 3033 passed Delano, September 18, and phoning to Maple

Plain where the train was stopped and the matter taken care of before a possible accident occurred.

On September 11, while train No. 571 was backing in on the passing track at Delano, an old man, who was trespassing, suddenly stepped out a short distance back of the train, which was moving towards him. The man was evidently hard of hearing, as he did not hear the warning signals. Brakeman F. M. Rossiter, who was riding on the rear of the train, applied the air, but the distance was very short, and as the train could evidently not get stopped in time, Rossiter jumped off and ran ahead and pulled the old man off the track, narrowly averting an accident. But for Brakeman Rossiter's prompt action a serious injury would have resulted to this man.

On September 24, when extra 2009 East passed Berthold, North Dakota, I. J. Beale, brakeman on local way freight, noticed a broken arch bar and took immediate steps to stop the train. His prompt action in this case, no doubt saved an accident, which might have caused serious injury and considerable loss of property.

Rule Contest Extended

WHEN WE ANNOUNCED that the committee appointed to revise the book of rules had offered a prize of a week's trip to Glacier Park with transportation and all expenses paid, or \$75 cash, as the winner might elect, for the best revision of Rule 2 sent in by an employee, we were optimistic enough to believe that the committee would be swamped by the number sent in. Out of 30,000 employees, 42 were sufficiently interested to send in their ideas of a revised rule. The other 29,958 were too preoccupied or lacking in interest to compete.

It so happened that a member of the SEMAPHORE staff was interested and sent in what was unanimously adjudged the best revision. He was barred from receiving the prize—was ineligible because of being indirectly connected with the competition and being also in a way a writer by profession. None of the others received was available for use.

The committee wants very much to have some employee win the prize, and has decided, therefore, to extend the contest to December 15. It is further provided that those who have already submitted revisions may, if they wish, submit new ones. In fact the extended competition will be conducted as though being now inaugurated. Further, no contestant is limited to one rule, each of you may send in as many as you please, and they all will be considered.

The committee has asked that we make this announcement and in order to give the contestants a clear idea of what is wanted, to publish again the old rule, and beneath it the substitute rule submitted by the SEMAPHORE employee.

Try again, you intrepid 42. And you 29,958 who were asleep at the switch, wake up. Surely, if you can't use a trip to the Park, you can use \$75 to good advantage, if you should be the lucky winner. Besides, the committee needs a good rule and it's up to you to give them one.

The Present Rule

"The popularity of a railway depends, first, upon its efficiency as a transportation line; second, upon the reputation of its employees for the accuracy, dispatch and politeness with which they perform their duties to the shipping and traveling public.

"The interests of the railway and the public are identical and employees should under all circumstances be loyal to their employer and considerate and courteous to the patrons of the road.

"The company requires the observance of its rules in conducting its business and employees are expected to enforce them with tact and discretion."

The "Sample" Referred To

A railroad is successful only to the extent that it functions as a swift and dependable medium of transportation. It must be well built, adequately equipped and efficiently operated. Given these requirements, its popularity will depend on the attitude of the employee toward the public. His is the point of contact and it is through him that the character and efficiency of the entire organization will be judged. The measure of the traveler's or shipper's confidence in the railroad will be the extent to which he may rely on the employee's accuracy and dispatch and the spirit in which he performs his part in the service furnished.

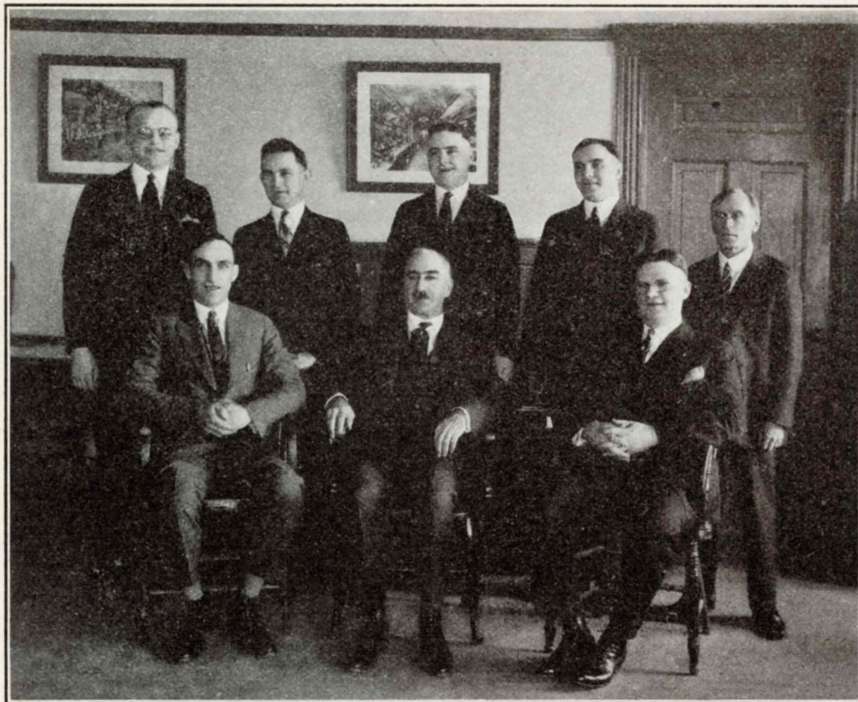
Every loyal employee's pride in and desire for the success of his railroad will find truest expression in the faithful observance of all rules which in experience and sound judgment have been formulated for his guidance. A fundamental rule or requirement is unfailing courtesy toward the public for they are our patrons, toward fellow employees, for thus will the harmonious co-ordination and efficiency of all departments be assured. Be kind; exercise patience; handle all business of the company not only as efficiently as you can, but with tact and consideration. So will you win from the traveling and shipping public a lasting and deserved preference and esteem.

See August issue, page 25, for general instructions.



Great Northern Surgeons' Convention, Glacier Park, June 25-26, 1925

Great Northern Semaphore



Helena Office When Mr. Wood Wrote Article

SITTING, LEFT TO RIGHT—R. V. MacKenzie, traveling freight agent; L. B. Woods, assistant general freight and passenger agent; J. F. Beckett, traveling passenger agent. STANDING, LEFT TO RIGHT—J. A. Krieg, stenographer and clerk; P. D. McRaven, operator and clerk; S. A. Garrity, general agent (visiting the office); J. B. Gerbereux, rate clerk; N. W. Couch, chief clerk.

Our Helena (Mont.) Office

THE OFFICE OF the assistant general freight and passenger agent, Helena, Montana, is a supervisory one, having traffic supervision over the following territory: in freight matters east of Rexford and west of Bainville, Montana; on livestock, the State of Montana, east of Rexford, including North Dakota, Williston and west, which takes in the Watford City and Scobey branches, with jurisdiction over general agencies at Butte, Helena, Great Falls and Billings, with a traveling freight agent at the latter point covering the states of Wyoming, Colorado and Utah, also a traveling freight and passenger agency at Lewistown, and with a traveling freight agent and a traveling passenger agent, who have headquarters at Great Falls, covering a territory of some 1,600 miles. Authority is also extended over passenger matters in the states of Montana, Wyoming, Utah and Colorado.

The office investigates propositions for changes or new rates requested by the public and maintains a complete file of freight and passenger tariffs as required by the Interstate Commerce Commission, this being the official point at which the tariffs are kept for the State of Montana. Warehouse applications are also handled as well as general complaints and inquiries.

The principal commodities shipped from points under this jurisdiction include coal, flour and mill products, forest products, grain, live stock, ore and concentrates, petroleum products, plaster and cement, smelter products, sugar beets, sugar and wool. Monthly and yearly reports covering these are compiled in this office.

The movement of these principal commodities, including competitive carloads received, amounted to 90,435 cars for the

year 1924, and the passenger earnings for the same year amounted to approximately two million dollars.

There is in this jurisdiction the largest concentrator and copper smelter in the United States located at Anaconda, the lead and silver smelter of the American Smelting & Refining Company located at East Helena, and a large copper refinery and zinc smelter located at Black Eagle, Montana.

In this territory is also included two oil fields, namely, the Cat Creek field, 60 miles east of Lewistown, and the Kevin-Sunburst field, located between Shelby and Sweet Grass on the Sweet Grass branch. These two oil fields produced in 1924 1,083,608 barrels of crude oil. In connection with these oil fields there are oil refineries located as follows: two at Lewistown, Montana, namely, the Arro Oil & Refining Company, and the Lewistown Oil & Refining Company, with a combined daily capacity of 7,100 barrels of crude oil. There are also numerous topping plants located throughout the state, including the Montana Giant Petroleum Company of Kevin, with a capacity of 6,000 barrels and two 250-barrel refineries at Kalispell. There were in operation at the end of 1924, 218 producing wells and 16 gas wells in the Kevin-Sunburst field.

In 1924 there were received at competitive points within the state 5,346 competitive carloads and there were forwarded 8,386 competitive carloads while we handled from the territory west of Bainville nearly 12,000 cars of grain. Live stock shipments show 5,909 carloads forwarded, while 26,254 cars were switched at Butte, mostly ore, and 5,510 carloads of smelter products forwarded from Black Eagle to local and competitive territory.

There is located at Billings, Montana, the largest sugar refinery in the United

States and there is in process of construction a sugar refinery at Chinook and another at Sidney, Montana, there being produced in the Milk River Valley and along the Billings Line 525 carloads of sugar beets in 1924, which went to the Great Western Sugar Company's refinery at Billings.

There was handled from coal mines 5,980 cars, while flour and mill products forwarded show a gross of 4,605 cars, more than the forest products produced in the state, which amounted to 2,823 carloads.

It will be noted from the above that Montana produces a varied list of commodities and furnishes a very interesting tonnage.

Our series of pictures and write-ups covering the personnel and activities of the several off-line offices has been conducted in the order of the population of the various cities in which they are located. Because of the recent death of Mr. L. B. Woods, assistant general freight and passenger agent at Helena, we are moved to publish, out of its order, the picture of Mr. Woods and others in the Helena office sent in to us by him recently, together with an account of the duties and activities of that office. This is Mr. Woods' own write-up and we wish to give it to our readers while his memory is still warm in the hearts of those who loved him both as a man and a traffic official.

—EDITOR.

A Fine Official Taken

FRIENDS AND relatives of Mr. L. B. Woods, assistant general freight and passenger agent of the Great Northern Railway at Helena, Montana, were shocked and grieved to learn of his recent sudden death at Great Falls. He suffered a stroke of apoplexy late in the afternoon and died before midnight.

Mr. Woods was born at Waverly, Iowa, May 5, 1872. He began railroad-ing in 1888 in an humble position with the Iowa Central. He gradually drifted West and by gradual stages progressed to the position of station agent for the Union Pacific at Green River, Wyoming. He left that position to accept employment with the Great Northern in 1888, as station agent at Belt, and that same year was promoted to cashiership at the freight office in Helena. In 1902 he was transferred to Butte as chief clerk to the assistant general freight and passenger agent. He came back to Helena with the removal of that office in 1906, and in 1909 was promoted to the position of general agent at Butte. In 1919 he was appointed to the position he occupied at the time of his decease.

He was recognized as a railroad traffic man of great ability and was held in high regard by officials and employees who knew him, and by all shippers in his territory. In his quiet way, he was a very companionable man. He was efficient and loyal in his railroad work, home loving and a citizen of the highest type.

Mr. Woods is survived by his widow and one son, and a brother, G. W. Woods, at Belle Plaine, Iowa. He was a brother of the late Judge Woods of Wallace, Idaho, who occupied the Shoshone County district bench for many years and presided at the historic trials of Moyer, Pettibone and others growing out of the Coeur d'Alene riots.

Mr. Woods was a Mason, a Knight Templar, an Elk, and a member of the Helena Rotary Club, and the Veterans' Association of the Great Northern Railway. His funeral services were conducted by Helena Commandery No. 2, Knights Templar.

For the Health of Your Children

Infantile Paralysis (Poliomyelitis)

By *WALTER R. RAMSEY, M. D.*

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

IT IS INTERESTING to contemplate what there is about certain diseases which produces such extreme terror even at the simple mention of their names. The mental processes involved are undoubtedly not unlike those in our attitude toward snakes. It is improbable that more than a fraction of one per cent of the many varieties of snakes are venomous and yet, I venture to say that one can hardly find a man, woman or child who can pass a snake or even think about one without a shudder.

Infantile paralysis or poliomyelitis may be described as a "snake disease" toward which humanity generally has a special dread. What is this dread disease? From whence does it come? How can it be prevented? Can it be cured? And how? In short, just how much does science really know about infantile paralysis?

First of all, "infantile paralysis" is not a good name for the disease, as quite as many or even more older children than infants are affected. Then too, there are several other diseases besides this one from which infants and children acquire paralysis. The technical term poliomyelitis, which means an inflammation of certain portions of the spinal cord, would be better.

Infantile paralysis has been known in this country and in Europe for a long time but so far as we know, it never occurred in epidemics until the last part of the nineteenth and the early part of the twentieth century. The first widespread epidemics of which we have any definite record occurred in Norway and in Sweden between the years of 1899 and 1905. The first reports of value made by scientists of note were made by Professor Heine and Madine, both Scandinavians. In 1908, I spent a year in special study in Berlin and Vienna and at that time a serious epidemic of infantile paralysis was raging in Sweden and northeastern Germany.

Dr. Ivar Wickman, in the scientific institute at Stockholm, made a careful study of over one thousand cases of infantile paralysis and published the report in the German Journal of Diseases of Children. It was through this report that I had an opportunity to study this disease in detail.

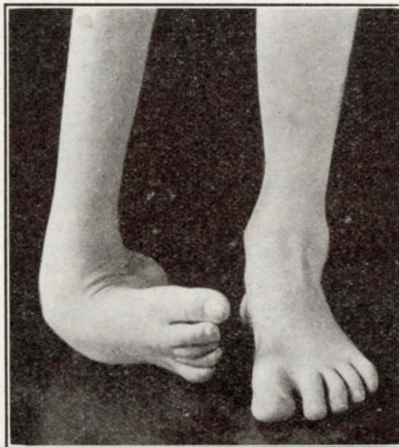
In 1909, a rather extensive epidemic started in Minnesota and other northwestern states. At that time I saw many cases in consultation, many of them in the smaller towns and on the farms. I was not surprised to find that the people in general knew nothing about the disease and the medical profession itself, very little, since there never had been an epidemic of infantile paralysis as long as the oldest practitioner could remember.

In association with the late Dr. Sneve of Saint Paul, I translated from the Scandinavian and from the German leading articles on the subject; these were published and many thousands of reprints sent to the medical profession throughout our northwestern states.

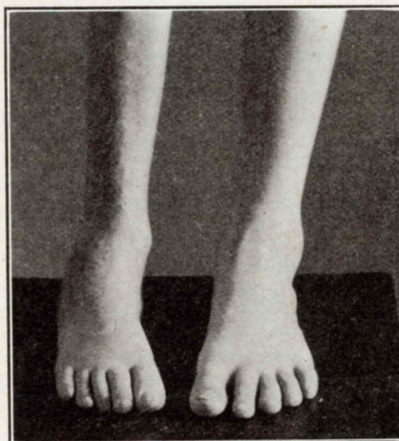
Since that time a number of small and large epidemics have occurred through-

out the length and breadth of this country. Recently there have been in the daily press several rather alarming reports of epidemics and it is because of these newspaper reports that I have chosen this subject of Infantile Paralysis for my topic this month.

First of all, infantile paralysis is a contagious disease. The organism has in all probability been demonstrated conclusively by the Rockefeller Institute of Research. Monkeys readily can be infected and have all the symptoms of the disease. The infection probably enters the system through the upper respiratory tract, the nose and throat or by the digestive tract. In all probability, as shown by numerous tests, the infection enters in ninety per cent of the cases through the nose and throat. In almost all of the acute cases in human beings and monkeys, washings from the nose and throat contain the specific organism, that is, the germ of the disease.



Showing a severe deformity of the right foot resulting from infantile paralysis.



The same case after a year's treatment at the Minnesota State Hospital for Crippled Children.

From whence does it come? Nobody knows, except that we are certain it always comes from some one else who has or has had the disease. It is probable that like many other diseases, such

as diphtheria and typhoid fever, the disease is kept alive by "carriers." A "carrier" is an individual who, without showing any symptoms of the disease, harbors the infectious organisms in throat or nose or digestive tract. Then at an opportune time, such as now while I am writing this article—a long spell of hot weather without rain for a considerable period—this carrier, wholly unconsciously, of course, gives the infection to others, although quite immune himself.

How can the disease be prevented? Of course, if the organism of infantile paralysis were as well known as that of diphtheria, and if it were practical and possible, which at present it is not, to have every child's throat and nose cultured twice yearly for this disease, it would be a simple thing to isolate the carrier and keep him away from contact until he was demonstrated to be "safe."

The only practical thing we can do is to isolate all cases of infantile paralysis, especially from other children, for a number of weeks. During times in which infantile paralysis is prevalent, all children and adults should spray their noses once or twice daily with an oily solution such as liquid vaseline known as albolene, to which one grain each of camphor and menthol to each ounce of albolene has been added. The throat should be gargled twice daily with simple salt solution or any other solution which the physician may recommend.

Perhaps the most difficult thing which stands in the way of enforcing the rules of isolation at once is that during the first few days no one knows that the child has infantile paralysis. The disease begins usually like any infection, with fever, general indisposition and not infrequently with sore throat. In severe cases there may be loss of consciousness, delirium, and other symptoms resembling a meningitis. At the end of several days when the fever is gone, the mother notices the child does not use his arms or legs as the case may be.

It must be remembered that many cases of infantile paralysis never have any paralysis. In an entire family of six children, all of whom had the disease, Wickman frequently found not more than one or two children with permanent paralysis.

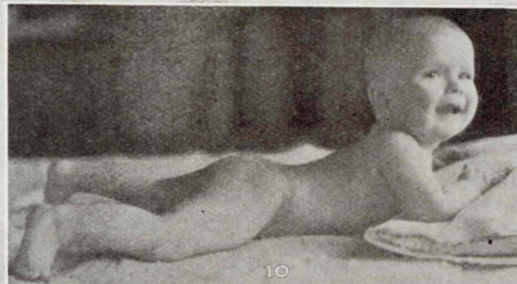
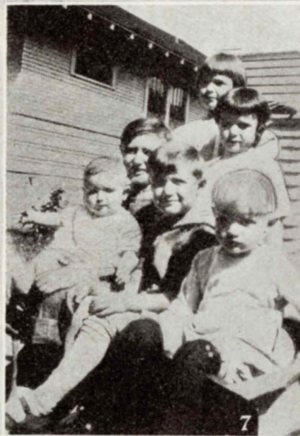
What can be hoped for in the way of beneficial treatment in these paralyzed cases? A tremendous amount, but it must be thoroughly scientific treatment. Every child with infantile paralysis should be, from the beginning, under the supervision of a thoroughly trained, conscientious physician. During the first five or six weeks no treatment of any sort for the paralyzed muscles should be permitted, other than a little, *very little* gentle massage and the strain taken off the affected muscles so that they are at absolute rest. In case of a foot or leg involvement, a "chicken coop" should support the weight of the clothing and prevent deformity.

After six weeks, every case of infantile paralysis, whether mild or severe, should be taken to a specialist who has had very special training in this work, for a thorough examination and for at least the outlining of the treatment which is to be carried on at home under the supervision of the family physician. People who cannot afford to take their child to a specialist should make application through their State Board of Health, usually located in the state capitol, at

(Continued on Page 23)

Great Northern Semaphore

A FEW LITTLE REASONS for GREAT NORTHERN THANKSGIVING



1—Harry Lamont, nephew, R. L. Southwick, conductor, Hillyard, Wash.; 2—Marcel and Donna Marie, children, Casper Junglen, carman, St. Cloud, Minn.; 3—Marylin Arthene, daughter, S. E. Luft, secretary to Vice-President C. O. Jenks, St. Paul, Minn.; 4—Lillian, daughter, A. J. Lynch, fireman, Superior, Wis.; 5—Dorothy, daughter, David Holmberg, sheet metal worker, Superior, Wis.; 6—Teddy, son, H. V. Wright, conductor, Willmar, Minn.; 7—Elinor, Virginia, Paul, Eugene, Margaret and Raymond, children, A. J. Hayek, assistant superintendent dining cars, Great Falls, Mont.; 8—Rolland T., son, Thomas Saponas, section foreman, Berthold, N. D.; 9—Wallace, son, W. C. DeMers, track welder, Crookston, Minn.; 10—John Lawrence, son, J. T. Brennan, conductor, Whitefish, Mont.; 11—Jerome, son, John Elven, section foreman, Coteau, N. D.; 12—Gwendolyn Margaret, daughter, L. L. Babcock, material clerk, Whitefish, Mont.; 13—Betty Jeane, daughter, Paul Chapman, cashier, freight office, Minot, N. D.; 14—Marie, daughter, F. C. Hanneman, division roadmaster, Spokane, Wash.; 15—Victor Allen Crumbacker, grandson, Nels Olson, coal chute foreman, Teton, Mont.

Editorial

"It is a curious trait of human nature that we acclaimed railroads in the building and then turned to hamper them in operation."—*One of the last public utterances of the late President Harding.*

KINDNESS THAT COUNTS

OUR READERS WILL recall the picture which appeared in the June SEMAPHORE of the small model of the Oriental Limited built by James J. Geraghty, train auditor, and taken with several of the children of Jackson Street shop employes grouped about it. The wonder and delight of the children brought the thought that a train of the kind would be a wonderful toy for the unfortunate little inmates of the State Hospital for Indigent Crippled and Deformed Children at St. Paul. The suggestion that a train be given them met instant and enthusiastic response from President Budd, who ordered one made and sent to the hospital. Some time elapsed before a train could be built and finished, but it finally was completed and delivered to the institution. That it would be a source of pleasure and enjoyment to the poor little tots mewed up in the infirmary was a foregone conclusion. Nevertheless, it is gratifying to be assured of it as Miss McGregor, superintendent of the hospital, has so gracefully done in writing to Mr. Budd as follows:

"I wish to thank you for the train which you so kindly had made and presented to the children. It has already given a great deal of happiness and I assure you, it will be very popular as well as instructive.—Signed, Elizabeth McGregor, superintendent."

The old bugaboo of the "soulless corporation" is fast being laid to rest. It is such gracious acts as this by the managements of great industries that have not only brought unexpected happiness in their wake, but have opened the public eye to the fact that mere size is no indication of lack of heart.

HAVRE'S GOOD SENSE

FROM A REPORT of the Havre *Daily Promoter*, reprinted in another column, it is apparent that the citizens of Havre, and its officials as well, are keenly alive to the fact that the prosperity of the Great Northern Railway is a vital factor in the welfare of their community. If proof of this were needed, no better evidence could be forthcoming than the refusal of the city council of Havre to entertain a proposal that the council protest the petition of the railroads of Montana to the State Railroad Commission for an increase in rates on gravel, cement and the like. The protestants set up the plea that the additional rates would increase the cost of public improvements.

It was well said by Alderman Spooner during the proceedings that if the Great Northern Railway needs a higher rate for transporting these commodities, it should have it, and that no one should expect the railroad to do business at a loss. It is to be regretted that some other communities cannot see as clearly as the people of Havre the position of the railways and its inevitable result. They cannot or will not see that to keep down the railroads to the level of constant financial straits is bound to have a detrimental effect on the prosperity of the region served. It has been demonstrated time and again, and every clear thinking man knows that no community can thrive if its railroads' rates are reduced or held down to a point where the earnings are insufficient to keep the railroad adequately maintained and operated, with a reasonable return on the value of the property devoted to railroad use. Such a policy if persisted in will invariably result in reduced payrolls and curtailed service, which in turn entail lessened purchasing power among railroad employes and loss to the shipping public through inadequate service. The slight added cost of public improvements due to slightly increased freight rates is a small price to pay for insurance against the losses we have mentioned. Havre citizens are not going to lose the substance in pursuit of the shadow if their far seeing officials can prevent it.

WHY WESTERN ROADS NEED HIGHER RATES

THE WESTERN GROUP of railroads has published in the newspapers generally over the West, the statement of their case that we print below. It is an unanswerable argument in behalf of the slight increase in rates they are asking.—EDITOR.

"Under the terms of the Constitution of the United States and of the Transportation Act, 1920, common carriers are entitled to earn a fair return on the value of their property devoted to transportation purposes, and the Interstate Commerce Commission, in line with authority delegated to it by the Transportation Act, has fixed 5¾% as representing this fair return upon the aggregate value of the railway property of the carriers.

"In 1920, the Commission, acting under the Transportation Act, established a scale of rates in Western Territory calculated to provide a fair return and although under that scale the carriers failed to earn the amount predicted, substantial reductions in all rates were made in 1922 in anticipation of an increase in the volume of business that would overcome the effect of these reductions. This increase in net earnings has not resulted even under the most careful economy in expenditures, and the Western Group of railroads has failed to earn this fair return in any year since the passage of the Transportation Act in 1920, the net results having been as follows:

1921....3.12% 1922....3.45% 1923....3.96% 1924....3.87%

"An advance of 5% in freight revenues, based on the tonnage and revenues during 1924, would result in a net return of only 4.62%.

"Operating expenses have been reduced to the minimum compatible with the character of service required and desired by the public, but the margin between income and outgo continues to narrow that continuance of adequate transportation, and the construction of necessary additional improvements and betterments, with a reasonable return on the investment in the properties, are in jeopardy.

"Based on the volume of tonnage and earnings in 1924, an increase of approximately 11% would be necessary in current freight rates in Western Territory to insure the net income of 5¾%. The carriers have patiently awaited an improvement in their situation, that they might not be obliged to appeal to the Interstate Commerce Commission for relief through an advance in rates to be paid by the public, but have been disappointed, and now feel that the time has come, when duty demands, in the conservation of the interests of the public as well as of the carriers, that a move be made in the direction indicated.

"Legally, the carriers are entitled to request an increase in rates that will yield the net return contemplated by law, and the duty of the Interstate Commerce Commission is to adjust the rates to correspond, but the carriers do not intend to ask an increase in rates that might prove an item of importance in any instance to the commerce of the Western States and do not intend to demand the full measure of their rights under the law. They propose to ask at this time the restoration of only a portion of the decrease in rates imposed upon them in 1922 by asking an increase, approximately, of only 5% in their freight revenues, confident in the belief that this moderate advance will have no adverse effect upon any industry, and with the hope that this advance, together with such relief as may be granted by the Interstate Commerce Commission in other individual readjustment, may avoid the necessity of a greater general increase. In the event it should develop that the judgment of the carriers is in error in this respect the carriers may find it necessary after the lapse of a reasonable time, to apply to the Commission for further general relief.

"As a practical means of carrying this emergency program into effect, the carriers are proposing general advances in freight rates which approximate 5%, maintaining established rate relationships. In the instance of certain commodities the carriers will propose, as a matter of expediency, that the percentage of advance be converted into one applicable in an equal amount to all rates. As a few illustrations on grain they will propose a uniform advance equivalent approximately to 1c per bushel; on coal 15c per ton; on clay, gravel, sand and stone 7½c per ton; on cement, lime and plaster, 20c per ton.

"The carriers are hopeful that the public will appreciate their endeavor to minimize the transportation cost and will co-operate with them in the accomplishment of their application before the governmental authorities."

Great Northern Semaphore

VETERANS' CORNER

ELECTED TO MEMBERSHIP,
SEPTEMBER 20, 1925

Joseph G. Cameron, engineer, Kalispell, Mont., William H. Hall, depot agent, American Railway Express Company, Spokane, Wash., Edward Hinds, agent, St. Joseph, Minn.

J. R. Raaflaub, veteran engineer, Mesaabi Division, is spending a few weeks visiting Portland, Oregon, and other points west.

H. H. Hammett, veteran conductor, has not fully recovered from his injury but is around Superior now.

The application of Fred D. Kelsey, superintendent at Superior, for membership in the Veterans Association, has been received, recommended by P. L. Clarity, who gave Mr. Kelsey a job over twenty-five years ago, and also by Alex Jordan, who used to ride with him when he was a "hard boiled" brakeman on the Park River line.

Veteran John Nyquist, carpenter foreman, Crookston, died September 19. He was born in Sweden, September 29, 1856, and began work for the Great Northern Railway in 1884.

Veteran Louis B. Woods, assistant general freight and passenger agent at Helena, Mont., was stricken with apoplexy on the street at Great Falls, September 25, and died the following morning.

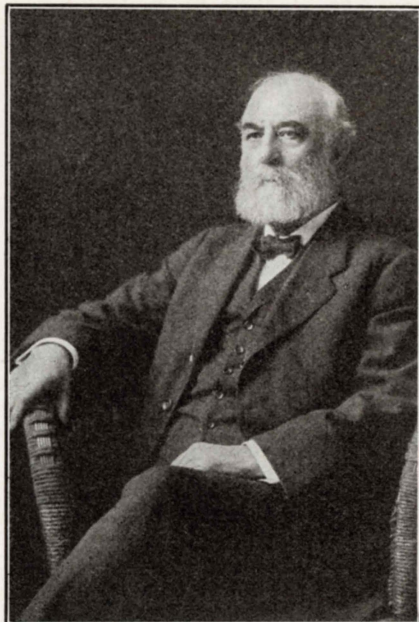
Veteran Passes On

NELSON DANA MILLER, a Great Northern veteran, died at St. Paul, Minnesota, October 9, 1925.

Mr. Miller had a long and very important period of service with the lines of the company extending from 1863 to 1915 in all grades of the engineering department. He was born near Vernon, Vermont, June 25, 1845, and came with his parents to St. Paul in 1856. His early education was obtained in the grade schools and the high school. He began his engineering work while a lad during school vacation and at the age of eighteen was a rodman in one of the St. Paul and Pacific parties. From that time on to his retirement, at the age of seventy, he was continuously engaged in engineering work, and for the greater part of the time in the service of the Great Northern lines.

From 1863 to 1870 he was on railroad and government surveys as a rodman, leveler, transitman and assistant engineer; his railroad work in that period being on the St. Paul and Pacific, the Stillwater and St. Paul, and the Lake Superior and Mississippi. In 1871 and 1872 he was resident engineer on the St. Paul and Pacific. From 1873 to 1876, assistant engineer on the North Wisconsin Railway and on government land and river surveys. From 1877 to his retirement in 1915 he was almost continuously in the employ of the Great Northern lines as follows:

1877, 1878 and 1879, resident engineer, St. Paul and Pacific Railroad; 1879 to



Nelson D. Miller

the close of 1884, engineer in charge of location and construction, and most of the time also superintendent of track, bridges and buildings, St. Paul, Minneapolis and Manitoba Railway. From January, 1885, to January, 1895, chief engineer of the St. Paul, Minneapolis and Manitoba Railway and the Great Northern Railway. During 1895, 1896 and 1897, chief engineer and superintendent, Kaslo and Slocan Railway. May, 1898, to May, 1899, chief engineer again of the Great Northern Railway. During 1899 and 1900, chief engineer, Kootenai Valley Railway, and Bedlington and Nelson Railway. From 1901 to 1905, assistant engineer, Great Northern Railway, engaged in explorations for new lines in Minnesota and North Dakota and the location and construction of the line, Sioux City to Ashland, Nebraska. October, 1905, to May, 1908, chief engineer, Spokane, Portland and Seattle Railway, during which time the North Bank line was built under his direction. From this time to his retirement in 1915 he was engaged at various

periods on explorations for different lines of the company in North Dakota, South Dakota and Montana.

Mr. Miller was a self made engineer, in that he did not have a technical education; but from the ground work of a public school education he built up by home study during his earlier working years an equipment of technical knowledge which, combined with his practical experience and solid common sense, enabled him to handle all the many intricate engineering problems of his career in a manner highly satisfactory to his employers.

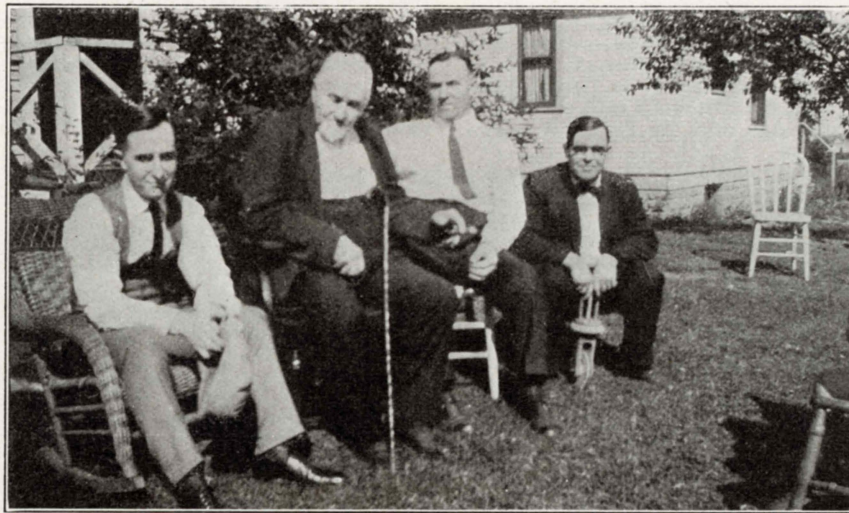
He was a close co-worker with James J. Hill in those strenuous years following the reorganization of 1879 when the system was in its earlier making, and had a very important part in developing the property as it now exists.

All his work was handled in the most practical and skillful manner, with the utmost economy, the highest honor and always with perfect loyalty to both his employers and his employees.



With Steam Up!

THE PICTURE SHOWS Frank H. Babcock, engineer, Kalispell Division, taking part in a tricycle Marathon with his grandchildren. It was a close race but the youngsters won although "full of pep" expresses Veteran Babcock's condition at the end as well as start of the race.



Telling the Boys about it

The venerable gentleman in the center of the above picture is the late Martin Jones, an employe of the Great Northern from 1892 to 1916, when he was retired. On his left is his son, John J. Jones, machinist, who makes federal inspections at our Jackson Street roundhouse. The other two are brothers-in-law of John.

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:

- 353 William O. Beckwith, millwright, St. Paul, effective September 1, 1925.
- 354 Joseph Hassler, painter, St. Paul, effective September 1, 1925.
- 355 Albert G. Forbes, conductor, St. Paul, effective September 1, 1925.
- 356 Henry F. Korphage, painter, St. Paul, effective August 1, 1925.
- 357 William S. Ransom, engineer, Benson, Minn., effective August 1, 1925.
- 358 Claus Anderson, gateman, Fargo, N. D., effective August 1, 1925.
- 359 Andrew Jergenson, car inspector, Minneapolis, effective July 1, 1925.
- 360 George McLean, engineer, Spokane, Wash., effective July 1, 1925.
- 361 Joseph Sepion, carman, St. Paul, effective July 1, 1925.

DECEASED

- 113 Herman Balk, retired July 1, 1925, died August 24, 1925.
 - 114 Martin Jones, retired November 29, 1916, died September 8, 1925.
 - 115 Orin L. Spooner, retired May 14, 1923, died September 10, 1925.
 - 116 Daniel A. Clark, retired January 18, 1924, died October 5, 1925.
- The Pension System of the Great Northern was established September 16, 1916. Since that date, the number of pensioners enrolled has been..... 361
Of whom there have died..... 116

Leaving enrolled on the Pension List at this time..... 245
The amount paid out in pensions to September 30, 1925, is.....\$479,351.86

WILLIAM O. BECKWITH

Born November 4, 1856, at Norwich, Conn. Was employed as carpenter for the C., M. & St. P. at Minneapolis from April, 1886, to November, 1888. He went back East and worked for Fredericks and Smith of Syracuse, N. Y., as millwright and machine hand from December, 1888, to July, 1889, and for the New York Central lines from July, 1889, to September 1, 1890. He returned to Minneapolis in September, 1890, and worked as house carpenter for McMullen and Cheney until March, 1893. For three years more he worked for Smith and Wyman as millwright.

On May 4, 1896, he entered the service of Great Northern Railway Company as millwright at St. Paul shops and Dale Street shops. He remained in this position until retired August 15, 1925, account permanent incapacity and was pensioned with 29 years' service. He lives at 1514 Van Buren Street, St. Paul, Minn.

JOSEPH HASSLER

Born May 7, 1855, in Switzerland. For about nine years previous to 1880 he was a painter in the Mills Carriage factory and the Perkins Carriage factory. He started to work for the Great North-

ern Railway Company as a painter in May, 1880, and has been in service for forty-five years, at Jackson Street shops. He was retired May 7, 1925, account of age limit. His address is 734 Randolph Street, St. Paul, Minn.

ALBERT G. FORBES

Born March 8, 1855, at Poplar Branch, North Carolina. From June, 1888, to May, 1900, he worked as hotel steward at Superior, Wis., for F. L. Taylor, manager, and F. L. Perrin and H. S. Butler, receivers of the Euclid Hotel. He worked several months as D. & S. conductor under W. O. Chase, superintendent, and then went to Grand Forks to work for Bacon and Wood, proprietors, Hotel of Dakotah. He was steward at this hotel until January, 1904. In February, 1905, he returned to the Great Northern Railway service and was employed as D. & S. conductor at St. Paul since which time his service was continuous up to December 2, 1924, at which time the sleeping car employes entered service of the Pullman Company. He only remained with that company until September, 1925, when he was retired account age limit and pensioned with 20 years' service. His address is Rio Linda, California, R. R. No. 2.

HENRY F. KORPHAGE

Born January 10, 1855, at Inver Grove, Minn. From January, 1894, to September, 1895, he was a painter for the Chicago Great Western Railway at South Park station, also about three years with private firm on E. Robie Street. For a year and one-half he was with Griggs-Cooper Company. He came to the Great Northern Railway as a painter in April, 1901, and worked in this capacity at both Jackson Street and Dale Street shops until he was retired account of age limit and pensioned August 1, 1925, with 24 years' service. His address is 1517 Lincoln Avenue, St. Paul.

WILLIAM S. RANSOM

Born July 25, 1856, at Plattsburgh, N. Y. Came to work for the Great Northern Railway as fireman on Eastern Division, June 15, 1887, and was promoted to engineer October 21, 1892. During the summer of 1898 he was on the Montana Division. He has also been on the Breckenridge Division, the remainder of his service being on the Willmar Division, and Willmar and Sioux Falls Railway. He was retired account of permanent incapacity July 16, 1925, and pensioned with 38 years' service. He lives at Benson, Minn. Box 381.

CLAUS ANDERSON

Born August 6, 1865, in Sweden. He worked for different farmers near Eagle Bend, Minn., for several years and came to the Great Northern Railway Company as a section laborer in December, 1897, at Eagle Bend. He became section foreman in November, 1898, and has worked on various sections at Wadena, Little Sauk, Park Rapids, Akeley, until January, 1923, when he took a leave of absence account of sickness. He returned to service as gateman at Fargo in August, 1923, and on July 24, 1925, he was retired account of permanent incapacity and pensioned with 28 years' service. He lives at Wadena, Minn.

ANDREW JERGENSEN

Born July 15, 1879, in Sweden. He has been employed continuously as a car inspector at Minneapolis since October 1, 1903, and was retired June 25, 1925, account of permanent incapacity. He was pensioned with 22 years' service and lives at 415 Colfax Avenue North, Minneapolis.



Another Group of Recent Pensioners

1—William O. Beckwith, St. Paul, millwright; 2—Lars L. Haugen, Rugby, N. D., crossing watchman; 3—Joseph R. Morrison, St. Paul, machinist; 4—Andrew Jergenson, Minneapolis, car inspector; 5—Herman Balk, Minneapolis, car inspector.

GEORGE McLEAN

Born February 2, 1862, in Huron County, Ontario. He was employed by the Canadian Pacific Railway as oiler, inspector and wiper for about four years previous to 1887. He then entered service of the Great Northern Railway April 1, 1887, as fireman under Mr. Benson and Mr. Van Cleve on the Montana Division, during construction period, hauling material, and in 1892 was transferred to the Cascade Division under William Kelly, master mechanic. For a great many years he has been on the Spokane Division. He last worked in August 1924, since which time he has not been able to work. He was retired June 20, 1925, account of permanent incapacity and was pensioned with 38 years' service. His address is E. 3003 Wellesly, Spokane.

JOSEPH SEPION

Born January 8, 1857. Entered service as coach cleaner at Mississippi Coach Yard April, 1891. On January 1, 1903, he was transferred to steam heat man and on January 7, 1904, to passenger car inspector. He worked in these capacities till January 28, 1911, when he became night car foreman and remained in this position until January 20, 1924. On account of age he was transferred to carman and cleaner and was retired June 7, 1925, account of permanent incapacity and pensioned with 34 years' service. He lives at 210 Thomas Street, St. Paul.

In Memoriam

DANIEL A. CLARK

Born October 3, 1850, in Nova Scotia. He was employed for four years by milling companies before coming to the Great Northern Railway as car repairer at Minneapolis in August, 1889. In October, 1898, he was promoted to car inspector at Minneapolis Junction and held this position until he was retired January 18, 1924, with thirty-one years' service. He has been pensioned since February 1, 1924. About this time he had a stroke and had been in poor health up to the time of his death, October 5, 1925.

MARTIN JONES

Born November 6, 1837, in County Galway, Ireland. He served a seaman's apprenticeship under his uncle, Captain King, when a boy, and traveled all over the world. From October, 1863, to October, 1864, he was machinist helper for Loring's, shipbuilder, at Boston. He was married in Boston in 1869 to Catherine Welby. He then returned to seafaring life and up to 1884 he fished out of Boston on the Grand Banks of Newfoundland. He came to St. Paul in 1884 and worked one year as carpenter helper in the depot. From 1885 to 1892 he was employed by the city of St. Paul. He started to work for the Great Northern Railway Company February, 1892, as machinist helper in the St. Paul shops and also as tinsmith helper. He remained steadily in this position until he was retired November 29, 1916, and pensioned with twenty-five years' service. For several years he has been residing with his son, John J. Jones, who is also with the Great Northern. Funeral services were at St. Andrew's church, September 11, 1925.

ORIN L. SPOONER

Born May 14, 1853, at Rutland, Dane County, Wisconsin. Started to work for
November, 1925

Our Business Getters

USE THE COUPON

The increase in postal rates necessitates substitution of a coupon (see page 39) for the Prospective Business Card heretofore inserted in the magazine. Please use it as you have the card—enclosing it in an envelope if mailed direct.



Acord, Walter S., carman, Hillyard, Wash., one passenger, Chicago to Seattle and return.

Anderson, "Andy," contracting freight agent, Seattle, one passenger, Seattle to New York City and return.

Barndt, B. B., brakeman, Seattle, two passengers, Seattle to New York City and return.

Barrette, Lillian, legal department, Spokane, one passenger, Spokane to Seattle.

Benedict, F. B., agent, Guthrie, N. D., one passenger, Chicago to Minot and return; one passenger, Whittemore, Iowa, to Minot and return, and one carload household goods, Drake, N. D., to Braham, Minn.

Cannon, T. H., fireman, Wenatchee, one passenger, Wenatchee to Chicago.

Carman, Frank E., agent, Revere, N. D., one passenger, Portland, Oregon, to Hannaford, N. D.

Casey, Robert E., train caller, Hillyard, Wash., one passenger, Spokane to Bellingham and return.

Cayo, Joe, machinist helper, Superior, one passenger, Superior to Minot, one passenger, Superior to St. Paul.

Corrigan, S., conductor, Seattle, one passenger, Seattle to Chicago and return.

Craghill, F. A., conductor, Minot, two passengers, Los Angeles to Wahpeton, N. D.

Crane, Geo. W., storekeeper, D. & S. commissary, Great Falls, Mont., two passengers, Great Falls to St. Paul and return.

Danielson, O. P., operator, Granville, N. D., three passengers, Stanley, N. D., to Sacramento, Calif.

Degnan, T. B., superintendent terminals, Seattle, two passengers, Seattle to Chicago and return.

Doyle, Marie, clerk, auditor passenger receipts' office, St. Paul, two passengers, St. Paul to Portland, Oregon.

Ernst, Robert, blacksmith, St. Cloud Shops, three passengers, St. Cloud to Vancouver, B. C., and return.

Flamm, George, cashier, Seattle freight office, one passenger, Seattle to Washington, D. C.

Flory, Omer, machinist helper, New Rockford, N. D., one passenger, Pettibone, N. D., to Kissimmee, Florida.

Goldie, John, assistant roundhouse foreman, Great Falls, one passenger, Great Falls to Seattle and return.

Hammond, G. W., cashier, Hillyard, one passenger, Spokane to Rhineland, Wisconsin.

Hanneman, F. C., roadmaster, Spokane Division, one passenger, Spokane to Chicago.

Hillsabeck, B. F., conductor, Havre, one passenger, Winnipeg to Detroit, Mich.

Hoffman, Clarence, relief operator, Granite Falls, Minn., two passengers, Granite Falls to Los Angeles, and one passenger, Granite Falls to Oakland, Calif., and return.

Johnson, Wm. E., conductor, Spokane Division, three passengers, Spokane to Scranton, Pa.

Kendall, F. M., conductor, six passengers, Willmar to Minneapolis.

Kelly, L. O., brakeman, Spokane Division, four passengers, Seattle to Spokane and return.

Krieg, J. A., stenographer, Helena, three passengers, Great Falls to Seattle.

Leach, J. J., chief clerk, special agent's office, Seattle, one passenger, Seattle to Spokane.

Lewis, E. J., agent, Lone Tree, N. D., two passengers, Lone Tree to Fort Dodge, Iowa, one passenger, Lone Tree to Butte, Mont., and shipment of seven school busses, Des Moines, Iowa, to Nampa, Idaho.

Lewis, W. W., brakeman, Spokane Division, two passengers, Spokane to Manitowoc, Wis.

Livingston, L. L., conductor, Spokane, one passenger, Spokane to Chicago.

Lohman, L. F., chief clerk, purchasing department, Seattle, two passengers, Seattle to Spokane.

McCormick, Robert, car clerk, Bellingham, Washington, three passengers, Bellingham, Wash., to Rock Island, Ill.

McKenzie, D., formerly employed Hillyard Shops, now in fuel business, Hillyard, one passenger, Spokane to Minneapolis and return.

May, Ted, clerk, purchasing department, Seattle, two passengers, Seattle to Spokane.

Moore, B. R., agent, Boulder, Mont., two passengers, Helena, Mont., to Jacksonville, Fla.

Morley, Ed., fireman, Great Falls, one passenger, Great Falls to Portland, Ore.

Mulvaney, Tom, warehouseman, Pipestone, Minn., several routing orders covering various shipments of merchandise.

Nelson, J. A., chief superintendent distribution clerk, auditor disbursements office, St. Paul, one passenger, Portland, Oregon, to St. Paul.

Olson, P. G., retired engineer, Ottumwa, Iowa, four passengers, Seattle to Vancouver and Seattle to St. Paul.

Podawiltz, Allen, car repairer, St. Cloud Shops, two passengers, St. Cloud to Portland, Oregon.

Quale, O. C., right-of-way department, St. Paul, one passenger, St. Paul to Spokane.

Renstrom, Oscar, section foreman, Duluth, Minn., one passenger, Duluth to Everett; two passengers, Duluth to Spokane en route California, returning St. Paul to Duluth; one passenger, Duluth to Los Angeles and return; two passengers, Denver to Duluth.

Rost, Albert, boilermaker, Sioux Falls, one passenger, Sioux Falls to St. Paul and return.

Schlicht, Ed. P., operator, Rugby, N. D., eight passengers to various points in Montana, one to Danville, Indiana; 3 to Gary, Illinois; 2 to points in Idaho and one to Spokane, Wash.

Schuster, L. H., agent, Rutland, N. D., three passengers, Rutland, N. D., to Los Angeles, Calif., and return.

Seabrook, M. J., assistant general agent, freight department, Seattle, one passenger, Seattle to New York City.

Stedman, Mark, warehouseman, Yankton, S. D., two passengers, Yankton to St. Petersburg, Fla.

the Great Northern Railway October 1, 1902, as car repairer at Superior under Mr. Breckenridge, superintendent of shops. On October 1, 1907, he was put on as car carpenter until May 21, 1908. He was transferred back to car repairer which position he held until he was retired May 14, 1923, with 21 years' service.

Breaks Fruit Movement

(Continued from Page 8)

Our officials expect to handle 200 to 250 cars of apples a day for the remainder of October, the peak of the

shipping season. To date 100 fruit trains have been sent east and in addition, hundreds of cars have been handled in mixed trains.

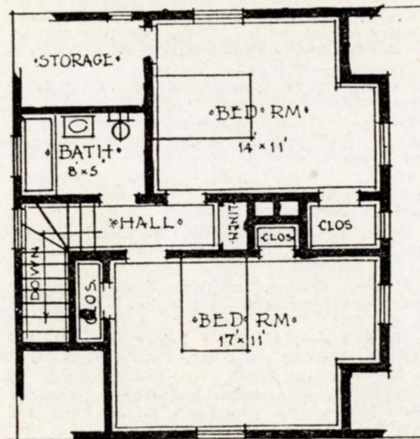
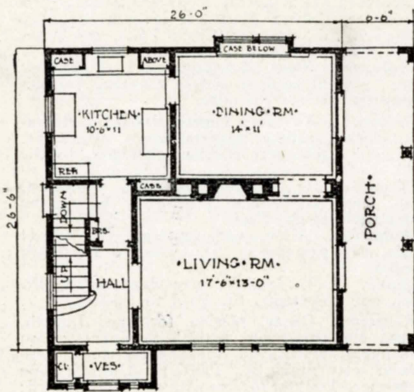
The road handled one 100-car train of apples from Wenatchee to St. Paul by way of testing out the efficiency of a new type of engine. The train made the run in 146 hours, a little better than the regular fruit train schedule. The cars averaged 756 boxes, making a total of 75,600 boxes for the train. The average fruit train runs around 50 to 60 cars, but with more of the heavy duty locomotives in service next year, it is expected to move many 100-car trains.

FOR THE HOME BUILDER

A Prize Winning Small House



Copyright, 1925—The Architects' Small House Service Bureau—Home Plan No. 5-C-10.



Guaranteed Products in Home Building

By Maurice I. Flagg, Director of Service, The Architects' Small House Service Bureau of the United States, Inc.

A few miles from where this article is written a contractor was hired to shingle a roof. The owner asked for a certain nationally advertised shingle laid in variegated patterns of brown, red and mossgreen.

The owner left home for a few days while his roof was being finished. On his return the cab man who met him at the station said, "That's sure a snappy looking roof you've got. There isn't anything in town just like it."

A Chain Lightning Roof

Much pleased that the new roof had attracted the driver's attention, the owner approached his home with considerable anticipation. But the roof wasn't what he had ordered. It did not look like the roofs appearing in the manufacturer's beautifully illustrated catalogue. The contractor had placed all the red shingles

together, all the green shingles side by side and the browns were laid in "catch as catch can" fashion. The roof looked like a patchwork quilt. Two days of perfectly good labor by the contractor and many squares of shingles had been misplaced.

You may think this is stretching a point to tell a story. You may wonder if there is such a contractor alive. In view of the enormous amount of advertising broadcast in magazines, catalogs and other media about roofs of variegated pattern it does not seem possible that anyone could go wrong in laying such a roof. The story is true, however. This is what followed.

The owner told his trouble to the manufacturer. The maker of the shingles was so insistent on having the roof look like the advertised product that he supplied both labor and a new lot of shingles at no expense to the owner. After the new roof had been laid, a special representative came from the factory some 2,000 miles away to inspect the job.

You see, the manufacturer's reputation was at stake. His product is shingles,

THERE are three main things to remember if you want to keep down the cost of your home. First, limit your requirements to only those things which are actually necessary. Second, use sound but inexpensive materials. Third, eliminate waste in materials and labor.

The house illustrated here, Plan No. 5-C-10, deserves careful study, not only because of the architectural merit, but because it gives you an opportunity to put into practice the three things mentioned above, as direct aids toward lower costs.

Features of This Home

There are five good rooms, bath and porch, in addition to considerable storage space and plenty of closets. The house is of frame construction, siding or shingle exterior and shingle roof. It is designed to face north or west, but can be reversed for other facings. It can be placed comfortably on a 45-foot lot.

The splendid porch, which stretches the full depth of the house, can be glazed or screened, and will provide an excellent out-of-doors living room for the summer months. It would be possible to make this an all-year-around porch, if the home builder desires.

There is a full basement under the entire house and this includes the vestibule.

The two spacious bedrooms on the second floor provide cross circulation of air and cross light. The kitchen has been planned to economize steps and lessen labor.

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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 paper. The United States Bureau maintains an Information Department to answer home builders' questions at no charge. Enclose stamped, addressed envelope.

but behind each shingle is his own reputation which he values as the most important product of his business.

If You Can't Sell It, Don't Buy It

Undoubtedly, the greatest sales argument in the world today is the guarantee of the manufacturer who is willing to back his product by the slogan, "Satisfaction or your money back." The trade mark of a manufacturer, whose reputation for fair dealing and quality products is already established, is a greater asset than all the merchandise he sells.

Home building equipment and supplies which bear a trade mark and carry with them the guarantee and reputation of the manufacturer are the safest to use. They

(Continued on Page 23)

Great Northern Semaphore

MORE HOMES OF GREAT NORTHERNERS



W. J. DAVIES,
-Agent,
Ballard, Wash.



I. T. DUGAN, Claim Agent,
Whitefish, Mont.



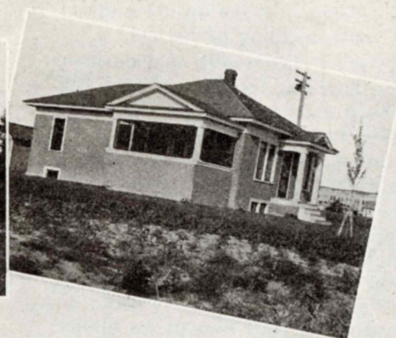
F. C. HANNEMAN,
Division Roadmaster,
Spokane, Wash.



JOS. BELFREY, Agent,
Hamilton, Wash.



A. HEWITT, Agent,
Sunnyside, Wash.



THOS. CALLAHAN, Trainmaster,
Havre, Mont.



M. J. ENGLN,
Operator,
Snohomish, Wash.



G. S. TAULBEE, Conductor,
Maxbass, N. D.



J. F. MOLONEY,
Locomotive Foreman,
Cut Bank, Mont.



PETE MARSOLEK, Section Foreman.
Waverly, Minn.



H. TORESON,
Division Master Carpenter,
Spokane



AUGUST JOHNSON, Carpenter Helper,
Superior

Meet His Excellency the "Chef"

"WE MAY LIVE without music, we may live without books, but civilized men cannot live without cooks." Owen Meredith's "Lucille" contributed this classic to literature, and when doing so, said a mouthful. As a performer of miracles the cook is in a class alone. He can take the toughest old rooster that ever won a fight and make of him a delightful chicken pie—a handful of vegetables and a gallon of water, presto—spring vegetable soup fit for the gods.

Sometimes an argument will start as to who is the most useful man on a dining car. Boy, page the chef. Did some one say the steward? Why, he is only a good looking "dude" with a pleasing personality, talking, talking, but saying nothing. Well, how about the waiter? Important, yes; but did you ever see a hungry man that wouldn't go get it if it wasn't brought to him? No, take it by and large, the chef is the man you want to meet; so shake hands and let him tell you something of his art.

He will say to begin with that no man possessing anything less than a perfectly healthy body should engage in the work. Given this, he must keep it clean. In no profession is cleanliness more essential than in that of one who handles food.

A real chef is one who starts at the bottom and learns his way up. He must not attempt to boil a potato until he has learned to peel it. A real chef must not drink strong liquors or use tobacco to excess; to do so robs him of an ability to distinguish delicate flavors, without which it is impossible to know when the seasoning is right. Your successful chef will be "captain of his soul." He will not permit petty annoyances to distract his attention from the masterpiece he may be building, and above all he will never engage in a low down brawl with an insignificant waiter. A chef who knows his business will know his goods. He will know when to serve seasonable foods; he knows better than any doctor ever knew why one must not eat forbidden meat, fish or fowl. With very few exceptions, one can confidently trust his chef, and this fact alone designates him a man of importance.

Many a young man about to engage in the gentle art of making a living, could do much worse, and certainly little better, than in deciding to learn the art of cooking. One who really "knows how" remains idle by choice, not from necessity. It may be a matter of interest to know that, as a class, chefs show a longer continuity of service than any other class of employe in the dining car department. This is one of the reasons why Great Northern produces a service that is courteous and dependable, radiating with old time hospitality.

J. A. BLAIR,

Gen'l Supt. Dining and Sleeping Cars.

NOTE.—Our cover this month, for which our veteran chef, Henry Pitz, was good enough to pose, confirms what Mr. Blair has written about those who rule the railway diners' kitchens—of whom we deem the subject of cover thoroughly typical.

—Editor.

The Metropolitan Nurse in the Home

SHE HELPS BRING YOU Back to Health—that is the duty of the Metropolitan nurse to employes insured under the Great Northern Railway Group Insurance Plan, who reside in nursing districts covered by the Metropolitan. It is her duty to answer the call of such employes and to follow out the doctor's instructions, to advise the family in the care of the patient when she is away and to return as often as is necessary. All insured employes who live convenient to nursing centers should take advantage of the opportunity.

She Helps Bring You Back To Health



Our Insured Employees are entitled to
the Visiting Nurse Service of the
Metropolitan Life Insurance Co.

When Sick Don't Wait
Call Your Friend the Nurse

Ruth Waterbury, Group Nursing Supervisor of the Metropolitan Life Insurance Company, recently visited all the points where nursing service is available on the lines of the Great Northern and worked out plans with Great Northern officials so that Great Northern insured employes may get the most good out of the service. They learned that employes who have had cause to call the Metropolitan nurses have found their services very satisfactory. In one instance, eighty visits had been made upon one employe in Great Falls.

At the present time services are available in the following cities: St. Paul, Minneapolis, St. Cloud, Duluth, Superior, Seattle, Everett, Wenatchee, Spokane, Whitefish, Great Falls, Havre, Cut Bank, Wolf Point, Butte, Williston, Minot, Devils Lake and Sioux City.

Efforts are being made to extend the nursing service on the Great Northern, and employes are urged to make the fullest use of it. C. L. LaFountaine, safety supervisor, urges that the employes co-operate with our physicians and with our officials in using the nursing service in case of accident or injury. He says that it will prove a means of helping maintain the wonderful safety record which the Great Northern has achieved.

Taking Toll

Mrs. MacPherson—"Sandy, Sandy, come quick the noo, the neighbor's coo is in the garden."

Sandy—"Well, well, what about it? Ya ken what to do; milk her and send her home."

Pullman Paragraphs

Pullman Pay Aids Education

Yale students earned \$382,206.37 toward their university expenses in 1923, according to an official report, 64 types of work being involved. Sixteen men received \$9,600 working for the Pullman Company during vacation, some being summer conductors.

Shillings and Pence and 25c A Thrifty Tale and One Quite Tense

A Scotchman traveling in America recently left his sponge-bag on a Pullman and reported his loss. In due time the bag was sent to his Edinburgh home and he wrote his thanks, and then proved his nation's thrift by reimbursing the Pullman Company, as follows:

"Your expenditure appears to be as follows:

Letter to me at New York....	\$0.02
Registered letter to me at Edinburgh16
Parcel to me at New York....	.04
Letter to Savoy Hotel, New York02
Parcel to me at Edinburgh....	.12

\$0.36

"I am therefore sending you a money order for 2/9 (2 shillings and 9 pence), which at the present rate of exchange (\$4.46 3/16-20/) should yield sufficient to pay the expenses and leave about 25 cents over. I should be very glad if you would hand over this balance to the porter who turned in the article."

Financial Fletcherizing

The old man in the rear car seemed greatly agitated at not being able to find his ticket when the conductor came through. Finally, this official, with a hearty laugh, informed him that he had it in his mouth, which he seemed surprised to find true, and handed it over. After the conductor had passed into the next car the old fellow's companion started to make fun of him for having the ticket in his mouth and not being able to find, whereupon he responded:

"He who laughs last, me lad, laughs best. I knew it was in my mouth the whole time, but the ticket was an old one and I was chewing the date off it."

Pullman Cars Named for Poets

Some time ago ten 10-compartment and drawing room cars were named after noted poets. They are the Scott, Shakespeare, Shelley, Spenser, Swinburne, Southey, Tennyson, Thackeray, Tolstoi and Wordsworth.

Honest, Here's a New One

Everything comes out in the wash. Mrs. J. Alexander Moore of Jasper, Ala., found a Pullman car sheet in her wash recently and could not imagine where it came from. Her husband stepped forward with the explanation that he had mistaken the sheet for his night shirt while traveling and had stuffed it in his grip. Mrs. Moore returned the sheet with an explanation to the Cincinnati office.

Great Northern Semaphore



At the "M Lazy V"

Associate Editor and Family Enjoy the Famous "Dude Ranch"

WE REPRODUCE HERE a picture of Mr. and Mrs. Charles S. Albert and their daughter Drusilla, taken at the "M Lazy V" Ranch last summer where they enjoyed a few weeks' outing that has been for Mr. Albert a topic of animated description ever since. Mr. Albert is attorney for Eastern Washington and Idaho, also he is associate editor for the SEMAPHORE for the Spokane Division which naturally is of much greater moment to us—the magazine.

It is not widely known, perhaps, that

Mrs. Albert and the eminent player, Sarah Truax, whose art has delighted hundreds of American audiences, are one and the same. The Editor recalls many of Miss Truax' vivid portrayals, dating back to a time before Mr. Albert, then a rising young Minneapolis attorney, persuaded her to turn from the footlights to the less eventful joys of home life. Happily, for theater-goers, Mrs. Albert could not entirely forsake her art; the stage still called, and fortunately she has found it possible to return for an occasional season. From the eastern press we learn that at the present time she is supporting the famous star William Faversham, succeeding Margaret Anglin in the role of Stephanie, Marquise de Mohrivart in "Footloose."

Infantile Paralysis

(Continued from Page 14)

the state's capital city. They will receive the necessary information as to where they may go for free examination and treatment.

In Minnesota we have the State Hospital for Crippled and Deformed Children of which the writer has been a member of the staff since its beginning more than twenty years ago. To that institution, the child of any citizen of the state of Minnesota, who cannot afford private care, may go *free* and stay until he has reached the maximum of possible good. During their sojourns there, all children receive schooling, to which is added training in some handicraft work which may indeed be a source of livelihood in after years.

Do not neglect these cases of infantile paralysis. A great load of moral responsibility rests on the shoulders of mothers and fathers relative to these cases. If given proper care and treatment from the beginning, the majority of cases which seem to have paralyzed muscles may recover a good range of motion so that they are perfectly useful. Even in severe cases, the worse forms of deformity may be prevented or modified and a life of comparative happiness instead of misery be assured.

Mellie P. Ramsey

Chinese Students

(Continued from Page 5)

It is far better, in order to understand just what the Chinese students are doing in China today, to sympathetically appreciate what they are trying to do; to seek above all else to organize that movement into a great constructive force for the upbuilding of China. I mean, in other words, that the Powers should adopt a policy of co-operation working constructively with those in China to gradually and progressively bring about better conditions there. Those conditions must be marked by the standards, not of the nineteenth, but rather of the twentieth century.

American teachers and American universities have a marvelous opportunity to direct the thought and energy of the patriotic zeal of the young men and women who are coming to our schools and who will return to China. It is from these educated men and women that the leaders of the New China primarily will come. It should be the effort of our universities to direct and prepare these future leaders to lead sanely, conservatively and constructively. If we do this, we are fulfilling Roosevelt's ideal. If we do less, we are failing to measure up to one of the most glorious opportunities ever given a system of education or a people. We have a responsibility toward China. Its problems are world problems. Whether we wish them to be or not, does not make the slightest difference. The fact remains, and it is best to take these conditions into account, and by using the means we have at our command, aid China in building a nation that will be able in every way to sit on terms of equality among the Sisterhood of Nations.

Railroad Post Entertains

RAILROAD POST No. 416, American Legion, of St. Paul, met in its quarters in the general office building on the evening of September 22, and after disposing of the regular order of business, entertained members of Acker and Garfield posts, Grand Army of the Republic. Business engagements prevented Commander A. W. Young from being present, but he arrived later in the evening and was introduced.

The following program was enjoyed by all those present and the "soldiers of yesterday" agreed that they would be glad to repeat it any time:

Address of Welcome—A. B. Moran, Senior Vice Commander.

Responses—Prof. J. Zuker, Commander, Garfield Post, G. A. R.; F. A. Davis, Commander, Acker Post, G. A. R.

Addresses—S. T. Mahan, Post State Commander, G. A. R. of Minnesota; B. C. Everingham, Spanish War Veteran.

Luncheon.

Bugle Calls—John Paulend, Post Bugler. Civil War Songs—Post Quartette: Rossella Renz, Evelyn Capistrant, Florence Rodant, Arlene Stauffacher.

Songs—Gertrude Gardner.

Song—"Who Will Tell the Story When the Boys in Blue are Gone?" Written by Comrade Fisher and sung by him and trio.

Remarks—Comrades Whitman of Acker Post and Hare of Garfield Post.

Address—J. O'Connell, Jr., Vice Commander, R. R. Post 416.

Singing "America."

Guaranteed Products

(Continued from Page 20)

must deliver service to you, and meet the claims of the makers. Therefore, when you buy a heating plant, shingles, flooring, varnish, paint, plumbing fixtures, insulation, and the many other materials which, assembled in your new home, are designed to give you service, value and satisfaction, don't forget that the manufacturer is not only concerned in making that sale, but he is vitally interested in his product long after you have paid for it. He wants it to work for you and deliver the service which he guarantees. In that way his materials go on building good will for him long after the sale is made. He wants to add you to his permanent staff of voluntary salesmen.

Copyright, 1925—The Architects' Small House Service Bureau.



Women's Department

Conducted by
Faye Babette Root

**\$1.00 Cash Prize for
"Tried and True"
School Luncheons**

Here's a Dollar Won by a "Tried and True" Household Hint

WHEN THE PERFORATIONS in the percolator become clogged, place a couple of teaspoonfuls of baking soda in the coffee compartment, fill lower part with water and boil ten or fifteen minutes. Empty at once and wash with warm water.

MRS. JOHN BRUSTAD,
Box 832, Minot, N. Dak.

This is a practical idea. The percolated coffee will taste fresh if the coffee pot, as well, is boiled out with sal soda every once in a while.

ALMOND COOKIES

$\frac{3}{4}$ cup butter
 $\frac{3}{4}$ cup lard
1 cup white sugar
1 cup brown sugar
1 tablespoon cinnamon
2 teaspoons soda in the flour
1 small teaspoon salt in the flour
3 eggs, well beaten
 $\frac{1}{4}$ pound chopped almonds
 $4\frac{1}{2}$ cups flour
Mold into a loaf at night. Slice and bake next morning.

MRS. GRACE W. HITCHCOCK,
3927 Calispel Street,
Spokane, Wash.

We like this recipe but do not want to use too much butter and eggs.

Nashua, Mont.,
Sept. 24, 1925.

Faye Babette Root,
c/o G. N. SEMAPHORE,
St. Paul, Minn.

Dear Madam:

I enclose a recipe which I wish to enter in your contest. This is a very good recipe. Your department is of much interest to the lady readers. My husband is Great Northern agent at the above address.

Yours truly,
MRS. GEO. FISHER.

OATMEAL COOKIES

1 cup sugar
2 cups oatmeal
2 cups flour
1 egg
1 teaspoon soda
 $\frac{1}{2}$ cup lard
 $\frac{1}{2}$ cup butter
1 cup raisins
9 tablespoons buttermilk
Mix several hours before baking. Can stand over night.
Thank you, Mrs. Fisher, for your appreciation.

From Parts Afar

THE PAST SEASON has been kind to me in permitting me to visit other cities and I discovered that in different sections of the country, various methods of appeasing the appetite are noticeable.

In one large city I found that Jiggs' dish—"corn beef and cabbage"—held up the cuisine traffic, so to speak, and I set myself to learn how far this "food fashion" extended. An invitation to the home of one of the best hostesses found a tinge of something in the air about the kitchen which registered nothing else "but" corn beef and cabbage. Our party was greeted by a huge platter bearing at least ten or more pounds of corn beef, steaming fragrantly and surrounded by boiled carrots, beets, "spuds," and celery roots. And next in turn our eyes fell upon a huge vegetable dish of the regular good old fashioned boiled cabbage. And did we eat? We most certainly did.

The restaurant also has become the foil for Jiggs. Here we could order hot corn beef served between two well buttered slices of rye bread with caraway, a slice as large as your breakfast plate, with half of a crisp dill pickle. Are these sandwiches good? They assuredly are.

Another city has the turtle soup craze. Business men call for it during the luncheon hour and the housewife calls her friend up early the next day to learn how it is made. (When I learn how, I shall tell you.)

Oyster a la Casino, sounds up-stage, but it is for you nevertheless. Discovered this dish in a little Bohemian restaurant and it is served as follows:

One-half dozen count oysters, on the shell, sprinkled with finely chopped green peppers, seasoned with salt, pepper and paprika, each oyster is covered with a small thin slice of bacon, and this is broiled under a quick broiler long enough to make the oyster swell—no longer. Will your family like this dish? Try it!

Kitchen Hints

A TIME SAVER on cleaning day is a market basket divided into sections to hold dust cloths, oil dusters, window cloths, soaps, oils and brushes. They may be carried from room to room and save many steps.—Mrs. G. L. N., Mo.

Mrs. C. T. H., Ind., says she bastes the edges of scrim curtains together, washes and irons them while basted and when finished removes the basting threads, leaving the edges even.

Mrs. M. K. R., Mass., says she places the open end of the vacuum bag into a paper sack. Then the bag may be shaken without any dust.

Mrs. A. A. F., Texas, says she uses an electric percolator in the bathroom

for heating small amounts of water, for shaving or warm water to wash face and hands.

Miss I. E. H., New York, has a clever way of carrying a tube of shaving soap in her traveling bag instead of soap. It takes up less room, is always dry, and convenient to handle.

Place your labels on your preserves with hot paraffine and stick on at once in case you have no mucilage.

Mrs. C. B. W., Penn., uses a long shoe buttoner to pull hot pans forward in her oven.

Peanut Drops

1 lb. peanuts
1 cup sugar
1 tablespoon flour
2 eggs

Makes 2 dozen cookies.

Shell the peanuts, leaving the brown skins on. Put the nuts through a meat grinder. Add the sugar and flour, moisten with the eggs. Drop from a spoon on buttered tins. Bake 15 minutes, 350 degrees.

Dear Semaphore Ladies

THANK YOU so very, very much for your generous response to my appeal for co-operation in our Women's Department. I am submitting a number of "Tried and True" recipes; as much as space permits. And I want you to notice what Mrs. George Fisher of Nashua, Mont., says. Could I but emphasize how delightful it is to know I am talking to a population of women who are the wives of some of the fine men of the Great Northern Railway, I would say "I'm so happy."

I am not getting enough ideas for school luncheons, however. It is so necessary to know what to prepare for the school children. Mothers are so driven to their wits' end to prepare wholesome and appetizing lunches with a tempting variety, that I am sure an interchange of ideas would help some one. You may personally think that what you offer does not amount to much because you are tired of it yourself, but it may be the very thing for some one else.

Come, let me have your ideas and let us make our department a most interesting one. Thus far, from my study of other railroad house organs, I have not seen a department as interesting, but it still falls below what I should like to see it.

Awaiting your letters, I am,
Cordially yours,

Faye Babette Root

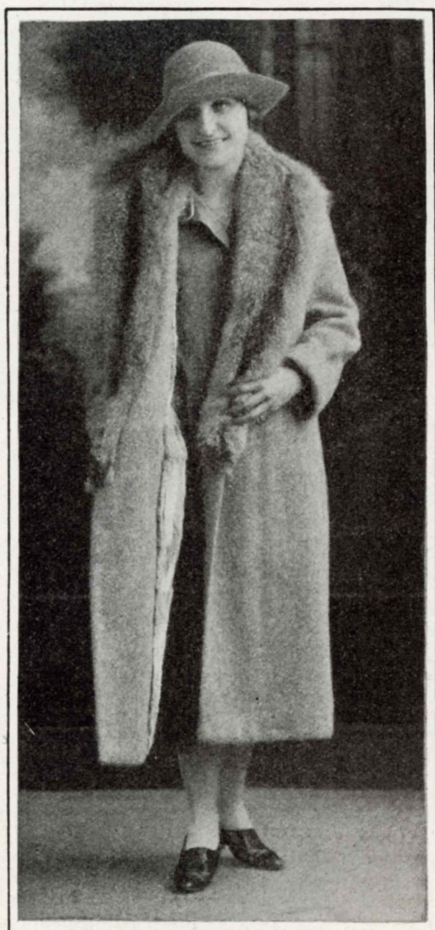
Great Northern Semaphore

WINTERTIME CHIC

The costumes shown on this page, with their accessories, are from Mannheimer Bros., Inc.—The Store of Specialized Shops—St. Paul, Minn.



(Below) A symphony in greens is this outfit worn by Billy Pokorny from the office of the Dale Street shop accountant. A two-piece frock of Amazon zephyr jersey trimmed in silver kid. The sports coat is of imported brushed tweed in heather mixture of greens, with full lining of perfectly blended chin-chilla-dyed coney and grey fox shawl collar, \$195. The hat, grey-shot-with-alpine, is a wire-haired velour, from Rawak.

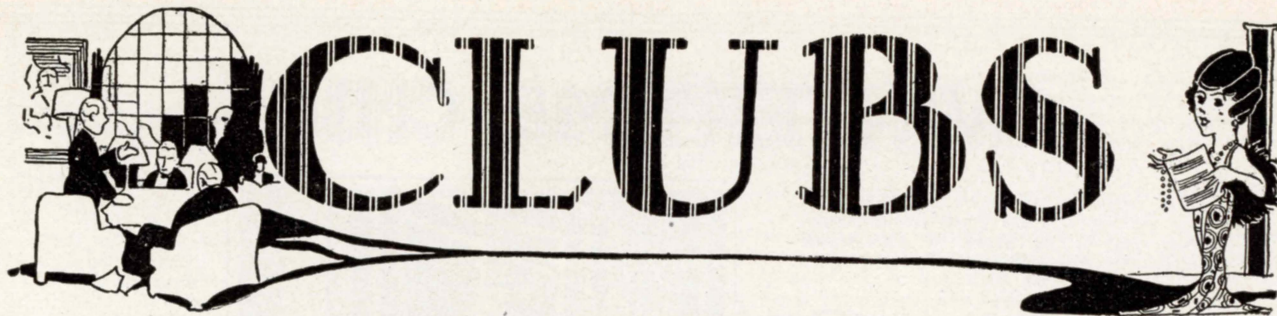


(Above) Agnes Thompson of the Dale Street shop superintendent's office is charming in a lovely coat of brown kashmire, deeply collared and edged in beige mink-squirrel, \$195. Her snug brown felt satin-faced hat is an important accessory.

A smart navy velvetine suit is modeled effectively by Grace McDonnell of the Jackson Street shop accountant's staff. Colared luxuriously in grey fox and accentuated by a chic little satin hat, it is a garment of fashionable distinction, \$97.50



Brown Photo Studios,
Saint Paul



What the Several Chapters and Allied Organizations are Doing

ST. PAUL

THE FIRST MEETING of Great Northern Railway Club No. 1, after the summer recess, was held September 16 at noon, with an unusually large attendance.

President Boyd presided over the business portion of the meeting, and then turned the entertainment features over to Mrs. Olivia Johnson, president of the Great Northern Women's Club of St. Paul.

Mrs. Johnson introduced Lena Clifford, who gave several vocal selections and dance numbers in costume, making a great hit with all the members present. Miss Clifford was accompanied at the piano by Florence Holmgren.

Mrs. Johnson then introduced Mrs. Luella Nyhus of the Minnesota State Auditor's office, who has been interested all her life in deaf and mute people. In fact, Mrs. Nyhus' own parents were both deaf and mute. She gave a most interesting talk on the work being conducted in the state institution for deaf and mute people, and the education of the young, calling attention especially to the fact that pupils in the state institution have a much better opportunity for advancement without any outside distractions than do the children who were not sent to such an institution.

Mrs. Nyhus' talk was of a constructive nature, and she had abundant illustrations close at hand, for she introduced Mrs. Ethel Swangren, deaf and mute, who gave some very remarkable illustrations of the sign language. She sang several songs in the sign language with piano accompaniment. Mrs. Nyhus sang the words of the songs in English. Mrs. Swangren also told several short stories in the sign language, Mrs. Nyhus interpreting her with the spoken word.

The most remarkable thing about Mrs. Swangren's singing and story telling was the grace and rhythm of her sign language. It was a pleasure to watch her hands and arms making their various motions with a symmetry and grace nothing less than remarkable.

A REAL NOVELTY gave added zest to the meeting of St. Paul Chapter No. 1, on September 23. After the luncheon and community singing, the Great Northern Trio appeared, being composed of Edna E. Gille, soprano; Ethel Tamborino, violin, and Mary Alicia Brown, accompanist, and the two latter proceeded to play the wedding march.

As the glad notes rang forth, in marched young Thomas Fountaine in the somber garb of a dominie followed by a blooming bride, veil and all, who was Florence Riley taking the part of Miss Oriental Limited, hand in hand

with Roxanne Ingram as Mr. Glacier Park. Miss Gille sang, "Oh Promise Me," with violin obligato by Miss Tamborino, and the ceremony was as follows:

"Dearly Beloved, for inasmuch as these two popular people present themselves before this body of Glacier Goats for the happy cause of increased revenue, and as they are properly attired, it becometh me as the Chief Goatee to ask the usual questions.

"Mr. Glacier Park:

"Do you take Miss Oriental Limited here present for your chief attraction to have, and to hold in high esteem against all comers and to protect her against all rivals?

"Do you promise that you will most graciously receive Miss Oriental's guests as your own to cherish and protect and provide sumptuous meals and restful rooms and every other accommodation known to the traveling public?

"Do you further promise to return all said guests to Miss Oriental's keeping for a safe journey to that delightful trip of romance and scenery, the Pacific Northwest, the great mother-in-law of all who have spent an enjoyable vacation? If you are asked the reason why, will you answer 'Chicken Pie'?"

"Groom: 'I do.'

"Miss Oriental Limited:

"Before the traveling public of Western and Eastern hemispheres and all the islands of the sea and most particularly the intelligent and discriminating travelers of these United States, do you emphatically assert and declare that it is your constant thought and most cheerful duty and pleasure to obey every demand of an exacting public and may all your charms and graces attract travelers for America's most wonderful vacation grounds, Glacier Park and the Pacific Northwest?

"Do you promise to arise early to provide delightful club breakfasts and unequaled luncheons, including chicken pie and evening dinners equal to those served at the Ritz-Carlton, without extra fare?

"Do you promise that all who are received in your keeping whether on business or pleasure shall be most thoroughly pleased?

"Bride: 'I will.'

("Join hands and repeat after me"):

"I, Glacier Park, take Oriental Limited for my wedded wife, to have and to hold, for better or for worse, to provide her with a straight track, good roadbed and pleasing servants, if necessary, and thereto I pledge thee my troth.

"I, Oriental Limited, take Glacier Park to be my lawful husband, to correct and improve him when necessary, for richer or for poorer, until we do part."

(Loose hands—man gets ring.)

"With this ring I thee wed and with all my worldly goods I thee endow, to love, honor and obey, until the end comes."

"I now pronounce you man and wife, go forth and do the best you can for we are with you on a million box cars."

Minister, Thomas Fountaine; bride, Florence Riley; groom, Roxanne Ingram; wedding march, Ethel Tamborino; violin, Mary Alicia Brown; piano, soprano solo, Edna E. Gille.

Those in the play took their parts well and the applause was long and loud after the recessional. The speaker of the day was General Solicitor F. G. Dorety on "The Constitution," giving some mighty interesting glimpses of the purpose, meanings and value of that great document.

HOWARD KAHN, EDITOR of the *St. Paul Daily News*, gave a very interesting address to the Great Northern Club at its regular weekly meeting, Wednesday, September 30.

Mr. Kahn made a very happy combination of the more serious side of newspaper work as well as the lighter side, explaining under what pressure, as to time, a good deal of the work was done, and he took justifiable pride in the comparatively few errors and mistakes that occur under such working conditions. He felt that the modern newspaper really needed no apology and that it was able to stand on its own record before the public. Mr. Kahn had a number of interesting anecdotes and stories to tell relating to newspaper work, in some cases reading humorous letters that had been received in his office and explaining how some human interest stories originate and commented on the results which very often follow publication of such stories.

At the conclusion of his talk, Mr. Kahn invited the members who were interested, to get in touch with him during some noon hour, and look over the plant of the *Daily News*. He felt that they had one of the most up-to-date plants of that kind in this section of the country and expressed a willingness to see that anybody interested was shown over the plant.

THE CLUB WAS UNUSUALLY fortunate in having with it at its meeting on October 7, the Ray-O-Vac Twins, who were appearing at the Radio Show at the St. Paul Auditorium, in other words, Messrs. "Russ" Wilkey and "Bill" Sheehan, two of the cleverest entertainers the club has ever had.

The speaker of the day was Ray P. Chase, state auditor, who spoke on "Taxation."

Mr. Chase called attention to the property value of Minnesota being in excess of one billion nine hundred thousand, and took occasion to compare the tax rate in Ramsey County with the rates in effect in many other counties in the state, showing that it was less in Ramsey County than in many of the other counties. He divided his comments into three general subjects, High Taxes, Causes and Effects of Same, and the Remedies for any evils that might exist.

He called particular attention to the bad practice of thinking that it was easy to procure money for improvements, good roads, etc., by simply borrowing the money, usually through a bond issue. He illustrated his point in this respect by several concrete examples, the most conspicuous of which was the bridge across the Mississippi River at his home city, Anoka. This bridge was built many years ago and condemned long before it was finally paid for. The same conditions applied, he stated, in connection with many other improvements, especially county improvements. He felt that it was most unwise to incur a financial obligation to be handed down to future generations, when they, in turn, who have plans and improvements that they wished to carry through, would have to assume their own obligations as well as the obligations of men, in many instances, long since dead.

He gave an array of statistics that were both illuminating and startling to most of those present, and quoted from many authorities including President Coolidge in support of his contentions.

Mr. Chase made his subject doubly bright and interesting by mixing a good deal of genuine humor in his remarks along with the more substantial part of his address.

CHAS. W. FARNHAM gave a very interesting and heartfelt tribute to Theodore Roosevelt, the man and citizen, at the meeting of the Great Northern Railway Club on October 14. Mr. Farnham is a great admirer of Roosevelt, and he spoke with intense feeling throughout his address, emphasizing the high ideals that he felt had prompted Roosevelt's life and actions.

He recalled many of the activities of Roosevelt's life, from school boy to president; his work on the police organization of New York City, his experience in North Dakota and the unflagging interest which had made it possible for him to accomplish the things he did. He noted that it was largely due to Theodore Roosevelt, while assistant secretary of the navy, that the marine portion of our fighting force was ready when the war with Spain occurred. Other outstanding services mentioned were in connection with the passage of the child labor law in the District of Columbia, halting of the Russian-Japanese war, and his social work in collaboration with Jacob Riis. Mention was also made of his literary labors—some 39 volumes in as many years testifying to his activities in that respect. He wrote his history of the war of 1812 at the age of 24 and that history is still considered as a standard work concerning that event.

Roosevelt's knowledge of outdoor life, birds, botany, etc., was almost amazing. Mr. Farnham related an incident when

Roosevelt was in England and Earl Grey and he undertook to go on a bird hunt (without guns) in rural districts. Roosevelt was able to name and distinguish every native bird they saw.

Roosevelt had the finest gift of conversation of any man with whom he had ever associated, said John Hay, who had had ample opportunity to judge men in this respect.

Roosevelt's ability to meet any situation was illustrated by several incidents. One which Mr. Farnham related referred to the meeting in England before the war, of Roosevelt and the Kaiser. As they were leaving Buckingham Palace, the Kaiser asked Roosevelt to meet him the following day, as he could give him forty minutes and wished to see him. Roosevelt's reply was characteristic: "All right, will be glad to be there, but as I have another engagement about that time, I can give you only twenty minutes."

Mr. Farnham's talk was a brilliant, glowing tribute to Theodore Roosevelt, eloquently delivered.

THE GIRLS FROM the eleventh floor arranged the very enjoyable program at the meeting of September 17, Genevieve Collins being the floor representative. Those contributing to the entertainment were Jeanne Miller and Teresa Conlin, soprano and reader respectively.

The speaker was General Scoltior F. G. Dorety, whose topic was "The Constitution," particularly appropriate as the meeting was held on the 139th anniversary of the adoption of that historic document by the American states.

Mr. Dorety emphasized the fact that the protection afforded by the Constitution to industrial as well as individual enterprise, had been largely responsible for the commercial development of the nation. He compared the constitution to an automobile—the engine being represented by the original draft which makes the government go, and the brakes being represented by the amendments which restrain the government in its dealings with people and groups of people.

He quoted former prime minister Gladstone of Great Britain and other noted statesmen and lawyers to the effect that the Constitution of the United States was the greatest document ever conceived by the human mind and issued for the advancement of human liberty.

Mr. Dorety's talk was keenly enjoyed by the members, many expressing surprise that what might be considered rather a "dry" subject could be made so decidedly interesting.

THE ENGINEERING department was very well represented at the October 1 meeting by the following: C. A. Dunham, H. E. Brashares, H. F. Hamilton, W. E. G. Blinkhorn, H. A. Gerst and J. B. Mitchell. Francis Rosenthal, a former employe of the department, was present and sang a number of baritone solos. He was accompanied by Gerhardt Alexis. Evie Sohlberg delighted the audience with a number of very clever readings.

John Brown, secretary of the United Charities, was introduced by General Solicitor Dorety. The subject of his speech was "The Men Who Can Not Get

Along." He said that in every community there are five men out of every hundred who can not get along. He quoted some of the reasons for this, among which are sickness, misfortune, accidents, and also that some men are totally untrained and some only partially trained. Three per cent of the people in every community are feeble minded. There is really no help for this class of people as they are incurable, and it is almost impossible to cope with this situation. Then there is the criminal class which does not recognize the rights of others.

Mr. Brown is a recognized authority on this subject, as he has done social service work in the cities of Rochester, N. Y., and Bridgeport, Conn., before coming to St. Paul.

THE MEETING OF October 15 was a business meeting. An executive committee consisting of the following members was elected by a standing vote: Edith Lautenslager, Ellen Gill, Antoinette Greengard, Gertrude Broderick, Ethel Johnson and Wilhelmena Pokorny. The executive committee consists of the officers of the club and the six members elected. It will supervise and managed all the affairs of the club.

GLACIER PARK JUNIORS

THE FIRST MEETING of the season of the Glacier Park Juniors was held Thursday evening, October 15. Most of the beauty and chivalry of the general offices attended, together with quite a number of fellows from the fifth floor. President Herb. Schaaf presided.

After supper and a short talk by Mr. Stokes of the Y. M. C. A., the election of officers for the coming season took place. John Tauer of the comptroller's office, was elected president, with Nick Savage of the freight traffic as his vice-president. Ed. Graves of the freight claim department was handed the secretary's portfolio, and John Rahilly from the paymaster's office takes charge of the treasury.

The climax of the evening was reached when, amid scenes of wild enthusiasm, Earl Tucker of the freight claim department was heralded as "The Goat" of the club. Hayes Redmond of the auditor of disbursements office was given charge of JUNIOR BLEATS.

A motion to hold the club meetings on Tuesdays during noon hour passed unanimously. Further notification of our next meeting will be on the bulletin board in the lobby.

First call for candidates for the volley ball team was issued, immediately after which the meeting adjourned.

Choral Society Opens 1925 Season

THE FIRST REGULAR fall rehearsal of the Great Northern Choral Society was held Wednesday, September 30. Seventy members attended and under the able leadership of Director Thornton the society's plans for the winter season were given a vigorous inauguration.

Arrangements are progressing satisfactorily towards the organization of sev-

eral duets, trios, quartettes and other singing groups to enable the society to arrange enjoyable singing programs to be presented during the winter season.

After the rehearsal J. H. Boyd, president, was host at a delightful dinner served by Leo Kramer, chef, Great Northern Railway cafeteria. Several musical numbers were given by various members for the entertainment of the guests, which included Mrs. Olivia Johnson, president, Great Northern Railway Women's Club, and E. F. Flynn, James T. Maher, and Clifford H. Trembly, Great Northern Men's Club No. 1.

Following the dinner and speakers, the membership enjoyed a pleasant evening dancing, playing bunco, and viewing motion pictures taken along the Great Northern Railway.

Every one voted the entertainment a huge success and members of the Choral Society are highly appreciative of the opportunities they are afforded to build up a strong musical organization which will rank among the best of its kind.

Winners of prizes in the bunco games were: Ladies' first, Margaret E. Peiffer; ladies' second, Marie Garlough; men's first, Vernon C. Lyons; men's second, Fred Helgeson; consolation, Geo. J. Ghimenti.

MINNEAPOLIS

SEPTEMBER 26, 1925, opened the season for Minneapolis Club No. 5 and brought out a large attendance in spite of bad weather. The club was celebrating the Centennial of Railroading as will be seen by the accompanying illustration. Twenty-five merchandise prizes were given to the lucky ticket coupon holders ranging all the way from motometers to pancake flour.

The following interesting program was highly enjoyed by all:

Overture Club Orchestra

Introduction of Program—Harry E. Jones, President.

Song and Dance.....Ruby Sinton
Accompanied by Leona Sinton.

Oriental Quartette—Marvin Rafson, A. F. Fielzer, Archie Turner, Oscar Hoagberg.

Accompanied by Marie Anderson.

Solo..... Joe Bourbeau
Accompanied by Anne Bourbeau.

Dancing

VANCOUVER

VANCOUVER, B. C. Club, Chapter No. 11, has made plans for a special dinner meeting which will be held in the Ambassador Cafe, 610 Seymour Street, Vancouver, B. C., at 7 P. M. on the evening of October 29, 1925, the occasion being the first visit of E. F. Flynn, assistant to the vice-president and general counsel, who will address the club after dinner. A fine orchestra has been secured and it is intended to have a dancing program after the address.



Engineers' Auxiliary Picnic

THE G. I. A. No. 209 to the B. of L. E. No. 413 of St. Cloud, Minnesota, held its annual picnic at Pelican Lake on August 2. The pictures represent only a small per cent of the members present as most of them were absorbed in the many amusements which were indulged in. The party, numbering nearly a hundred, spent a most enjoyable day, bathing and playing baseball and tennis. Refreshments in abundance and of appetizing variety were served throughout the day. Richard Williams, Jr., three weeks old grandson of A. Zins, engineer of Melrose, Minnesota, was guest of honor.



Ushers and Quartette, Minneapolis Club Entertainment

Left To Right—Rosamond Burke, Marie Anderson, Oscar Hoagberg, Marvin Rafson, Marie Manley, Billy Goat, Beatrice Mooney, Anthony Feilzer, Archie Turner, Minnie Vivian.



Minneapolis Picnic Committee

THROUGH THE KINDNESS of G. W. Sullivan, Minneapolis passenger station, baggage department, the above picture of the committee of arrangements for the Minneapolis Great Northern Club picnic came to hand. With this group in charge no wonder it was a thoroughly successful affair. Those in the picture are:

STANDING—Owen Cunningham, Dave Therrien, Oscar Hoagberg, James Sullivan, E. M. Hayes, Mrs. B. Mooney, President H. E. Jones, Helmar Quarnstrom, J. F. Garonsin. **KNEELING**—Carl Mayer, Hugh Manley, I. Fuzzey, Fred Chiquist, John Vanderhyden. **SITTING**—Peter Horvereid, William Gillis, Miss R. Burke, John Huch, Lucile Snowbrick, Marie Manley, Mary Mahoney, Irene Pierce, Alex Cummings, Charles O. Meyers, Edmund Westlund.



Another Great Northern Band

VICTOR EDWARDS, who beats the bass drum in the Shop Craft Band, sends us the above picture. The band is composed mainly of members of Carmen's Local No. 2 and was recruited largely from Jackson Street shops with several from Dale Street, and a few outsiders.

The picture was taken at the annual picnic at Spring Park, Lake Minnetonka. Those who have heard the band say they are "going good." Those in the picture from left to right, are:

TOP ROW—Joe Smykal, Louis Di-Santo, Elmer Olson, Ole Hanson, Frank Plisek, Ben Rottman, Joe Bastyr, Anton Nesh, Geo. Drumhaller, Al. Kampa and Clifford Zuwick.

BOTTOM ROW—Frank Kohout, director, Henry Granger, Jerry Bastyr, Eugene Fabeo, Victor Edwards, Roy Boltman, Jim Bastyr, Andy Leisy, Jerry Posevad, Bill Hendricson, and Wentzel Heyer.

GREAT FALLS

GREAT FALLS CHAPTER No. 4 held its first social of the season on September 30 at the Elks' Temple. The program consisted of entertainment which commenced at 8:30 p. m. with two very fine duets by Margaret and Mildred Shaw, of the American Railway Express Company and daughters of Dispatcher Shaw. They were followed by two well rendered and humorous readings by Mrs. A. C. Huhn, wife of our chief dispatcher. The program was concluded by two vio-



1853

1925

DID YOU KNOW

that this bank has 10,000 more depositors than there are employes on the entire Great Northern Railway System? On its books appear the names of thousands of railway workers who through the systematic handling of their income, and regular deposits in a Savings Account, are progressing in a financial way.

These men and women will be ready for opportunities for profitable investment when the time comes.

The
FIRST NATIONAL BANK
of St. Paul.

lin solos by Charles Hajek, messenger in the relay office.

After the program was concluded, the hall was cleared of chairs and dancing was started to the music of the Art Dowse Orchestra, and a wonderful time was enjoyed by all those present.

The next entertainment is to be given on October 28 in the form of a masquerade ball, and from the hand bills which have been circulated, we learn that a live baby will be given away as first prize, and every one is quizzing the entertainment committee to ascertain what kind of a baby it is going to be.

SPOKANE

GREAT NORTHERN CLUB No. 2 of Spokane held its first fall meeting September 25 with President William Carswell presiding and about 150 present in the Chamber of Commerce assembly room.

A committee consisting of John F. Pewters, August Alstrom and Ernest E. Sargeant was appointed to revise a resolution received from the Everett lodge, condemning motor bus competition, and to refer the resolution to the next meeting.

A resolution congratulating Barney Lantry, assistant superintendent of the Marcus Division, on his marriage recently to Mrs. Eilers was also passed. The nominating committee was ordered to bring in nominees at the October meeting for balloting upon at the November meeting.

The club now consists of 520 members with \$150 in the treasury and \$25 of this amount was voted to maintain a team in the bowling league this fall.

Ruth Goselin, a member of the club, attended her last meeting of the club last night. She leaves shortly for Seattle where she will be employed by the Northwest Regional Advisory Board, an organization recently created to iron out difficulties between the railroads and shippers.

After the business session Gwendolyn Hayden danced, Harry Hesselein appeared in a ventriloquist act, "Chick" Dillie gave a character monologue, Joseph McKenna sang, accompanied by Johanna Rosenhaupt, and Florence McCullough gave a Spanish dance. The Great Northern orchestra, with the Rocky Mountain goat on the big bass drum, played a number of selections, and was one of the hits of the evening.

EVERETT

EVERETT CLUB, Chapter No. 10, is arranging for an informal dance and entertainment at 8 P. M., October 31, 1925, on the occasion of a visit from E. F. Flynn, assistant to the vice-president and general counsel, who will address the club on the subject, "The Railway Game." This entertainment will be entirely free to all members and their personal friends.

Great Northern Quartet Popular

In Demand at Omaha During American Legion Convention

OUR QUARTETTE was here, there, and everywhere among the Buddies at Omaha at the Legion convention and pleased wherever they appeared. They made one appearance at noon-day luncheon at Brandeis' Tea Rooms and also sang at the States Dinner of the Ladies' Auxiliary, at the same place with 1,200 present, souvenirs of Lake Josephine being given to each lady who attended.

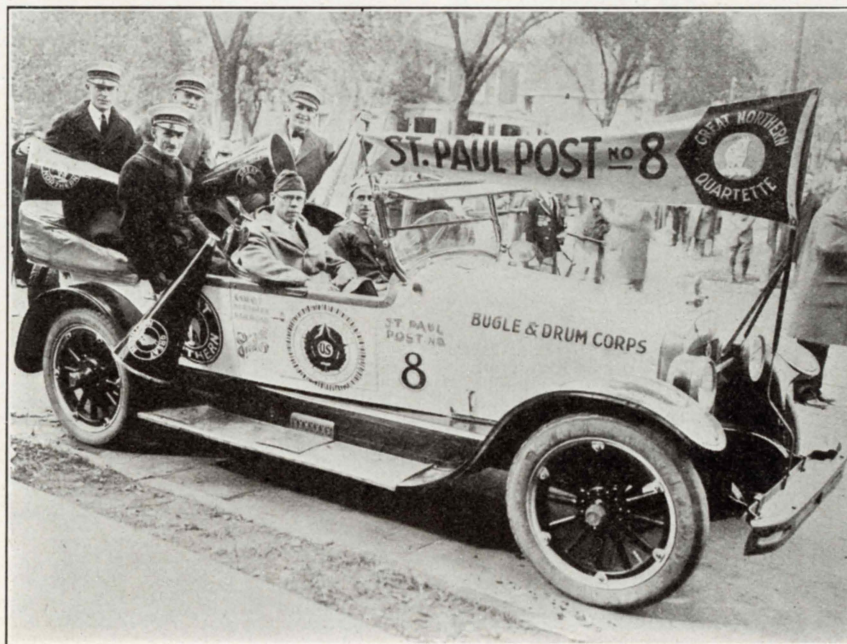
Other places where they appeared were: The Strand Theater, one of the largest movie houses in Omaha; the banquet of 8 and 40, an organization of the Ladies' Auxiliary with 500 present; souvenirs were given at this occasion; the 40 and 8 promenade, 5,000 present.

During the main parade the quartette sang from a decorated automobile (shown in the picture). This parade was



Our Boys at Omaha

A GROUP OF Great Northern members of Railroad Post, No. 416, is shown here, taken just before starting for the annual convention of the American Legion at Omaha. With them is their counselor, Margaret Kane, one of the Public Relations Bureau, who is an attorney and tells them how to keep "within the law."



viewed by President Coolidge and staff. There were also numerous appearances through the streets and at hotels, the quartette being a great success on each occasion.

Souvenirs were very much in demand, 2,500 of which were given to visiting delegates.

The Great Northern automobile, which was decorated and arranged by the advertising department, attracted much attention, and was undoubtedly the best appearing of the cars entered as official cars.

The quartette broadcast a program from WOAW, and also from the Council Bluffs station, KOIL. A request was made for another appearance on Friday, which we found it impossible to grant.

Somers Lumber Company

Additional Items

Blanchard Camp News

Ben LeBlanc, camp cook, is taking his vacation at the present time. His place is being taken by Raymond Pederson who is well versed in the culinary arts.

To date several attempts have been made to locate water for the camp but each one has proven futile. Perry Russell of Somers has offered to locate a well for us and we are hoping that Perry's guess will be realized.

Ole Fougstedt, timekeeper at Blanchard Camp, has made several trips to Kalispell recently. Some of the boys have accused Ole of visiting with the ladies but Ole claims his trips are all of a business nature.

At the present time there is not much logging at the camp. A great deal of preparatory work is going on incidental to the winter operations. This year Blanchard Camp should make a fine record for logs cut as all indications point in this direction.

Great Northern Semaphore

SPORTS

BOWLING

GREAT NORTHERN BOWLING LEAGUE OF MINNEAPOLIS SCHEDULE 1925 and 1926

		DATES AND ALLEYS ROLL ON					
ZENITH SPECIALS	vs. ORIENTAL LIMITED	Sept. 25	Oct. 30	Dec. 4	Jan. 22	Feb. 26	
GLACIER PARKS	vs. WINNIPEG LIMITED	19 and 20	21 and 22	23 and 24	23 and 24	19 and 20	
GOPHER STATE	vs. RED RIVER LIMITED	21 and 22	23 and 24	19 and 20	21 and 22	23 and 24	
		23 and 24	19 and 20	21 and 22	19 and 20	21 and 22	
GLACIER PARKS	vs. RED RIVER LIMITED	Oct. 2	Nov. 6	Dec. 11	Jan. 29	Mar. 5	
GOPHER STATE	vs. ORIENTAL LIMITED	19 and 20	21 and 22	23 and 24	23 and 24	19 and 20	
WINNIPEG LIMITED	vs. ZENITH SPECIALS	21 and 22	23 and 24	19 and 20	21 and 22	23 and 24	
		23 and 24	19 and 20	21 and 22	19 and 20	21 and 22	
ORIENTAL LIMITED	vs. WINNIPEG LIMITED	Oct. 9	Nov. 13	Dec. 18	Feb. 5	Mar. 12	
ZENITH SPECIALS	vs. RED RIVER LIMITED	19 and 20	21 and 22	23 and 24	23 and 24	19 and 20	
GOPHER STATE	vs. GLACIER PARKS	21 and 22	23 and 24	19 and 20	21 and 22	23 and 24	
		23 and 24	19 and 20	21 and 22	19 and 20	21 and 22	
GLACIER PARKS	vs. ZENITH SPECIALS	Oct. 16	Nov. 20	Jan. 8	Feb. 12	Mar. 19	
WINNIPEG LIMITED	vs. GOPHER STATE	19 and 20	21 and 22	23 and 24	23 and 24	19 and 20	
RED RIVER LIMITED	vs. ORIENTAL LIMITED	21 and 22	23 and 24	19 and 20	21 and 22	23 and 24	
		23 and 24	19 and 20	21 and 22	19 and 20	21 and 22	
RED RIVER LIMITED	vs. WINNIPEG LIMITED	Oct. 23	Nov. 27	Jan. 15	Feb. 19	Mar. 26	
GLACIER PARKS	vs. ORIENTAL LIMITED	19 and 20	21 and 22	23 and 24	23 and 24	19 and 20	
GOPHER STATE	vs. ZENITH SPECIALS	21 and 22	23 and 24	19 and 20	21 and 22	23 and 24	
		23 and 24	19 and 20	21 and 22	19 and 20	21 and 22	

The League is made up of six teams: Zenith Specials, of Auditor's Office, Minneapolis Passenger Station; Glacier Parks, of Minneapolis Junction Gopher State, of Superintendent's Office; Oriental Limited, of Fridley Car Department; Winnipeg Limited, of Minneapolis Roundhouse; Red River Limited, of Minneapolis Switchmen.

Great Northern Shopcraft Bowling League

THE GREAT NORTHERN Bowlers started their league on Monday night, September 14, at the Recreation Alleys, Hamm Building. The league covers employees at Jackson, Dale and Mississippi Street shops.

The first night most of the bowlers had total points in each game which looked more like an average football score, but as the league will be open for some time, we hope that some good bowlers will be developed from this league.

Standings up to October 20, 1925.

Team	Won	Lost	Avg.
Dale St. Mach. No. 2	14	4	795
Miss. St. Elect.	13	5	768
Jackson St. Carmen	11	5	747
Dale St. Mach. No. 1	11	7	769
Jackson St. Stores	10	8	765
Jackson St. Mach. No. 1	9	9	740
Sheet Metal Workers	8	10	690
Miss. St. Local No. 29	6	12	726
Jackson St. Mach. No. 2	4	14	680
Steel Workers	2	16	686

The high team three-game total went to Dale Street Mach. No. 2 with 2,487. Individual high 3 game totals were made by Mitchell with 567, Paschandle 525, Neudauer 522, Schreiber 518, Dox 516, Dixon 509, and Oberg 502. Individual high single games were rolled by Oberg 226, Mitchell 225, Paschandle 220, Schreiber 208, and Alberts 205.

Railway League

AFTER WINNING fourteen straight games, the Glacier Parks finally went down to defeat, losing a close game to the North Coast Limiteds. However, they have a pretty safe lead, being three games ahead of the Oriental Limiteds and four games ahead of the Winnipeg Limiteds, their two closest rivals. The G. N. Goats, a new entry in the league, got away to a poor start but they have been improving steadily and should win their share of games from now on. The Winnipeg Limited team turned in two 1,000 games

and a team total of 2,917, which is a good mark for any team to shoot at. Ohlander is leading the league with an average of 192 and he also has high individual game and high three-game total.

The Standing

	Won	Lost	Team Average
Glacier Park	14	1	879-14
Oriental Limited	11	4	873-14
Winnipeg Limited	10	5	879-6
Yellowstone	9	6	830-6
Yakima	7	8	798-2
North Coast Limited	6	9	784-7
Big Baked Potato	3	12	783-11
Great Northern Goats	0	15	728-11
High single game—Ohlander, Oriental Limited			246
High three games—Ohlander, Oriental Limited			630
High team game, Winnipeg Limited			1,023
High team total, Winnipeg Limited			2,917

Individual Averages

Ohlander	192	Pringle	164-8
Gutz	188-9	Cassery	163-1
Beckwith	184-6	Swanson	162-4
Russell	180-2	Johnson	160-6
Olson	180-2	Powell	159-9
Kowalski	175-10	Nentwig	158-7
Ekensteen	175-5	Patterson	157-6
Hoffman	175-4	Long	157-1
Peterson	174-14	Roloff	156-10
Wedell	174-5	Schneider	156-4
Dean	174-5	Isaacs	156-1
Whitlock	172-2	Engstrom	155-2
Page	172-2	Schaller	153-9
Jorgensen	171-8	Fellhoffer	152-2
Leahy	171-2	Gehring	151-8
Picha	171-1	Leitner	150-1
Hanson	171	Anderson	150
Pagel	170-8	Panushka	146-12
Lauer	169-4	Dixon	145-10
Kittley	168-6	Dox	142-14
Cooper	166-13	Jungek	141-5
Grube	166-7	Thomson	139
Micko	166-5	Fischer	138-2
Ryan	166-3	Langewisch	134
Wendt	165-6	Bagley	117
Etter	164-10		

Sioux City

CHAPTER 7, of the Great Northern Railway Club, Sioux City, has entered a team in the Sioux City Transportation Bowling League. The teams comprising the league are: American Express Co., 2 teams; C. & N. W. Ry., office; Great Northern Club; Illinois Central, freight; locomotive shops; Mil-

waukee, shops; Omaha, shops, 2 teams; Post Office; Terminal R. R., post office; Traffic Club.

The schedule calls for six games, every Tuesday evening, September 15 to April 27, inclusive. The games will be rolled on three alleys with two-hour periods, 7 and 9 o'clock, for each series.

There are many good bowlers among the members of the league, and it is expected that some fine scores will be hung up. The Great Northern representatives are going to be heard from in the contest. If they pull down the trophy no one will be surprised. The SEMAPHORE never saw any of them bowl but it has become a habit with us to expect star performances from members of our Great Northern family. They are consistent "go-getters" at everything they undertake.

Hillyard G. N. Wins

Defeats United Railways Three Straight

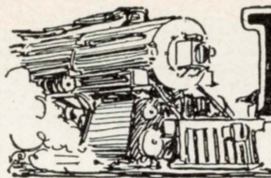
THE HILLYARD G. N. bowling team furnished the surprise of the series recently when it took three straight games from the United Railways' team. Heretofore, the best Hillyard has been able to do has been to cop one game a night.

Railroad League SPOKANE, UNITED

Handicap	104	104	104
Smith	120	134	120
Anderson	151	165	169
V. Arth	128	192	153
Creighton	153	142	164
Lundberg	124	125	201
Totals	780	862	913

GREAT NORTHERN, HILLYARD

Handicap	55	59	59
Young	199	180	246
G. Hamb.	154	172	104
P. Long	114	172	104
H. Hamb.	170	149	163
White	170	181	181
Totals	862	875	920

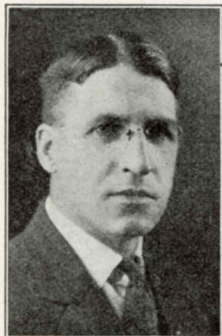


Division News

BUTTE DIVISION

Associate Editor
E. L. CARVER
Great Falls, Mont.

Eugene Moon, stenographer, local freight office at Great Falls, left October 19 for a thirty days' trip to New York and other eastern points.



"Les" Nelson, road clerk in the superintendent's office, had a strenuous duck hunting trip during the past month. He advises that after they got through playing Sandow with the back end of the car while going through some Montana gumbo, they didn't care whether there were any ducks in the country or not.

Lucille Locke, clerk in the local freight office at Great Falls, has returned from two weeks' vacation

spent in Portland, Seattle, and other coast cities.

Henry Shaffroth, clerk in the superintendent's office at Great Falls, has left for northwestern Montana in pursuit of deer and grizzlies. Henry says we can all get our roasting pans ready as he will have enough for every one.

Wm. Dodson, cooper in the freight house at Great Falls, had the misfortune of being struck by an automobile on September 19 while crossing the street in the up-town section. While he was not seriously hurt, he states that there are still some pretty sore spots.

Wm. McDonald, master carpenter at Great Falls, is again able to be about after his fall from a bridge just east of Great Falls.

Fred Rice and Gust Mallas of the local freight house made a fishing trip on October 17 and there have been some bets placed, we understand, as to who will bring back the best string of fish. Fred says that Gust will have to stay at least a half mile away as he has a patented method of catching fish which he doesn't want Gust to learn or he won't have any chance of making a record.

Hazel Sherman of the local freight office at Great Falls was called to her home at Alder, Montana, October 10, on account of the serious illness of her grandmother.

The Western Weighing and Inspection Bureau has a very desirable representative located at Great Falls, but there has been considerable mystery regarding him. Mr. Mees has kindly volunteered the information which solves the mystery. He admits that he is one of nature's finest products, science having nothing to do with his origin. But, even so, we have often wondered—

The weather prophets have, for some time, predicted an early winter for Montana, and, for once, we are inclined to believe that they are going to be in the vicinity of the truth. On September 19, we were visited by a snowstorm and near blizzard and by another one a week later, and ever since we have been keeping the old fire going in the basement. We are glad that the prophets are right for once, but are wondering when we are going to get our Indian summer.

Margaret McElliott, abstract clerk in the local freight office, is working as stenographer during the absence of Eugene Moon and Junior Caffyn is filling the position of abstract clerk.

Louis E. Madden, car clerk at Great Falls, who suffered a stroke of paralysis while checking the mill spur on September 19, is recovering slowly at his home. Clark Grady is filling the position of car clerk during Mr. Madden's convalescence.

Otto Neilson, checker in the freight house, took unto himself a bride a short time ago, and afterwards spent a short honeymoon in Butte.

Carl Hoelzel, checker at the Great Falls passenger station, has bid in on a vacancy in

the freight house and is now holding the position of checker in the freight house.

Gust Poulos, checker in the freight house at Great Falls, is on a short leave of absence visiting his brother in St. Louis.



Agent C. H. Porter of Choteau, Montana, had a dandy float in the Labor Day parade there as may be seen by the accompanying view of the decorated car, which certainly gives great prominence to both the railroad and the telegraph company.

CASCADE DIVISION

Associate Editor
D. O'HEARN
Everett, Wash.

Mrs. W. O. Dolson, wife of agent, Snohomish, has received word of the death of her sister, Mrs. A. H. Pike, at Ontario, California, September 13. Mrs. Pike was employed for many years as operator at Monticello, Minnesota. She was the widow of Veteran Allen H. Pike, whose death was noted in the July issue of the SEMAPHORE. The news of the passing of Mrs. Pike will bring sorrow to the hearts of many old friends on the Fergus Division where they were both so long and favorably known.

James Dolphin, baggage man at New Westminster, is the proud father of a daughter born September 22. Both Mrs. Dolphin and Jim are receiving the congratulations of the staff.

Switchman Walter Betts is around again after a very serious illness.

Monty Jones of the New Westminster staff is shining up the fishing tackle, as the fishing is now good. Mrs. Jones is of the opinion that the way to the fishing grounds is too long and muddy.

The New Westminster bowling team is getting down to practice and no doubt will be heard from soon.

Edward Konanz, night foreman of the switch crew at Vancouver, B. C., departed on September 30 for a vacation trip to points in Iowa and Illinois.

S. Manuel, chief clerk in the Vancouver city freight office, spent the last week in September visiting friends in Tacoma and Portland.

Walter Johniser, boilermaker at Vancouver, has received patent for Canada and the United States on a new type of railroad tie which eliminates spikes and anchor plates. Section Foreman Thomas cannot understand why he, who is a tie expert, did not invent such a thing.

N. K. Vosper, agent of the American Railway Express at Vancouver, accompanied by his wife and daughters, and Mrs. Vosper's father and mother, spent two weeks in September touring British Columbia. This was Mr. Vosper's first tour of the province and he states it is certainly a wonderful country. The tour opened his eyes to the vast possibilities of British Columbia.

Grace Addison, stenographer in the city office of the American Railway Express Company at Vancouver, is recovering after a severe operation. We are glad that she is getting along fine as she has been missed.



Robert Nicklin, night switchman at Vancouver, is recovering from his recent injury. Hostler Helper Charles Johnson of Skykomish has been transferred to Interbay roundhouse.

Mrs. A. Beattiger, wife of Boilermaker Helper Beattiger of Skykomish is visiting relatives in Yakima.

Car Inspector R. J. Anton and wife have departed for California to visit Mr. Anton's father and mother, who reside in Los Angeles.

Car Inspector A. W. Martin and family of Vancouver spent the week-end recently at White Rock taking in the sea breezes. "Alf" is the proud father of six and they all say the water was fine.

First steps toward electrification of the Cascade Division of the Great Northern Railway were started September 14 when Great Northern crews commenced the work of raising the roof and lowering the tracks in two tunnels in the hills. Materials are now being assembled for construction in the spring.

Neil Franklin, who has been employed during the summer months as brakeman on this division, has returned to Bellingham and is now working as yard helper.

William Moore and Ray Fowler, yard helpers, who have been absent during the summer months, have resumed work on the night switch engine at Bellingham, which it has been found necessary to reinstate on account of increase in business.

Bellingham station is unusually busy now on account of the sugar beets being shipped to the new plant of the Utah-Idaho Sugar Company. It is estimated there will be about nineteen hundred cars of sugar beets handled during the season.

R. Hughes, district roadmaster at Bellingham, and family, have returned from visiting relatives in Ottumwa, Iowa. Mr. Hughes reports a very enjoyable time, having met many of his old railroad friends along the line. He also reports he did not see any place that looked any better to him than Bellingham.

Charles E. Smith, son of Car Inspector C. F. Smith of Bellingham, has returned home after spending his vacation at Cut Bank and Whitefish, Montana.

SEATTLE ITEMS

Associate Editor
A. L. SCOTT
Seattle, Wash.

Mrs. Grace L. Smith, telephone operator at the G. N. Docks, has just returned to work after spending her vacation in the gay city of San Francisco.



She reports a good time but, outside of one unusual attraction in Portland it's "Seattle all the time." There must be something fascinating about that California country for the people "out at the dock" as "Smitty" as the third one from that office to journey southward to spend a vacation this year. Helen Solomon, the peppy bill clerk, started the habit in June. Ed.

Weisenflue of the "big bowl pipe" fame followed her, and now "Smitty" has gone. Give us the secret so we can go too.

Tessie O'Neill, who bosses the restaurant at King Street Station during the evening hours, recently took her fliver out and engaged in mortal combat with a nice big "Fierce Sparrow." Tessie and her car lost the bout, but we are all glad to see her back on the job again and wish her better luck next time.

L. E. Henderson, who advises us all to eat "seasonable fruits at reasonable prices" on Great Northern diners, is sojourning at Soap Lake for a few weeks trying to beat "Old Man Rheumatiz." Best of luck and best wishes from us all, "L. E."

James G. Coleman, the beau brummel of the passenger department, is around looking for property on which to build a home. It looks as though congratulations would be in order pretty soon.

Anne Postery, one of the chief, if not big, attractions in the restaurant at King Street Station is back on the job again after a vacation spent in St. Paul and Minneapolis. Ralph Nicols surmises that she has a "and-some 'arry" to attract her back there.

G. E. Cooledge of the dining and sleeping car department has been away on a vacation, and from the secrecy with which he keeps all details about it, we are inclined to believe that he went to Washington, D. C., to confer with "Cousin Cal."

Whenever any of the employees in the terminal hear of any news for the *SEMPHORE*, they could assist the associate editor and his assistants materially by sending in a little note. The whole hearted co-operation of every employee will enable us to make our part of the magazine what it should be. The following employees are assisting as reporters in their various departments and will be glad to see that all news gets into the proper hands for publication: E. J. Hedman, Seattle freight station; Clyde E. Marston, Seattle Docks; George Canan, Interbay district; Ethel Ronald, King Street Station General Offices; Frank Guthrie, King Street Station; Esther Anderson, dining and sleeping car department. Don't be bashful about your family or yourself but let the above mentioned people have any news you may think of interest to the Great Northern family.

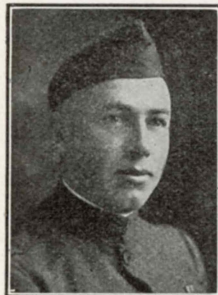
"We need more Annas in business," was the theme of Fred W. Graham's talk recently before the Rotary Club. He said in part that to foster a feeling of friendship and co-operation should be the primary object of all businesses. Human nature is the same the world over. A word of commendation and a pat on the back increase efficiency without extra strain on the "overhead." That is how Mrs. Anna Thayer, in charge of the personnel department of the King Street restaurant manages to keep efficient and loyal girls. "Not that I am boosting our own line." And Claude Meldrum sitting in the audience said, "Oh, of course NOT."

The above appeared in *Guy's Store Chatter* of Seattle and refers to three employees of the Great Northern, Mr. Meldrum being assistant general passenger agent and Mr. Graham assistant agricultural development agent, both in Seattle.

DAKOTA DIVISION

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

Ira E. Kell of Great Falls has accepted the position of night wire chief in the relay office at Grand Forks, and recently assumed his duties at this point.



"Tony" Rottweiler, train master's clerk, was wearing the smile that won't come off on Friday, October 9, and passed around the cigars, announcing the arrival of an 8 1/2 pound boy. Tony says that he has not as yet started on night duty, but expects to very shortly.

Joe Nelson, formerly assistant material clerk in the superintendent's office, has accepted a position as office

manager for the Northwestern Medical Clinic at Crookston. We all wish Joe success in his new position.

Kathryn Bennett, stenographer in the superintendent's office, is spending her vacation visiting friends at various points in Ontario.

"Bridge Tie" McManmon of St. Paul spent several days recently in the superintendent's office, checking up A. F. E. work, and incidentally looking for a few bridge ties.

Anna L. Feucht of St. Paul has accepted a position as comptometer operator at Grand Forks, replacing Minnie Fisher, who has been promoted to the position of assistant material clerk.

Dispatcher L. B. Sapp, who has been employed at Grand Forks, has taken a ninety-day leave of absence, and with his family is taking a trip to Florida.

Now that the world series is over, "Horse-shoe" Peschel of the superintendent's office is seriously contemplating taking the fatal step. Why not wait until after the next world series, Frank, and you will be able to retire?

Curt Monroe of the superintendent's office was called to Crookston October 6 on account of the death of his father. Curt has the sympathy of the entire office force in his bereavement.

November, 1925

"One hundred ninety-two carloads of potatoes, selling at eighty cents per bushel and netting growers \$92,160, have been shipped from Hoople, N. D., since the digging season began this year.

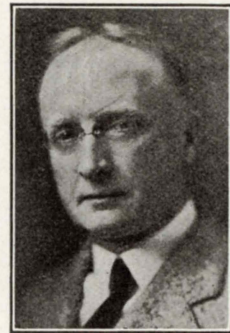
"One hundred thirty-two carloads have been shipped out in the past seven days. This is the heaviest potato movement known in this district."

The above from the *Grand Forks Herald* is supplemented by Agent J. McKenna at Hoople who declared that during this unusually heavy movement, not one of the shippers lost any time through car shortage or switching. Every load was picked up and moved promptly.

HEADQUARTERS

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

James T. Maher, right-of-way, land and tax commissioner, was recently called home on account of the death of his mother.



A. F. Nikolai, who accompanies the vice president, traffic department, on trips over the line, has been doing a little trip of his own, although far, far from taking it alone. Those who saw the wedding said the young lady looked charming, as all brides are supposed to look.

Clara Lilley resigned her position in the treasurer's office on October 1, her place being taken by Frieda Pepping, formerly of the traffic department.

Miss Lilley has entered the State University.

C. C. Healy has been appointed district superintendent of the Pullman Company at St. Paul succeeding F. R. Neat, deceased; and W. J. Murray has been appointed assistant district superintendent to succeed Mr. Healy.

A. L. Poffenberger, agent at Delano, for the past twenty-one years, is taking an extended leave of absence and while in St. Paul visited around in the general offices. He flashes a business card that is a model of its kind.

Joe Spriesterbach, office auditor capital expenditures, the popular baseball manager, went to Hackensack recently to invest in a pair of silver foxes, intending to go into the business of raising them for their pelts. When he discovered that you could take only one pelt from a fox, he decided to remain in the railroad (and baseball) game. Joe thought all the time you could take a pelt from a fox every six weeks.

Louis J. Schmitt, traveling field accountant, is now located at Scobey, Montana, and wouldn't feel badly at all if some of his friends from the general office would write to him, especially not the fellows.

O. H. Basted, chief clerk to the auditor of capital expenditures, while driving his late model Gardner was rammed by a Chevrolet in the rear, but both cars are now rapidly recovering.

Frank H. Graham, clerk in the valuation engineer's office, recently returned from New York City, where he inspected the tall buildings and other sights from the Battery to the Bronx, including Hoboken. The reason his trip is mentioned here is the fact that it was coupled up with such an unusual mission, nothing more or less than escorting his mother-in-law to the dock at New York, where she sailed for Scotland. Why did he do it?

R. C. Dudley, traveling car service agent, has been transferred from the Central District to the Lake District, with headquarters at Superior. That probably means he can drop in once in a while to see his many friends in the general offices.

Winnifred Neal, of the car record office, who has been ill for some time, has now returned to the office.

Regina Kanke, car record office, has left the employ of the Great Northern as she is going to make her home in Seattle.

Agnes Mollette has been transferred from the general auditor's office to the car record office, assuming the position of personal stenographer to R. L. Knebel.

In connection with the drives for the Community Chest, Hazel Lind, Mary A. Casey

and Agnes Manning had an opportunity to visit several of the places which received assistance from the Chest. It proved an educational trip for the young women and mention is made here as a hint as to what can be done another year along those lines.

Edna Mercier, car record office, entertained a party of eight over the week-end the latter part of September at her home at Boyd, Wis. The party flew through the country in their high powered Fords and other cars with placards bearing the Great Northern goat. See America First signs, and signs "Boyd or Bust." We haven't heard of any busts, so it's assumed they reached there safely.

Elsie Schuman, stenographer in the freight traffic department, recently resigned to become Mrs. John Steffen, and is now residing in Fort Collins, Wyo.

At a recent meeting of the dramatic club, Donald Macauley, freight traffic department, was elected president for the 1925-26 season. If Mac is as good a president as he is an actor the club is bound to prosper under his leadership.

William Barry, formerly of the freight traffic department, is again back with the Great Northern.

Cliff Ware and several of the fellows from the freight traffic department gave a pow-wow near Dellwood recently. There were about eight couples in the party which probably means that it wasn't a stag affair.

The following appointments are announced by the Comptroller effective October 1, 1925: V. P. Turnburke, General Auditor, vice A. B. Fisher; J. U. Haley, Auditor Miscellaneous Companies in addition to his duties as Valuation Accountant vice J. H. Kaufmann, Auditor Insurance Bureau; Wm. M. Burn, Statistician.

Elmo Beckford, of the passenger department, was married to Ethel Spiel on October 17.

H. A. Noble, A. G. P. A., is again at the office after a severe illness.

Frank Rauch, interline clerk, office of auditor freight receipts, was married on October 20. Otto P. Kraiss, interline clerk, same office, won second prize of \$25.00 in the recent *St. Paul Dispatch* headline contest, thus demonstrating the training the boys receive

HERMAN'S SUPER-SERVICE SHOE

For Railroad Men

For men who're on their feet all day—HERMAN'S SUPER SERVICE POLICE SHOE means new comfort in their work. For this unusual combination of **genuine U. S. Army Munson Last**, chrome boarded upper stock, built-in arch-support, heavy oak sole with storm-proof rubber welt and **genuine Springstep** rubber heel insures "old shoe" foot comfort and restfulness with rugged service over many months.

JOS. M. HERMAN SHOE CO.
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Makers of over
4,000,000 pairs of
shoes for U.S. Gov't.



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Dealer's name.

No. 19.

in this office. The men in this office have organized a noontime bowling team, games to be played each Friday noon.

Arvilla Crocker, office auditor freight receipts, was married on October 3.

A delightful luncheon and kitchen shower was given in the club rooms by 42 girls of the auditor of freight receipts' office in honor of Helen Hummel, who, after eleven years' service in the office, left to be married.

Al. J. Witzany, office of auditor freight receipts, was recently married.

Eight girls of the law department have organized a bridge club which meets every other Monday evening at the home of some member of the club. Prizes are given and lunch served. The second meeting was held at the home of Alpha Conlin.

Frank Endres of the right-of-way department reports a wonderful time at the American Legion Convention at Omaha, where he spent four days as a member of the Ramsey County Legion Band.

E. F. Mulcahy, claim agent, is seriously ill at Rochester, under the care of the Mayo physicians.

We consider this one of the most important items of the year—E. F. Flynn has a new Willys Knight sedan.

Our editorial hand is stayed and touches not one word of the following item handed into this office:—

"J. A. Blair, genial general superintendent of dining cars, with his wife, is spending his vacation this year at Atlantic City. Heretofore his favorite vacation spot has been on a 640 acre ranch near Boulder, Mont. Recently, Mr. Blair was heard to remark: 'You sports can rave about your bass fishing and duck shooting but give me a snappy broncho, a sombrero and a six shooter and let me go whirling over the wild, wide, open prairie, stopping only a moment now and then to plug a rattlesnake between the eyes—that's the LIFE.'"

Sympathy is extended to Mark Summers, stenographer office of vice president operation, on account of the death of his mother.

So many of the men of the operating department are getting transportation to Florida points it looks as though there would be a sizable Great Northern colony there this winter.

Nothing is more pleasant than to have former officers and employees drop into the office for a little visit. J. E. Nelson, superintendent of the Canadian National at Edmonton, Alberta, was a recent caller. He was in our train service some twenty years ago. "Chris" McDonough, superintendent at Everett, also called on his many old friends recently.

KALISPELL DIVISION

Associate Editor
IRVINE T. DUGAN
Whitefish, Mont.

Esther Nelson has returned. Esther says that the rumor is not correct and she is still true to the boys in the relay office.



J. H. Hicken, chief dispatcher, spent a week's vacation with his family in Seattle.

Howard Babcock, who has been working at Belton during the Park season, has returned with his wife and little son. Howard took the car checking job here for a while but has now marked up on the board at his usual occupation of brakeman.

Mrs. W. A. Depew, wife of our night chief, returned from Spokane with her

daughter Kate who is recovering nicely from an operation. Miss Depew expects to be able soon to resume her duties in the yard office.

Jess Rice, agent at Glacier Park, spent a few days in Whitefish recuperating from a strenuous summer at the Park. Operator McCormack is relieving him and Jess is going to take thirty days off and then go back and tune in.

Operator Bowman has gone to Great Falls to do dispatcher relief work for a couple of weeks. Operator Fizer is taking his place at the depot.

Agent Bassford has returned to work at Coram after a sixty-day leave of absence.

Operator Berths Harris relieved Operator Watson at Stryker for a few days.

Al Vining, chief clerk, superintendent's office, took a short vacation, but looks the same on his return.

Jack Bassett relieved dispatcher Dave Best for a short time.

J. Q. took another chance and drove over to Big Fork, Sunday, October 4. Joe says he made it over and back the same day.

Ida Lynn, operator, returned from Blackfoot and left for Jennings, where she will be for about thirty days.

With the completion of the new installation of signals at Java that station will be discontinued, displacing Operators Upham, Herman and Ortel.

It is stated, we believe, that Elijah went to heaven on high. Whether attempting to emulate his example or not we do know, but a news item mentions that one of our employees drove his car from Whitefish to Glacier Park a short time ago. It's really wonderful what can be done with one of those small cars. Mr. Decker said if we mentioned this he would hold out our check on us, so we will not say who it was.

Brakeman V. E. Vinson was called to Roseburg, Oregon, recently on account of the serious illness of his mother.

Conductor Grover Bowen and Brakeman Ed. Schaffer took a few days off hunting near Olney.

Conductor Duncan has taken the Fernie passenger run, relieving Conductor Dewar who now takes the Fernie local.

Conductor J. J. Cremans took a few days off and Conductor Manwaring relieved him. All in the family, Joe.

Brakeman C. W. McManigal has marked up for work after spending his summer vacation on the auto train in the Park.

Lonnie Dennis' vacation is over. Mrs. Dennis and the children have returned from a three weeks' vacation in North Dakota, visiting relatives and friends. At that, Lon says, he doesn't care much for vacations.

In regard to pictures of babies and houses, they are coming in better and if you do not see yours it's because the pages were filled up. We want some more.

Our Whitefish High School football team has played three games so far and won them all. Played Eureka October 2 and won, 72-6; Polson, October 10, 37-0, and Kalispell, October 17, 3-0. About one more win and we're slated for the bid for the championship.

Fireman Custer Conn has reported for work after having worked in Seattle during the summer.

Fireman L. Elmore has taken the Cut Bank-Exsco local, displacing Fireman Hagen.

Engineer Conn secured the fourth helper job at Rexford by bulletin.

Engineer Pauline, on the Kalispell branch, has resumed work after being off for some time on account of illness.

H. E. Webster, who has been assistant air brake instructor, has resigned that position and resumed work as engineer on trains one and forty-four. We know Bert can sure handle the air when watching his son make an end run and will expect some soft stops on the trains.

Ecky is back again. Just can't keep him away from us. Says he's been working hard but a few days of our ozone will bring back his pep. We will have some news about him for the next issue.

Wm. Taylor, son of company surgeon, Dr. W. W. Taylor, spent his vacation with his parents in Whitefish. Bill is attending school at Northfield, Minn.

Every one was shocked to hear of the death of Sheriff Bob Fitzpatrick at Kalispell. Mr. Fitzpatrick was accidentally shot when a pistol fell in his auto, September 24. He died two days later. John Norton has been appointed to fill the vacancy and our old friend, Bill Martin, ex-sheriff, has been appointed deputy.

When old Chief Leaf got the "Philadelphia Bobbies" to drop off and play us a game of baseball we all fell for it strong. We don't like to say much, but as baseball players the girls were sure good dishwashers.

Walter Towers, boiler inspector, is back on the job again. While trying to start a wild Ford she suddenly rared up and bit him on the finger. Walter now hobbles them if they've been out in the pasture.

Wm. Nixon has resigned as assistant locomotive foreman at Whitefish and has left for LaComb, Miss.

Bill Monger, assistant car foreman, is looking for a deer; no ducks or chickens need apply.

L. R. Dick, derrick engineer, has resumed work after having been off for some time with sciatic rheumatism, aggravated by a slight injury.

According to the Whitefish (Mont.) Pilot, the Great Northern will rely on radio for handling its trains in that section this winter. Installation of a broadcasting station at Whitefish has been completed, to be used in emergencies when the lines are down and communication is difficult to stations in the Glacier Park area.

MESABI DIVISION

Associate Editor
A. N. HALVERSON
Superior, Wis.

The J. J. Hill Memorial is now assured. Funds have all been collected, work started and it has been decided to locate the monument on the Superior Central High School grounds facing Belknap Street.

Contract has been let with the Morel Foundry Company, Seattle Washington, for a replica of the J. J. Hill bust located on the Washington University campus at Seattle. Contract has also been awarded to A. M. Peterson Granite Company of St. Paul for construction of the base and pedestal, and it is expected to have the memorial completed by the middle of December.

George Lindberg, engineer, gave up the single life and got married last month. We congratulate him and wish him the best of luck.

Sam Tomson, engineer, is also to be congratulated. Every one wondered where Sam was when he laid off for two weeks last month. As all who inquired if his health were all right were answered in the affirmative, it was not exactly a surprise when his marriage was announced, especially as Sam always has said he would never lay off except to be married or to vote, and it does not take two weeks to vote.

Harry Gainey, engineer, has returned from the Range where he said he put in a very good summer. Hope he can say the same of the winter he intends putting in at Superior.

Engineers J. W. Pollock and Jerry Clark, who spent several days hunting chicken with their pedigreed bird dog, returned with the alibi that all the birds had left the country.

Engineers Art Carroll and G. Hutchison, after a survey of the country side with their 12 gauge instruments, also report a scarcity of birds.

As a bird hunter John Brown makes a fine engineer. He took home first prize for ore train performance last month but spent several days hunting birds without bringing home anything but hard luck stories.

Eph. Bloomgren, former engineer, now with the Galena Signal Oil Company at Baltimore, spent a few days in Superior visiting friends.

Engineer Joe Patterson moved this month into his fine new home at Hayes Court. He promises us a picture of it for the SEMAPHORE as soon as he gets settled.

Hildemar Peterson, fireman, is the proud father of a new baby girl.

Alfred F. Johnson, engineer, died at Eau Claire, Sept. 28, after a brief illness. His death was a shock to his friends and acquaintances on this division, as only a few knew of his illness. Many of them went to Eau Claire for the funeral. Among the engineers attending were Chas. Adleman, Frank Westover and E. J. Bergquist.

Emil Nelson, engineer, who was injured at Cloquet, Minn., while bringing a train of ore into Allouez is still confined to the hospital.

John Watson, engineer, was on the sick list for nearly two weeks, but is now back on the time freight "getting the pork chops in on time for breakfast."

George Marsland, engineer, has given up his interests at Cass Lake and is now working out of Minneapolis.

John Holahan, material clerk, district engineer's office, who is very well known in railroad circles, recently decided that two could live as cheaply as one. He has had this in mind for several years, but could never come to the conclusion that it was a fact until he met Alice Letourneau about two years ago when they both took part in a play put on by the Knights of Columbus. Previous to this time Jack was always known as a "Woman Hater" which fact can be verified by Dick Kuelthau, the material clerk in the superintendent's office. Jack was married on August 1 at the St. Francis church, and figures on taking his vacation in November when they will go on a deferred wedding trip, visiting his parents at Greenville, South Carolina. Understand that the young man encountered considerable difficulty in obtaining a marriage license, but nevertheless, as long as the deed has been done, we wish them both the best of success.

Great Northern Semaphore

Emil Naslund of the district engineer's office is the proud father of a baby boy.

H. A. Johnson, agent, Sandstone, and J. M. Nickerson, agent, Calumet, have returned from the American Legion Convention at Omaha, Nebraska.

Conductor J. F. Parkhill and wife recently returned from a motor trip through southern Wisconsin, en route they visited relatives at Antigo, Seymour, Madison and Eau Claire.

H. E. Lovick, demurrage clerk, Nashauk, finally decided that it didn't pay to be single so took a short leave of absence and got married. Congratulations.

C. H. Quinn, assistant agent, Superior freight station, died October 9 after a short illness. He was very well known in railroad circles and leaves a host of friends. Our sympathy is extended to the family and relatives.

Word has just been received of the death of Conductor Coleman T. Whalen, who has been taking treatments for several months in a sanitarium at Prescott, Arizona.

The employees of Superior store are all glad to see Swan Suneson back on the job again after several months' absence due to the breaking of a bone in his ankle.

Bert Beeth, who has held the position of general foreman at Superior store for several years, has been transferred to Jackson Street, St. Paul, where he will fill the position of district storekeeper. As a token of their esteem, the employees presented him on his departure with a leather traveling bag and a beautiful gold chain.

Store Foreman Sundin at Kelly Lake is being transferred to Superior to fill the position of general foreman.

Eva Baily, manifest clerk, Kelly Lake, spent a recent Sunday at Cass Lake with Mr. and Mrs. Cornell Halverson, formerly of Kelly Lake.

Nels Varney, machinist helper, spent two weeks' vacation at his home in Barnesville. Nels spent most of his time at his favorite sport, chicken hunting. No false illusions now, for he really was hunting chicken—prairie chicken.

Elizabeth Clark, switch board operator, was one of many from Kelly Lake to attend the Tri-State Fair at Superior.

John R. Welsh, machinist, has been visiting at Brainerd. While there John had the privilege of visiting the Northern Pacific shops.

The opening of the bird season found Engineer L. Winn far up in the wilds of northern Minnesota. He brought back proof of a very successful hunting trip in the form of the limited amount of ducks.

Another party which included A. Peterson, foreman, Lars Larson, fireman, L. Karl, machinist apprentice, and N. Schultek, boiler-maker foreman, betook themselves out hunting ducks. A sudden drop in the mercury lowered their spirits considerably. This, however, did not seem to affect the ducks for when questioned what they got the only response we could get was "Back."

Speaking of duck hunting trips, there is something "fishy" about the one Conductor S. DeBruyne and Brakeman Steve Drayna took. With all the preparations and plans made for

this trip, we thought it would be practically useless for any one else to plan a hunting trip, but imagine our surprise when the hunters returned with their hunting bags full of fish instead of ducks. At that, all the fish could not have been in the lake visited by Conductor DeBruyne and party for here we have a snapshot of a fishing party taken at Engineer Ed. Lydick's cabin, Arrowhead Lodge, at Arrowhead Beach, Cass Lake. The party consists of Engineer E. Lydick, wife and sister, Walter Coder, wife and sister, Dispatcher Z. Zachow and wife, Dispatcher John Nelson and wife and Yardmaster Wm. Culhane and wife.



Brakeman Roy Willett announces he has another new son. Congratulations.

There's an old adage which says "You can't keep a good man down." Not long ago we were somewhat startled to see our general yardmaster, V. E. Benjamin, and Dispatcher J. Stoke calmly sailing over the depot in an aeroplane. Understand Vern is now contemplating a trade of his "Henry" and "Stude" for an aeroplane.

There's no denying that Foremen Amos and Walter Coder are getting up in the world. Saw them taking an aeroplane view of the roundhouse not long ago.

Chief Dispatcher W. J. Hope spent a day with his family in Superior.

Owing to a slight decrease in the ore business a number of train and enginemen have left their summer homes at the Lake and have gone to Superior to work out of that terminal.

Ed. Newman, formerly employed as section foreman, has been promoted to general section foreman.

Friends of Conductor Ingles are sorry to learn of his recent illness. We all unite in wishing him a speedy recovery.

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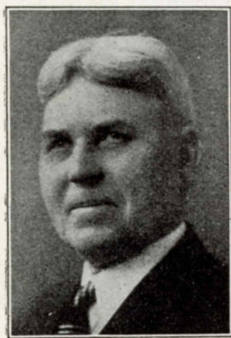
Car Foreman, Frank Karl and wife spent a few days visiting acquaintances at Crosby, Minnesota.

Almer Pederson, laborer, is another to announce the birth of a baby boy. Almer promises a picture of the future "president" for the next issue of the SEMAPHORE.

MINOT DIVISION

Associate Editor
CARL CARLSON
Minot, N. D.

P. F. Fishback, agent at Landa, North Dakota, for the past five years, has resigned from service to enter private business.



W. R. Sundberg and wife, who spent the past two months in California, returned a few weeks ago. Mr. Sundberg was agent at Noonan, but decided on his return to change locations, so bid in the agency at Minto, Manitoba, on the September bulletin and assumed that position September 22.

Carrie Anderson of the master mechanic's office has joined the "flappers." Show-

ed up bright and early one morning lately with a "shingle bob." Understand Big Bill Mackenroth paid for the "shingle," and is also buying candy for the other girls. He lost a bet that she wouldn't join the club. We think she looks fine and it takes off ? ? ? ? ? years.

C. A. Jolliffe, cashier at Cando station, took in the Legion Convention at Omaha last month. U. G. Zimmer filled the cashier's position during his absence.

W. S. McNally, train detainee, and T. F. (Shorty) Haywood, relay wire chief, were out hunting and lost their car while looking over a slough for some elusive ducks and got a mile or so away from the car and couldn't find the way back. Understand they rented a car from a farmer and paid him good money to assist in finding the car, which they located after a couple of hours. They got in about one a. m. Shorty says he took McNally's word for the fact that he was familiar with the country.

C. Cassady, who went to Indiana some two months ago on account of his health, has returned and resumed the agency at Mohall, North Dakota.

J. N. Dauer, regular agent at Wheelock, has returned from a six weeks' leave and is again in charge of the agency at that point.

Fred Whisenand, our agent at the historic city of Verendrye, North Dakota, was married at Towner, North Dakota, on September 5, to Gladys L. Tweet of Ross, North Dakota. They have gone housekeeping in a cottage built for two and were given a charivari on their return by the merrymakers of Verendrye, who were given the usual treat, and from whom they received the usual congratulations. Best wishes to you, Mr. and Mrs. Whisenand.

Carman John Robertson, who had an abscess on the knee treated last spring, is suffering a recurrence of the trouble and is under the care of a physician.

By the time these items reach headquarters, some of the local sports will have made records as marksmen and retrievers equalled by none, and our next issue on this subject will have a considerable amount of spice mixed in with facts.

Carman Helper Earl Riebe was lately married and has promised the men cigars some time after payday.

Peter Peterson, doing a few calisthenics over a pair of 100,000 pound wheels one morning, lost his hold of the wheel-stick, fell over the journal and broke two ribs. He returned to work recently.

Local Chairman John Hinshaw has resigned the office and been superseded by Mahlon Skotland.

E. E. Walgren of the roundhouse, and Charles Lano, carman, both trustees of the Associated Organization of Shop Craft Employees, were in St. Paul on official business last month. An audit of the association books and a general survey of the business of the organization was made.

Former State Senator Thorwald Mostad of Ward County has enlisted with the Great Northern here as a laborer in the local car shops.

Inquiry at U. S. Veterans' Hospital No. 65 at St. Paul elicits the information that Lewis A. Morden, carman here, is receiving treatment there for pulmonary trouble, caused by being gassed while in military service.

One member of the Minot Gun Club went hunting lately and got the limit. Ask him what he got.

Thomas L. Purves, millman at Williston Car Shops, returned September 1 from a trip to Denver and Salt Lake City, where he and his family visited a son who is attending the Colorado School of Mines. He reports an enjoyable trip.

Alfred Sandry, carman helper in Williston Car Shops, is attending the National Rifle Range at Camp Perry, Ohio, as a delegate sharp shooter, representing Co. E., N. D. N. G.

Arthur Krohn, airman, Williston Car Shop, returned to work September 1 after a sixty-days' leave, part of which time he spent at the Citizens Training Camp at Fort Snelling.

Our genial checker of repairs on the repair track, R. O. Skjei, who generally wears such a cheerful and smiling countenance, is wearing a very distressed look on his face these days account of passing through the trials of a series of boils.

The nimrods on the repair track are all very busy these days on their off hours tracking down the wary prairie chicken and duck. Inspector Simmons is still showing them how he does it, "Old Oklohomah" style, but he sure brings home the game.

Recently, Miss Waterbury, traveling nurse for the Metropolitan Life Insurance Company, gave a short, interesting and instructive talk on the benefits to be derived by employees taking advantage of the services of the Metropolitan local visiting nurse. She complimented local officers on the good showing the Accident Clock has made at Williston Car Shop.

Perhaps some of the boys along the line would be interested in knowing that a type-writer or ticket dater ribbon can be renewed by applying a few drops of light oil to the roll. Very little is needed and it sure does the business in renewing life of ink in ribbons.

Thomas Shea, veteran tool checker at the roundhouse, spent a few days in St. Paul visiting his son William, who is an automobile salesman in that city.

Charles Levitt, car inspector, has taken a 90-day leave of absence and is leaving by car for Los Angeles, where he intends to spend a portion of the winter months.

We are glad to report that our "write-up" man, R. O. Skjei, who has held the leather medal for having moved oftener and lived in more different houses than any other man on the repair track, is at last firmly anchored on one of the ten-acre garden plots just outside of the city limits. He has a cow, chickens, dog and everything, and it is not uncommon to find where he has been figuring the price of butterfat and fresh eggs on the edges of his write-ups.

McNally, Munson, Means and Hogan, shooting near Coulee, got lost on account of Hogan leaving the compass at home. They finally reached Kenaston and had to call the Great Northern agent to find out the right road out of there. Hogan admits the Buick is a nice car, but can't come up to the Ford in mud. Got stuck three or four times in bad mud holes.

MONTANA DIVISION

Associate Editor
H. G. AMESS
Havre, Mont.

Traveling Engineer Sam Clark has been promoted to master mechanic on the Minot Division and is being relieved as traveling engineer by Engineer Pearl Merwin who will make his headquarters at Wolf Point.

Engineer J. H. Seaburg has taken a thirty-days' leave of absence and has taken a trip to Washington, D. C.

Operator Shelba Richardson has returned to work at Culbertson after an extended leave of absence.

Morris Bolduc, operator, has taken a thirty-days' leave of absence and is visiting his folks at Stockton, California.

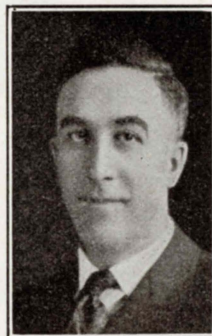
Leila Shirley, phoner at Havre, spent several days visiting friends at Portland, Oregon.

Night Chief Dispatcher F. L. Adams has been in attendance at the grand lodge meeting of the Odd Fellows at Butte.

The Yellowstone River bridge at Fairview has been planked and was put in operation as a toll bridge, Sunday, October 18.

Emil Don Tigney, file clerk in the superintendent's office, is spending his vacation visiting friends and relatives in Chicago.

Edward Towne, car stenographer, is on a ninety-day leave of absence which he is



spending at Concrete, Washington. He is being relieved by Wm. O'Brien.

M. A. Keeley has taken a sixty-day assignment at the Great Falls relay office.

Lloyd Crail is acting as agent at Ethridge, vice N. A. Newell, who has taken a position as operator on the Montana Division.

The new stock yards at Havre have been completed by contractor Ed. Sundberg and are now ready for stock shipments. The new yards will handle 50 cars of stock, and will be a great improvement over the old yards which have already been torn down.

Helen Montgomery has taken the position as stenographer in the master mechanic's office and her position as general stenographer in the superintendent's office has been taken by Georgia Conley.

A number of the employees on the Montana Division went to Bowdoin to greet the northern flight of ducks and geese and all report good shooting and brought back proof to show.

Dan Winch of the baggage room spent several days in the Rockies in pursuit of deer and bear.

Charlie Hilgedorf, formerly stenographer for W. R. Smith, general superintendent, Great Falls, has been assigned to the Central District as car tracer, vice R. C. Dudley, who has been assigned to the Lake District with headquarters at Superior.

ST. CLOUD DIVISION

Associate Editor
G. G. TIRRELL
Minneapolis, Minn.

D. C. Sours, agent at Albertville, was taken with pneumonia and has been seriously sick since October 9.



"Charlie Webb, retired agent at Evansville, was a visitor at the division office a few days ago. He is contemplating a Canadian trip.

Minnetonka Beach station was closed October 1, Agent M. J. Smith becoming car distributor at Minneapolis.

W. R. Andrews, agent at Spicer, attended the Minnesota-Notre Dame football game.

Superintendent Landis and Master Mechanic Huffman

spent part of two days among the ducks in the vicinity of Barnesville recently.

Fred Scheiber, chief clerk, St. Paul local freight, returned from Rochester and was again at his desk October 1.

J. C. Russell, ticket clerk at Minneapolis passenger station, with his wife, recently made a vacation trip to coast points.

Hans Forberg, roadmaster, is asking leave of absence about November 1. There will probably be another item of interest before this comes off the press.

Master Mechanic Mortimer has been on the job since October 1, having fully recovered from his illness.

George Lick, section foreman at Nevis, died October 5.

Nick Meyer, assistant material clerk in the superintendent's office, is on a thirty-day leave of absence, which he is spending on their Saskatchewan farm.

Amil Skog, engineer of 39 years' service, has retired, his health no longer permitting him to run an engine.

Agent Bergsten, of Round Prairie, who was on the sick list for two weeks, is again at work.

The Great Northern drum corps at the Mississippi Street coach yards has held practice the past six months in the boiler room and are now ready to play anywhere. Mr. Madland, instructor, is going to have the bunch serenade at the new commissary in a few days. Have you a drum? Then come and join.

The storekeepers of the dining car department at Mississippi are mighty proud and cheery now. They have moved into their new commissary which they claim is the best and most sanitary commissary west of New York.

Storekeepers Anderson and Engstrom have traveled through the East and Middle West looking over other commissaries, and they declare that their storeroom is the finest of them all. It has the most modern and up to date refrigeration plant, separate ice chambers for meats, fruits and vegetables and dairy supplies. The company has gone to no little expense in making this plant the finest in the United States. Rolling counters, rolling step ladders and four hundred and sixty-eight bins for supplies and equipment! General Superintendent Mr. Blair has spent weeks of

tireless effort in making this the most sanitary place of all. The storeroom is spotless white. An invitation is extended to all to visit it.

Many expressions of sorrow have been heard over the sad death of little Dorothy Beatrice Reilly, daughter of Mr. and Mrs. Wm. J. Reilly. This winsome child was a talented dancer and achieved a real triumph in her art in entertaining the soldiers at Fort Snelling during the War. They called her the "Doughboys' Darling." Other appearances in St. Paul and Chicago demonstrated that she had a real future in the realm of twinkling toes. Mr. Reilly is yard clerk at Como Yard.

A loving cup, trophy for the championship of the Great Northern Kittenball League has been received by the St. Paul local freight team. It is being enclosed in a glass receptacle and will be set on a pedestal in the office. The whole office is surely proud of the team.

Agent E. C. Harrison and family have moved into St. Paul from their lake home at Mound, Minn., and are now residing at 285 Mackubin St.

Hamline Transfer has been designated as a receiving station for outbound less than carload freight. Good roadway and platform facilities are being added, which will make Hamline Transfer easily accessible to drays and trucks coming into that station.

Lyle Moore, bill clerk, St. Paul local freight, has moved his family into the new home they built this fall, and is fast becoming an expert with the shovel and the furnace.

Now that the pot bet on the World's Series has been won and passed into the discard as food for office conversation, we can all concentrate on what station we "got" last night on the radio. There are quite a number of radio fans at the local freight.

Mississippi St. Coach Yards

Visitors to the yards in the near future will note many improvements. The sidewalks are being raised, new drains installed, overhead steam piped from Jackson Street, and the commissary is being remodeled and re-equipped, making this one of the finest coach yards of the Northwest.

If any think that we are not making a noise down here, just listen to this: our kitten ball and bowling teams are still winning, and we now have organized a drum corps which practices the last half hour at noon three times a week. The leader, H. S. Madland, reports that the drummers are fast rounding into shape.

Joe Seipon has recently retired on a pension. Our foreman, V. A. Tetu, has returned from his vacation, but minus the customary tan. What's the matter, V. A., was the water too cold?

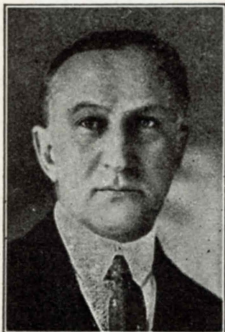
The Shop Craft in the yards is almost 100 per cent now, and the members are practicing the "50-50" program.

Because her friend had a Great Northern pass to and from the state W. C. T. U. convention at Montevideo, the president of the Ramsey County District changed roads, on the return to St. Paul and bought her ticket on the Great Northern. A little local pass can do some good.

SPOKANE AND MARCUS DIVISIONS

Associate Editor
CHARLES S. ALBERT
Spokane, Wash.

C. E. Blakeman, formerly station agent at Milan and Camden, is the new second trick operator at Newport.



Engineer Frank Hanover and Mrs. Hanover have moved to Wenatchee. Mr. Hanover will take a run out of Wenatchee.

Mrs. Grace Hitchcock, operator at Fort Wright, has resumed work after a two weeks' vacation spent at Vancouver, B. C.

M. J. Dalton, engineer at Rockport, Wash., and former resident of Hillyard, was here over the week-end to visit his son,

Robert, at the home of Phillip Casey. Mrs. August Bilke left recently for Havre, Montana, to join her husband who is employed there by the Great Northern.

E. W. McKenzie, of the Standard Oil station at Hillyard, and George Quick of the Great Northern commissary department, with their wives, have returned from a ten days' vacation trip to the mountains in western Montana.

W. W. Stevens, engineer, will soon move into the modern, new bungalow which has been completed for him at No. 5018 Smith Street. Those who have seen the new home say it is a little gem. It is said that Mr. Stevens will sell his former home, which is on the adjoining lot.



It might be thought that the above quartette was on the verge of offering a vocal selection. Such is not the case, although collectively and individually they "sing the praises of the railway they serve" in the city ticket office in the Davenport Hotel at Spokane. From left to right they are: R. L. Richardson, city passenger agent; N. D. Keller, ticket clerk; R. C. Murphy, city passenger and ticket agent, and N. B. Acton, ticket clerk.

While the crew of the local freight was switching at Deer Park, September 23, a rail broke under engine 3041 and the big locomotive plunged off the track, tipping to the left at an angle of 20 degrees. Fireman V. McDavis, to escape being caught under the engine if it tipped over, jumped from the cab window. He struck prone across a switch frog and sustained a broken pelvis bone, a strained wrist and several bruises. He was given first aid and hurried to a Spokane hospital. Engineer Dan Fleming stayed by the engine and succeeded in stopping it within about fifty feet. Joe Bell, brakeman, was riding the pilot. A lame back deterred him from jumping and he took a wild ride for a short distance. It required several hours for the wrecking crew to get the big engine back on the rails.

Elsie Miller, of the Spokane freight office, has returned from an extended leave of absence spent in Los Angeles and San Francisco.

The recent change in the freight schedule out of Omak has benefited the district greatly. West bound freight now moves daily except Monday and east bound daily except Sunday. This gives the shippers an extra day of loading for eastern markets. When the apple harvest is in fine swing loadings will reach twenty cars a day. The crop, it is estimated, will reach close to a thousand cars.

Taking testimony was concluded lately in the hearing before the Washington Board of Public Works of the applications of C. W. Lafor's for a permit to operate bus service between Ione through Newport to Spokane, and Rudolf Doering to pick up and discharge passengers at Newport to and from Priest River. The Great Northern opposed and presented evidence to show the decline of railroad passenger business on Bonners Ferry local trains Nos. 263 and 264 in 1920, 1921, 1923 and 1924. The year 1923 was eliminated because of the effect of the shop crafts' strike of that year. In 1920, 315,863 tickets were sold; in 1921, 229,691; while 198,111 were sold in 1923 and 179,398 in 1924. At Newport, 23,068 were sold in 1920. In 1921 sales were 20,754. They were 19,602 in 1923 and 17,115 in 1924. Based on the average monthly sales during the first five months of 1925, 1,192 tickets, sales at Newport will be 14,304 for the year, compared with 23,068 in 1920. In the circumstances there is little inducement to continue the service given Newport if the busses are to be permitted to come in and further decrease the business of the railroad beyond the inroads of the privately owned automobile.

J. H. James, for seventeen years foreman of the Hillyard paint shop, has been compelled to take an extended leave of absence to take Mrs. James to California on account of her health. Mr. James owns a home in San Diego, where they will reside while there. His fellow shopmen pleasantly surprised them shortly before they left by the presentation of a gold pen and pencil as a token of their esteem. Mr. James started in as a painter in July, 1879, and has worked continuously at the trade ever since—over forty-six years, thirty-two of which have been in the employ of the Great Northern. It is hoped that Mrs. James will recover quickly in California and that Mr. James can return at the end of his six months' leave.

The Wenatchee World long has claimed for that vicinity that it is not only the world's "apple barrel," but is the most interesting region in the United States. It now eloquently reiterates the claim in an editorial citing the recent activities of the moving people

in the Chelan country, and the interest shown by President Ralph Budd, not only in its scenic beauties of the region, but in its history, geology and archeology as well. Mr. Budd recently suggested that some of the historic spots might well be marked by appropriate monuments, and the editor of the *World* thanks him for having awakened them to the desirability of doing so.

The annual salmon run at Kettle Falls, of the Columbia, is a wonderful spectacle. The run this year started July 22 and by August 1 was in full swing. Hundreds drove up from Spokane to witness the "flight" of the salmon as they leap the falls on their way up river to the spawning grounds. It is a sight well worth going miles to see.

Proof that our Spokane Great Northern girls have a flair for modeling the latest styles is found in the reproduction of one of the pictures appearing in the September SEMAPHORE, that of Grace McLaughlin, in the Fall Fashions page of the *Spokesman-Review*, Sunday, September 20.

Mrs. E. J. Frederick, wife of Signal Maintainer Frederick at Milan, was called to Billings on account of the death of her mother.

E. C. Blakeman, who has been working second trick at Odessa, is now working the same trick at Newport. He says it is like coming back home to get back on the east end of the division again. Mr. Blakeman was located at Milan as agent for a number of years.

Harold T. Williams is working second trick at Camden.

W. W. Jaynes, who was stationed at Elk as extra agent for a while, will be transferred to Dover, Idaho, as agent.

J. D. Brady, former agent at Douglas, will go to Entiat, where he will take the place of Agent L. L. Sterling.

Conductor Paul Flanigan, while taking his eight hours' rest at Marcus, went shooting and returned with the limit allowed by law. It is said the hunting is better since Assistant Superintendent B. Lantry got his limit.

Several of the company officers were in Marcus October 3 attending the hearing held by the War Department relative to planking bridge Number One across the Columbia River and using it for a toll bridge. The hearing was attended by every farmer and business man in the vicinity of Marcus, and they unanimously supported the Great Northern in making this bridge a toll bridge.

The other day Engineer Earl E. Smith, while on his run between Marcus and Nelson, was handed a letter by the lumber company near Ymir reading: "Last night our big grey horse left the camp, it might be that he is on the track. Be sure and look out for him; if you see him, stop and tie him up and notify the agent at Ymir of his location." Earl says the horse was not seen.

The handling of 478 cars of merchandise in and out of Deer Park, with total earnings of \$42,800, is the record of business for September. While the larger part of the shipments were to or from the Deer Park Lumber Company, the shipments are indicative of the business prosperity of the town as a whole. The lumber company shipped 123 cars of finished products during the month, and brought in 335 cars of logs by rail. On the incoming list, in addition to the logs, there were 2 cars of hay, 7 cars of oil, 1 of immigrant goods and 1 of machinery. Eight cars of wood and one car of cattle were shipped out.

According to the *Newport Miner*, Newport, Washington, the Great Northern Railway has material on hand for raising the water tank ten feet in order to provide pressure for the standpipe that is being installed for watering west bound trains.

Lyle Von Erichsen, concerning whom the SEMAPHORE of some months ago contained an interesting article, now attorney and counselor at law, will open his offices shortly in Hillyard in the Jones Building on Market Street and Queen Avenue. Mr. Von Erichsen, in spite of being without sight, was graduated from the University of Washington at Seattle in 1922 and was graduated from the law school of Harvard University in 1925. He was recently admitted to the practice of law before the highest court of Washington, having passed the state bar examinations with the highest grade that has been attained there in many years.

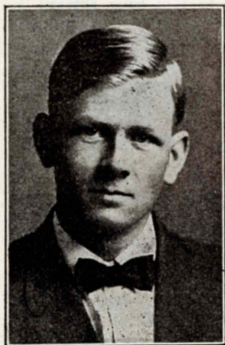
H. W. Howard, operator, Bonners Ferry, Idaho, has purchased 105 acres of bottom land in drainage district No. 7, near Copeland, from Theo. Geizelman. Mr. Howard plans to put the land into crops as soon as drainage plans in the district are perfected.

General Agent John C. Maher, Wenatchee, Washington, announces that the Great Northern will co-operate in every respect in celebration of National Apple Week, October 31 to November 6. Apples will be served in every possible form in all the Great Northern dining cars and in all restaurants operated by the railroad. Apples will be featured in the advertising and upon the menu cards issued by the railway during that week.

WILLMAR DIVISION

Associate Editor
EDWIN STENSON
Willmar, Minn.

On September 27 silk train, engine 2517, Engineer Joe Broberg, Conductor C. W. Phillips, passed through Willmar on its way from Seattle to St. Paul making the longest continuous trip ever made by a locomotive in the world. There were 19 cars in the train. This is the first time in the history of the Great Northern Railway that a train has passed through Willmar without stopping. The only stops made on the Willmar Division were at Benson and Litchfield. The engine was doubled right back again next day on No. 27 on its way to Seattle. This is a record to be proud of and speaks well for the employees, officers of the operating department and the locomotive works.



Ed. Paulson, foreman of the grain sampling crew at Willmar since 1915, has been transferred to Duluth as inspector, effective September 22. J. H. Korf of Minneapolis succeeds Mr. Paulson.

Fireman Thos. Walden, while out hunting recently, we understand, covered 42 miles in two hours and never got a shot. Tommy evidently was trying to do some hunting on the run.

Conductor J. T. Carruthers and wife returned September 30 from a trip to Hazelton, Idaho, and Valley, Washington. While at Hazelton he visited with J. G. Kulzer, who many of the old timers will remember as mail clerk on the old Willmar and Soo Falls Railway about 25 years ago. Mr. Kulzer is now interested in a lumbering enterprise at Hazelton and is considered one of the big financial men of that district. His many friends will be glad to hear of his success.

Another of our veteran employees, Charles Anderson, has passed from our midst. He was 71 years of age and had given 21 years' faithful service in the track department at Sioux City. Our sympathy goes out to the family including his two sons Ed. and Art, both of whom are conductors working out of Sioux City.

Conductor Bill Boyd is back on his passenger run between Willmar and Sioux City after his enforced vacation of several weeks due to ill health. Bill is looking fine again and says he is "fit as a fiddle."

Guy Dougherty, who has been operator at Aberdeen for several years, has moved to Vienna where he is now station agent. Bill Dahlstrom has taken the trick formerly held by Mr. Dougherty and Don Drysdale has taken Bill's old job.

The oil business on the Aberdeen line is beginning to pick up in good shape and indications are we will have as good a season as last year. The Aberdeen line has done a very good business this fall both in freight and passenger business.

On September 29 about 50 friends and neighbors of N. P. Nelson, material foreman at Willmar, gathered at his home in honor of his 25th wedding anniversary. A mock wedding was one of the entertainment features of the evening. Mr. Nelson has been in the service of the company 27 years and is also one of the city aldermen.

Bill Brand, master carpenter, Sioux City, has returned from his vacation and is feeling fine, he says. We were all a little worried about where Bill had gone as he had said nothing about it. However, he stated he showed up during the night, before his time was up, but let his watch run down so bad that it cost him four dollars to get it back in shape again.

Florentia Myers, clerk in the freight office at Sioux City, is at present on a leave of absence at her home at Beardsley. She says she is going to visit her folks. Who knows?

Agent at Lyons is sporting a new Dodge sedan. He's got some sense. If you are going to get married might as well have a sedan so you will have room for the family for the next few years.

H. D. Knudsen, agent at Yankton, has returned from a week's sojourn in the Twin Cities the last part of September. H. D. says the Twin Cities are nice but the streets are too narrow and he likes Yankton much better.

Dispatcher Sherlock of Sioux City has just purchased a radio outfit. In order to get it running properly, he had one of our engineers on hand to handle the knobs and a yardmaster there to handle the switches. He states there was an awful lot of turning of knobs and that in the future when he gets in on one of the places he is going to let the knobs rest there and listen regardless of what is coming.

Bruce Ingerson, operator at Browns Valley, was passing the cigars around recently. It was not his birthday, but an eight-pound boy.

F. W. Powell, assistant chief clerk at Willmar, is the proud possessor of a litter of 10 cats. Nine females and one male, he states. In the spring it is his intention to have a poultry car spotted and the cats will be loaded up and Relief Agent Johnson will make distribution of same to agents along the line requesting same.

It is rumored Meta Froelich, abstract clerk at Sioux City freight office, has something serious on her mind. Mary Kelly, in the same office, seems to be the only one who knows anything about it.

Geo. Lihudis, section foreman at Sioux Center, has been seen driving a new Dodge sedan. Good luck George, but keep on the road.

Geo. Sargisson, car inspector at Ihlen, is taking a three months' leave of absence. He is attending the Worcester Academy at Worcester, Mass.

Conductor H. E. Lacy has returned to service after spending an extended vacation in Colorado to escape the hay fever season here.

With the advent of colder weather, our stationary boilers and radiators are commencing to do their bit, much to our comfort. King Boris will soon be on the throne again, as Father Neptune has gone south with his bathing beauties.

Agent Sboix of Kidder, S. D., has just harvested an elegant onion crop, but is holding until the market goes up.

Agent Rhime at Burch has now gone into the chicken business. Some one reported seeing a sign on his car reading, "Chicken, here's your 'coup'."

Operator Jerasek at Yankton went to Sioux City the first part of October to take a visual examination, he said. Mebbe so, Mebbe so, but you never can tell by looking at Frank, or even listening to him, what he is going to do next.

Otis Sloalen, operator at Marshall, is taking a thirty-day leave of absence. While we have no definite information on the subject, understand when he comes back, he will be traveling double.

Woolnough's hostelry, once the property of Conductor J. H. Woolnough, now retired, recently burned to the ground at Island Park near Minneapolis. Old timers and sportsmen of 30 years ago will remember the place as the rendezvous for fishermen and a place where society foregathered for fish dinners and entertainment. The damage was estimated at \$35,000. Woolnough's, however, hasn't been Woolnough's for two or three years for Conductor Woolnough, who built the hotel 30 or more years ago, retired a couple of years ago, and with his retirement from the railroad, he quit the hotel business also. Woolnough's, the scene of many gay festivities, passed into the hands of the Minnesota Christian Missionary Society, supported by the churches of Christ, and although large crowds gathered, the atmosphere was changed. Conventions, gatherings, meetings, various other assemblies made the Tipi Wakan hotel their rendezvous, but it was different. The last of the church gatherings was held at the old hotel in July. Since that time the place has been in charge of a caretaker. The cause of the fire is unknown. And today all that remains of Woolnough's is the old brick chimney, standing above a mass of charred timbers. Woolnough's is gone.



About the SHOPS

DALE STREET

September 25, Ruth Waterbury, supervisory nurse of the group division of the Metropolitan Life Insurance Company, gave an interesting talk at Dale Street shops on the importance of taking advantage of the free nursing service of the insurance company. Miss Waterbury's remarks were very instructive and her citations of cases where slight ailment developed

into something more serious gave all those who heard her food for thought. The employees, as a whole, have not been availing themselves of this service in the past, but it is expected that they will in the future.

During the month of September, Dale Street went through the entire month without an accident. Looks as though we were getting a good start to make the required cut of 30 per cent by 1930.

Forest Gilmore, machinist at Dale Street, is a member of the Minnesota National Guard and at the annual encampment this year won honors as a sharpshooter. He made such a good record that he qualified to compete for honors in the national matches of the National Rifle Association of America held at Camp Perry, Ohio, August 22 to September 20, 1925. Although this is the first opportunity Mr. Gilmore had to attend a rifle meet of this kind, he won several medals. Taking into consideration the large number of crack shots from all parts of the United States he competed against, he is to be congratulated on his success.

Philip Wagar, electric welder at Dale Street, is making a trip over the system instructing the welders.

James E. Meloy, machinist at Dale Street, was called to his old home at Altoona, Pa., on account of the death of his mother. Mrs. Meloy was in her 90th year, having been born April, 1835. Her health was very good up to a short time before her death, even her eyesight was good, and she could read without glasses until near the end. While Mr. Meloy has made his home in St. Paul for years, he always made arrangements to visit his mother every Christmas at the old home. We all extend our sympathy to Mr. Meloy in his sorrow.

Lyle Gigrich, machinist, and his family, just returned from an extended trip east. He visited relatives in New York City and other points including Eddystone, Pa., where he made a tour of the Baldwin Locomotive Works, which he found very interesting.

After submitting his resignation in the Bachelor's Club at Dale Street, Michael Walsh, machinist, took a leave of absence and on September 30 was married to Mary Hillian of St. Paul. It will be remembered that about the time he was married the climate in this section of the country was very hot and dry so he and his bride decided to spend their honeymoon in a more moist climate and the best place he could think of was Winnipeg, Canada. On inquiring if he enjoyed his trip to Canada, his reply was to use our own judgment. Mr. and Mrs. Walsh are now at home at 713 Thomas Street, St. Paul.

Noel Heins, machinist helper, has just returned from his annual hunting trip and reports plenty of game. He tried to tell his brothers at Dale Street that he did some good shooting and got the limit, and further informed us that the weather was so hot that the poor birds spoiled on the way home. We would like to have Noel explain what became of the feathers.

Gust Johnson, foreman, and his wife, have returned after spending their vacation in the West. They visited friends in Los Angeles, Calif., and also stopped at Kansas City, Denver and Salt Lake City. It has been years since Mr. and Mrs. Johnson have been west and they enjoyed their trip very much.

Mrs. George Croft has returned from St. John's Hospital where she underwent a serious operation. Mrs. Croft is doing well and we hope that she will soon enjoy good health.

After spending her summer vacation with her parents in St. Paul, Dorothy Jahnke, daughter of sheet metal worker Wm. Jahnke, has returned to California to finish her education. While attending college she is making her home with her uncle.

It may be of interest to know that the employees of the sheet metal department at Dale Street, who built the greenhouse there, donated their services and in computing the cost of their labor, it is found to amount to \$517. This is exclusive of the time donated by employees of other departments.

Agnes Thompson of the superintendent's office represented the Great Northern Railway with a reading at the roof garden party that the Railway Business Women's Association gave in September over WCCO radio station at the Nicollet Hotel, Minneapolis.

Fred Conrath, foreman, sheet metal department, and Mrs. Conrath, spent their vacation on their ranch in the Bear Pass Mountains. If there is anything that Mr. and Mrs. Conrath enjoy it is getting close to nature and it is needless to say that Bear Pass Mountains is an ideal place to enjoy a vacation. Their ranch is about 30 miles inland from the railroad but is easily reached by automobile. As a rule the Conraths make it an annual affair and there is one grand celebration as the fellow ranchers and their children look forward to their coming. Mr. Conrath says there is game in abundance in that section of the country and the natives use rifles

instead of shot guns in hunting as most of them are sharpshooters. As Mr. Conrath is some hunter himself, this gives him an added means of enjoying himself. While in the West they visited with friends at Havre, Montana.

Otto Dickman, foreman blacksmith, spent his vacation touring the northern part of Minnesota by automobile with his son Robert, who is employed by the Northern Pacific Railway. Even though it was rather late in the season, Mr. Dickman reports a large number of tourists on the road, a great many from other states and a long ways from home. It appeared to him that the beauty of our state is more appreciated by strangers than by its own inhabitants. In fact, he knows a great many who should feast their eyes on the scenery of the northern part of our state. He admits that he was a long time getting to it and if he has the opportunity in the future, he will take another trip to see and enjoy what he missed on his recent trip.

Dewey Gilbertson, Hersey Lee and Frank Wienski, office employees of the shops and store department, just returned from a two weeks' trip in the East. They spent considerable time in New York City, also visited Niagara Falls and Washington, D. C. They seem since their return to have a kind of superior air. This may be on account of having had the privilege of shaking the hand of our president in the White House. The manner in which they gained entrance to the White House was through the kindness of three young ladies from Indiana. Our friend Hersey Lee struck up an acquaintance with the three aforesaid young ladies who happened to have letters from their Congressman to visit public buildings. Of course, Hersey was not long in learning this and he and the other Dale Street young men hatched the plot to join the party. Needless to say, these young men are doing a lot of letter writing of late addressed to the not forgotten East.

Wm. Lathrop, machinist, and wife, are enjoying their honeymoon in Portland, Oregon. Mrs. Lathrop was formerly Louise Barrett of St. Paul.

It seems that matrimony has taken Dale Street by storm as another of our brothers was married last week. This time it was Arthur Endersbe, clerk in the shop accountant's office, and Alma Englen of Young America, Minn., was the bride. Arthur, who is somewhat shy, could not content himself with taking one best man with him but took seven. Well, before Arthur got back to St. Paul he wished he had only taken one with him, as he had some time rounding them up after the wedding. By the way, Art hired the town hall and the wedding lasted well into the morning and all had a great time—enough said.

DELTA

Morgan Bellis, stationary engineer, has been confined to his home for several weeks due to illness. He has been greatly missed, and we all wish him a speedy recovery.

Milton Wilson, tankman, has been granted a two months' leave of absence account of poor health. He plans on spending the greater part of this time in sunny California.

The Everett chapter of the Red Cross is organizing a first aid class, the members of which are to represent the industrial enterprises of the city. There is no limit to the number of members. It is expected that these classes will be held twice a week, and will be free to any one wishing to take advantage of them. This should be a fine thing for Delta Shops, for with first aid knowledge in our midst it should help lessen reportable accidents as well as save time and money for the company.

The Industrial Foremen's Club, comprised of about one hundred foremen of the various industries of the city, at their dinner held at the Y. M. C. A. on October 7, voted on visiting the Great Northern shops November 4. Inspection of different plants and industries is made once a month in order to familiarize the club members with the various methods employed and products of our home industries.

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Cyrus Miller, machinist, is convalescing from an operation for appendicitis. We expect he will return with twice his usual pep which never has been less than forty knots per hour.

Official car A-20, which graced the rails for so many miles, has been successfully transformed into a shop and roundhouse office. This has made possible the consolidation of shop, roundhouse and car foreman's offices.

Chas. Blomberg, coach foreman, and wife returned recently from a visit with their daughter in North Yakima, Washington.

Verner Kraft, machinist helper apprentice, and wife are receiving congratulations on the birth of a son, September 27, 1925.

Car Foreman McCaustland and wife expect to leave the latter part of the month for Oakland, California, where they will visit relatives.

John Schweigert, laborer, left October 4 for Saskatoon, Saskatchewan, to look after business interests. He expects to return by November 1.

J. H. Greener, car clerk, and family have returned from their vacation spent visiting Sound cities.

Lillian Parish, relief stenographer for Chief Dispatcher J. C. Devery, is substituting as Delta roundhouse clerk.

Frank Putney, machinist helper, returned the first of the month from thirty days' leave of absence which he spent visiting relatives at Stuart, Iowa, Boulder, Colo., and Colorado Springs.

New cars have been very conspicuous around Delta of late. Frank Hayden, machine foreman, has been seen driving a new Studebaker coach. Julius Scholl, tank foreman, is also beautifying the highway with a new Chrysler six sedan.

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HILLYARD

The Good Will Sewing Club of Amethyst Lodge, ladies' auxiliary to the Brotherhood of Railway Trainmen of Hillyard, was entertained by Mrs. M. W. Shores at her home, No. 5011 Martin Street, at a thimble party and tea. Fourteen were present. The next meeting will be at the home of Mrs. J. E. McCarthy, Rowan Avenue.

William C. Watts, formerly of the Delta Shops, is filling the vacancy at the Hillyard shops caused by the departure of J. H. James for California.

JACKSON STREET

Another of our fellow workers became a benedict in September. George Flahave, clerk, superintendent's office, was married to Anna Dorsey, at St. John's Catholic Church. The bride was attended by Margaret Rowan, a near relative, and the groom by his brother Harold. They visited his sister in Detroit, Michigan, on their wedding trip.

Richard Cuddihy, foreman of the Tin & Pipe Shops, has returned to work after being absent for some time due to an operation performed on his left eye.

The dramatic talent of the Sheet Metal Workers at Jackson Street was called upon to complete the cast for the presentation of "The Burning of Rome" at the Minnesota State Fair. The employees had for some time been aware of artistic temperaments among some of their fellow workers, but did not realize what real dramatic ability these men possessed until they saw the old "Roman Guard" swing into line of march before the grand stand.

After a brief illness T. F. McMahon, superintendent of shops, is back to work.

Ewald Dittbrenner, mill foreman, had the misfortune to lose two fingers of his right hand. In adjusting a machine, some little slip occurred which caused his hand to be thrown into a saw, severing the little and index fingers of his right hand.

William Hickey, boilermaker helper, who for 43 years has been an employee of the company, passed away October 10. Death was due to heart failure.

SUPERIOR

Charles King, employed at Superior roundhouse, was off sick several days.

Shop Superintendent A. C. Rinker and wife are on their vacation. We all know they will enjoy it as they are both lovers of the great out-of-doors.

Our greatest baseball fan, "Handsome Charley" Peterson, painter, enjoyed his annual vacation taking in the World Series. He saw the "Pirates" take the scalp off the "Senators" but we understand from reliable sources that he was "scalped" himself when getting his series tickets.

Ruth Waterbury, Metropolitan's supervising nurse, paid us a pleasant as well as an instructive visit. She gave a talk to a mass meeting of all the employees and her remarks were timely as well as instructive. She also gave a talk to the foremen outlining their part in getting the sick and injured back to work. You fellows who lay off "sick" from now on had better make it snappy or you will have the nurse on your trail. Certain ones can already vouch for the manner in which she hunts you up. The Metropolitan surely is doing a great work, and those who are members of the group plan should get better acquainted with benefits which await the holder of these insurance policies and take advantage of them at every opportunity. You fellows are paying for it, so why not educate yourself to the benefits which you can derive at no added cost. They do not only emphasize the insurance features of their policies but also other features which are of just as great a benefit to the policy holder as the insurance.

ST. CLOUD

Christ Eisenhoefer returned from his trip to Wisconsin reporting a very good time.

Only two of the machine shop force took the opportunity of the opening of the hunting season. They returned with fifteen ducks. Not so bad.

Raymond Theisen, we hear, is building a new home in Waite Park, and contemplates marriage in the near future. He will be the fourth one this year from the machine shop. Good luck to you.

Hildegard Wieber of the office force spent her vacation visiting friends and relatives at Neenah and Green Bay, Wis.

Wood Mill Foreman P. J. Zierden and wife motored to Isabelle, S. Dak., to visit relatives the latter part of August.

Gang Foreman John H. Theisen took his wife to Rochester to consult the Mayo Clinic concerning her health.

It is rumored that Shop Superintendent F. C. Lindt was out hunting the first day of the season. We have not seen any ducks as yet, but expect that he will come back with the limit.

Carman Apprentice Henry Rennie surprised his friends here by stepping out and getting married September 16 to Clara Kloskowski, St. Cloud. They have gone up to the northern part of the state on their honeymoon.

Friends and fellow workmen at the shops were somewhat surprised upon hearing that Joe Heltemes was quietly married at Minneapolis. We had Joe enrolled as a confirmed bachelor.

Assistant Blacksmith Foreman Joseph B. Theisen and wife spent the two weeks of Mr. Theisen's vacation at Winnipeg, Duluth, and Superior. Joe states that they have some good stuff in Canada, although the prices are somewhat high. Crossing the line without getting a drink takes more than self denial. Mr. and Mrs. Theisen took in the sights around Grand Beach at Lake Winnipeg while visiting.

Mr. L. Spaulding and family and Mr. and Mrs. A. Kirchner spent a few days of the past week at Winnipeg. They also state that the prices are far above par.

Mr. and Mrs. John Lembecke and family early in September visited relatives at International Falls. He reports having only one. (Which was it, John, a long or a short one?)

Peter Lauermann attended the Legion Convention at Omaha in October.

Mr. and Mrs. Robert Ernst spent a week with relatives and friends around Duluth and the Iron Range.

Louis Klein and a few of his friends took advantage of the hunting season, and they claim their limit, although Louis only shot seven out of thirty-one. Poor luck, Louis, better next time.

Henry Pfuhl also reported the limit, but afterwards cut it to four or fourteen, which was it, Hank?

John Lembecke has been seen pushing a new Chevrolet coach around. How come, John?

The Blacksmith Shop employees held their regular meeting on Wednesday, October 14. After the meeting they entertained their members and families at cards and lunch, also danced till midnight. A very enjoyable time was had by all present. Prizes were won by the following: Mrs. Peter Klein, Clara Hohn, Andrew Braun (Andrew knew he would have more show by playing a lady's hand), Albert Kirchner, Peter Klein, and Ben Linn. The all around cut was won by Mrs. Walter Pallies.

Mr. and Mrs. John Wilmes and son Francis have returned from a week's visit at Waterloo, Iowa.

Louis Blommer spent several days at Omaha, Nebraska, taking in the sights at the Legionaires' Convention.

The G. N. Dramatic Club recently had a meeting, and the outcome was that a play was decided upon, and practice is to begin immediately on the play, "Am I Intruding?" We eagerly await the performance because of the pleasure they afforded us last year in the showing of "A Pair of Sixes."

The club also boasts an orchestra recently organized and working very diligently. They expect to make their first appearance as the "Pirates" in connection with the club's first play of the season. We wish at this time to encourage them in their new endeavor and hope for success.

Miss Waterbury of the Metropolitan Life Insurance Company accompanied by Mr. LaFontaine, safety supervisor, recently gave a very interesting talk about the insurance, and the nursing service at our disposal. The men turned out well to hear her speak and without a doubt will profit by what they heard. Mr. LaFontaine briefly spoke about the record made by the G. N. in the safety movement.

SOMERS LUMBER COMPANY

Associate Editor
R. E. GAUTIER
Somers, Mont.

L. E. Ferry left recently for his old home in Kentucky to remain permanently. Mr. Ferry has been one of the firemen at the planer for the past several years and his many friends wish him success.

Fred Ellefson is back at work again having been laid up on account of an injury received at the sawmill. While working over an emery wheel the wheel broke, a piece of it striking Fred in the forehead. He was very fortunate that his eyesight was not injured. We are very glad to see him back on the job.

A. H. Burns has resumed his position as warehouseman having fully recovered from his recent illness.

Lowell Winters was the victim of a peculiar accident at the sawmill. His clothes caught in the machinery and he was disrobed very suddenly. Outside of a few minor bruises, Mr. Winters escaped serious injury.



L. Schimpf's house on the "Hill" is ready for painting. If you will take Schimpf's word for it, the house is a "peach."

Perry Russell's house is ready for plastering, and Father Nolan's house is ready for the inside finish. This makes five houses that the Somers Lumber Company has put up this year, including houses one and two on the Pavilion Hill.

All the hard workers are now feeling fine at the prospect of steady work during the whole year. Mr. Wilder is going around with a broad smile on his face and Fred Lehrkind of "The Floating Palace" is the most tickled of the bunch. He can hardly wait until winter comes.

Mitchell Ratty, one of the sawyers at the mill, left the latter part of last week for Rochester, Minnesota, for examination at the Mayo Clinic. We hope Mr. Ratty's recovery will be speedy.

Ralph Tibbets, guide at Glacier Park during the summer months, has returned to Somers for the winter. Ralph, between known as "Spud" or "Paddy," reports a very successful season and informs the community that he was lucky enough to land three of the fur bearing fish at Iceberg Lake. Owing to the scarcity of ice worms this season, but few of these precious fish were caught. Spud intends to take an Elk hunt this fall in the South Fork country with Bert Schlegel and Gordon Parr. Parr says he is going to put a bell on Tibbets so he doesn't get lost.

A. G. Ames, proprietor of the Somers Hotel, and Robert Budd, son of Ralph Budd, president of the Great Northern, are making an extended trip hunting and fishing in the South Fork country.

A deserter from the rank and file of bachelorhood is the title to be given Bill Grant, for a few weeks ago Bill joined the ranks of the benedicts. Cigars were passed around and Bill is now a much married man.

Mike Roddy is putting his car up for the winter, thereby cutting down expenses, as Mike says next year at this time he will be somebody's meal ticket. Maybe Mike is thinking about getting married.

Carl Schlegel and wife have returned from a two weeks' vacation at Swan Lake. Carl brought back plenty of fish and reported a very fine and restful trip.

H. F. Hosfeld, our druggist, made a hurried trip to Spokane recently and returned home with vivid recollections of the familiar haunts of his younger days.

W. R. Ballard, general manager, has moved to Somers from his Echo Lake home, for the winter months.

P. C. Russell and family are making an overland trip by auto to Portland, Oregon.

The Hot Pond is now an assured fact. A gang of men and teams grading the four hundred feet approach to the unloading trestle, and the material for the trestle, such as long piles, stringers, etc., are ordered. Captain McDonald is overhauling his dipper dredger and machinery, and will soon be at work dredging the site of the Hot Pond to the required depths.

Three thousand feet of eight-inch pipe, fifteen hundred feet of four-inch C. I. pipe and ten hydrants have been installed in the new tie storage yard during the month of September, giving ample fire protection for the new layout.

The many friends of H. F. McClung are pleased to learn that he is recovering very satisfactorily from a severe case of pneumonia and hope to see him back in the harness in the very near future.

Charles Fleck, store bookkeeper, has just returned from a trip to his old home at Vinton, Iowa. Charles certainly has a "stand in" with the cook at the boarding house as he was favored with a delicious lunch to munch en route.

T. A. Horsman of the Somers Lumber Company store force recently returned from a trip to the Pacific Northwest, taking in Seattle, Tacoma, and Portland. Mr. Horsman was accompanied by his wife and both report having had a wonderful vacation. Tom says the coast is all right, but doesn't fancy that "Puget Sound."

(Other Somers items on page 30)

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