

# Great Northern Semaphore



**SPOKANE**  
Skyline of Business District  
from Monroe Street Bridge

SEPTEMBER, 1926



**MAKING A GOOD THING BETTER!**

# HEADLIGHT UNION MADE OVERALLS

Are now made of our own  
Headlight Special Weave

## EIGHT OUNCE DENIM


**HEAVIER STRONGER**

A cloth of incredible toughness and durability to more than ever justify our proven claim—that Headlight Overalls will outwear **two** ordinary pair.

**Ask for them at our dealers**

Lot 1 Price	REG. U. S. PAT. OFF. W42 L32	<b>This SPECIAL WEAVE DENIM is made EXCLUSIVELY FOR HEADLIGHT OVERALLS</b>  This cloth is the result of years of experiment and most exacting tests for Strength, Washing quality and durability. The yarns are spun from long staple cotton dyed with pure indigo and woven in America's finest denim mill.  <b>REMARKABLE GUARANTEE</b> If, when this Overall is completely worn out, you do not think that Special Weave HEADLIGHT Overalls are <b>BETTER</b> and will <b>OUTWEAR ANY</b> other Overalls made, I will give you back your money. Beware of imitations. Demand the G. mine  PRESIDENT
<b>HEADLIGHT OVERALLS &amp; PANTS</b> <small>UNION MADE LARNED, CARTER &amp; CO.</small> DETROIT ST. LOUIS SAN FRANCISCO PERTH AMBOY, N. J. TORONTO		

This Ticket  
on every pair of  
**Headlight Overalls**  
means that the garment  
must give you unequalled  
service, perfect satisfaction,  
or I will refund your money.

  
PRESIDENT  
LARNED, CARTER & CO.  
DETROIT

**LARNED, CARTER & CO.**

Detroit, Michigan

*World's Greatest Overall Makers*

Factories and Branches at: Detroit, St. Louis, San Francisco, Perth Amboy, N. J.,  
Atlanta, Ga., Chicago, New York City. • Canadian Factory: Toronto, Ontario.

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





# GREAT NORTHERN SEMAPHORE

VOLUME III

SEPTEMBER, 1926

NUMBER 9

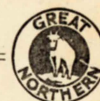
*Permission is given to reprint, with credit, any original matter appearing in this magazine*

## THE CONTENT

	PAGE
Spokane, Skyline of Business District.....	Front Cover
Spokane, Capital of the Inland Empire.....	3
Columbia River Historical Expedition.....	5
Opheim Extension Completed.....	7
Minnesota's Blind Incubator Baby.....	8
Indian Congress at Spokane.....	9
Brotherhood State Bank of Hillyard.....	11
Supervisory Force, Hillyard.....	11
Tulip Queen Travels.....	22

## DEPARTMENTS

	PAGE		PAGE
Business Getters.....	13	Fashions .....	19
Children's Health Page.....	16	House Plans.....	20
Club Activities .....	23	Kiddies' Picture Page.....	17
Current Events.....	10	Meritorious Mention.....	11
Division News.....	27	Safety First.....	12
Editorial .....	14	Veterans' Corner.....	15
Employees' Homes.....	21	Women's Page.....	18



W. N. S. IVINS, EDITOR  
B. C. EVERINGHIM, ASSISTANT EDITOR

### DEPARTMENT EDITORS

WALTER R. RAMSEY, M.D.

FRANK A. DAVIS

FAYE BABETTE ROOT

### ASSOCIATE EDITORS

C. CARLSON  
IRVINE T. DUGAN  
A. N. HALVERSON

JULIUS A. JOHNSON  
L. A. JORSTAD  
JOHN C. KOERNER

D. O'HEARN  
A. L. SCOTT  
FRANK W. SEXTON

C. H. TREMBLY  
J. W. TUTTLE  
ELZA TWAY

R. E. GAUTIER  
Sommers Lumber Co.

G. S. KRIEGER  
Cottonwood Coal Co.

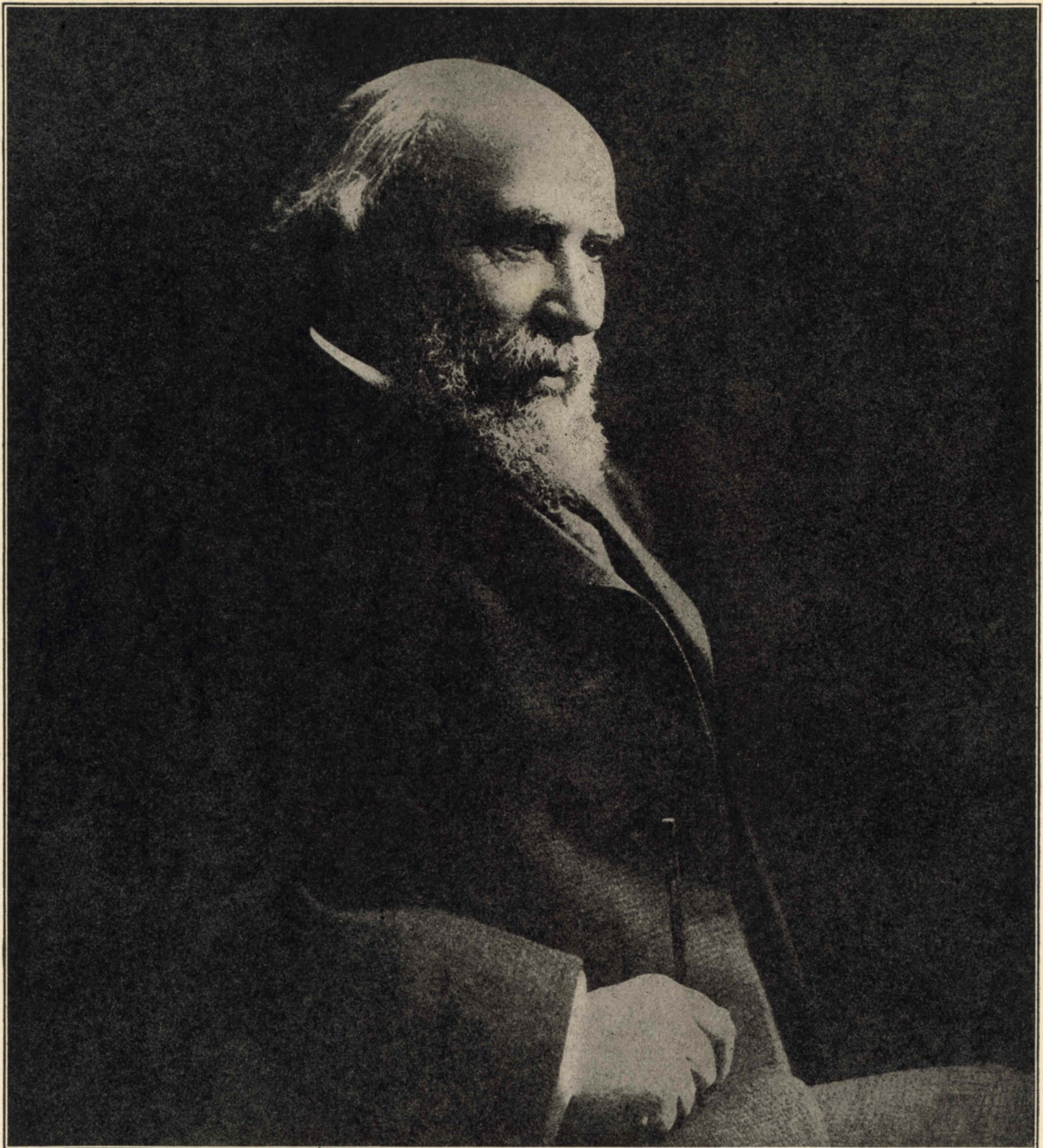
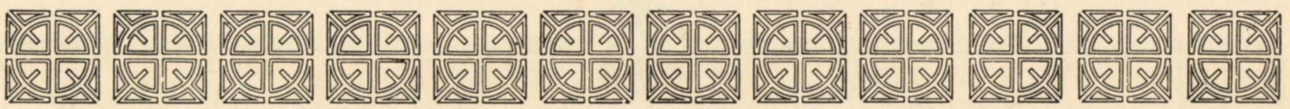
C. M. SANDERS  
New Cascade Tunnel

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

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

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





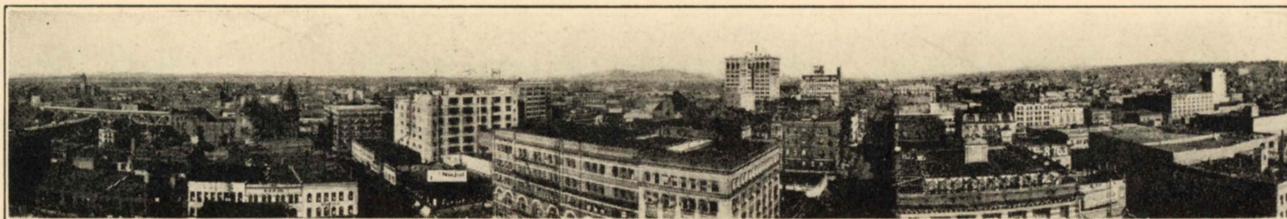
**JAMES JEROME HILL**

Born Guelph, Ontario, September 16, 1838; Died Saint Paul, Minnesota, May 29, 1916.

Reproduced in honor of Mr. Hill's birthday.







# SPOKANE

## Capital City of the Inland Empire

Geographical Center of a Region of Marvelously Diversified Products, Spokane is a City of Industry, Wealth and Progress

By A. H. Syverson, Chairman,



Publicity Tourist Bureau

**S**POKANE, WASHINGTON, is classed as the largest and most important commercial, industrial, and transportation center between the Twin Cities and Puget Sound.

It lies on the eastern fringe of the Columbia River basin, between the Rocky Mountains on the east and the Cascades on the west and is the gateway to the Canadian Rockies.

Transportation, markets, power, raw material, and labor are the five principal economic factors which control production. These are combined in Spokane to an extent that offers the greatest possibilities in production and distribution. The great district, known as Spokane's trading territory, is called the Inland Empire. Spokane is the geographical center of this Empire which contains 150,000 square miles and has a population of approximately 800,000. More than 600 towns and cities in the territory look to Spokane's wholesale and jobbing houses for their supplies. This trade was estimated to bring to the Spokane wholesale and jobbing houses during 1925 more than \$200,000,000. Spokane's trading territory in turn produces \$450,000,000 new wealth annually from its mines, forests, green fields, meadows, stock ranges, orchards, and farms.

Spokane shippers have the advantage of better freight rates than those enjoyed by any other large commercial center. Spokane dominates in the jobbing field. It serves several Canadian provinces, shares trade in the Puget Sound and western Oregon districts; distributes throughout Utah, Wyoming, Colorado, the Dakotas, and California.

Large, well equipped wholesale houses, carrying most complete stocks, annually sell several million dollars worth of eastern manufactured goods; and in addition, a large number of manufacturers having national distribution maintain direct factory branches and sales headquarters in Spokane.

The domestic market of Spokane manufacturers is not restricted to any particular jobbing area. The West, the Middle West, and East, and South consume the products of Spokane plants.

Nature has decreed that Spokane is to be one of the great manufacturing centers of the West. Three hundred and sixty-five manufacturing establishments

are already located in Spokane, with more than 15,000 workers. The principal industries are saw mills and re-manufacturing lumber plants, flour mills, railroad shops, building materials, including Portland cement, brick, terra cotta, and tile factories, bakers' and confectioners' products, farm implements and machinery, printing houses, meat and fruit packing and preserving, bottling plants, creameries, ice and cold storage houses, and an oil refinery.

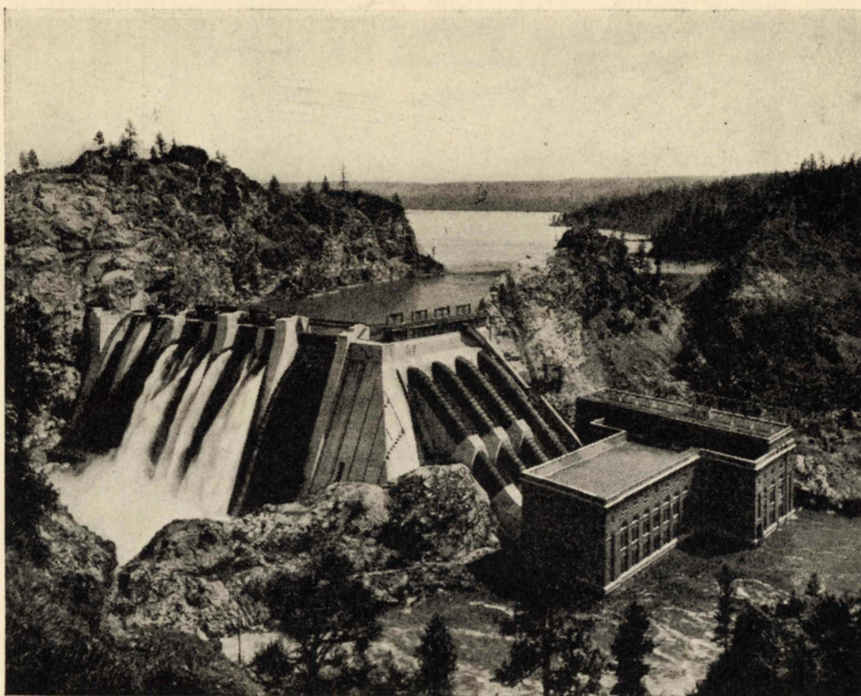
One-fifth of the nation's total power resources are contained in the Spokane country. On the Spokane River alone 186,000 horsepower is already developed by seven plants immediately adjacent to the city of Spokane.

Spokane is also a financial center of importance, having 13 national and state banks, with deposits on December 31, 1925, of \$57,220,919.48. The bank clearings were \$612,905,640.00 for the year

1925. A branch of the Federal Reserve Bank, of San Francisco, is located in this city, as well as the headquarters for the Federal Land Bank, of Spokane, which serves the states of Washington, Oregon, Idaho, and Montana. Spokane postal receipts for the year 1925 were \$1,071,860.82.

The city is within a few miles of the largest silver lead mines in America, and among the greatest producers in the world. The great Coeur d'Alene mining district, of which Wallace and Kellogg are the most active centers, is but a few hours' drive from Spokane over good highways. At Kellogg is the Bunker Hill smelter, one of the largest and most modern in the West, set among beautiful hills and mountains.

Five transcontinental railroad systems and 12 main and branch lines tapping  
(Continued on Page 22)



Long Lake Dam near Spokane, and plant of the Washington Water Power Company.



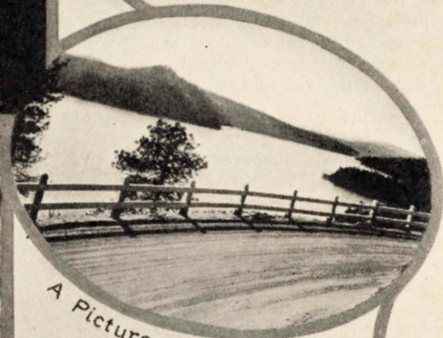
# Scenes in and near Spokane



The Falls at Fan Lake



Sunken Gardens, Manito Park



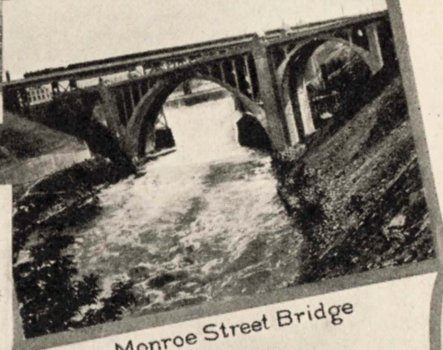
A Picturesque Highway



Natatorium Park



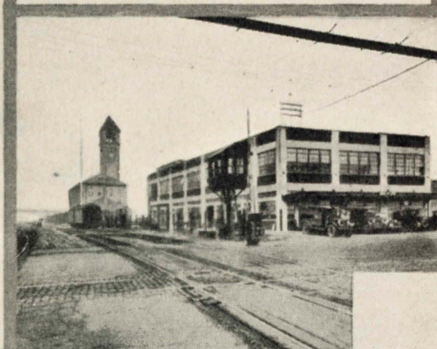
Upper Spokane Falls



Monroe Street Bridge



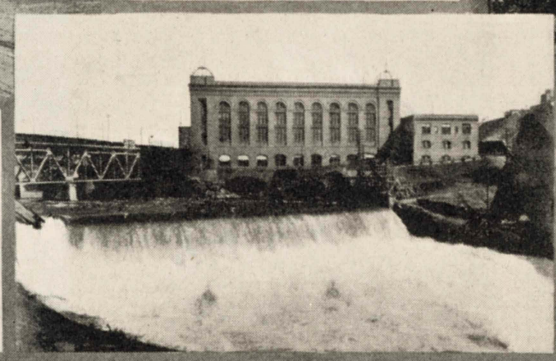
Davenport Hotel



Great Northern Depot and Terminal Bridge



View of Riverside Avenue Looking West



Lower Falls Power Plant



# THE COLUMBIA RIVER HISTORICAL EXPEDITION

## Second of Pilgrimages to Mark Shrines of Pioneer Events a Great Success

**T**HE COLUMBIA RIVER Historical Expedition has passed into history—has become a part of the story whose earlier chapters it was designed to record and commemorate by placing appropriate monuments to mark the scenes, or to honor those who played the stellar roles, in the Northwest's stirring drama of the past.

Like its precursor, the Upper Missouri Valley Historical Expedition of last year, it was in every way successful. Those who were so fortunate as to accompany the expedition found it not only a pleasurable experience, but an unusual opportunity for enlightenment whereby they might gain a keener realization of our pioneers' achievements and a more intimate acquaintance with the vast terrain they ranged to discover and found the empire that a later pioneering genius, our own James J. Hill, was to build and develop.

Organized and sponsored by the governors and historical societies of the Northwest states, and, indeed, actively participated in by them, it would seem that these annual pilgrimages should become a permanent institution. Much has been accomplished by these two expeditions, but there remain countless historical spots to mark, and a goodly company of men whose achievements should be fittingly proclaimed and their memory honored. The active and effective cooperation of the Great Northern Railway has given impetus to the movement;

more, has been the means whereby it was made possible. Not only has the Great Northern provided the utmost of travel comfort and enjoyment for the party, but its line follows closely the trails blazed by the early pioneers, bridges the streams where they forded them, and threads the passes they found through the all but impenetrable barriers of the Rockies and Cascades. Here came the sons of Verendrye; came David Thompson, Lewis and Clark, Finnan MacDonald, James McMillan, William Kittson, Warre and Vavasour, and Father DeSmet; here came the scouts and trappers of the Hudson's Bay Company and of John Jacob Astor's American Fur Company. And later, when the hostile Indians, bitterly resenting invasion of the settlers, turned from their tribal wars to make common cause against the white man, came blue garbed cavalymen, riding against the wily red man and in time subduing him. All these came through the land that the Great Northern Railway serves, following closely the trail that later became the route of its main line.

The expedition left Chicago the evening of July 15, traveling in Great Northern equipment over the Burlington lines into St. Paul. Between St. Paul and Spokane the trains were on Great Northern rails; west of Spokane the expedition traveled over the lines of the Spokane, Portland & Seattle Railway. The party numbered some 150 passengers and occupied two special trains. It included 43 students, prize winners in a

country-wide oratorical contest conducted among students of the grammar and high schools under the auspices of the Franco-American Branch of the American Good Will Association on subjects based on or related to the general subject of early French influence in America. The prize in each case was the privilege of accompanying the expedition. Among the young folk were several French students, winners in a similar competition in France, and to whom the voyage across the sea and trip through Scenic America was a marvelous and ever to be remembered experience. Numbered among the adult members of the party were state executives, representatives of various historical societies, editors, educators, celebrated writers, and others. It was a notable gathering of men and women intent on saving to posterity the story of the Northwest.

An interesting feature of the expedition was the traveling museum, which was under the direction of Willoughby M. Babcock, curator of the Historical Museum of the Minnesota Historical Society, housed in a specially arranged car which was attached to the first section of the special trains when they left St. Paul. At one end of the car was a "life size" log cabin of the type used by traders and trappers of the Upper Missouri River country. Within the cabin were two figures, one dressed in the buckskin, buffalo skin, and furs actually worn by a fur trader of that period; the other wearing the uniform of a United States cavalryman. In front of the cabin were a bull boat, a birch bark canoe, and a dog sled—"centenarians" all, which were actually used by early fur traders. The remaining length of the car was filled with cabinets, and show cases containing relics of inestimable value, loaned by various historical societies. Old fashioned firearms, bowie knives, bows and arrows of various types, tomahawks and war clubs, crude implements that were used by traders, Indians, and soldiers, and a few pre-historic relics found in excavations on sites of Indian villages and battlefields. The walls of the car were hung with portraits of prominent pioneers and paintings of heroic size depicting thrilling incidents of early Northwest history.

There was, also, a library car, containing one of the most remarkable collections of books on Northwest history ever assembled.

The first stop was at Grand Forks, North Dakota, where the expedition made a brief halt to enjoy the hospitality of the citizens, and inspected the William Crooks, our first engine and the pioneer of the Northwest's locomotives. Since the Great Northern veterans met at Minot, it had waited at Grand Forks for this event; and midget though it is, compared with the monster mechanisms of today, it bore itself with dignity and pride, serene in its memories of "the good old days," proud of its honorary membership in the Veterans' Association

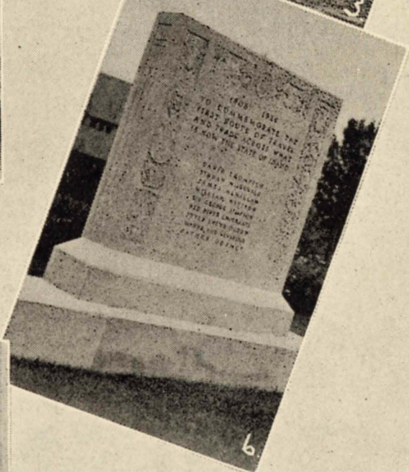
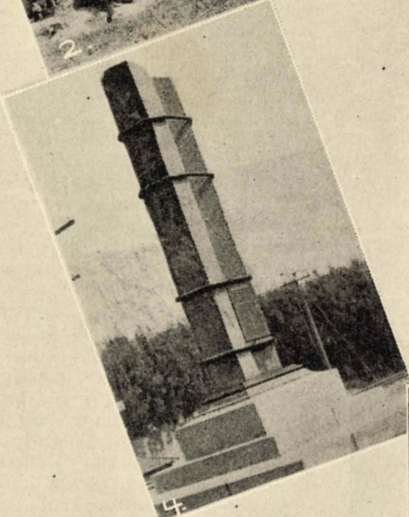
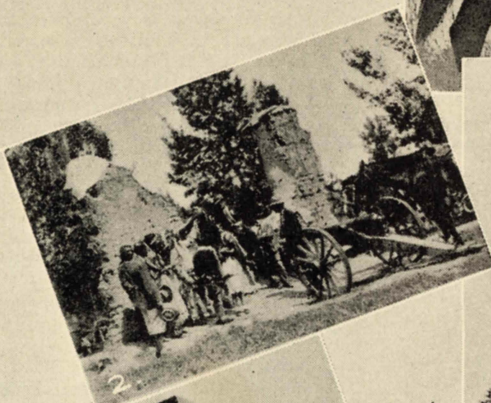
(Continued on Page 8)



Miss Columbia and Attendants Releasing Homing Pigeons Carrying Messages of Welcome to Columbia River Historical Expedition. Left to Right: Alice Leonard, Petra Johnson, Betty Bestul (Miss Columbia), Aina Maki, Violet Kenney, Elizabeth Waara.



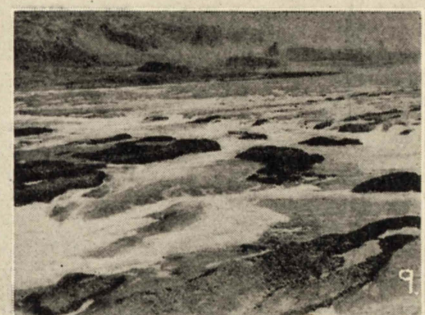
# Columbia River Historical Expedition Views



TO THE MEMORY OF THOSE  
DAUNTLESS PATHFINDERS AND  
PIONEERS WHO FOLLOWED THE  
GREAT THOROUGHFARE OF  
THE COLUMBIA AT THIS PLACE.

AMONG THEM WERE

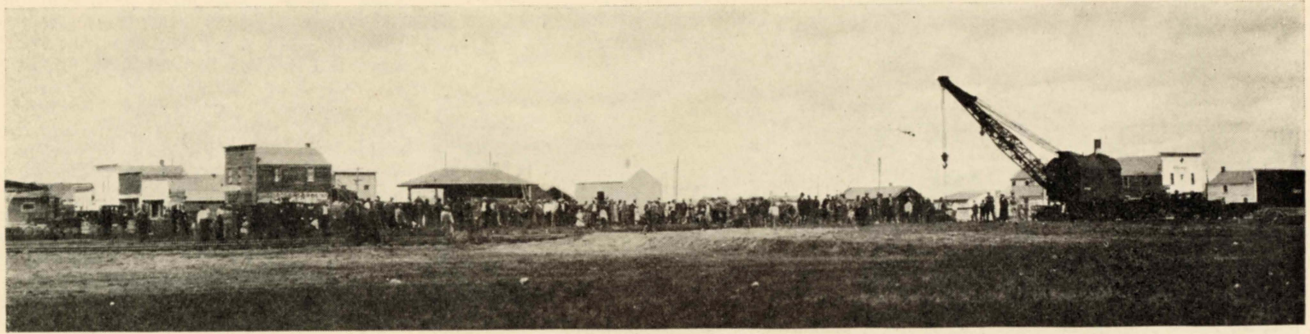
MERINTHUR LEWIS	JASON AND DANIEL LEE
WILLIAM CLARK	JOSEPH GREGORY
DAVID THOMPSON	R. EDWARDS
DAVID STEWART	THOMAS KUTTAIL
ROBERT STUART	JOHN E. DOWNS
DONALD MCNEIL	SAMUEL PARKER
ROBERT MCNEIL	WILLIAM J. DEWITT
DONALD MCNEIL	MARCUS WHITMAN
JOHN REED	MARCUS WHITMAN
WILLIAM PRICE HUNT	HENRY H. SPALDING
WILLIAM PRICE HUNT	ELISA SPALDING
ALEXANDER ROSE	WILLIAM H. GRAY
CARROLL FRANCHER	FRANCIS M. BLANCHET
JOHN JOE	ROBERT NEWELL
ALEXANDER NEWELL	JOSEPH L. WHITE
PETER KINGS OGDEN	ELIAS WHITE
JOHN WILCOX	JOSEPH APPLIGATE
JOHN WILCOX	PETER A. BURRITT
JOHN WILCOX	JAMES W. NEWMAN
JOHN WILCOX	JOHN C. FREMONT



1. A Warrior of a Vanished Age. 2. Telling the Story of Fort Benton's Glory. 3. The Creak of the Oxcart Was "Open Sesame" to the Wilderness. 4. The Distinctive Shaft at Wishram, Washington. 5. Unveiling the Imposing Column at Astoria, Oregon. 6. The Commemorative Monument at Bonners Ferry, Idaho. 7. Tablet on the Wishram Memorial. 8. The Long, Long Trail Awinding. 9. Celilo Falls of the Columbia River near Wishram.



# OPHEIM EXTENSION COMPLETED



**T**HE COMPLETION OF THE line between Scobey and Opheim, 49 miles, on August 18, 1926, marks the beginning of a new era of agricultural development in a tried and proven region of Montana.

If financial circles were amazed last year when approximately 500 wheat growers in Northeastern Montana subscribed for \$300,000 of the capital stock of the Great Northern Railway Company to assist the financing of this extension, economists will be thrilled by the sequel to that venture. Already these new stockholders are in the position where they will realize in reduced market costs more than \$100,000 over and above the cost of the stock they purchased, and can congratulate themselves as well on an increase of \$45,000 in the market value of Great Northern stock.

"It adds to the cheerfulness of a lot of farmers in a rich wheat growing region that has found itself practically marooned," says the *St. Paul Dispatch*, "and now will be able to deliver its products in time and handle the crops of this harvest. Hence that little branch of 50 miles means more to the people of that region than the trunk line, with all its service, means to cities so accustomed to it as to regard it a part of life. Perhaps \* \* \* the example of the joyous reception of a railroad by the people of Opheim, Mont., can make us understand again the vast and valuable necessity of our railroads."

The farmers of the Scobey-Opheim district in Montana are harvesting one of the greatest small grain crops ever produced in any section of equal area, and the celebration of the near comple-

tion of the line held at Scobey, August 6 and 7, immediately preceded the entrance of harvesters into the field.

Accompanied by Vice-President L. C. Gilman and General Superintendent W. R. Smith, President Ralph Budd attended the celebration in Opheim and made the following short address:

"The communities reached by this fifty mile extension were without railroad facilities and were hauling their grain as far as sixty miles to market at a cost of twenty-five cents per bushel. It did not require any argument to convince them of the advantage of having a railroad line; and when they were told that the Great Northern did not desire to extend its lines with money raised wholly by borrowing, but would extend the line from Scobey to Opheim as soon as conditions were such that it could sell three hundred thousand dollars of its stock at par, they were prompt to respond to purchase that amount of stock. Even though at the time Great Northern stock was selling on the market at sixty dollars a share, 500 stockholders in this community own an average of six shares for which they paid \$100.00 per share. I am glad to say that Great Northern stock already is selling on the market for \$15.00 a share more than it was at the time they bought it, and trust that the improvement in conditions which is reflected in the better prices of the stock will continue until as an investment the stock will be worth all they paid for it and more.

"The saving by reason of not having the long haul to market this year, happily, will pay for the entire amount of stock purchased, for there will be well over two million bushels of grain shipped

from this extension at a saving of more than half a million dollars to the farmers. It is especially gratifying to record the fact that the area served by this new extension is harvesting the largest crop in its history. Not only is the acreage larger than ever before, but the yield per acre and the quality of the grain are the best of record. You should be especially thankful for this, because some of the wheat growing sections to the south are not so favored. The northeastern part of Montana, and particularly the territory served by this new railroad, will contribute an important part of the grain which will in 1926 give Montana the record of producing the largest amount of bread wheat of any state in the Union. It is estimated by reliable and experienced men that Montana this year will produce fifty million bushels of wheat. I am informed that it is probable this one hundred and fifty mile branch, of which one-third is now being opened for use, will handle upwards of seven million bushels."

According to E. C. Leedy, general agricultural development agent, indications point to an average wheat yield in the outlying district of 25 bushels an acre, meaning that some fields will run as high as 40 bushels to the acre; and it is estimated that 3,000,000 bushels of grain more than was produced in that section last year will be shipped from stations on the extension. The acreage over last year's planting is considerable and the extension will have plenty of tonnage this fall. There will be a tremendous increase in acreage next year. Every day prospective home seekers are

(Continued on Page 22)



Typical of the Country Which the Extension Serves





## Minnesota's Blind Incubator Baby

**O**N APRIL 3, 1911, there came into this world, as pitiable a little object as ever breathed the breath of life. The birth was premature, and the little girl baby was put in the incubator in St. Luke's Hospital, St. Paul, Minn. She was soon discovered to be blind. She lived in the incubator fifteen months, before she was strong enough to be taken to the International Sunshine Home and Kindergarten for Blind Babies, Headquarters, 96 Fifth Avenue, New York City.

Mrs. John Alden, founder of this club, and chairman of the blind in the Federated Clubs of New York State, found friends to adopt Barbara when she was 7 years old, and she went to a new home in Massachusetts.

Mrs. Alden now sends out the news that Barbara has made good, and she is spending the month of August in the Sunshine Arthur Home and Kindergarten for Blind Babies in Summit, N. J., where she spent 6 years of her baby life. Barbara is now 15 years old. She has attended public school classes and the Perkins Institute for the Blind, until lately, when she decided she would be a child's nurse, and went back to her adopted parents to take charge of four

beautiful children who had come into the family since Barbara's adoption. As a baby, Barbara was always playing nurse with her dolls.

One eye was taken out entirely but Barbara has light perception in the other. This is a blessing, and Barbara is an exceptionally good child nurse.

"You could earn lots of money," said Mrs. Alden to her the other day. "I wonder why you didn't think of going to some family and receiving \$10.00 a week and your board."

Barbara's beautiful face lighted up with a sunshiny smile. "I shall never leave my adopted mother so long as she has babies to care for. They are beautiful babies. God sent them to her because she adopted me."

Barbara's parents were never located, but Barbara doesn't miss them. With Mrs. Alden and the Sunshine members, she will never have any lack of friends to love her.

Report all blind babies you hear of to Mrs. John Alden, Founder of the Sunshine Blind Babies Homes and Kindergartens, 96 Fifth Ave., New York City, and she will give valuable information as to their training and care.

## Columbia River Historical Expedition

(Continued from Page 5)

and of its privilege to wear the coveted button of that organization. Here, too, the party witnessed a parade of the old Red River Valley ox-carts, and met probably the last of the drivers who still lives at or near Grand Forks.

The next stop of the expedition was Fort Union, Montana, on the morning of July 17. Fort Union, established in 1828 on the north bank of the Missouri River at what is now the state line between North Dakota and Montana, was the most important post in the entire region of the Upper Missouri country. It was the headquarters post of Astor's fur company and the trade center of all the Northwest Indian tribes east of the Rockies. There Kenneth McKenzie ruled

supreme over a territory half as large as all Europe.

A colorful pageant depicting the country as it was 100 years ago, was held, in which Indian tribes whose ancestors once traded at the post, dominated the program. Chiefs, braves, squaws and papooses, dressed in their best finery, beaded buckskins and feathered head dress, danced to the measured beat of the tom-tom. Assiniboine talked to Hidatsa, and Sioux to Blackfeet by means of the sign language, the universal language of the plains.

On July 18 the expedition stopped at Fort Benton, which in its day was second only to Fort Union in importance. The members visited the scene of one of the most notorious atrocities committed in the Indian country. Many varying tales of the affair have been handed down. As generally accepted today, the story is a composite of the accounts of Indians,

Indian traders, and trappers. In the winter of 1842-43, F. A. Chardon headed a fur trading post variously known as Fort Piegan, McKenzie or Brule, not far from what is now Fort Benton. Chardon's negro servant was killed by a band of Blackfeet Indians, and the factor planned a treacherous and diabolical vengeance. A cannon loaded with canister was stationed in a bastion and trained on the front door of the post. When the Indians should come in to trade, three of them were to be ushered in for a parley before admitting the others, who would crowd about the door awaiting admittance. On a signal the three men inside were to be massacred and the cannon fired into the crowd outside. The Indians came in to trade and the plot was carried out, although, due to a hitch somewhere, more of the Indians escaped than was expected.

From Fort Benton, the expedition proceeded to Great Falls where an enthusiastic reception awaited it. A visit was made to the Great Falls of the Missouri, discovered by Lewis and Clark June 13, 1805.

Following Great Falls came Bonners Ferry, Idaho, where, on July 19, a monument was dedicated, recording the fact that this crossing of the Kootenai River was on the line of the first route of travel and trade across what is now the state of Idaho, and bearing the names of famous explorers, traders, and others who followed that way through on their march westward.

The same day the expedition arrived at Hillyard (Spokane), and, as guests of the Spokane entertainment committee, which furnished automobiles for the purpose, the entire party was taken to the summit of Mt. Spokane. At this elevation the tri-color of France and our own stars and stripes were raised on twin masts of equal height, the tri-color being flown in honor of the achievements of the French missionaries who came that way.

On July 20 the expedition detrained near the Celilo Falls of the Columbia to dedicate a monument at Wishram, formerly Fallbridge, made famous in history by Washington Irving in his book, "Astoria." Wishram is the site of what was probably the most important Indian village in the Columbia River country and was visited by Lewis and Clark, Astor's explorers, and others who traversed and charted the mighty river of the West.

The expedition continued on to Portland, where, as guests of the Royal Rosarians, the members of the party enjoyed an automobile tour of the city and were driven out the Base Line road to Multnomah Falls.

On Wednesday, July 21, the expedition arrived at Seaside, Oregon, where ceremonies were held, and a permanent marker dedicated on the site of old Fort Clatsop, established in the fall of 1805 by Lewis and Clark. This marker is a 90-foot flag pole set in a concrete base, tablet, and facing, and was donated by President Ralph Budd.

On July 22 the expedition participated in the celebration and dedication of the Astor monument on Coxcomb Hill, Astoria. Through the generosity of Vincent Astor, of New York, a descendant of John Jacob Astor, a column 125 feet in height is being erected on Coxcomb Hill. The monument is practically completed save for a ribbon frieze, which

(Continued on Page 9)

Great Northern Semaphore



## 1926 Indian Congress at Spokane



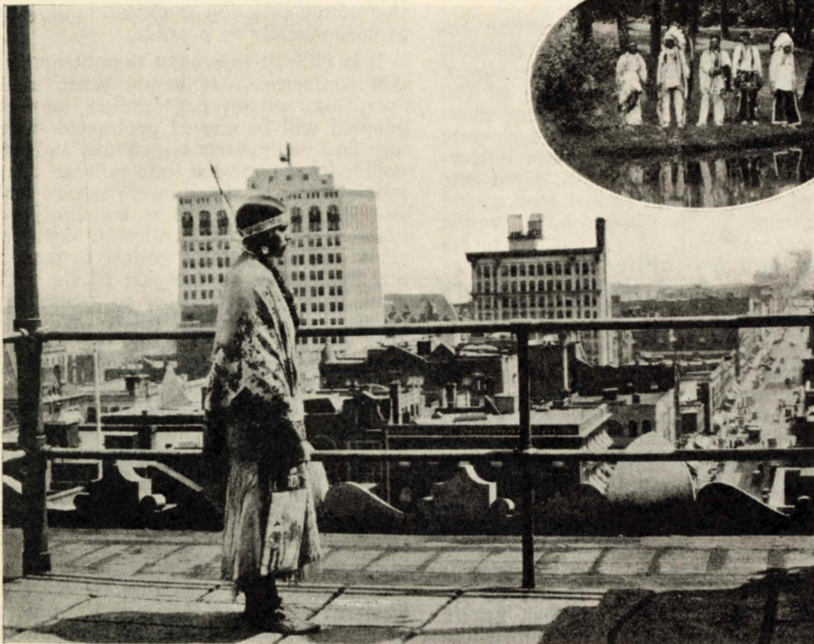
Princess America passing in front of Great Northern city offices in the Davenport Hotel, followed by Blackfeet Indians from Glacier Park. Lower insert, monument erected to commemorate the Battle of Spokane Plains. Upper insert, Major General Hugh L. Scott and Chief Little Man of the Blackfeet tribe holding the pipe of peace.

ONE OF THE MOST interesting and colorful events in the United States is the International Indian Congress which is held annually in Spokane, Washington. The congress for 1926 was held during the week of July 21 to 27, and was attended by representatives of twenty-eight tribes.

Teepees pitched on the parking strip west of the Monaghan Monument, parades of Indians in full regalia, and

World's only Indian Musical Comedy were among the high lights of the week. The mornings were given over to serious consideration of the Indian's problems and affairs, the afternoons and evenings to parades and entertainments.

Paul Wapato, of the Okanogan tribe, a newspaper man from Wenatchee, and one of the two Indian newspaper men in the country, was elected president of the congress.



Princess America II, who is really Jessie Jim, daughter of Long Jim of the Okanogans and whose home is at Brewster, Wash. She is shown here looking out over the city of Spokane and dreaming of the departed glory of the old days as shown in the insert by a party of Blackfeet Braves in Manito Park.

After a spirited contest Jessie Jim, daughter of Long Jim, of the Okanogans, whose home is at Brewster on our Wenatchee-Oroville line, was chosen Princess America II.

The tribes attended a reception in honor of the Columbia River Historical Expedition and, accompanied by guests on the train, assisted in dedicating the monument commemorating the Battle of Spokane Plains.

## Columbia River Historical Expedition

(Continued from Page 8)

surrounds in spiral form the entire length of the shaft, and upon which is carved a panorama of the explorations of Captain Gray, who discovered the Columbia River, and of Lewis and Clark, and of various episodes in the building and settling of old Fort Astoria, John Jacob Astor's fur trading post on the Pacific.

On the return journey, the expedition enjoyed an interesting interlude as guests of the city of Longview, Washington, built-to-order, model town of the Pacific Coast.

On the morning of July 23, the party arrived at Spokane to participate in the Second Annual Indian Congress. This congress undoubtedly is one of the most colorful periodic celebrations in the country, if not in the world, that is not wholly spectacular, or designed primarily for the sole purpose of entertainment or publicity promotion. For five days Spokane was given over to this event. While there were parades, pageants and other picturesque features, the congress devoted much of its time to purposeful study of the problems confronting the several Indian tribes and serious consideration of plans for their advancement.

From Spokane eastward the expedition was on the back-track. The only break in the homeward journey was at Glacier Park. Arriving the morning of July 24, the party spent two days there, making Many Glaciers the first night and returning the next day to Glacier Park Hotel, where an elaborate dinner was served. It was necessary for President Budd to take leave of the party here and return west, and the members took the occasion to present him with a very beautiful loving cup in token of their esteem and as an acknowledgment of his untiring efforts to make the expedition a success and a happy experience for all those who accompanied it.

## Courtesy Appreciated

THAT COURTESY INVARIABLY brings a fine reaction in the recipient of our kindly efforts is again exemplified in the case of Otto Weygand, agent at Browns Valley, Minnesota, who went to some pains to plan an enjoyable return trip for Glenn O. Campbell, of the U. S. Mail Service at Buffalo, N. Y. Mr. Campbell writes to Mr. Weygand:

"The trip back east was very cool, and we followed the rain all the way to New York state. The Burlington, from St. Paul to Chicago, furnishes chair cars and fine service, just as you stated to me.

"I thank you for your courtesy and kindly treatment in furnishing, and giving me, all information as to return trip, etc. and to let you know it is appreciated."



# CURRENT EVENTS

## Consolidation of Ford Lines Frowned On

**T**HE FORD INTERESTS are having brought home to them more and more convincingly that the Interstate Commerce Act places restrictions on railroad operation and financing that do not apply to private manufacturers. Several reminders of this fact have been given to Mr. Ford, the latest being the report of Examiner Ralph R. Molster recommending against allowance of the application of the Detroit and Ironton for permission to acquire control of the Detroit, Toledo and Ironton, and the Toledo-Detroit. While the Ford interests own a majority of the stock of the Detroit, Toledo and Ironton and most of the stock of the Detroit and Ironton, there is a minority interest that objects to the plan.

The recommended dismissal of the application is not, however, based on these minority holders' protests, but on the wider ground of failure to come within the purview of those sections of the Interstate Commerce Act which would govern in a consolidation of this kind. The examiner finds that the proposal to pay the minority holders a cash equivalent of the value placed on their stocks by agents of the majority constitutes discrimination. He says, "Although the directors may have intended to be fair and in good conscience may deem the provision for the minority eminently fair and proper, the evidence is far from convincing that their conclusions were reached in a manner consistent with fair dealing."

It appears that in arriving at the "cash equivalent" referred to, no account is taken of the going value or good-will of the two railroad corporations. But while the examiner finds that the appraisal is discriminatory against the minority he holds that the Interstate Commerce Commission should not be called upon to establish a fair value for minority holdings, but that such value should be arrived at by an agreement between the parties.

## The Effect of Senator Cummins' Passing

**U**NDER THE CAPTION, "Senator Cummins' Death May Effect Consolidation," the *Railway Age* believes it likely that "very little more will be heard of his consolidation bill which was intended to apply all the governmental pressure possible, short of absolute direct compulsion, to bring about more or less artificial standardization of railroad systems." The same journal thinks that "without his influence congressional discussion of the subject hereafter is likely to center around the Parker bill, which has been approved by the entire Interstate Commerce Commission, and in a general way, by President Coolidge, and which is designated to make possible a

certain amount of consolidation along more natural lines." Stating that Senator Cummins had had more to do in recent years in shaping Federal railroad legislation than any other man, the *Age* continues, "He not only was largely responsible for the chief features of the Transportation Act, which in spite of the fact that some of them have not been conspicuously working since 1920, were intended to be constructive, but he also has been a potent influence in the Senate in defending the law against attacks which have for their purpose its destructive mutilation."

## The Gain in Railroad Earnings

**P**ROBABLY NO RECENTLY published news bearing on the economic welfare of the country is of greater import than that showing the increase in the net earnings of the railroads with ratio to the property investments. Its importance lies in a reasonable assurance that the railroads will be able to continue their present high standard of service, the maintenance of which is vital to the health of the country's business. "The net return earned by the railways as a whole is large only by comparison," says *The Railway Age*. For the first six months of the current year the net earnings were at the annual rate of 4.94 percent. In 1921 they were 3.07 percent; in 1922, 3.83 percent; in 1923, 4.66 percent; in 1925, 4.54 percent. These rates are substantially less than pre-war earnings, 1910, for instance, when it was 5.53 percent; in 1916, 6.16 percent, or 1917 with 5.26 percent. This does not take into account the reduced purchase power of the dollar. It is the opinion of *The Railway Age* that "measured in pre-war value of money, the return is much less than before the war. The encouraging feature of the situation is that it has increased."

## S. P. Courtesy Contest

**I**N THE COURTESY competition recently conducted by *The Bulletin*, the Southern Pacific employees' magazine, the first grand prize of \$50 went to Jessie A. Wade, a ticket clerk at Oakland Mole, Cal. The judges were the heads of six western state universities. William O. Christian, a red cap, also of the Oakland terminal, won second prize, and J. P. Chaddock, a motive power accountant, of Tucson, Ariz., received third prize. Fifty-nine cash prizes also were awarded to the best essays received from the several divisions and general shops. All branches of the service were represented in the 574 essays submitted. A majority of the papers were written by employees whose duties bring them in contact with the public, but a surprising number of essays came from competitors in classes of employment wholly removed from such contact—from maintenance of way and shop employees, enginemen and office employees.

"Courtesy costs nothing, yet it enriches all," was the theme of Miss Wade's essay. "Across the little square of my ticket window studies in human nature pause and pass on, each going somewhere and eager to get there. One has but a moment to serve, and the quickest avenue is through courtesy. Our Oakland Pier is a world all its own. Here is life—joys, anticipations, disappointments. A

timid old couple on their way to their daughter; a foreigner who doesn't understand and patiently meets all trains until he finds his 'Rose Marie'; a grandfather to meet his first grandchild, just has to tell someone. A smile brings understanding. And so the throng passes on. There is no mood so ugly, no heart so hardened, no soul so sad, that it will not melt under the spell of courtesy. People's travel difficulties are usually not large. They only seem large to them. To make friends, be friendly. It's the individuals who make a railroad. Make our railroad a friendly road and its fame will travel far. Be happy to serve and the public will come again to be served. But really, it's fun just to smile and see the 'Thank You' smile returned. 'A pleasant journey to you,' and you have made a friend for your road."

## I. C. C. Calls Rate Conference

**A**NNOUNCING ITS BELIEF that the class rates in western trunk line territory require a comprehensive revision, the Interstate Commerce Commission, on August 17, called a conference of railroads and shippers to meet in Chicago, September 10, to determine a course of procedure.

Committees of the carriers and shippers have been trying to arrive at some mutually satisfactory adjustment of class rates, but in the opinion of the commission, there is little prospect of agreement.

The conference will consider the following questions:

What pending separate proceedings should be consolidated.

Whether such proceedings are of broad enough scope or whether additional proceedings are necessary.

Whether other than class rates on the subject of controversy should be the subject of a separate proceeding.

It is the purpose to arrive at a plan for a comprehensive and possible solution of the situation as expeditiously and as economically as possible.

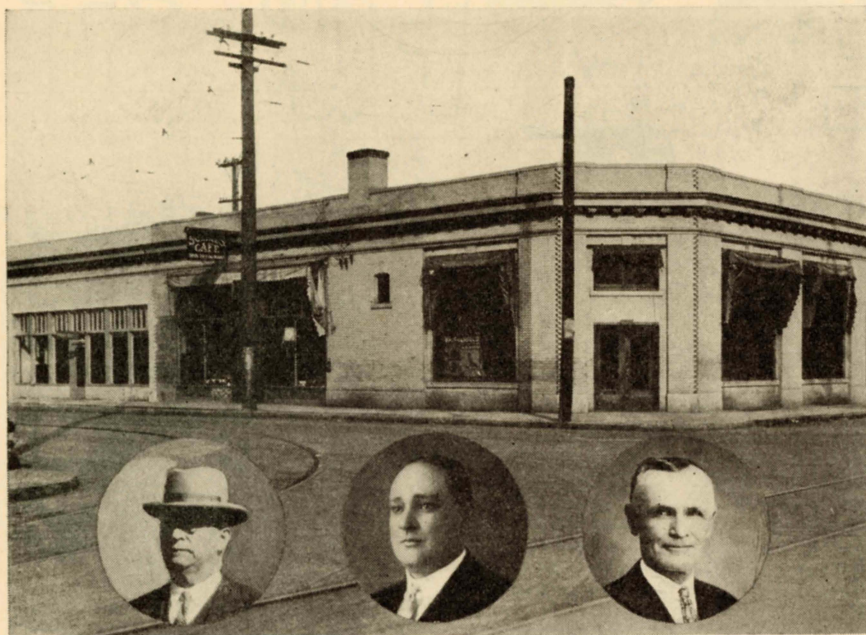
It is difficult to predict the outcome of this conference. It would seem, however, that whatever procedure may be adopted will be one of protracted hearings and voluminous arguments, and undoubtedly the various state railroad commissions and local commerce associations will intervene. There is seemingly an inherent disposition in all state commissions and local traffic bodies to contest any application on the part of the railroads in western territory to secure any relief in the matter of rates. We need only cite the opposition to the western trunk line's application for a reduction of rates on a limited number of commodities destined to Pacific Coast terminals in order to equalize to some extent the preponderance of east bound traffic and enable them to load cars that are now hauled west empty, and the even more strenuous opposition encountered when they sought a horizontal 5 percent increase in certain rates.

Concededly, the class rate structure in western trunk line territory is in need of revision; there are many inequalities. But whether the correction of these will not result in the creation of others equally as burdensome, on either the shipping public or the railroads, remains to be seen.

Great Northern Semaphore



## Brotherhood State Bank of Hillyard, Washington



**T**HE PICTURES OF THOSE of the Brotherhood State Bank of Hillyard, Washington, and three of its officers. In March, 1925, the Brotherhood corporation purchased the Citizens State Bank, and they are highly gratified with the increase in business since they have taken over the institution. The fol-

lowing shows the bank's remarkable growth:

March 6, 1925	
Total resources.....	\$124,040.34
Total deposits.....	97,968.07
March 16, 1926	
Total resources.....	\$236,167.79
Total deposits.....	202,328.93



### Supervisory Force at Hillyard Shops

**T**HE ACCOMPANYING PICTURE, taken July 19, 1926, and furnished to the SEMAPHORE through the courtesy of the photographer, Engineer W. E. Haggart, shows a representative group of the supervising employees of the Great Northern Railway at Hillyard Shops. Left to right are, top row: W. E. Haggart, engineer; Westerdahl, tank foreman; Pierson, car foreman; Casey,

agent; Nelson, storekeeper; Gerligger, gang foreman; Watts, painter shop foreman; Mrs. Zahn, first aid nurse at the shop; Harrison, general car foreman; von Erichsen, traveling engineer; Nelson, labor foreman; Woodward, rip track foreman; Gloth, assistant boiler foreman; Colville, general foreman; bottom row: Patricia Haggart, daughter of Engineer Haggart; Laidlaw, mill foreman; James, blacksmith foreman; Hinkle, wheel house foreman; Cook, coach foreman; Williams, tin shop foreman; Davis, roundhouse foreman; Summers, gang foreman; Brown, air brake foreman.

Alex. Walker, an engineer of the Spokane International, is president of the bank. R. L. Seavitt and J. M. Scherer, both veteran engineers on the Great Northern, are vice-presidents. D. D. Haworth is cashier, and Geo. Brocamp, assistant cashier.

President Walker came west in July, 1902, and went with the Northern Pacific Railway Company in Dakota and Montana for about one year. He was then transferred to Spokane, and ran out of Spokane for about four years. When the Spokane International Railway was built, he resigned from Northern Pacific employ and went with the Spokane International in March, 1907, and has continued in that service up to the present time.

## Meritorious Mention

**O**N JULY 27, AT 2 P. M., switch engine 57, in charge of Switch Foreman J. W. Boyle, and Helpers Peter Nisson and Roy Duckett, coming in from the Royal Mill line at Great Falls, Mont., discovered the First Avenue North subway on fire. They immediately went to the city park and got a hose and extinguished the flames. The fire had gotten well under way and would soon have been very serious, owing to the heavy wind and extreme heat.

While Extra 2021 west was passing Extra 2012 east near State Line, Wis., at 9:50 p. m., August 11, Brakeman G. A. Widell gave stop signal to Conductor Belch on Extra 2021 to advise him that they had a bad hot box on their train. Stop was made at Dewey and a car found 60 cars from head end, with brass broken and box red hot. This car gave no indication to the crew of Extra 2012 of being hot and action taken on the part of Brakeman Widell prevented what might have been a serious accident.

Brakeman Thomas Barrett, August 5, on Extra west, engine 3355, discovered three cracked wheels on D. S. S. A. car 11160 at Leavenworth, Wash. Report of these probably prevented a serious accident.

Brakeman James A. O'Brien, on August 5, 1926, Extra east, engine 3353 at Leavenworth, Wash., discovered F. G. E. car 25031 off center. His watchfulness possibly averted a serious mishap.

M. Chernovitch, section laborer, Bonners Ferry, Idaho, on August 1, noticed a bar about four feet long protruding from a box car. He notified the operator, who had the train stopped at Naples, Idaho, and the bar was removed, avoiding possible injury to anyone standing along side the track.

C. Brown, signal maintainer at Lac-lede, Idaho, on July 9, discovered a

(Continued on Page 25)

When the picture was taken Superintendent of Shops J. M. Hurley and Master Mechanic F. J. Bauer were out on the line. Their pictures, however, appear in the inserts, Mr. Hurley's in the lower lefthand corner and Mr. Bauer's in the lower right. The picture was taken in front of the new flower gardens at Hillyard Shops.





## The Record Encouraging

**W**E ARE PLEASED TO note that the six months' statement ending June 30 of this year shows a decrease in the number of fatalities and injuries to both employes and non-employes as compared with the same period last year. A decrease of two fatalities and 24 injuries to employes and a total decrease of nine fatalities and 30 injuries to all persons is quite commendable in view of the good record we made last year.

The Willmar Division has the honor of ranking in first place, while the Dakota Division is second and the Butte Division third. Hillyard shops is taking first honors with Delta running a close second and Great Falls in third place. If the present interest and enthusiasm which is so evident among the officers, foremen, supervisors and employes in the elimination of accidents continues as we are sure it will, our record at the end of the present year will be the best ever made in the history of the railroad.

The grade crossing accidents are the only ones that are on the increase and while we are doing even more than we feel is our part in carrying the message of caution and care to the automobile driver, we continue to have an increasing number of grade crossing accidents. It would seem that with all the laws, rules, and regulations governing the use of highways, with all the messages broadcasted through the various publications, with the press daily telling us, of not only one, but numerous fatal accidents to occupants of automobiles as the result of not only carelessness but disregard of the rules of the highway and rights of the others using it, everyone should be awakened to the need of using extreme caution.

A STOP and a LOOK would make crossing accidents impossible. The mounting number of crossing accidents constitute a case where the remedy is plain, but the cure seems unattainable. Since so many refuse to cross crossings cautiously there must be some reason. Surely mankind values life highly. The reason must be that man in his headlong haste to get somewhere prizes his time more highly than his life.

In a further attempt to familiarize the people of Minnesota and North Dakota with the state laws governing the use of railway crossings at grade, we recently developed a 200-foot motion picture film trailer of which we have purchased several copies and distributed to the various motion picture theatres along our line of railroad to be shown in connection with their daily program.

## The Trouble Maker

That part of an auto which causes more accidents than any other is the nut that holds the steering wheel.

## Shooting at Insulators Results in Death of Two

**I**N A RECENT ISSUE of the Great Falls (Montana) Tribune is the story of the deaths of a man and a 12-year-old boy, killed by coming in contact with a wire fence that had been charged from a fallen high tension power line.

This affair has interest for every individual, as well as for those concerned with the problems of high tension power transmission. It is an example of the result of unthinking and irresponsible action on the part of persons who do not see any farther than the end of their noses. Some one had shot at and shattered the insulators on this power line with the result that one of the wires had fallen across the wire fence.

Witnesses at the coroner's inquest said that they did not see a power wire near the scene of the accident, but that the actual contact was four or five blocks away.

Evidence showed that the power company had used standard equipment in the construction of the power line, and that at least 13 insulators had been shot away. The fallen wire was from a pole which stood at an angle with the other poles, the release of the power wire giving enough slack to permit it to fall to the fence. A piece of a bullet was found in one of the insulator pins.

The incident will probably be a lesson to the people of that locality who may be inclined towards random use of firearms, and furnishes good material for power companies generally, in their effort to forestall irresponsible shooting at insulators.

## Women Set Record as Crossing Guards

**S**IX OF THE CROSSING guards who serve on the St. Louis division of the Pennsylvania Railroad are women and all have had perfect records since they began these duties October, 1918, it is revealed here by H. E. Meginess of the railroad. During more than seven years of service not one accident has happened at the crossings these women watch, it is announced by the railroad. All serve on the main line of the St. Louis division, where, officials say, the "traffic is extremely heavy."

Flowers are their hobbies and the watch-houses show the touch of woman's hands in cleanliness and neatness, both within and without.

## NED NEARLY

Ned Nearly was very careful, to this you'll all agree,

He always wore his goggles, but not where they should be.

He wore them on his forehead, he wore them on his clothes,

But no one can remember, that he wore them on on his nose.

One day a piece of steel came flying toward his eyes,

Ned was busy working, and it took him by surprise.

On his cap he had his goggles, the steel went in his eye,

Now he's laid away his goggles, and to the boys has said "Good-bye."





## Jessie Walton Wins Scholarship

**N**EARLY A YEAR AND one-half ago it was the privilege of the SEMAPHORE to print a picture of Jessie Walton of Deer Park, Washington, daughter of Agent H. B. Walton of that place. At that time she had recently won a prize offered by the Deer Park Commercial Club for the best letter written by any resident of the city pointing out the advantages and attractions of Deer Park and the state of Washington generally.

Much has happened in the world since that time, but little Miss Jessie has gone steadily forward and we have just learned that she has been graduated from the Deer Park High School, completing the four years' course in three years, and winning the scholarship to Whitworth College, Spokane.



Miss Walton, who is now 17 years old, has received practically all her education in Deer Park, and gave promise of exceptional ability when, in 1923, she received the highest mark in her class on graduating from the eighth grade. In high school she took part in most of the high school activities, being a member of the debating team for two years, a member of the Glee Club, on the basket ball team, playing the violin in the high school orchestra, holding a number of class offices, and taking part in the amateur theatrical performances. She expects to specialize in Journalism and Foreign Languages in college. We reproduce here a recent picture of her.

## The "Big Bore"

**S**TEADILY THE TUNNEL forces are burrowing through the mighty Cascade Range. Progress as of August 15 was as follows:

Pioneer Tunnel, Scenic, August 6 ..2,213 ft.  
(at which time held up to avoid interference with work Tye River Incline during August)  
Pioneer Heading, Tye River Incline ..2,879 ft.  
Main Tunnel, Top and Center Headings .....2,362 ft.  
Crosscut No. 2 ..... 72 ft.  
Crosscut No. 3 (Completed)  
Mill Creek Shaft down to tunnel grade July 26 ..... 659 ft.  
Center Heading West from Berne ...3,836 ft.  
Enlargement, Scenic ..... 95 ft.

September, 1926

# Our Business Getters

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



Battles, A. L., conductor, Spokane Division, one and one-half tickets, Spokane to Moncton, N. B., and return.

Bernard, L. A., express messenger, Butte, two passengers, Butte to Philadelphia.

Blum, Rudolph, store department, Hillyard, Wash., one passenger, Spokane to St. Paul and return.

Botler, B. H., porter, passenger station, Everett, Wash., two and one-half tickets, Everett to Omaha, Neb., and return.

Bourke, John W., contracting freight agent, Seattle, two passengers; Seattle to Chicago and return; one passenger; Seattle to St. Paul and return; one passenger, Seattle to Chicago, and return.

Bracken, E. J., cashier, Butte freight office, one carload granite, Wausau, Wis., to Butte.

Brady, Chas., brakeman, Spokane, two passengers, Chicago to Spokane.

Browne, H. D., labor agent, Spokane, one passenger, Spokane to Seattle.

Busfield, J. M., operator, Monroe, Wash., two passengers, Monroe to Atlanta, Ga., and return.

Bush, Clo., stenographer, agent's office, Seattle Dock, five cars flour, Moscow, Idaho, to Seattle.

Campion, Richard B., special agent's department, one passenger, Mortonville, Alberta to St. Paul and return.

Carroll, Joseph, traveling engineer, Superior, Duluth Glee Club, 45 members, Duluth to Minneapolis and return.

Clarke, Walter, transportation inspector, Seattle, one passenger, Seattle to Kansas City and return; two passengers, Seattle to Chicago and return.

Davies, W. J., agent, Ballard, Wash., one passenger, Seattle to Davenport, Iowa, and return.

Dickerson, Joseph, parlor car porter, Seattle, one and one-half tickets, Cincinnati to Tacoma.

Eaton, Hamilton, train baggageman, No. 2, two passengers, Tacoma to New York.

Fish, G. M., claim agent, Spokane, one passenger, Hoffman, Minn., to Spokane.

Fryberg, F. M., assistant to general superintendent motive power, St. Paul, two passengers, St. Paul to Seattle, stopping en route at Glacier Park; one motor bus, St. Paul to Spokane.

Hedin, August, painter, Hillyard, Wash., one passenger, St. Paul to Portland.

Hoen, J., conductor, Superior, two passengers, Duluth to Spokane.

Holland, A. W., switch foreman, Superior, three passengers, Superior to Portland and return.

Hopkins, A. H., chief clerk, Billings freight office, one car butter, Billings to Lima, Ohio.

Jolley, J., clerk, western traffic manager's office, two passengers, Seattle to St. Paul.

Kachel, Edwin R., Seattle, Wash., one passenger, Seattle to Chicago and return.

Kelly, M. A., blacksmith heater, shops, Hillyard, Wash., one passenger, Spokane to Seattle.

Kittelson, E. O., section foreman, Hanley Falls, two passengers, Hanley Falls to Minneapolis.

Lanin, J. J., immigration department, St. Paul, two passengers, St. Paul to Portland, Ore.

Lavine, A. F., ex-brakeman, Minot Division (laid off account reduction in force), one passenger, Portland to St. Paul and return.

Lewis, E. J., agent, Lone Tree, N. D., three passengers, Eugene, Ore., to Minot and Lone Tree and return; one passenger, Minot to Sidney, Neb.; one car pipe, Youngstown, Ohio, to Lone Tree; seven pieces pipe, Casper, Wyo., to Lone Tree.

Lyons, R. A., special agent, Seattle, two passengers, Newport, Wash., to Chicago.

MacDonald, F. H., office of assistant to vice president, St. Paul, two passengers, St. Paul to Portland, en route California.

McCarthy, Charlotte, general office, St. Paul, shipment freight, St. Paul to Long Beach, Cal.

McCrimmon, H., shed foreman, Vancouver, B. C., two passengers, Vancouver to Toronto.

Manthe, C. A., trainmaster, Spokane, two passengers, Spokane to New York and return.

Marvin, Karl, engineer, Cascade Division,

one passenger, Seattle to St. Paul, en route to New York.

Maurstad, J. H., superintendent boarding cars, Hillyard, Wash., one passenger, Minneapolis to Spokane.

Melby, Peter, train baggageman, St. Paul, three passengers, St. Paul to Seattle and return.

Moore, J. D., engineer, Watertown, S. D., one passenger, Seattle to St. Paul.

Moore, Wm., chief clerk, assistant general passenger agent, St. Paul, one car roofing slate, Bangor, Penn., to Morris, Minn.

Moore, W. J., switchman, Bellingham, Wash., three passengers, St. Paul to Bellingham.

Mustell, H. J., agent, Columbia Falls, one passenger, Spokane to Columbia Falls; one passenger, Portland to Columbia Falls; one passenger, Butte to Los Angeles and return; one passenger, Columbia Falls to Collins and return; four passengers, Kalispell to Houston, Texas, and return.

Needham, J. W., conductor, St. Paul, two passengers, St. Paul to Portland.

Needham, May, auditor passenger receipts office, St. Paul, one passenger, Spokane to St. Paul and return.

Norton, J. E., carman, Hillyard, three passengers, Spokane to St. Paul and return.

Palm, Al., veteran engineer, Sioux City Division, one passenger, Berkeley, Cal., to St. Paul.

Puloch, Peter J., brakeman, Interbay, Wash., two passengers, Seattle to St. Paul and return.

Raddatz, O. H., chief performance clerk, accountant train statistics office, St. Paul, one passenger, St. Paul to Medford, Ore.

Rigg, John, baggageman, Spokane, one passenger, Spokane to St. Louis and return.

Sexton, F., associate editor, SEMAPHORE, and assistant chief clerk, superintendent's office, Spokane, one passenger, Spokane to Chicago and return.

Shires, Horace, passenger car inspector, Vancouver, B. C., one full and one one-half fare, Vancouver to New York City.

Sinton, Wm. Swan, local freight office, Seattle, Wash., one passenger, Seattle to Duluth and return.

Skog, Amil, pensioned engineer, St. Cloud, one passenger, Portland to Minneapolis and return; one passenger, Minneapolis to Portland and return.

Spoor, W. H., dining car steward, Seattle, two and one-half tickets, Seattle to Boston and return.

Strauther, Walter, linen man, commissary, Seattle, one passenger, Seattle to Savannah, Ga., and return; one passenger, Seattle to Chicago and return.

Thompson, Etta, clerk, Seattle freight station, one passenger, Seattle to St. Paul and return.

Thompson, L. M., wire chief, relay office, Spokane, one passenger, Spokane to Bangor, Maine.

Valenas, K., section foreman, Great Falls, two passengers, Great Falls to New York City.

Wade, Julia, phone operator, Seattle, three passengers, Seattle to New Orleans and return.

Williamson, L. V., special agent, Spokane, three passengers, Spokane to New York and return.

Yunker, J. R., chief clerk, freight office, Butte, Mont., one carload coopeage, St. Louis, Mo., to Butte; one carload of paper, San Francisco to Butte.

## What is Finer Than a Friend?

A note from A. J. Small, law division, Iowa State Library, recently advised us that he had induced two passengers to travel from St. Paul to the Pacific Coast via Great Northern. Mr. Small wrote: "I recall my pleasant journey with the librarians last year and your kind attention."

If our friends outside the organization exert themselves to secure business and are willing to let us know about it, how much more should everyone of us become a persistent business getter and "let his light shine."



## Editorial

Confidence is conqueror of men, victorious both over them and in them; a feeble dwarf, dauntlessly resolved, may turn the tide of battle and rally to a nobler strife the giants who had fled. —TUPPER.

### BUS AND TRAIN TRAVEL

**A**N INTERESTING comparative analysis of train and bus travel and of the relative cost of the two forms of transportation is contained in an article contributed to the magazine, *Bus Travel*, by C. E. Wickman, general manager of the Northland Transportation Company, a subsidiary of the Great Northern Railway, operating 3,000 miles of bus routes in Minnesota and carrying 2,500,000 passengers yearly. Mr. Wickman makes the same point as did President Budd in his address before the American Society of Civil Engineers at Kansas City: that the decline of local train travel is due, not to bus competition, but to the enormous increase in the number of privately owned motor-cars. The decline in railroad ticket sales in Minnesota since 1920 has been 64.6 percent at stations where there has been no bus competition, and slightly less, 63.7 percent, where there has been bus service. We, ourselves, some months ago, having in mind the preparation of an article on the bus situation, abandoned when President Budd's exhaustive analysis was published, secured from several states, including those served by the Great Northern, the number of motor-car licenses issued annually over a period of seven years. Comparison of those figures with the annual sales of railroad tickets showed a remarkably uniform reverse ratio between them—roughly, a 100 percent increase in motor-cars and a decrease of 50 percent in railroad ticket sales. Taking into consideration the comparatively few busses in a total of some 19,000,000 automobiles, it is at once apparent that it is the privately owned automobile that has wrought such havoc in railroad short-haul passenger traffic.

An interesting comparison is drawn between the cost of bus operation per mile, 17.15 cents, and that of a three-car railroad train, 88.27 cents. In neither case was any account taken of interest, depreciation, and repairs. The bus carries ten passengers per mile, and the train carries 29 per mile; it will be seen that the cost of bus transportation is 1.7 cents per passenger mile, and that of the railroad 3 cents. It is not difficult to predict that short haul passenger traffic will go more and more to the bus; the lower fare, more frequent service, and other advantages inevitably will bring this about. Where the distance is such that the train makes the faster time, the bus will never be a strong contender for traffic.

### THE VALUE OF LIBRARIES

**F**OURTEEN MILLION, or thirty percent of those in the United States, who are gainfully employed, are directly engaged in the production of our material wealth. More than a million of them are between the ages of ten and twenty, and each year a half million of America's youth put away their school books to join these ranks.

Available statistics show that the average schooling among these 14,000,000 workers is 7½ years; that out of every hundred, less than two attended college or university, four entered in part time vocational, commercial or night schools, six enrolled in correspondence schools; that education, after elementary school, had ceased for 89.

Beyond the influences of home, church, business, societies, and clubs, the principal channels of learning open to the American worker are to be found in books, magazines, newspapers, moving pictures, and the radio. Moving pictures and the radio are largely recreational rather than educational, and although magazines and newspapers are important sources of education, they are of value chiefly to those well on the path of education. They presuppose the ground work of knowledge. Books seem to hold the possibilities of widest usefulness. They embody the aggregate, we might almost say, the sum total, of human knowledge, for all learning eventually finds its way into book form. They furnish, as does no other agency, materials for either beginning an education or of continuing its progress at any point.

The National Library Association, an advisory association of 6,800 libraries throughout the country, is engaged in promoting greater use of public libraries. They have placed the resources of these 6,800 libraries at the disposal of state library boards, of town, village, county, and city committees on education, and of any and all agencies engaged in furthering industrial education. Organized labor has officially pledged its co-operation in adult educational work. The American Federation of Labor has established a permanent committee on educa-

tion to work with local libraries and local labor committees.

Public libraries are free to all. Every one so inclined can avail himself of the opportunity to read and study without money and without price. Every community that is large enough to establish a responsible committee for the procurement of books by individual residents, should form such a committee and enroll itself in the ranks of those who are striving, not only to elevate the national standard of education, but to bring opportunity to the individual and provide for him more of happiness, more of usefulness, and the means of advancement.

### A CORRECTION, AN EXPLANATION AND AN APOLOGY

**W**E SINCERELY REGRET that the SEMAPHORE has been victimized to the extent of having been made the unwitting medium of a joke that was, to say the least, ill considered. We refer to the story appearing in the August issue concerning the reunion of Roundhouse Foreman H. M. McComb with an aged father who had been searching for him over the country for months, fruitlessly and with the aimless helplessness that is the pitiable burden of extreme old age, to succeed finally by the intervention of the well nigh miraculous. The account came to us in a way and from a source that precluded any doubt of its genuineness or authenticity. Not until several days after the magazine was distributed and the story was exploded by a local paper, did any member of the SEMAPHORE staff suspect for a moment that the story was untrue, made-up from old cloth by one of our employees with the idea of playing a joke on a friend.

We have learned too that the story and the prominence it received through our publication of it has hurt and embarrassed Mr. McComb and members of his family in Barnesville and elsewhere. We regret the circumstance more than we can express. Apparently we must plead guilty to a child-like gullibility, but we beg that our readers will acquit us of knowingly lending the columns of the SEMAPHORE to a perpetration of any jest of the kind. To Mr. McComb and to members of his family, and to our readers we offer the most sincere apology.

### ALBERT BAIRD CUMMINS

**I**N THE PASSING of Albert Baird Cummins, United States senator, of Iowa, the national legislative councils have lost one who was undoubtedly the most thoroughly informed member in respect of railroads and railroad transportation. From the time he was appointed in 1909 to fill the unexpired term of Senator William B. Allison, he devoted his major activities to the study of transportation, and in time came to be regarded among his fellow senators and congressmen as the greatest authority on Federal railroad legislation. In collaboration with ex-Congressman John Jacob Esch, of Wisconsin, now a member of the Interstate Commerce Commission, he drafted and secured enactment of the Esch-Cummins Law.

While he had been a lawyer for over fifteen years, his knowledge of railroads was not wholly academic. As a young man he was assistant chief engineer of the Cincinnati, Richmond and Fort Wayne Railroad. A staunch advocate of close governmental regulation of railroads, he nevertheless saw clearly that adequate transportation facilities must always be the very backbone of our national prosperity, and that to provide those facilities, the railroads must be allowed to secure a return commensurate with the service furnished and providing a reasonable return on the value of the property devoted to that purpose.

Albert Baird Cummins was born at Carmichaels, Pennsylvania, February 15, 1850. He received a collegiate education at Waynesburg, Pennsylvania. Following his railroad employment he studied law in Chicago and was admitted to the Illinois bar in 1875. Three years later he removed to Des Moines, Iowa, where he made his home the remainder of his life. He received the honorary degree of LL.D. from Wayne College, Pennsylvania, in 1903, and in 1904 from Cornell College, Iowa. Senator Cummins came into political prominence on the crest of a so-called progressive wave in Iowa. The theories and ideals of that progressivism were in time to become the hall-mark of conservatism. Shortly before his death he lost in the primaries to Smith W. Brookhart, probably, next to the late Robert M. LaFollette, the greatest opponent of railroad solvency and integrity the country has known. Senator Cummins' activities in the field of railroad legislation were strictly in behalf of what he deemed necessary or expedient for the good of the many. He hedged to that line, let the chips fall where they might, and never did he seek political preferment at the expense of the well being of the American railroads.



# VETERANS' CORNER

## ELECTED TO MEMBERSHIP VETERAN'S ASSOCIATION JULY 23, 1926

Albert Czara, gateman, Fargo, N. D.  
William H. Johnson, engineer, Dunseith, N. D.  
Thomas Degnann, superintendent Terminals, Seattle, Wash.  
Joseph G. Moore, assistant agent, Everett, Wash.  
Joseph Savage, engineer, Superior, Wis.  
John H. Turner, general clerk station, Everett, Wash.

## AUGUST 17, 1926

Edward D. An Dyke, brakeman, S. P. & S. Ry., Multnomah, Ore.  
George E. Burke, conductor, S. P. & S. Ry., Portland, Ore.  
Thomas G. Hastie, assistant engineer, Seattle, Wash.  
Hugh E. Houston, surgeon, Kalispell, Mont.  
Frank M. Jones, brakeman, Spokane, Wash.  
David F. McLeod, B. & B. foreman, Minneapolis, Minn.  
William H. Price, conductor, Spokane, Wash.  
James Whitley, passenger depot porter, Spokane, Wash.

## Interesting Men and Events and Amusing Incidents

**S**OMETIME AGO THE EDITOR of the Veterans Corner came to the conclusion that the only way to get the boys to come through with material for the department was to ask them specific questions, so the roster was brought into action and the editor went after 'em alphabetically. The questions asked were: "What was the most interesting event with which you were connected," "What was the most amusing incident that came under your eye," and "Who was the most interesting man with whom you came in connection, other than James J. Hill?"

We are going right down the line with these letters and have some mighty good replies, but we think it would be generous of the fellows in the last half of the alphabet if they would not wait to get their letters, as it is no fault of ours that their names don't begin with A, B, or C. Every month now you will see some of these questions answered by some of your fellow veterans, and I am sure we are all going to get a lot of fun out of it have our memories refreshed, and help stimulate the younger generation by our stories of the past.

Thanks for the help you've given and let the good work go on.

## Number One

### Interesting Event

**T**HE MOST INTERESTING event which I recall during my 31 years' service is the increase of the ore tonnage from 4,245 tons in 1892 to 15,725,463

September, 1926

tons in 1923. In the early part of the ore business which the Great Northern handled, our ore cars were small, of wood, with a capacity of 25 tons per car. Later on we purchased 50-ton cars and in 1920 we began purchasing 75-ton cars. In early years our average cars per train was 24 steel or 42 small wood cars with a D-class engine, but as the power increased in size the trains increased from 34 steel to 48 steel loads. At the present time we are handling 170 cars per train with N-2 engines, and we had one case, on August 4, 1926, where we handled 180 75-ton loads, 16,200 tons, with engine 1012, in charge of Conductor Fred Pellerin and Engineer Amunson. Car A-5 carrying Superintendent Flynn was also attached to this train.

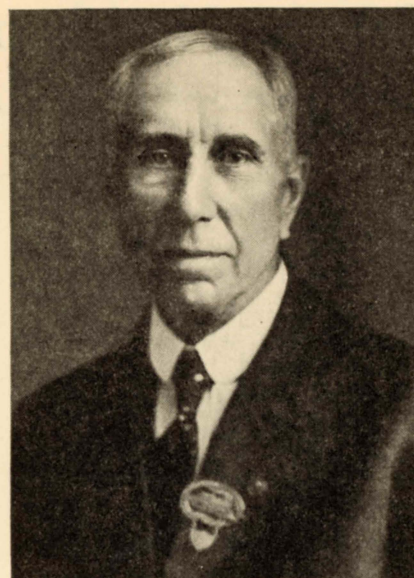
### Amusing Incident

I would consider the most amusing incident which I have experienced during my connection with the Great Northern Railway, was during the Shopcrafts' disagreement. Brother Boyd (J. H. Boyd, assistant comptroller), was sent up from St. Paul to supervise things around Kelly Lake terminal. He was here for a couple of weeks, and when he was called to St. Paul he took me aside and advised me to put on a clean shirt and collar and spruce up and do nothing but supervise the work while he was gone. I asked him who in heck would do the work, if I had to supervise it, as there was only myself and Car Foreman Karl taking care of about an average of 15 ore trains out of the terminal every 24 hours. This may not seem amusing to a lot of people, but it certainly was to me.

### Interesting Men

The most interesting man with whom I have come in contact during my years of service on the Great Northern Railway, whom I personally know and have worked with in the early days, is Vice-President C. O. Jenks, and I believe that he has been greatly instrumental in making the Great Northern system what it is today, one of the best railroads in the country.

E. F. BAILEY, Trainmaster,  
Kelly Lake, Minn.

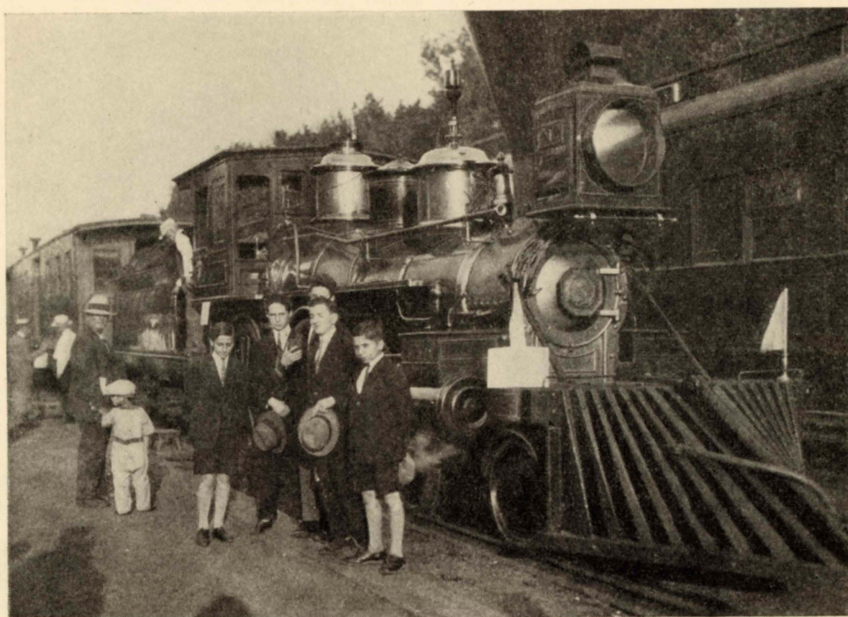


## Over 65,000 Miles

Engineer P. G. Olson Had James J. Hill  
for a Passenger That Often  
During 46 Years

**W**HEN PETER G. OLSON of St. Paul was retired last April with 46 years of continuous service on the Great Northern Railway, he had hauled trains 1,600,094 miles without a single accident, a record of which any man might be intensely proud and one which few, if any, have equaled or will in days to come. Mr. Olson is proud of this, but he is even prouder of the fact that on 65,612 of those miles, James J. Hill was his chief passenger.

Mr. Olson began his career in 1870 at Creston, Iowa as call boy on the Burlington & Missouri, and came to the St. Paul and Minneapolis Railroad nine years later. Incidentally Mr. Olson is the inventor of the "clear vision" window device for locomotives which is a simple arrangement operated by air and valuable to engineers and firemen in stormy weather.



Veteran William Crooks wearing the Veterans' button, after being elected an honorary member of the Association at the Minot convention in June.



# For the Health of Your Children

## Development of Housing and Its Effect on Health

By WALTER R. RAMSEY, M. D.  
Associate Professor, Diseases of Children, University of Minnesota, St. Paul

**W**HEN THE INDIAN came home from the chase he flung himself down in front of the tepee by the fire his squaw had prepared in anticipation of the homecoming of her lord and master. Upon this fire, the evening meal, consisting of fish or dried venison and corn, was prepared.

When the weather was not too cold the whole family sat around the fire well into the evening while the father recounted the interesting phases of the day's fishing and hunting and when finally the sandman came around, one member after another rolled himself in his robe and drifted off with the curling smoke into the land of dreams.

In bad weather the fire was built in the center of the tepee and the smoke escaped through the hole at the top. The members of the family, including the children, sat or lay around the edge of the tepee on skins or furs from game found in that particular locality.

When game became scarce, the whole village migrated to distant parts, taking their tepees and cooking utensils with them. As winter approached, the tepee was abandoned and huts built, covered with birch bark, banked around the bottom with dirt or snow to keep out the wind and cold. In these rudimentary dwellings there never was any question of ventilation, for air came in from all directions and there was always an opening at the top to let out the smoke. The greater part of the time was spent in the open air and sunlight, and only clothing or shelter was sought when protection from the rain or cold made it necessary.

On the northwestern plains, the habits of housing during the summer were much the same as that of the Indians of the wooded districts further east. During the extremely long cold winter,

the Mandans and other tribes occupying the regions of the upper Missouri, built substantial huts of frame which they covered with sod, leaving a round hole of considerable size at the center of the roof through which the smoke escaped. This, of course, offered excellent ventilation. In these rude structures raised seats around the edges were built of poles, over which skins and furs were thrown and which sufficed for work benches, seats and beds.

Although the sanitary conditions were none too good and the dwellers secured enough air, it is difficult to see how sun ever penetrated to the interiors.

When the white man came to the New World, he brought his diseases with him and promptly passed them on to the Indians, who, up to this time, had been free from most of the diseases prevalent among the white race, including tuberculosis. He also brought his ideas of a home. When possible, he built his house after the same style and of the same materials as those in which he had lived in Europe. There still exist the houses and churches of the Spaniards in Mexico and California constructed in the Spanish style of adobe or mud mixed with stone and hardened in the sun. These houses had fireplaces constructed of brick made of clay and hardened by firing. As the climate was mild they needed little in the way of windows or doors, for these structures served both for protection from the elements as well as against the often hostile Indians. The Spaniards, however, lived much in the open sunlight and the health conditions, as far as ventilation was concerned, were usually good.

To the eastern portion of our country, now called the New England states, the Dutch and English settlers also brought their particular kind of architecture. They built their houses mostly of wood, which was plentiful, and heated them with open fireplaces. They did their

cooking over the open fire, their pots and kettles being swung to and fro by means of rude cranes, fashioned from iron by the blacksmith of the village. The windows were few in number as all glass had to be brought from Europe. Little sunlight gained access to these rude dwellings, yet the ventilation, owing to the open fireplace, was good. As night approached, all windows and doors were closed, as there was a general belief at that time that night air was injurious to health.

As the forests were cut down to give place to agriculture and fuel became scarcer, stoves took the place of the open fireplace and still the ventilation remained good as there were always chinks around the windows and doors which admitted sufficient fresh air for the needs of the family.

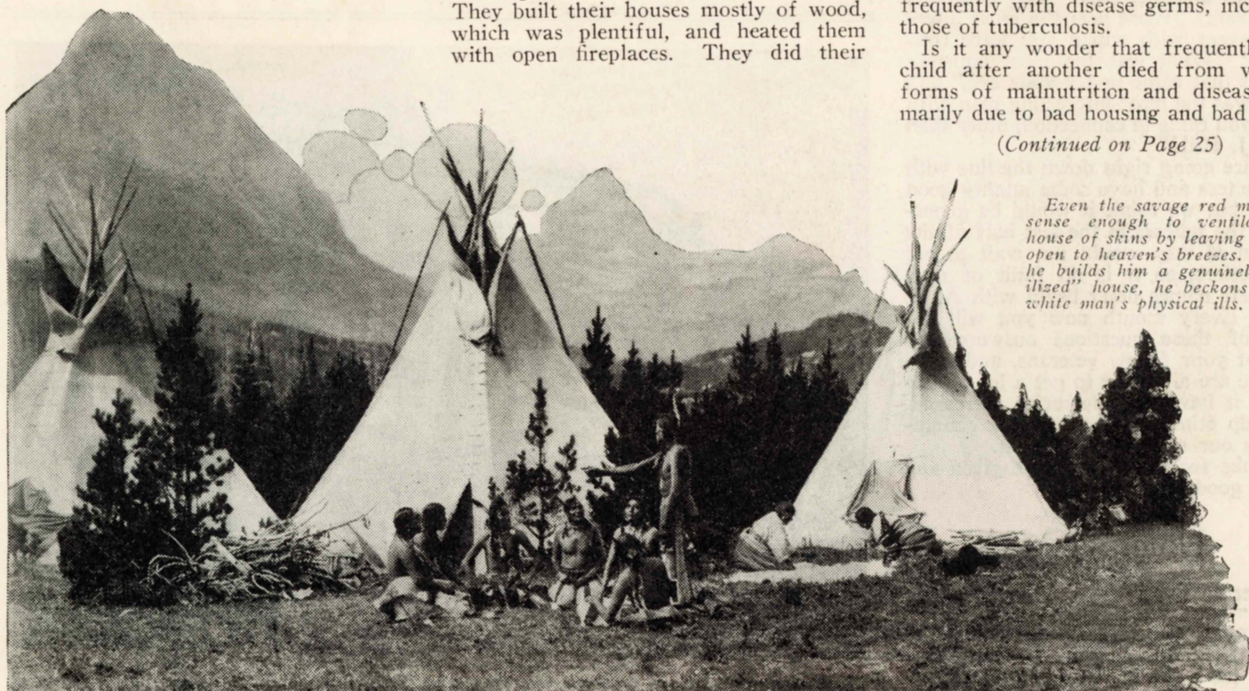
Perhaps the greatest enemy to the white settlers of the New World, besides the Indian, was tuberculosis or the Great White Plague. During the long winter months when snow covered the ground, large families lived huddled together in small houses, with little sunlight. Thinking that tuberculosis was inherited and not knowing that it is a very contagious disease, it was not uncommon for whole families to become infected, many members dying in childhood or in early adolescence.

In the modern home with its central heating plant, storm windows, doors and shades, the sanitary conditions became worse than during the old days when open fireplace or wood stove offered a change of air at least every few hours.

Up to within the past few years it had been the general custom to close all windows during the sleeping hours and then, some time during the forenoon when the housewife did her dusting and cleaning, the windows were opened for a brief period so that the house might have "a good airing." The windows were then closed until the next day and all the blinds pulled down so that the sun might not fade the brilliantly colored patchwork quilt. The floors were commonly covered with rag carpets which lasted for many years and became thoroughly saturated with dust and not infrequently with disease germs, including those of tuberculosis.

Is it any wonder that frequently one child after another died from various forms of malnutrition and disease primarily due to bad housing and bad food?

(Continued on Page 25)

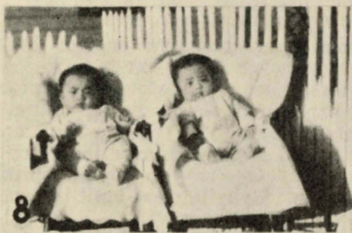


Even the savage red man had sense enough to ventilate his house of skins by leaving the top open to heaven's breezes. When he builds him a genuinely "civilized" house, he beckons to the white man's physical ills.





# Its The Wonderful Spokane Climate



1—Charlette and Katherine, daughters, J. E. Pushor, lineman, Spokane; 2—Francis and Wesley, sons, Alfred Moe, engineer, Hillyard; 3—Robert Charles and Albert LeRoy, sons, J. T. Steele, engineer, Spokane; 4—Donald and Carroll, sons, R. J. Faulkner, conductor, Marcus; 5—Herbert and Helen, children, George A. Evans, clerk, superintendent's office; 6—Amy May and Allie Ray, children, Howard Johnston, engineer, Spokane; 7—John and Fred, sons, Oliver Crook, fireman, Hillyard; 8—Donald and Ronald, sons, Harry Watanabe, section foreman, Harrington; 9—Richard Keith and Donald King, sons, Fred W. Smith, operator, Appleyard; 10—William Howard and Charles Alexander, sons, William Somerville, assistant roundhouse foreman, Hillyard; 11—Peggy Ann and Betty Jane, daughters, E. S. Webb, agent, Marcus; 12—Ronald and Donald, sons, Leon Bentley, carman, Hillyard; 13—May and June, daughters, Carl Peterson, carman, Hillyard; 14—Gladys and Ethel, daughters, J. C. Ludders, clerk, superintendent's office, Spokane; 15—Nada and Wanda, daughters, L. C. Watts, conductor, Hillyard; 16—Erlivein D. and Dana E., sons, W. E. Harter, clerk, superintendent's office, Spokane. All the above are twins.





# Women's Department

Conducted by

Faye Babette Root

## What Makes a Home?

**T**HE ANSWER TO THAT question would fill a book even if only a dozen person's opinions were listed. But there are a few things which contribute very importantly to making a real home out of a dwelling place and most of us know what most of these things are. The trouble is that we forget some of them some of the time, and it is not at all a bad idea to refresh our memories now and then. Let's do it, eh?

We'll have to admit that no house is a home unless there is a spirit of good cheer within. Our sense of humor comes to our aid very often; and we certainly need it when we think how careful we are to be hospitable to outsiders and how frequently we fail in hospitality to our nearest and dearest. The things that make our dwellings attractive to those who enter are first within ourselves and then within the home though outside of ourselves. Assuming that we have the requisite cheerful hearts, the next thing is a cheerful-looking house.

People *do* judge by appearances, and the outside of a house is very often an indication of what one may expect to find inside. Where we see a little garden, a neat walk, well-kept porch, perhaps a window box or two—well, it just invites us in, and we know in our souls that it must be lovely.

We have all done "window-shopping," but will we admit that we have gone "window yearning?" For it is only through the windows that we know many homes. How attractive they can be with their dainty curtains and drapes, and what a touch of character a well-placed tassel sometimes gives. And these same decorations help so much to dress up the room for those inside as well. The outsider, whether friend or stranger, loves to see a pretty lampshade, and when it is alight at the twilight hour, how they do say, "My, but that looks cozy!"

Cozy is a good thing for a sitting room to be. There is more of coziness to the main room that boasts an open fireplace. I shall never forget the happy hours with my parents and sisters around the open fire in "Dad's" library.

And then the pictures—not too many, but pictures that mean something and that become friends. Do your pictures suit you? Not long ago I had a terrific time with a copy of George Innias' "Home of the Heron." It has the rosy tints of sunset in it; and I couldn't seem to find a place it just fitted. Then one evening I placed it back of and above a lamp with an amber shade and behold! it was the most charming thing in the apartment.

Next month we shall talk some more about the cheerful home, if you like, but I can only be sure you want me to, if you write me a description of your own

living rooms, and with it you can tell me in a letter what doesn't seem to be just right. Don't hesitate to make a little plan of the room, showing how you have things arranged—perhaps we can move things around a bit when we houseclean— isn't that one of our privileges as housekeepers?

## Recipes

Mrs. Grace W. Hitchcock, operator, Ft. Wright, Washington, sends in the following recipes, many will be glad to try:

### SPICE CAKE

$\frac{1}{2}$  cup lard or Crisco      1 good cup coffee or water  
1 generous cup sugar  
1 cup raisins

Cook for eight minutes. Set aside to cool.

Add teaspoon each cloves, cinnamon, and allspice. When cold add two cups flour, 1 teaspoon soda sifted with the flour.

Add  $\frac{1}{2}$  cup chopped walnuts.

Bake in a loaf in a slow oven for about 45 minutes.

Note: This cake is economical because it takes no eggs, no milk, and no butter.

### APPLE DUMPLINGS

2 cups flour      Heaping tablespoon  
2 teaspoons baking powder      lard  
Pinch salt      About a cup of milk  
1-3 cup sugar      or enough to make a medium soft dough.

Roll thicker than pie crust; dot dough with butter and spread with chopped apples (about four large apples). Sprinkle with cinnamon and sugar. Roll up dough and cut in inch slices; put slices in a greased pan. Take a cup of sugar and some lemon juice, add a cup or more of water and make a thick syrup. Pour this syrup over the dumplings and bake in a quick oven. Serve with cream or pudding sauce.

### DELICIOUS PLUM AND PEACH PIE

1 lb. blue plums      1 cup sugar.  
1 large peach

Put plums in stew pan, add 1 cup of water; cook until tender; drain off the juice and remove pits; add peach sliced thin; add  $\frac{3}{4}$  cup of sugar. Line pie tin with pastry dough and put  $\frac{1}{4}$  cup sugar and 1 teaspoon flour in pie before adding the fruit mixture; cover with top crust and bake in moderate oven 30 minutes.

### PASTRY RECIPE

1 cup flour       $\frac{1}{2}$  tsp. salt  
 $\frac{1}{4}$  tsp. baking powder       $\frac{1}{4}$  cup very cold water  
3 level tbsp. shortening

This is sufficient for one pie.

Mrs. W. Breuning, Great Falls, Montana, wife of clerk in Great Falls yards.

### FRUIT PUDDING (for any kind of fruit)

Take six medium sized apples, peel, core, and slice thin; place in a shallow baking dish, sprinkle sugar and cinnamon over apples. Now take  $\frac{1}{2}$  pint sour cream; stir into the cream a pinch of soda and of salt. Stir in enough flour, with one level teaspoon of baking powder, to make a batter. Pour this over the apples and bake until done.

### SAUCE

$\frac{1}{2}$  cup sugar      1 cup water  
Small piece butter

Thicken with corn starch until consistency of cream. Flavor with any extract.

### MACARONI PUDDING

2 cups elbow macaroni      Pinch salt  
2 cups sliced cheese       $\frac{1}{8}$  tsp. cinnamon  
1 cup apple sauce

Pour over macaroni enough boiling water to cover well. Let it cook for 20 minutes, then drain off water and add two cups finely sliced cheese, folding in gently. Spread the one cup of apple sauce, well sweetened, over the other ingredients. On top of apples, sprinkle cinnamon. Bake in oven until brown.

Olive Williams, Bellingham, Washington, District Manager, The Brotherhood of American Yeomen.

### SUNSHINE CAKE

Whites of 7 eggs      1 cup flour  
Yolks of 5 eggs       $\frac{1}{2}$  tsp. cream tartar  
 $\frac{1}{4}$  cups sugar

Pinch of salt added to eggs before beating

Sift sugar and flour five times separately beat whites of eggs to foam and add cream of tartar.

Beat until quite stiff, add sugar to the whites and beat. Follow with flavor and flour, folded lightly through. Bake same as angel food cake, about 40 minutes.

### ICING FOR SUNSHINE CAKE

1 cup sugar       $\frac{1}{2}$  cup water

Boil and beat into the two yolks of eggs not used in the cake.

Kathryn Nepp, daughter of C. J. Nepp, agent at Absaroka, N. D.

Every time we open our mail we eagerly scan the contents for preserving recipes. There are many unique ways of canning. We know of several, but would prefer to have those from our "Semaphorites." You know this is strictly your "party" so—do not hesitate to send in your suggestions.

*Faye Babette Root*

Great Northern Semaphore



# Spokane Interprets the Autumn Styles



This chic plaid sports coat with fur collar and cuffs is worn by Miss Naomi Baker and is from E. S. Burgan & Sons.

Miss Beatrice Spores, of the office of assistant superintendent of telegraph, is wearing a sealine coat with natural squirrel collar from The Ladies Specialty Shoppe. Photograph by Phelps.

The sport dress worn by Miss Jennie Bixby, of the superintendent's office, is of jersey leopard velvet. This is in the new claret shade and is from The Crescent. Nelson Studios made the photograph.



The Crescent also provided the new travel coat of sport tweed with civet cat collar worn by Mrs. Elizabeth Fugstey, of the superintendent's office, and photographed by Nelson Studio.



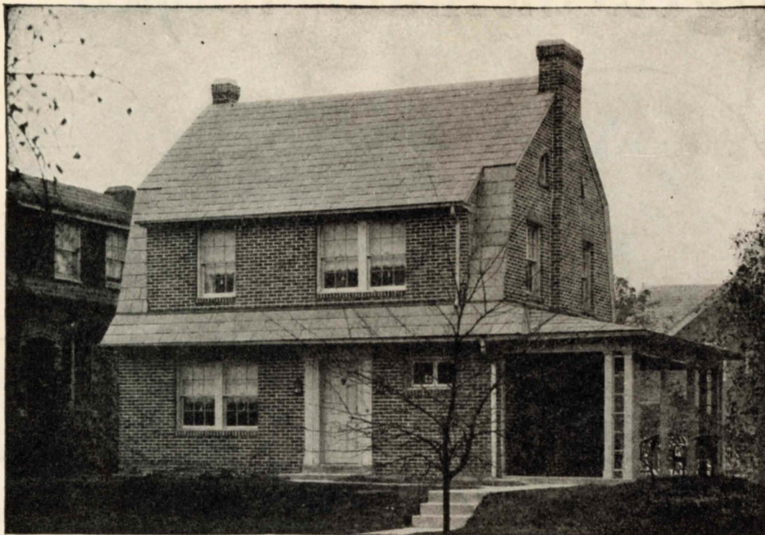
Miss Stella Johnson, of the superintendent's office, is shown wearing a gown by Culbertson which is a robe de style of blue taffeta with orchid facing and hand painted flowers. Photograph by Culbertson Studio.



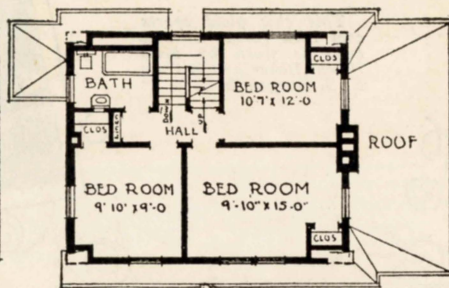
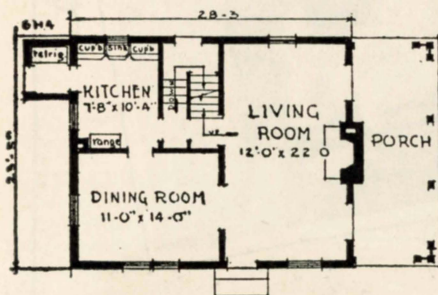
Miss Lillian Barrette, of the office of the Attorney for Idaho and eastern Washington, is wearing a plaid sport coat with platinum fox collar and cuffs, and a Poirer tam. The apparel is from The Ladies Specialty Shoppe, and photos are by Phelps.



# FOR THE HOME BUILDER



Copyright, 1926—The Architects' Small House Service Bureau of the United States, Inc. Home Plan 6-H-4.



## A Brick Veneer Six Room House

**T**HERE ARE TYPES of houses which look cold and formal on the exterior, no matter how cozy they may be within. The Dutch Colonial style, however, belongs in the class of houses that seem to be the very embodiment of homeliness.

### Features of This House

The design shown here, 6-H-4, has that homelike quality to a marked degree. It is built snugly close to the ground, and a wide porch, the outside chimney for the fireplace, two sets of French doors opening onto the porch from the living room, all suggest hospitality. While retaining the characteristic low, homey lines of the Dutch Colonial style, the roof is pitched so as to provide three excellent bedrooms. Each has a good clothes closet and light and air from two sides.

The 12x22 living room runs the full depth of the house. A wide cased opening joins the corner dining room and the living room. Placing the stairs at the back of the house is not only an economical use of space, but gives them unusual privacy. An open rail could be substituted if desired. A sunroom may be built in place of the open porch if preferred.

This house is built of brick veneer on wood frame, shingle roof.

A 45-foot to 50-foot frontage will be required if the house is built as illustrated. If the porch is omitted or built

at the rear, a 40-foot frontage would be sufficient.

There is a full basement with fuel room, laundry, and space for vegetable and fruit storage.

Copyright 1926. The Architects' Small House Service Bureau of the United States, Inc.

## Best Methods to Apply Plaster Board

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

**L**ESSONS IN LOCAL geography could be taught from many walls and partitions finished with mineral wallboard. They look like surveyors' plats with every section represented by a crack between two boards.

When results like these occur, it is because the user has tried to paste the thick sheets together. That is, he has had the joints and nailheads filled with a finisher and has let it go at that.

No case is on record of the wallboard itself cracking, provided it is of standard manufacture and properly applied. But the joint finisher has little structural strength. When settlement, weather, or other stresses come, the boards shift and the finisher cracks.

This has led manufacturers to devise a new method of finishing wallboard joints. It consists, not of pasting the boards together, but of reinforcing the

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

joints just like concrete is reinforced at points where heavy stresses fall.

But the reinforcement is not, of course, steel rods; it is a strong fabric tape two inches wide that comes with the joint cement. Applying "rock board," as the carpenters call it, by the reinforcing system is done as follows:

### Nailing Boards Important

Boards should be handled, fitted and cut according to manufacturers' specifications. They should be butted tightly together. Nailing is important. Three-penny cement coated nails should be used on walls and four-penny nails on ceilings. They should be placed three-eighths of an inch from the edge and three inches apart. On the joists or studs which come in the middle of the board nails should be spaced six inches apart on ceilings and nine inches on walls.

Then comes the joint finishing. The joint cement should be mixed with cool water to a consistency slightly thinner than putty. It should be mixed an hour before application. After that it should be "battered" into and over the joints with a broad flexible putty knife.

While the cement still is wet, the reinforcing fabric is laid against the buttered joint. Then with the putty knife it is smoothed and pressed against the board so that the cement oozes through the mesh of the tape. In this way the reinforcement is embedded in the cement on the same principle that a self-furring steel fabric is embedded in stucco.

### Edges Must be Supported

The putty knife is worked back and forth and up and down over the tape and cement until it is practically level with the surface of the board. It is unnecessary, of course, to tape the nailheads, but the cement should be spread over them to make a uniform surface with the board.

Such a reinforced joint ought to make the wall, ceiling, or partition of rock wallboard sufficiently smooth and strong to bear any decorative treatment with paper, prepared fabrics, flat wall paint, or the plastic paints which give both texture and tone in one coat.

But the construction behind the board can not be skimped if satisfactory results are to be obtained. All edges should be supported by studs, joints, furring, or benders. Ceilings should be covered before walls. The length of the board should parallel the direction of the studs or joists.

Copyright 1926. The Architects' Small House Service Bureau of the United States, Inc., Home Builders' Clinic.

Great Northern Semaphore



# Some Great Northern Homes



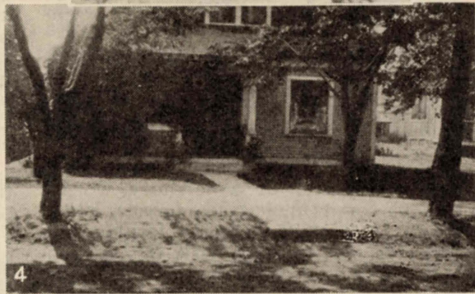
# at Spokane and Hillyard



WM. BUETER,  
Machinist,  
Hillyard  
(Top Center) D. F. WILSON  
Conductor  
Spokane



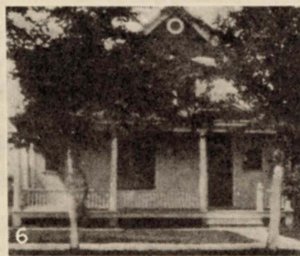
GUY W. PHILLIPS,  
Operator,  
O. W. R. & N. Junction  
Spokane



W. R. EDDY,  
Conductor,  
Spokane



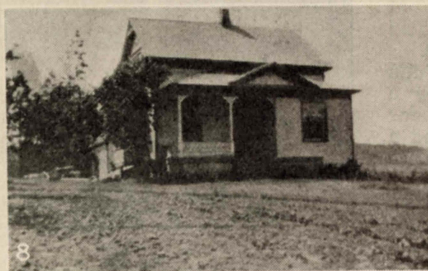
C. H. SMITH,  
Engineer,  
Spokane



JOHN CANTLON,  
Ret. Vet. Car Foreman,  
Spokane

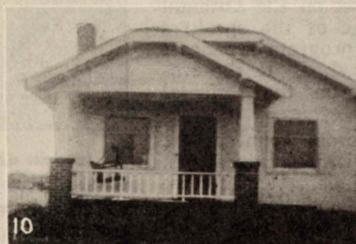
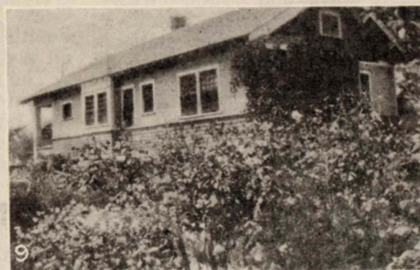


HARRY H. MORGAN,  
Brakeman,  
Spokane



(Left) JAS. A. MORRISON,  
Ret. Vet. Conductor,  
Ranch at Hillyard

(Right) J. F. ARTHUR,  
Switchman,  
Spokane



GLEN E. WOODWARD,  
Machinist,  
Hillyard



P. D. EWELL,  
Engineer,  
Spokane



## Opheim Line Completed

(Continued from Page 7)

visiting this section, looking for a location. Much summer tillage has been done, and a very creditable farming system has been adopted throughout the region. The June rains were timely and gave the farmers a longer season for breaking, which will result in a large acreage of well tilled soil for next year.

About 300 new farm tractors have been sold in the district this year, and a big demand for land is anticipated for the state land sale which is expected to take place in Valley and Daniels counties this fall.

This new line serves a very fertile farming region of open prairie country that is traversed by several small streams. The entire region consists mostly of level and undulating prairie and large valleys and basins, with some minor rugged acres that will make excellent grazing where not suitable for cultivation. The altitude averages about 3,000 feet above sea level. The soil is black chocolate-colored, prairie loam, mostly free from stone and obstructions to cultivation. A very large portion of the land is well suited for the operation of large farm implements, either horse or tractor drawn. Wheat and flax have been the principal crops, but oats, corn, sweet clover and alfalfa have been grown.

A large number of farms where grain growing and stock raising have been combined, with their large barns, comfortable homes, and other buildings, with their sheltering groves, reflect the quality of the land and the successful and profitable crops which have been grown. In many places lignite coal is found near the surface. It can be had for \$1 or \$2 per ton, or free for the digging. Good well water is obtained from 20 to 100 feet.

The new towns along the line evidence the impetus that construction of this branch has given to the development of the region. Four Buttes, 10 miles west of Scobey, already has two elevators. Peerless, 20 miles west of Scobey, has two elevators completed and another under construction, hotels, stores, and lumber yard. This town will serve a large territory both north and south. Richland, 10 miles west of Peerless, promises to be a very active shipping station. Glentana has a number of stores, a good hotel and two elevators are under construction. Opheim, the terminus of the line, now has a population of about 500. It has two banks, several merchandise establishments, and the professions are well represented. It will enjoy the trade from a wide radius, and development of additional land should afford opportunities for expansion and competition in every line of business and the professions.

About 140,000 acres of Montana state land are within the district tributary to the new line. A large portion of it is high class farm land. The state will probably hold a sale of this land in October, when it will be offered at auction. State land can not be sold for less than \$10 an acre, or the appraised value. Appraisals of these lands range from \$10 to \$16 an acre. Terms of sale are 10 per cent cash, balance in annual payments of 6 1/4 per cent, which cover both principal and interest on the amortization plan, and retire the whole amount in 34 years.

State lands may be purchased also by making application to the state land board for any given tract. It then is offered for sale to the highest bidder at the annual state land sale.

Privately owned land will aggregate approximately 300,000 acres, a portion of which is in improved farms, but the larger part undeveloped. Prices range from \$15 to \$20 an acre for the undeveloped land and from \$15 to \$25 an acre for improved farms. Liberal terms can be secured in the purchase of privately owned land. Lands under state or in private ownership may be leased for farming on quite favorable terms.

## Spokane

(Continued from Page 3)

3,800 shipping points, operate through Spokane.

The Great Northern Railway has added a great deal to the prosperity of Spokane and its immediate territory. In 1925 the railroad erected the Great Northern Terminal and Post Office at a cost of \$115,000. Its immense shops at Hillyard, adjoining and a part of Spokane, employ more than 1,250 men, with one of the largest payrolls in the city.

Spokane is not only an industrial city, but is a center of a territory world-famous for its mountains, forests, lakes, rivers, waterfalls, mines, farms, and orchards. Those who visit this section will gain a new conception of the Inter-mountain and Pacific Northwestern country.

Many tourists make Spokane their stopping place, going and coming from

Glacier National Park, one of the most interesting parks in the United States.

Spokane's climate is of inestimable value. The winters are comparatively mild, while the summer climate is most enjoyable, lacking the humidity that is experienced in many sections of the country, and being tempered by the cool breezes from the Pacific.

Spokane is proud of its parks. It is the city's boast that it possesses the largest park area in the United States in proportion to the population. There is a park within a five minute walk of every home. These parks vary from beautiful sunken gardens, such as are found in Manito park, to the rugged and picturesque palisades of Indian Canyon.

Thirty-five miles north of Spokane towers Mount Spokane, 6,000 feet into the clouds. It is within easy reach of the city over excellent motor roads which wind through pine clad slopes where wild flowers star the undergrowth, and the flaming Indian paint brush grows in profusion. This is the only mountain in the United States owned by a municipality. From the summit many lakes and ranges of mountains in eastern Washington, northern Idaho, and parts of British Columbia can be seen. It is a spectacle ever to be remembered.

Within 50 miles of this city are more than 75 named lakes, where good fishing, boating, and bathing are enjoyed.

Many visitors remark that Spokane has distinguishing characteristics which set it apart—a something intangible, yet real. It is, as a visitor remarked, "Perhaps the happy blending of the courtesy of the East with the spirit of the West and the Soul of the South."

## Tulip Queen Travels

Enroute to Europe, Bellingham Festival Monarch Is Entertained on Oriental Limited Diner

WITH ALL HOMAGE DUE to royalty, Elizabeth McKean, queen of the Bellingham, Washington, Tulip Festival, and her chaperon, Mrs. Harriett Browne, were recently feted on the Great Northern Oriental Limited at Seattle during the first banquet ever held on a diner in the Pacific Northwest.

The event took place when the Tulip Queen and her chaperon stopped over a few hours in Seattle while enroute for an extended transcontinental trip and a tour of western Europe, which comes as the rich prize bestowed upon their reigning favorite by the Bellingham Tulip Festival Association.

Miss McKean was entertained while in Seattle by a cruise on the Sound, a *the dansant* on board the battleship Oklahoma, the banquet on the Oriental Limited, and was one of the speakers during a short radio program broadcast from a parlor car attached. In the evening the party left on the Oriental Limited for the East.

During the trip across country, the touring royalty visited Minneapolis, Chicago, Niagara Falls, Washington, D. C., Philadelphia, and New York, leaving from the latter point July 14 on the Cunard liner Berengaria for Europe.

Returning in the late summer, Miss McKean will bring from Holland five rare tulip bulbs, valued at \$5,000.00,



Queen of Bellingham 1926 Tulip Festival

which are said to be the only bulbs in the world producing jet black tulips. They were purchased by cable by A. H. Jones, Bellingham merchant, with the purpose of adding to the present fame of his city as a noted tulip center.

Great Northern Semaphore



# CLUBS

What the Several Chapters and Allied Organizations are Doing

## Wildwood Tonic a Great Success

Fifteen Hundred Great Northern General Office Employees Partook of It on the Shores of White Bear Lake and Voted the 18th Annual Picnic to be Remembered

**F**ROM THE MOMENT WHEN the first chartered car stopped in front of the landing platform at Wildwood Park on Saturday, August 14, there was something doing to amuse and entertain the "Goat Trainers" of the Northwest Empire. By the time the morning contingent had arrived by streetcar, the cavalcade of automobiles had swallowed up the free parking space and was flowing over into the "lot." There was scurrying around on the part of Captains Sturner, of the "Accountant Kids," and O'Brien, of the "White Hopes," and presently the first kittenball game was under way. A determined effort was made on the part of the challengers to break the string of victories hanging to the pen-pushers' belts, but without avail, for after the usual seven innings of hectic conflict, the Kids were once more hailed as victors by a score of 17 to 13. The batteries for this game were, for



The Eats Were Good as Usual

J. Krol and F. Carlson, and for the Goats, E. Carroll and W. L. Tilton. The third kittenball game, which in spite of being scheduled for one A. M. on the program by a short-sighted editor or an inebriated printer, was pulled off at one o'clock in the afternoon, and was one of the prettiest exhibitions of kittenball ever seen in the state and certainly the prize contest for a Great Northern picnic. It was between the Glacier Park Juniors and the Oriental Limiteds and was a nip and tuck affair, the final score being 4 to 1 in favor of the Orientals, with Red Devaney and Joe Moore in the points, opposed by Joe Kostelski and Leonard Schulz.

Much fun was created by members of the Publicity Committee pouring real tonic from real bottles, bearing labels similar to those which appeared on the tickets, on baseball players who struck out, those who muffed in the plays, runners in the races, couples in the dancehall, and Great Northern picnickers generally. There was much curiosity as to the contents of the bottles which was a beautiful rose pink in color, and members of the committee used it externally and internally with apparently no ill effect.

Meantime, however, even more important events had been brewing, if one can say that lunch is brewed. Hundreds of tables displayed the succulent fried chicken and toothsome ham, with a wide variety of salads, pickles and sweets. The delicious aroma of hot coffee was wafted hither and yon across the picnic grounds, while Director of Public Relations E. F. Flynn took pictures at the rate of 60

miles an hour, all of which were good and a number of which may be seen illustrating this story. We desire to thank him. As soon as dinner was over, the wheels began to move in the many amusement features of the Park. Merry-go-round, roller coaster, airships and other contrivances began to do a rushing business, and the feather tickler was abroad in the land.

After a while the dancing started and later in the afternoon the fox trot prizes were awarded. Patricia Redmond, of the office of auditor of passenger receipts, won first prize, with Ernest Strecker, of the Dale Street shops, as her partner, and Helen Nash, of the telegraph department, took second prize, with Eddie Segren as her partner.

The afternoon cars brought out an even larger crowd than came by trolley in the morning and with them came members of the "Rube" Band (volunteers from the membership of the Great Northern Band) whose comedy costumes represented every variety of farmer from the time of Esau to the present day. They made a decided hit with the picnickers and made some very excellent music.

The usual program of races started at two P. M. and created much amusement among, and secured much applause from, the watching crowd. There were 22 events beginning with a dash and ending with a doughnut contest. At 4:30, under the direction of J. Joseph Brown, the attendance prizes were awarded by the drawing of numbers corresponding with those on the bottles of tonic sold to raise funds for the picnic, and the first prize of \$6 was won by Marguerite Bettenburg, of the car records office. The second prize of \$4 went to L. A. Selander, of the auditor of passenger receipts office, and the third prize of \$3 was awarded to Catherine Stricker, of the freight claim office. The three \$2 prizes went to R. W.



Assistant Comptroller J. H. Boyd, General Picnic Chairman, with President May Needham and Vice-President Vera Rooney of the Women's Club

the winners, W. Reed and J. H. Blanchard; for the losers, E. E. Thompson and W. D. O'Brien.

The second kittenball game was immediately put on and was also a close battle between the Great Northern "Goats" and the Oriental "Cubs," and the Cubs triumphed to the tune of 11 to 7. Batteries for the Cubs,



President Lewis of the Men's Club as a Bill Poster

Sandstrom, auditor of passenger receipts office, J. H. Mullally, attorney, and Kate Brown, office of auditor freight claims. One dollar prizes were won by the following: M. O. Ulsaker, freight claim office; W. L. Ratte, engineering department; Raymond Linn, office of vice-president in charge of operation; W. A. Olson, office of auditor freight receipts;



The Girls Enjoyed the Races as Much as Anybody Else





Vice-President Geo. R. Martin with a Selected Group of Happy Picnickers

Earl Thompson, telegraph department; Ralph Budd, president; Dorothy N. Registr, auditor car records office; A. Megleitner, freight claim department; Grace M. Kreyer, office of auditor freight receipts; Geo. R. Martin, vice-president, executive department, and L. R. Ascher, office auditor capital expenditures. Additional prizes consisting of sets of Cappelup railroad playing cards, were won by Mrs. H. M. Ackerman, purchasing department; Helen A. Nelson, office of auditor freight receipts; M. J. Burns and L. J. Poehler, office of auditor capital expenditures; Ruth Johnson, comptrollers office; J. Germshied and Cliff Ware, freight traffic office.

The picnic was arranged and handled by the following Committee of Arrangements:

John H. Boyd, *General Chairman*

W. G. Smith, *Treasurer*

Frank G. Devlin, *Assistant Treasurer*

Edw. F. Flynn, Olivia Johnson, Jas. T. Maher, Ann Blum, Robt. E. Keck, Ethel Johnson, Earl Thompson, Kathryn Devitt, W. R. Wood, Isabel MacRae, Dorothy Driscoll, Katherine Miesen, Ann Brandt, Peggy Smith, and the officers of the Clubs and chairmen of other committees.

#### Auditing Committee

J. C. Stoffel, *Chairman*

O. A. Falmoe, Faye Morrison

#### Judges of Prize Awards

C. F. Bartelheim, F. A. Wedoff, O. W. Foerster, O. W. Ohlander, C. W. Tilton, F. C. Wurst, F. G. Sprain, W. A. Gutz, Ed. B. Merwin, A. B. Moran, E. A. Weigel, A. Marcelain, A. M. Theissen, Jas. Docherty, O. C. Quale, J. H. Kaufmann, H. J. Lanoux, Jos. Priestersbach.

#### Publicity Committee

B. C. Everingham, *Chairman*

Charles Herrin, Ludwig A. Biorn, John McMannon, Walter G. Nolting.

#### Sports Committee

Ed. C. Gabriel, *Chairman*

J. Jos. Brown, J. N. Baer, H. J. Sturner, W. D. O'Brien.

#### Ticket Committee

Geo. J. Ghimenti, *Chairman*

F. J. Crisman, H. E. Jackson, R. G. Ekensteen, F. H. Grenz, C. E. Hansen, T. G. Heitzman, H. M. Jandrich, Henry Paul, Archie McLane, J. P. Moore, W. N. Norris.

#### Transportation Committee

E. C. Lewis, *Chairman*

May Needham, Geo. J. Ghimenti.

Under the auspices of the three St. Paul headquarters clubs, the officers of which are as follows:

#### Women's Club, Chapter I

May Needham, *President*  
Vera Rooney, *Vice President*  
Agnes Manning, *Vice President*  
Ellen Donohue, *Secretary*  
Esther Hapfer, *Treasurer*

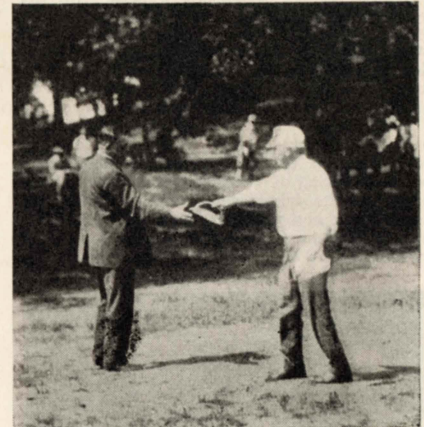
#### Men's Club, Chapter I

E. C. Lewis, *President*  
F. H. Parker, *Vice President*  
Fletcher Rockwood, *Vice President*  
C. H. Trembley, *Secretary*  
L. R. Smith, *Treasurer*

#### Glacier Park Juniors

John Tauer, *President*  
Nick Savage, *Vice President*  
Edw. Graves, *Secretary*  
Bud Rahily, *Treasurer*

All in all the day was a joyous one with perfect weather, and a genuine good time was had by all.



Geo. Smitten Wouldn't Take His Coat Off But He Did Accept a Hat

## ST. PAUL

### Chapter 1, Women's Section

AT THE MEETING of July 22 the speaker was Valentine Thorson of the Northern State Power Company. Her topic was "Electricity in Home Economics," and as may be supposed, her audience was more than ordinarily attentive. When she concluded, all were willing to agree with her statement that there are no failures in cooking when modern methods are used.

Members of the club greatly enjoyed several violin selections offered by Joseph Amazzetello of the office of the auditor of capital expenditures. Piano accompaniments for these numbers were by Eugene Kelly. The Great Northern Songsters also sang and were as good as ever. Gladys Fearing has taken the place in the quartet formerly filled by Mrs. Rosella Renz Jackson.

Instead of having the veterans from the Aberdeen Hospital as guests at the luncheons as previously planned, it was decided that an entertainment be given for them at the Hospital early in the fall.

F. A. MCCARTNEY, representative of the Equitable Life Assurance Society of the United States, spoke on the subject of "Annuities" at the meeting on August 5. As little is generally known about the difference between annuity insurance and the more frequently sold types of policies, an explanation such as Mr. McCartney gave was both interesting and instructive.

Music consisted of enjoyable selections by the Glacier Park Quartet who outdid themselves, and evoked many recalls from the members present.

GENERAL SAFETY SUPERVISOR La Fountaine spoke to the Women's Club at its meeting on August 19, on the topic "Safety." While this is a broad subject, few people are better able to handle it than Mr. LaFountaine, and his manner of presenting it to the members of the club proved intensely interesting. After hear-



## The Rube Band

### The Hit of the Picnic

Left to right, standing: H. J. Knaff, Walter Janis, H. G. Dahl, C. F. Gosslee, Howard T. Johnson, Sam B. Benson, Otto C. Quale (director), Ed. L. Hinz, W. N. Norris, V. C. Lyons, L. G. E. Johnson; kneeling: Geo. J. Ghimenti, Paul M. Havens, Clarence D. Johnson, R. W. Merritt, F. H. Schnitker.





Seattle Picnic at Silver Lake with Mascot and His Keeper Shown in Insert

ing his talk everyone in the dining room resolved never to let an opportunity pass to do her bit for the cause of "Safety First."

The entertainment for this meeting was provided by club members from the ninth floor, and consisted of solos by Evelyn Capistrant of the girls' quartet, some much enjoyed readings by Marion Giossi, and interpretations of the "Charleston" by Harold Kilgore.

### SPOKANE

**T**HE THIRD ANNUAL picnic was held at Blackwell Park, Coeur d' Alene, on August 14. The first of the picnickers pulled away from the Great Northern depot at one o'clock. While no definite figures on the attendance are available, it is estimated that at one time there were six hundred in the park. The afternoon was given over to races of various kinds, a ball game and water sports. The committee in charge of the sports made one serious oversight in that they did not bring an adding machine to score the ball game between the "Fats" and "Leans." The closest estimate placed the score at one hundred eighteen to one hundred seven in favor of the "Leans." A picnic dinner was served at 6 p. m. and the evening was spent in dancing at the pavilion. Too much credit can not be given to the committee in charge for the time and efforts put forth in making the affair a very decided success.

### EVERETT

**G**REAT NORTHERN CLUB, Everett Chapter No. 11, held its annual picnic at Hanson's Park, Silver Lake, Sunday, August 1. All sorts of races and contests were held during the afternoon, prizes being donated by the Everett merchants for the awards. Everyone seemed to enjoy himself and if any did not enjoy the day, no blame can be laid to the committee, who exhausted every effort to provide entertainment for the members.

### VANCOUVER

**T**HE RECENT ELECTION OF officers of the G. N. Club, Vancouver Chapter No. 11, was very pleasing as to results. Those elected being E. J. Keeley, of the depot ticket office, president; Jack Gillis, American Railway Express, first vice-president; W. P. Paquette, car foreman, second vice president; Mary McKenzie, stenographer, secretary; W. P. McMillan, car service, treasurer.

### Health of Our Children

(Continued from Page 16)

In our modern homes we must keep constantly in mind a few essentials if we  
September, 1926



are to have our families and ourselves realize the maximum of health and vigor. We must remember that sleep, too, generally taken indoors, is the period of repair, when our run down batteries are recharged.

Much time should be spent in the open air and sunlight, and the surface of the entire body exposed to the sun and air for some period each day. Very few disease germs can withstand for any length of time the effects of sunlight without being destroyed; this is particularly true of the germ of tuberculosis.

The sun's rays should have access to every room in our homes for as many hours each day as possible. Fresh air

should be admitted to the home not only for an hour each morning but constantly during the whole twenty-four hours.

Tuberculosis is a contagious disease, and bad housing conditions, over-crowding, improper food, insufficient sunlight and fresh air are the chief factors which favor its development.

Nature is the Great Physician. If we learn her laws and obey them, there is a good chance that we shall be permitted to live our lives with honor and die of old age.

*Mellie R. Ramsey*

### Meritorious Mention

(Continued from Page 11)

broken rail in the main line. The break was so located that it had no effect on the signals, and Mr. Brown's watchfulness possibly averted a serious accident.

Hugo Kringel, switch foreman, Sandpoint, Idaho, on July 5, discovered a truss rod dragging on a box car in train 429. Train was stopped and car set out, as the rod was so badly bent it could not be repaired in the train. Had rod not been discovered, derailment very probably would have ensued.

Engineer A. T. Mallinger, while on Extra 939 east at 8:00 p. m., July 22, discovered a broken rail one mile west of Wadena, Minn. He reported the matter to the section foreman, who investigated and found a piece about a foot long broken out of the rail. Mr. Mallinger's action no doubt averted an accident.

Agent H. F. Greeley, at Osakis, Minn., noticed something dragging on train No. 4 at his station on August 3, and immediately called up the trick dispatcher, who had the train stopped at the next station east, which is West Union. Investigation by the train crew disclosed that the spring plank of the truck under the diner was down on the rail, which might have caused a serious accident had it not been remedied promptly.



### G. N. Goat in Chisholm Parade

**T**HE ABOVE PICTURE SHOWS the Great Northern float in the Fourth of July parade at Chisholm, fashioned by the station force there. While they were not successful in obtaining any prize, the float was the center of attraction due to the presence of our old friend the goat. Considerable Great Northern literature was distributed from the float, and our station force is entitled to much credit for the interest shown in placing this float in the parade.



# SPORTS

## Glacier Park Juniors Repeat as Champions of Employed Boys League

**H**o, Hum! THIS THING of stepping out and winning championships really bores one so. As soon as the Employed Boys' Kittenball League opens in the spring, the chair-warmers immediately start to pick out which team should run second to the Glaciers, any question of which team will occupy first place never entering their minds. The Glaciers repeated this year, winning their third consecutive championship.

All previous records fell this year before the furious onslaught of the champs, who not only won every game, but handled most of them with ridiculous ease. The box scores follow:

SEASON'S BOX SCORE													
	G	AB	R	H	2B	3B	HR	TB	SO	BB	SH	AVE.	
Burgoyne, sub.....	2	6	3	4	0	0	2	10	0	0	0	.667	
Lind, ls.....	8	23	14	12	3	1	4	29	5	6	1	.522	
Savage, lb.....	8	29	12	15	6	2	0	25	0	2	4	.517	
Graves, cf.....	8	27	19	13	4	3	2	29	5	9	0	.481	
Johnson, rf.....	8	17	8	8	1	3	1	18	4	4	0	.471	
Schultz, c.....	8	26	13	12	4	2	1	23	4	5	2	.462	
Tauer, 2b.....	8	29	13	12	2	1	0	15	4	4	1	.414	
Konchal, 3b.....	8	29	9	12	5	3	0	23	4	0	0	.414	
Carlson, ss.....	8	25	14	10	3	1	3	24	4	7	1	.400	
Ninke, p.....	3	14	6	5	0	0	0	5	0	0	0	.357	
Murray, lf.....	7	23	8	8	1	1	2	17	2	2	1	.348	
Kroll, sub.....	5	7	4	2	0	0	0	2	3	0	0	.286	
Kustelski, p.....	6	16	3	4	2	0	0	6	1	0	0	.250	
Team average.....	8	271	126	117	31	17	15	226	35	42	10	.432	
Opponents.....	8	236	38	59	15	5	1	87	34	22	3	.250	

PITCHERS' RECORD						
	G	W	L	R	H	BB
Kustelski.....	5	5	0	20	28	22
Ninke.....	3	3	0	18	31	0



GREAT NORTHERN RAILWAY BASEBALL TEAM OF SPOKANE, CLUB NO. 2

**T**HE GREAT NORTHERN RAILWAY Club baseball team, which was a member this season of the Twilight League, the fastest amateur league of Spokane, finished in third position with an average of 500 which is considered an extremely good showing owing to the caliber of the players on the other teams.

Those in the picture from left to right are, top row: Snyder, p.; Schulz, c.; Roberts, 2b and utility; Keller, p.; third row: Geske, lf.; Taylor, cf.; second row: Reichard, 3b.; Hurst, p.; Riggan, ss. and 2b.; first row: Abbeal, ss.; Meyers, rf.; Edge, lb.; center: McDaniels, manager.

May 6—Glaciers 13; Emporium .....4  
May 13—Glaciers 10; Merchants Bank.....2  
May 27—Glaciers 18; Golden Rule.....7  
June 3—Glaciers 7; Omaha Railway.....4  
June 10—Glaciers 41; Schuneman's .....4  
June 17—Glaciers 8; West Publishing.....6  
June 24—Glaciers 21; Williams Club.....7  
July 8—Glaciers 9; Noyes Brothers (forf.) 0  
July 15—Glaciers 8; Northern Pacific.....4

A perusal of the season's averages (Compiled by Scorer J. Barrett), throws a brilliant light on how it all happened. The champs completely outclassed their opponents at every stage of the game, closing with a fielding and batting average which neared perfection.

There was no outstanding star of this year's play, team work taking the place of individual brilliancy. The team hitting was vicious all the season, especially in the pinches, home-run and high average honors going to Lind, who was closely pressed by Savage. These two demons hitting in third and fourth positions broke up many a ball game, especially when Graves, the lead-off man, was on base, which he generally was. His record of 19 runs for

the season requires no explanation; he made 'em. Our favorite picture is little Eddie hitting for home in a cloud of dust totally obscuring his person.

Kustelski's feat of holding the hard-hitting Northern Pacific to three hits just at the time when they were planning to win the championship was a noteworthy feature, as is also his season's record of allowing but 20 runs and 28 hits in 5 games.

## GREAT FALLS

### G. N. Clerks vs. Phantoms

**O**N FRIDAY, JULY 23, the Phantoms, an independent all-star team, took an unearned victory from the Great Northern clerks by a score of 7 to 6. Bob Kleinhans in the box for the clerks, pitched a no-hit game, and helped his team mates to collect four safeties and score six runs, but his support weakened in the fourth inning, and the Phantoms brought over the necessary runs to tie the score. The two teams battled neck and neck to the final inning when McElliott drew one gratis, going to third when Kleinhans' peg to second was too hot for Melhoff to hold. Gillette came up and scored McElliott with a neat sacrifice to second. The clerks made a desperate attempt to even the score in the last half when Jewell singled and went to third on Melhoff's bunt; but McCarthy, pinch hitter, was forced at second, and Caffyn came to bat with two down and a man on third, but failed to connect with McElliott's fast one on the last strike. Batteries were McElliott and Spitzer for the Phantoms, and Kleinhans and Eyestone for the clerks.

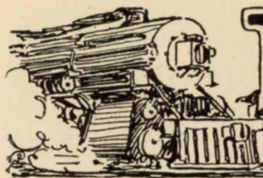
### G. N. Clerks vs. Craig

Sunday, July 25, the Great Northern clerks' baseball team journeyed to Craig and took the Craig town team to a 11 to 7 defeat after finding three of their opponents' hurlers for a total of six safeties. The clerks were handicapped by the loss of one pitcher when Jewell failed to show up, but Bob Kleinhans, who had pitched a no-hit game against the Phantoms two days before, stepped into the breach and won the plaudits of the crowd with an exhibition of pitching that held the heavy hitting Craig team to one lone safety, a three-bagger by Jiggs Cochran in the eighth inning. Cochran's long drive into left field added a thrill to the game but Reeves recovered in time to catch him at third with a great throw to Gillette, who nabbed the runner as he passed the base in a futile effort to stop. Little Bill Kennedy demonstrated his ability as a catcher when he spoiled a Craig rally in the seventh with a perfect throw to second, catching Brewer's attempted steal, and retiring the side with a put-out at home. Caffyn, lead-off man for the clerks, took the marathon honors for the day with five trips around the bags to score as many runs. The final score stood 11 to 7 in favor of the clerks. Batteries were Kleinhans and Kennedy for the clerks; Luckett and Wilson, Geney and Johnston, for Craig.

### G. N. Clerks vs. Shopmen

Monday, August 2, the clerks' baseball team took a 3 to 0 victory from the fast Great Northern shops' team in a practice game at the Royal Mills diamond. It was a pitchers' duel between Kleinhans and Lowney after the first inning. Both men delivered almost airtight ball, Kleinhans allowing only one hit, while Lowney was touched for only two. The shopmen threatened to score the first time up when Pauls clouted one over the center fielder's head for two bases, going to third when Shields grounded out at first; but Kleinhans retired the side with two strike-outs. Caffyn, Jr., for the clerks, sent a hot one through second for a single, took third when Dalich beat out his roller to first, and Bobby Kleinhans proceeded to win his own game with a two-bagger to left, scoring Caffyn and Dalich, and crossing the plate himself on McCarthy's sacrifice. Batteries were Lowney and Shields for the shops, and Kleinhans and Eyestone for the clerks.





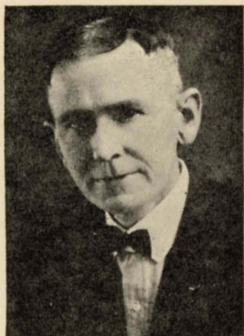
# Division News

## BUTTE DIVISION

Associate Editor  
ELZA TWAY  
Great Falls, Montana

The coming of the Columbia River Historical Expedition to Montana on Sunday, July 18, was an event of great interest to the people

of the state and aroused great enthusiasm. The expedition stopped at Fort Benton and Great Falls, west bound over the Butte Division, and at both points the population turned out en masse to extend a reception which was cordial in the extreme, and which must have been most gratifying to the men responsible for the undertaking. President Ralph Budd and Vice-Presidents C. O. Jenks and W. P. Kenney were with the expedition.



Governor J. E. Erickson, of Montana, joined them at Fort Union and accompanied the expedition through the state, making addresses at Fort Benton and Great Falls. At Fort Benton his address of welcome was responded to by General Hugh L. Scott, who, as a lieutenant in the regular army, was active in the Indian wars which marked the early history of the state. The Society of Montana Pioneers, and the Sons and Daughters of Pioneers, were in convention at Fort Benton, and, with the visitors, listened to an address by Justice Albert J. Galen, of the Montana Supreme Court, in which he related incidents of the Fort Benton of early days. The ruins of old Fort Piegan or McKenzie was visited by several of the historians of the expedition, who were interested in gathering additional historical material relating to it. Proceeding after a most enthusiastic and entertaining meeting at Fort Benton, the expedition, traveling in two trains, reached Great Falls at 2:30 in the afternoon. Here they were greeted by a great concourse of Montana citizens and held another interesting and educational meeting. Governor Erickson was the first speaker, and paid an eloquent tribute to the late Senator Paris Gibson, founder of Great Falls, and spoke in glowing terms of the wisdom and far-sighted vision of the great Empire Builder, James J. Hill. Other addresses were made by Doane Robinson, historian, of Pierre, S. D.; A. G. Sorlie, governor of North Dakota; Lawrence J. Burpee, Canadian historian, of Ottawa; General Hugh Scott, U. S. A., retired; Lawrence J. Scholz, novelist; Clarence H. Howard, of St. Louis; and Lawrence J. Abbott, of New York, contributing editor of the *Outlook*. President Ralph Budd, introduced as "the man who made possible the expedition," thanked the people of Great Falls for their splendid entertainment of the expedition, and expressed the interest of the Great Northern in the future development of the Northwest. The traveling museum carried by the expedition contained a great collection of relics of the pioneer days and the old West and was viewed by hundreds of Montana people. The interest displayed by the Great Northern in this expedition has been the subject of much favorable comment by both the public and press, and has left lasting impressions of friendliness and good will among the people visited.

The wanderings of the meek and lowly box car have long been a favorite topic of song and story in railroad lore. North, south, east, west, anywhere, everywhere, rolling, pounding, bumping along, often far from the beaten trails of the home road, its fanciful pathway leads. Seldom in its endless vagaries is the same trip, with the same lading and from the same shipper to the same consignee at some far-distant point, made more than once. But in the affairs of box cars, like those of mankind, the hand of Fate is sometimes seen at work. Let us review the strange affairs of Great Northern box car 9193. On December 10, 1925, the Royal Milling Company, Great Falls, had an order for a carload of flour from Gardner Brothers, of Sioux Falls, South Dakota. The shipment went forward in G. N. 9193, was safely delivered to its owners at Sioux Falls, one thousand and eighty-four miles distant, and 9193 went on its way. Six months rolled

around, during which two thousand box cars found their way in and out of the Royal Milling Company's Great Falls plant. To what far-distant places the aimless roamings of 9193 had led, only the records of the transportation department can reveal. Howbeit, on June 5, 1926, the Royal Milling Company at Great Falls prepared to load another car of flour for Gardner Brothers at Sioux Falls. Was it the hand of Fate or just a strange and rare coincidence? Back from "somewhere out there," 9193 stood silently at their loading docks and received the lading for Sioux Falls, the peculiar circumstance not being noticed until 9193 had again rumbled away into oblivion. At some future time when Gardner Brothers at Sioux Falls require another car of flour, will 9193 be waiting? We wonder!

Master Mechanic A. J. Halladay returned on July 18 from a two weeks' outing and camping trip spent on both the North and South Forks of the Flathead River. Mr. Halladay and party were camped on the North Fork about forty miles above Columbia Falls, when the big forest fire broke out in that region and made it necessary for all campers and tourists to leave the North Fork country. His party then moved to the South Fork, where they spent the remainder of their time camping at Hungry Horse Creek, twenty miles above Citadel.

J. M. Faunce, manager of the relay office at Great Falls, and family spent the first two weeks of August on an outing trip by automobile in the Yellowstone Valley, and visited various points of interest in the southern part of the state. He was relieved by John McKeon, old-time operator at "PD," who has been on sick leave for several months. Everybody is glad that Mac is again able to be on duty, and all wish him an early and complete recovery.

M. O. Nordstrom, rate clerk in the offices of Assistant General Freight and Passenger Agent Pewters at Helena, is spending his vacation making an extended trip visiting relatives in Evansville, Minn., and Chicago, and visiting the scenes of his former army activities at Memphis and Kansas City. There is also a rumor to the effect that a former army "thrill" is to be revived "somewhere" beyond Chicago. Will some one page the district attorney and give him the third degree?

Jack Pewters, Jr., is spending his summer vacation absorbing railroad knowledge in the A. G. F. & P. A. office at Helena. He is a very apt and willing worker and we predict a brilliant future for him. This is especially commendable, as it is solely on his own initiative that he is putting in his time like this, and without any recompense other than the information he is picking up. With such an objective it will not be long before he will be on our payroll and climbing the ladder to success.

Arnold Shaw, warehouse foreman at Great Falls freight station, enjoyed a much needed two weeks' rest among the wild places at Many Glaciers and along the St. Mary's and Two Medicine, in Glacier Park. He was accompanied by Mrs. Shaw, their daughter Marjorie, and Mrs. Shaw's mother. Arnold reports that much of the pleasure of the trip was marred by smoke from the big forest fire then raging in the valley of the North Fork of the Flathead River, along the western boundaries of the park. He reports fair fishing, but as yet has failed to spring the story of the whopper that got away after an exciting three-hour battle. We are suspicious that Arnold landed him, and is too modest to give his dimensions.

On July 20 the carmen of Great Falls held their annual picnic at Choteau. Six coaches and a baggage car made up the special train which left Great Falls at 7 A. M. with about 300 merry-makers. It is estimated that at least 200 people went to Choteau for the picnic by auto, so that about half a thousand were on hand to make the picnic a great success. A most enthusiastic and happy crowd danced the day away in the Legion Pavilion. Various sports were indulged in for the amusement of the picnickers, including a ball game between the Great Northern shop team and the Bynum baseball club, the game resulting in victory for Bynum by a score of 10 to 5.

## AUGUSTA

Agent J. E. Miksch and wife, of Simms, and Tom Toohey, agent at Wolf Creek, were visitors at Augusta, Saturday, July 24, and in the evening attended the opening dance in the new community hall.

Brakeman George Foster is back on the run after several days off on account of sickness.

Engineers Morley and Mike O'Neil passed through Augusta recently on a few days' fishing trip to Ford Creek.

L. W. Van Artsdale says he will attempt to hike across the mountains again next summer. Three years ago Mr. Van Artsdale and Traveling Auditor C. E. Colegrove left Augusta with their packs and got as far as the Continental Divide. Here they lost their way and a few days later returned to Augusta. Next year Agent R. J. Dyer of Augusta will accompany them as guide, and the party expects to climb the divide and follow the South Fork trail into Citadel.

Agent George Tennant, of the C. M. & St. P. at Choteau, with three other players, furnished the music for the opening hop at the new community hall at Augusta on July 24. The boys put on some mean jazz and are said to have made a great hit with the big crowd.

Mrs. H. O. Kleiv, wife of Conductor Kleiv, of Augusta, and son, Philip, spent several days visiting at Great Falls the latter part of July.

Mrs. R. J. Dyer, wife of Agent Dyer, and family recently returned home from a visit of several weeks with relatives and old acquaintances in Minnesota and Michigan.

Mrs. R. E. Carter, wife of Fireman Carter, of Augusta, spent a few days in Great Falls recently.

Mary Jones, daughter of Engineer Jones, recently returned to Glasgow after a visit of several days with her father at Augusta. She enjoyed a fishing and outing trip in the mountains while here.

## BRADY

Harvesting is just beginning in this community, and the early returns indicate that the yield will be from fifteen to twenty bushels per acre. We expect our crop to total around three hundred thousand bushels, or two hundred carloads of 1,500 bushels each.

M. Nagai is relaying steel between Brady and Pershing, the old rail being replaced with 90-pound steel. The gap between Brady and Pershing will be completed about the middle of August, and the relaying gang will then move to Brady Pit and continue west.

Extra Agent W. F. Goodin has gone out to his ranch where he is at present engaged in harvesting a bumper crop of wheat.

Section Foreman Dominick Lavorato journeyed to Tacoma early in July, where he spent the Fourth with friends and old acquaintances.

## BILLINGS

J. S. Watson, assistant superintendent and agent at Billings, has been the recipient of many compliments on account of the interest he has shown in beautifying the freight station grounds. He planted several rows of mixed flowers which are blooming nicely. He also planted several trees on the boulevard which are growing very rapidly and adding much beauty to the general appearance.

A. E. Smith, baggage helper, recently met with a slight accident by being scratched by a piece of tin that was nailed on the end of a truck. The injury developed into blood poisoning which confined him to the hospital for some time. We are glad to hear now of his complete recovery.

On Sunday, July 18, Ticket Agent W. E. Scott and some friends went on a fishing trip to Mystic Lake, which is located in the Bear Tooth Mountains, fifty miles south of Columbus. We hesitate to describe the length of the fish Wilbur caught, as the evidence had disappeared before the writer was told the story. However, we hope next time he will share with us his big catch. We will then have no reason to doubt his integrity.

Contractors have just completed building a new yard office at Laurel, which takes the place of temporary quarters located in a building formerly used for a record room. The new office is quite roomy, and was built at a cost of sixteen thousand dollars. There are three rooms; one occupied by the telegraph office, one by the yardmaster, and a large room for the chief clerk and other employees.

We were very glad to renew acquaintance with M. C. Ulsaker, traveling freight claim adjuster, who spent the day with us on July 9 looking after company matters. Mr. Ulsaker's pleasing personality has won for him several new friends in this city and brought about a more cordial relationship between several of our customers and the Great Northern.

D. J. Brumbaugh, our Western Weighing and Inspection Bureau representative, with his wife and brother-in-law and wife, motored to Camp Senia on Saturday, July 18. While near the camp a heavy rain storm, followed by snow, came up, and as the gentlemen played the part of gallant knights in sharing their clothing with other members of the party, they became very wet and chilled. They finally reached shelter and succeeded in starting a good fire and were soon dried and able to



resume their trip home. Mr. Brumbaugh's relatives, who are from Chicago, seemed to enjoy their experience very much after the sweltering weather they have had in Chicago.

C. M. Phythian, baggage helper, dropped a milk can on his foot while loading milk and was confined to the hospital for several days. We are glad to see him back on duty again.

L. R. Smith, auditor of station accounts, traveling with his wife, while en route through Billings to Butte, July 14, was kind enough to call on the telephone asking how we were getting along. Mr. Watson took a taxi to the passenger station and renewed acquaintance of several years' standing.

James Sackett, check clerk in the local freight house, motored to Limestone, 97 miles west of Billings, on July 18. He encountered some very bad roads on account of heavy rains and experienced a great deal of difficulty on his trip. Some of the relatives who accompanied him decided to stay at Limestone for a few days until the roads got in better condition. Of course Jim had to get back to duty. Great Falls Store—8 pt caps No 2 head.

The store department had to say "Good-bye" to its roundhouse timekeeper on July 24. L. C. Houghton left with his wife and children, for Vancouver, B. C., to make their future home there. Those of us who remain expressed our appreciation of "Elsie's" (L. C.'s) co-operation and good fellowship by presenting him with a jumbo size fountain pen. Elsie had to stand up on the highest shelf in the office before he received the pen. This was to emphasize in a symbolic way, the high esteem in which Mr. Houghton is held by all the store force. In his little "thank you" speech, Elsie remarked that the little present was a very pleasant surprise, and he promised to make good use of it by keeping up a correspondence with the friends he was leaving behind.

Art Wallin wins the fishing championship for the past month, having lured the most trout to his basket, and thence to the frying pan. Art's friends can testify to the fact that he has a fine sense of appreciation when it comes to selecting trout meat. He sure flops an enticing fly and winds a speedy reel.

Chief Clerk Elmer Anderson spent a week seeing the sights in Yellowstone Park. Among other things, Elmer related a story of a very friendly bruin. When the bear approached the car in which the trip was being made, Elmer thought Mr. Bear might have an appetite for Dutch lunches, so he began to feed the bear pretzels. The bear proved more than equal to the allowance that was being given him, and kept coming back for more. Elmer's travel companion was afraid the bear wouldn't stand much more teasing so he grabbed the remaining pretzels from Elmer, threw them all to the bear in a heap, and then stepped on the gas. If anybody finds a bear in Yellowstone Park with a curve in its tail like a pretzel, that's Anderson's bear.

Johnny Fisher, the store rip track delivery man, will leave soon for Casper, Wyo., to visit his sister. Wonder if Johnny will be looking for the teapot in Teapot Dome or the salt in Salt Creek!



When the Columbia River Historical Expedition reached Great Falls, the pleasant duty of looking after the comfort and pleasure of the guests was shared by Roadmaster C. T. Christenson, and the picture is good evidence that he enjoyed the occupation and did his duty well.

Anthony Pikiel, our state swimming champ, is headed for Los Angeles. We are betting he will make a bee line for a bunch of those famous bathing beauties. We advise Tony to remember that the "female" of the species is more deadly than the male.

Some one found a lady's slipper in the store room the other day. No, it didn't belong

to any of the store stenos. We looked and they had their shoes on. The next lead was that it might have belonged to a collection being made by some sheik, and just when the sheik was about to be exposed we found that one of the boys had brought one of his wife's shoes to work with him, intending to leave it at the cobbler's. Cinderella isn't the only lady who leaves her slippers lying around in odd places.

## CASCADE DIVISION

Associate Editor

D. O'HEARN

Everett, Wash.

VANCOUVER B. C.

Walter Victor, conductor on the Guichon branch, has returned to his run again. It is good to see Walter back again, and the bunch are very glad that he is almost as spry as ever. Casey, fireman on this run, measured the length that Walter fell from the water tank at Lincoln and it was 37 feet, which is quite a drop.

Conductor J. D. Moore relieved Conductor Alex McRae for several trips the early part of July. This was Conductor Moore's first trip here for several years and gave him a chance to renew many of his old acquaintances.

J. E. (Jim) Hill, special agent, of Everett, was a visitor for a few days the latter part of July.

Duncan McRae, formerly of the South Vancouver police force, was appointed watchman at the G. N. dock toward the end of July. Geo. W. McRae, former watchman, has been appointed night special agent. We certainly have a good number of "Mc's" around Vancouver now. There is McCulla, of the baggage room; McArthur, of the dock; McCrimmon, of the freight shed; McMillan, of the car service; McRae, freight conductor; and Mary McKenzie, stenographer.

Ben Merritt, assistant general freight agent; R. J. (Bob) Smith, of M. J. Costello's office; O. H. Baker, contracting freight agent; and O. H. Wood purchasing agent, of Seattle, were visitors the early part of August.

Mrs. Wm. S. Asworth and son, Billie, wife and son of Wm. Asworth, hostler helper, returned the early part of August from a very enjoyable trip to California. "Bill" certainly is pleased to see them home again. The main reason, he claims, is that he was getting tired of "Canned Goods."

A. J. Arrive, traveling passenger agent, was a visitor on August 7, making the trip here to handle a train of Eagles. Of course Abe is a regular visitor whenever any special parties are to be handled. The same is true of Jimmie Johnston, traveling passenger agent, and it is a pleasure to have them both here. One thing about Abe when we hear he is going to be here, we can always be certain to hear some good new stories. He knows both kinds.

Lars Loveseth, ticket seller, King Street station, Seattle, passed through here on July 30 on his return from a camping and hunting trip in and around the Mount Robson district, Alberta. Lars certainly is very much impressed with scenic attractions in that country, his last year's vacation also being spent there.

Engineer Tony Naser, Guichon branch, took three weeks' vacation the latter part of July to visit with his family at Anacortes. Engineer W. Yake relieved Tony on his vacation.

Wm. Henry, supervising tie inspector, was a visitor on July 27 and 28.

Harry Nichols, towerman, Burrard Inlet, took ten days' leave the early part of August to do some prospecting for gold in the district served by the P. G. E. Ry. Certainly wish Harry the best of luck and trust he comes home with claims on half a dozen gold mines. Towerman Walmsley, of New Westminster, relieved Harry during his trip.

Al. Rowan, towerman, Burrard Inlet, had another fruitful fishing trip up the Veddar River July 31 and August 1. Al claims to have caught 22 fish, all over ten inches. (???)

Louis Gaul, superintendent of shops, Delta, and family were visitors the early part of July. About a week after the trip with his family, Louie was seen here again for a few days hovering around the horse races. We are unable to say just how he came out, as he wouldn't say when returning home, but winners are always very boastful.

R. E. Heaton, car desk, local freight, spent two weeks' vacation camping at Scheldt, B. C. the latter part of July.



W. R. Bell, roundhouse foreman, accompanied by his family, spent two weeks of very enjoyable camping at Boundary Bay the early part of August.

Mrs. J. A. Orth, wife of chief clerk, local freight, left the middle of July for a short trip to Minneapolis, Minn., her old home. Jack had planned on going, but is at present having a new home built and wants to keep his eye on the building.

H. R. Nelson, superintendent's office, Everett, was a visitor on July 16. Tommy Bradbury, assistant cashier, endeavored to show Hollis the sights. It looks like he did the job very well because Hollis is planning another trip as soon as convenient.

Jack Smith, switch foreman, and family put in a week's very enjoyable motor trip up the new Cariboo Highway during the middle of July. As an "Isaak Walton," Jack tells the bunch he is an absolute failure. This is certainly a different kind of a fish story.

C. F. Lindsley, secretary to the general manager, was a visitor August 5.

F. P. Herbert, city passenger agent, Tacoma, accompanied by his daughter, was a visitor on August 8th.

W. E. Burton, cashier, local freight, clamps the lid on all rumors that have been floating around about him, and announces that August 26 will be the happy day. 'Tis on this fateful day that Eula Keast, of this city, and himself, will be joined in the holy bonds of matrimony. All joking aside, we wish to congratulate Bill and sincerely wish him every happiness. All we can say he is a lucky guy. The honeymoon is to be spent on a trip to the East, stopovers being made at St. Paul, Milwaukee, Chicago, Niagara Falls and Toronto.

Charlie Slack, machinists helper, visited Victoria, B. C., August 7 and 8.

F. J. Sanders, storekeeper, Seattle, was a visitor August 8 and 9.

Geo. Smith, sec. stockman, Hillyard, accompanied by wife was visitor on August 11th.

Mrs. E. J. Keeley, wife of depot ticket clerk, spent two weeks visiting friends in Seattle the early part of August.

Fred Maxwell, signal maintainer, is the proud possessor of a new Ford coupe. Fred is having quite a time teaching his wife how to drive. He says she insists she "didn't see that telephone pole."

Allen Lusk, towerman, Burrard Inlet, certainly was in a lucky streak when he won a pair of binoculars in a raffle held at the dock the end of July.

R. Hughes, roadmaster of Bellingham, is quite a frequent visitor here, making the trip several times a month. He and his wife are regular visitors to our monthly dances, and they can hardly wait until the opening one in the fall.

Clayton Calder, repairer apprentice, and wife were visitors to Seattle the end of July for several days. On their return they motored back with Morris Paquette, nephew of W. P. Paquette, car foreman, who is visiting with his uncle at the present time.

R. J. Anton, car repairer, accompanied by his wife, is leaving toward the latter part of August for a trip to England. They expect to be gone three months and we trust they will have a very enjoyable trip.

The Pacific Coast Claims Conference was held here August 10 and 11. About 100 claims men from different coast cities were present. G. L. Seibert, freight claims agent, Seattle, W. F. Fortier, freight claim agent, Spokane, and C. L. LaFountaine, safety supervisor, St. Paul, were present.

The Northern Pacific baseball team, of St. Paul, visited Vancouver during the latter part of July. It is needless to say they were victorious in their games here because of nearly all our bunch here turning out to boost for them.

## DELTA

Switchman Jno. Conrad and wife and son are making a vacation trip to Kansas City and Iowa points. They will return about August 30.

Yardmaster Thos. Stenson and family are touring Southern Washington and Oregon, making Seaside their destination for a short visit.

Conductor L. R. Shepherd has returned from a visit in California. He reports the roads good but the weather warm.

Mrs. Gilliland, of the yard office, is laying off to entertain her sister, Mrs. Ferguson, and baby, of Marshfield, Oregon.

Yardmaster C. H. Gephart, of Delta, was swapping stories with the boys at Skykomish recently.

There is much activity between Delta and Marysville on the new cut off of the Pacific Highway—three draw bridges and one solid bridge over the four channels of the Snohomish river, and viaducts over the G. N. and N. P. tracks. The work is well advanced and is among the heaviest pieces of highway work in the U. S. The five miles of high dump is finished and bridges well along.

A. L. Mulford, of the yard office, is spending his vacation at Seaside, Oregon.

Conductor Earl Duncan and wife have returned from an auto trip to Mt. Baker over the recently complete new roads. They report some wonderful scenery.

Great Northern Semaphore



## \$12 A DAY TO AGENTS —We Show You How!

Even beginners make big money with our beautiful dress goods, silks and wash fabrics. Sell on sight. No capital or experience needed. Write for Sample Book and complete selling instructions. The National Importing Company Dept. J-57, 573 Broadway N. Y. C.

1000 Samples Furnished

J. C. Devery, chief dispatcher, is on his vacation. A part of it was spent house hunting in Seattle. We understand the results were good and that he made a worthwhile bargain.

Mrs. H. M. Shapleigh, wife of roadmaster on Butte Division, late of this division, is leaving for Great Falls on Monday, August 15. Mr. Shapleigh is making the trip over to drive back with her.

A. C. Slater, inventory clerk, is working in the superintendent's office at the present time. George M. Mander, master mechanic's clerk, is spending his two weeks' vacation touring the Sound cities.

Mrs. W. A. Nelson, wife of division road clerk, has returned from a very enjoyable trip to her home in Minnesota.

Madeline Wolfe, division O. S. & D. clerk, is spending several days visiting friends in Vancouver and Blaine.

Mrs. O. G. Bittorf, wife of accountant in superintendent's office, spent ten days visiting with her relatives in Newport, Wash.

John McDonough, of the auditor's office, Seattle, and his family were visitors at the home of "Joe" Erickson, assistant trainmen's timekeeper, at Clinton, Wash.

M. C. Byram, station inspector, was a "short time" visitor in the superintendent's office the other day.

O. C. Jacobs has returned from a six weeks leave of absence. We're glad to see "Jake" back again.

Alice Langan, of Wilmington, California, is relieving Elizabeth Aylmer as chief clerk's steno. Miss Langan was formerly chief dispatcher's steno. in this office, and it seems good to see her back.

E. E. English, master mechanic, is spending his vacation touring Vancouver Island.

At Ames, Iowa, on August 3, 1926, Marie E. Millish became the bride of Clayton C. McGlenn, assistant to master carpenter, Everett. They are making their home in Everett temporarily, pending the move of the division offices to Seattle.

Train 359 every Saturday, carries a considerable number of "deadhead" clerks on their way to Seattle on house hunting expeditions. Some have been successful and others are still making the trip.

### BELLINGHAM

Anton Anderson is spending his vacation at Glacier, Wash., fishing along Canyon Creek. We are looking forward to some tall stories about the big ones that got away.

W. Masden has bid in a vacancy as operator at Fir, and his place at South Bellingham is being filled by C. E. Johnson.

James Todd, of the freight house force at Bellingham, is erecting a new residence at the corner of Connecticut and Grove streets. The work is about completed and Mr. Todd will move into his new home soon.

Hal Arnason, section foreman at Bellingham, is taking a leave of absence for ninety days. He is being relieved during his absence by William Egan of Vancouver, B. C.

Albert Wilms, section foreman at Ferndale, is taking a vacation of thirty days. He will visit at Bemidji, Minn., and points in Nebraska during his absence. Mrs. Wilms will accompany him on his trip. William Barricklow, of Blaine, will act as section foreman during the absence of Mr. Wilms.

George Thorp, who has been employed as section laborer at Bellingham for the past few months, has resigned and departed for Saskatchewan, Canada.

Ray Fowler has returned from Sioux City, Iowa, where he was recently called on account of the death of his father, who died as a result of an injury, from which he could not recover on account of his advanced age. Mr. Fowler has the sympathy of all his friends in his bereavement. He is employed as switchman on the night engine at Bellingham.

The tide flats adjacent to the Great Northern roundhouse at Bellingham are being filled in to provide industrial sites. Twenty-two acres are being filled in now, the whole project covering about one hundred and fifty acres. The work is being done by the large electric dredger, Col. Tobin, which moves about 6,000 yards of filling per day. The work is being financed by local subscribers in Bellingham, and will be taken over at a later period by the Port Commission. This project will mean some new industries for Bellingham, and incidentally, some new business for the Great Northern Railway.

## SEATTLE ITEMS

Associate Editor

A. L. SCOTT  
Seattle, Wash.

Sunday, August 15, was moving day with the traffic department crowd, and a few of the boys said they had enough exercise to keep them going for a year. Ed Hills, contracting freight agent, says he lost ten pounds, and therefore could not qualify for the fat men's race at the picnic.

F. J. Rangitsch, traveling joint facility accountant, came down to the office August 7 and told the gang that he had the new "Whippet" car cheated all to pieces, as a new 1926 model flapper arrived at their home early that morning and only weighed eight pounds. Both Mrs. Rangitsch and young daughter are enjoying the best of health.

Dave Van Wyck, of the city ticket office, is sporting a new name these days. Recently an excited passenger, in an effort to recall Dave's name, asked if a Mr. DeLuxe worked in the office. Dave has adopted the nom de plume as he feels it advertises the Oriental Limited to the fullest.

Tom Balmer, our legal adviser, recently took a short vacation but seems reluctant to tell us very much about it. These attorneys are evasive, to say the least.

However, Dan Flynn, the genial little claim agent, announces to the world that he had a heck of a good time on the cruise to Alaska with Mrs. Flynn and a party of friends. Dan generally has a good time.

Miss Johnson, chief clerk in the legal department, is away on her vacation.

Cecil Lindsey, secretary to the general manager, has made his annual tour of California and Vancouver and is back on the job once more.

Ted May, of the purchasing department, went to Victoria and Vancouver for his annual holiday. Ted reports that he went up there just to be different. We asked no further questions.

Mabel Meese, of the engineering department, is on a trip to California and will tell us all about the wonderful time and climate when she returns.

Robert Charles Jamieson, of the engineering office, is growing a mustache, and one of the girls reports that she has not yet fully decided whether he just forgot to wash his upper lip or whether his razor has a few nicks in it and left a few hairs when Bob was shaving. Anyway, she says it is becoming, so Bob will undoubtedly keep it on trial.



Among those who enjoyed a portion of the trip made by the Columbia River Historical Expedition were: M. J. Costello, western traffic manager, and A. J. Hamilton, vice-president, Transcontinental Freight Company, shown together in the accompanying picture on top of Mt. Spokane.

Jean Koerner, of the general baggage agent's office, reports that the California sunshine is fine for the skin if you wish lots of tan and freckles. Jean reports that otherwise California is the best place on earth outside of the Puget Sound country.

Ruth Bruce, of the telephone office, has been on her vacation, and Myrtle Harris underwent an operation during her time off. Both are back on the job again with their "Hello" and "Great Northern."

Some of the boys would like to know what the big attraction at Scenic is. Most of the girls around here seem to be going up there regularly, so there must be a nigger in the tunnel somewhere. Ethel Ronald, of the general manager's office, has made two trips up there recently and says that she is going again soon.

Sherman Corrigan, veteran conductor, has been touring through the eastern states recently, and most of the boys thought "Sherm" was on a hunt for a better-half. It has been more recently reported, however, that he is quite ill. We all extend our heartiest wishes for a speedy recovery.

L. O. Swenson, passenger brakeman, returned to work August 2 after a seven-week lay-off occasioned by the removal of his appendix. "Sven" hails from hardy stock and says he is as fit as a fiddle now.

As a post convention feature of the recent meeting of the American Society of Civil Engineers here in Seattle, Mr. Budd made arrangements for a special train to take the engineers from Seattle to Scenic to view our tunnel construction at that point. About 250 of the visiting delegates made the trip and reported the finest entertainment ever when they returned. The contractors and other employees at Scenic spared no pains in taking care of the visitors while they were up in the Cascades. They took care of everything from soup right through the whole forty-nine courses. A few days before the excursion the buzzing wires brought the S. O. S. call for twenty feminine addicts of the Charleston, and nine of the girls from the Seattle offices and ten from the Everett headquarters volunteered to venture up where the men are men and mosquitoes are humming birds.

On arrival at Scenic, the first event on the program of royal hospitality was a "picnic banquet" given in a sylvan setting on the banks of Tye River, the gorgeous Cascades towering overhead while the little squirrels scampered hither and yon below. Herr Conroy presided over the hot dog stand, and judging from the skill with which he dispensed this delicacy, the secret of where he got his early start is out at last. Books could be written on "Steve's" culinary accomplishments and the hungry mob stuffed for hours and hours.

The "Musical Muckers," local talent dug from the dizzy depths of the tunnel, furnished music harmonious and irresistible, and the dance at the hotel had all the gaiety of a Mardi Gras ball, everyone enthusiastically declaring that they had a wonderful time.

The whole affair was highly enjoyed by all the convention delegates and their families and the girls from the G. N. are only hoping that the miners and tunnel diggers will not wait for another convention before the next dance at Scenic.

## DAKOTA DIVISION

Associate Editor

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

Mrs. E. J. Condo (Esther Zamzow) has resigned her position as master mechanic's clerk, and has left to join Mr. Condo at Brainerd, Minn. Mrs. Condo has been married for over a year, but kept it a secret from all except a few of her intimate friends. The office force all join in extending their best wishes to Mr. and Mrs. Condo even though it is rather late.

Louis Thompson, formerly master mechanic's clerk at St. Cloud, has accepted a similar position at Grand Forks.

Conductor J. A. Spears recently underwent a serious operation at a Moorhead hospital. Latest reports are that his condition is satisfactory.

C. P. Adkins, A. F. E. clerk, is spending a few days at Breckenridge looking for FISH.





M. S. Dunne, formerly agent at Portage la Prairie, and Carman, has been appointed cashier at East Grand Forks.

Superintendent J. L. Close is spending his vacation at points in California, Oregon, and Washington.

The depot at Middle River, Minn., was struck by lightning the night of August 11 and totally destroyed by fire.

Francis McCarty, superintendent's stenographer, is spending his vacation at Wahpeton, catching up on sleep.

On account of abandoning the entire Portage line, effective August 10, the position of district roadmaster, formerly held by John Goodrie, has been abolished, and the remaining territory on his district turned over to Roadmaster Skurdall. Mr. Goodrie has taken a position as yard foreman at Grand Forks.

J. O. Reese, agent at Crystal, N. D., has returned from a month's trip to points in Illinois and Canada. Jack Campbell, of Emerald, acted as relief agent while Reese was away.

Some time ago correspondents were appointed by the trainmen to send in news items. Up to date news items from that source have been conspicuous for their absence. We should like to hear from the two gentlemen who were appointed, at least once in a while.

Brakeman William Eichhammer died August 4 in a hospital at Moorhead. He was taken suddenly ill while on duty on train 538 near Harwood, N. D., August 2. Death was caused by general peritonitis. Burial was made at Grand Forks. Mr. Eichhammer had been in the service about six years.

Conductor Martin E. Mayer has moved his family to the Twin Cities, and is now running on trains 1 and 4.

## BRECKENRIDGE

Conductor William Kirschner has returned from the coast and is back on work train again.

Traveling Engineer Donaldson is sporting a new Reo sedan. Don insists that he has the best car going, but Roundhouse Foreman Ritchie insists that Buicks are the best, and to prove it, he has purchased a new 1927 model.

Brakeman George Blaha is getting to be an artist when it comes to throwing horse shoes. When here he works at it in ten-hour shifts.

William Burnell, operator, spent his vacation in Iowa. Bill says he is good for another year now.

Fred Hanson, transfer foreman, spent Sunday and Monday, August 8 and 9, at Sandstone with a young friend.

George Hunkins, Sr., is spending his vacation visiting friends in Canada. George usually makes a trip there each year.

Breckenridge yard now boasts of the speediest call boy on the system. Mutt Plaistad is establishing this record with his new Star.

Bess Anderson, trainmaster's clerk, spent her vacation at Eagle Bend, Minn., and Minot.

Kathryn Hinds, operator, returned from her trip to the coast and is now working at Moorhead.

Conductor Ira Kellogg purchased a summer home at Balmoral, on Ottertail Lake. Ira claims he catches the largest pickerel in the country right in front of his house. Bill Killian had better try it there rather than at Star Lake. Probably he would have better luck.

Conductor H. W. Crowder is now running on trains 599 and 600 between here and Page. Seems like old times to see Harry working out of here again.

## HEADQUARTERS

Associate Editor

C. H. TREMBLY

St. Paul, Minn.

The telegraph department held its second annual picnic at Wildwood Park on August 8, Sunday. There were about one hundred in attendance, including employees and their families. The sports program started early with a kittenball game, after which there were many contests, so arranged that all could participate, the winners showing much athletic prowess and reflecting great credit upon themselves. Prizes were distributed which were not only appropriate to the event but were well worth while striving for, each being accompanied with timely suggestions as to its use, causing much merriment at the expense of the recipient. Well filled lunch baskets aided materially in making the day a success, and all went to their homes satisfied that it could not have been better.

Marie O'Neill, of the office auditor of capital expenditures, left the service and was married the middle of August. L. R. Daniels is back at work, having recovered from his long illness. Bert Troche resigned from the service and is now general manager of the Teton Petroleum Co. Gunther Steen is now stationed at Skykomish, Washington, on electrification work, and as he is a bachelor, he intimates that he would like to hear from his friends, men not preferred. Rufe Gingras finished his work with the stationery committee and has



been appointed traveling field accountant, with headquarters at Scobey, Montana, and he is telling them how the Scobey extension should be constructed with a minimum of stationery.

In the office of the auditor of freight receipts they are congratulating Erwin Schultz, who is the proud father of a boy. Thirty girls from the same office held a luncheon shower in the cafeteria on July 29 for Mathilde Thoele, and presented her with a beautiful blanket. Miss Thoele was married to Otto Lehman on July 31. The sympathy of the employees of the office was extended to John Wirth upon the death of his sister, K. H. Gustafson, a former employee of this office and now with the L. C. C., was a visitor in the general office recently and also attended the picnic. His many friends were glad to see him.

Joe Barrett, of the auditor of station accounts office, has a broken wrist, having been hit by an automobile while standing in his yard.

Leonard Graetz, agent, Hansboro, N. D., was a caller at this office recently.

W. C. Woker, of the engineering department, lost his father at Faribault, June 30.

Mary Alice Casey, of the car record office, left the employ of the Great Northern September 1, to take a secretarial course, and the best wishes of her associates go with her.

Cecile Kinsella has taken a two months' leave of absence on account of ill health, and is recuperating at the home of her parents at Sauk Center, Minn.

Elmer Knutson, of the transportation office, has a young son of which he is very proud.

Several of the girls took their "ukes" with them to the general office employees' picnic and with the aid of their voices, managed to fill in any lull in the activities.

The girls of the freight claim office held their annual picnic at Wildwood Park, July 24.

Antoinette Greengard entertained a number of the girls from the office at her home at White Bear. The interesting program consisted of swimming and bridge and, best of all, "eats." Among those present were Fay Morrison, Catherine Jung, Edna Lindstrom, Catherine Strecker, Helen Bartelheim, Ann Flaherty, Violette Corcoran, Marguerite Fran-

cis, Esther Artery, Florence Humphrey and Nell Clegg.

E. F. Corrigan, of the mechanical valuation department, is back at the office after a long illness.

Wedding bells will ring very soon for both Henry Rockowitz and Jimmie Harrison, of the freight traffic department. This probably explains the unconscious look each of them has been carrying around for some time.

Harry H. Siewert, of the Dale Street tin shop, was married Saturday, July 24, to Lillian Elka, of Minneapolis. They are at present residing at the home of her parents. September 1 they will move into their new home in St. Paul. Mrs. Siewert is a graduate in music of the University of Minnesota. Mr. Siewert's former home town was Chaska, Minn.

## KALISPELL DIVISION

Associate Editor

IRVINE T. DUGAN

Whitefish, Mont.

We are told that there has been considerable controversy as to the relative merits of suspenders versus belts since the arrival of Mr. Dunwiddie as chief clerk in the superintendent's office.

It seems that Mr. Decker, our popular agent at Whitefish, took issue with Mr. Dunwiddie and endeavored to persuade him to wear suspenders instead of a belt. We do not know what arguments Decker used in favor of his contention, but we are advised that Dunwiddie was able to convince Decker that as a factor of comfort, economy and, last but not least, as a matter of safety first, the belt has it all over the suspenders.

Esther Nelson, employed in the relay office, has returned from a vacation spent in California and intermediate points. She reports that she had a good time but, of course, is glad to be back.

Anna Johnson, stenographer in the chief dispatcher's office, has returned from her vacation. She visited Port Wing, Wis., Duluth, and Cass Lake. She reports a wonderful time swimming and boating, but says she did not catch any fish. She also says that there is no place like home and she is glad to return to Whitefish. Others report that they are glad to see her back again.

There was no truth in the rumor that on account of the fires in the North Fork the Park had been closed. While for a day or so travel up Lake McDonald on the west side was closed, yet Lewis' hotel was open as usual and there were and are no fires on the east side of the mountains. The fires are now under control and it is too bad that an unfounded rumor should have received the publicity it did.

Al. Strom, assistant chief clerk, took his annual vacation with his family and drove his car to points in Canada.



The above picture was taken at Whitefish of the garden belonging to the Whitefish store department. The large juicy melon shown was raised from seed sent out to Mr. Cullen by General Storekeeper Hayes. On the dining car one trip Mr. Hayes noted the superior quality of a melon he had ordered and surreptitiously concealed some of the seeds thinking to plant them in his own garden. Hearing of Jack's activities he sent him one of the seeds advising that these melons were guaranteed to come forth quickly. Being only a month old the melon has not as yet attained its full growth.

Great Northern Semaphore

WE UNDERSTAND THAT THE G.N. TREASURY OFFICE GIRLS GET A PAY CHECK ONCE IN A WHILE TOO.

BULLOCK'S

WE'LL GET AROUND ON TIME IN THE MORNING, AND YOU WON'T BE SHORT, STAY IN NIGHTS, AND GET YOUR SLEEP.

PAY WINDOW

"WHY?" HOW IS THAT!! I-AM SHORT, I SHOULD HAVE FOUR DOLLARS MORE.

Conrad Bullock.



The Responsibility for This Is on Artist Bullock Who Is Said to Have Been in St. Paul Recently.



So many applications have been made for seeds from this melon that Jack is thinking seriously of charging enough to pay for his new flowers for the next season.

Roy Darnell, road department clerk, took his annual vacation and is back again on the job. Everett Schaffer, machinist apprentice, and Mrs. Schaffer, clerk in the superintendent's office, have returned from their vacation trip. Assistant Master Mechanic C. L. O'Donnell, with his family, spent a pleasant vacation at Bitter Root Lake.

Mrs. Wm. Donnegan, wife of labor foreman at Whitefish, returned from a six weeks' visit with relatives at Mudro, S. D.

To those who have visited Glacier Park "Mike's Place" needs no introduction. Mike Shannon, the proprietor, is, by the way, Justice of the Peace also, and, believe me, Mike believes in justice with a capital J. It is told that at one time an offender was brought before Mike charged with burglary. "Are you guilty?" asked Mike. "No," said the burglar. "Are you ready for trial?" asked Mike. "Not before you," said the burglar. "You will be tried in two days," said Mike, and your bail will be \$2,000." After an effort to get bail, the culprit returned to Mike with the officer and again said he was not guilty. "Bail increased to \$3,000," said Mike. "Guess I'd better plead guilty and throw myself on the mercy of the court," said the burglar. "Ninety days in the county jail—sentence suspended if you get out of town at once." That's the way Mike handles 'em.

Speaking of Glacier Park also reminds me that we have a very good friend of the company's over there. John Lindhe runs the Glacier Park Trading Co. store. John is one of the salt of the earth, but is obsessed with the idea that he can play solo. Recent results have shown him the fallacy of this idea and he now vows to confine himself to some of the Scandinavian games that do not take a great deal of thinking.

P. C. Bradley, of St. Paul, general grievance chairman of the B. R. T., was in Whitefish on business connected with his work and spent a few days visiting his sister, Mrs. L. J. Sissel.

Ida Lynn has taken a leave of absence on account of illness and is visiting in Spokane.

We are sorry to learn of the death of Mrs. Ida M. Olson, who was better known to Whitefish friends as Ida Danklefs. On July 23, when riding with her brother-in-law, their car was in a collision and Miss Danklefs' throat was severely cut by the windshield glass. The jugular vein was severed and Mr. Olson held the edges together until she arrived at the hospital. She apparently was a great deal better and left the hospital, but complications set in and she was again taken to the hospital, where she died on August 12.

G. H. Haigh, operator now at Browning, has advised us that the allegations in the complaint served on him in the last SEMAPHORE are true. He pleads guilty, but says if we will let him off this time he will never do it again. We, as well as he, would like to know the name of the anonymous writer who gave us the information.

The logging job for the Somers Lumber Company has been taken off for an indefinite period.

Wilda Johnson, clerk in car foreman's office, is off on account of illness.

L. L. LaRue, livestock agent from St. Paul, was here July 28 and 29. We are sorry to have missed him, being especially interested in some experiments Mr. LaRue was going to pull off with the assistance of R. E. Keck, chief clerk, in our claim department, St. Paul.

Mr. and Mrs. Tiller and family returned from a trip to Helena, where they spent a week with their daughter, Evelyn. Mr. Tiller is foreman in the store department at Whitefish and was on his annual vacation.

We do not know whether someone is putting one over on us or not, but we have been advised that Chas. Myers, bridge and building foreman, recently took unto himself a bride. If this is true, we should have a picture of the bride for the SEMAPHORE. How about it, Charlie?

Audrey Deighton, daughter of T. C. Deighton, roadmaster, spent her vacation with her sister, Dorothy, in Bellingham, Wash.

Marvin, 14-year-old son of Mr. and Mrs. Geo. T. Noble, was drowned in the Whitefish River August 2. Mr. Noble was working as hostler at Troy and Mrs. Noble was visiting with him on that date. They were immediately notified and returned at once.

The fire that started southwest of Trego some time ago burned down to and crossed our tracks at Stryker. A special train was sent out and brought in a few of the residents. Two or three buildings were burned and the fire swept over into the hills in the vicinity of Lake Dickey.

Boilermaker Foreman Chas. Luding, with his family, spent his annual vacation visiting friends in Havre and Spokane.

Wm. Fry, stationary fireman, has returned

from St. Paul where he attended the convention of shop and craft laborers, to which he was a delegate from the local lodge.

Don. Robertson, wire chief, spent a very pleasant vacation with his family. It is reported that he visited all places of interest "back east."

Engineer Sullivan and crew went over to the Park and brought back a lot of eagles—not the ones that fly, but a special train of them.

Dispatcher Depew is taking his annual vacation and is being relieved by Mr. Bowman.

Engineer Alex. Pauling has bumped Jim Littin on the gas-electric on the Kalispell line. The bane of Alex's life is automobiles that try to beat him to a crossing.

Engineer Archie Stewart and family contemplate an auto trip the latter part of August. They expect to visit friends in the East.

H. H. Warn, locomotive foreman, with Mrs. Warn and the children, have gone on an auto trip to Coast points.

J. E. Cullen, storekeeper, attended the convention of Great Northern Railway storekeepers recently held at Grand Forks, N. D., and was made a member of the general committee.

## MESABI DIVISION

Associate Editor

A. N. HALVERSON  
Superior, Wis.

It has remained for George W. Clark, telegrapher, to show up the boys on the Range, as he is the proud father of twin boys. George says that both of them are going to be telegraphers.

J. E. McKenna, chief clerk to district engineer, passed around cigars and candy the other day, a baby boy having arrived July 27. Congratulations, Jim.

First Trick Telegrapher William Roll, at Cambridge, is away on a two weeks' vacation taking in the bright lights at Chicago. He is being relieved by Telegrapher George Laliberte, from Cohasset.

M. S. Nelson, agent, Bethel, just returned from a ten-day vacation at various points in North Dakota and Minnesota. S. A. Love took care of the relief work.

Katherine Goggin, second trick telegrapher, Nickerson, has left for a two weeks' outing at Lake Gogebic, Wis. Mrs. Ebner is taking care of the work during her absence.

C. E. Nyleen, agent, Stanchfield, is burning up gas with a new Chevrolet sedan.

D. H. Jones, second trick leverman, Hinkley tower, has left for Dubuque, Ia., and other points for a ten-day vacation.

C. H. Howe, agent, Chisholm, attended the American Legion convention at Mankato, Minn., Cliff being a member of the drum corps.

H. McKinzie, of Lengby, Minn., relieved Mrs. C. E. Pfenning as second trick telegrapher at Buhl for a short time in July, but was recently called home on account of sickness, being relieved by Operator Robert Tice.

Mrs. Grace Anderson, third trick telegrapher, Buhl, was called to Detroit, Mich., on account of the death of her husband, who was fatally injured in an auto accident.

Margaret Hurley has reported for duty as telegrapher at the Scranton Mine office.

C. E. Pfenning, agent at Buhl, and local chairman of the O. R. T., spent several days going over the Mesabi Division and was relieved by S. A. Love.

Bob McCabe, telegrapher Gunn Junction, tells numerous stories about good places to fish; but none of us have had occasion to use a trailer to bring back our catch, and evidently shall have to take Bob along with us on the next trip.

Glen Thompson, telegrapher, Swan River is the proud daddy of a baby girl born on August 3. Brass pounders take due notice and be governed accordingly.

A. P. Freitag, agent, Bock, is touring through various parts of Canada via the Ford, and we understand he intends to check up on the 18th amendment. His wife is accompanying him, however, and we imagine she can take care of him. He is being relieved by Howard Folsom.

Myron Ellis, station helper at Milaca, was called home to Black Duck, Minn., by the illness of his wife, being relieved by Andrew Stromberg. From last reports Mrs. Ellis is getting along nicely.

**STAMMER**  
If you Write for my free book "Millard's Advanced Natural Corrective Course" and a free copy of my speech magazine, 10,000 cases successfully treated. Est. 24 years. Largest school for stammers in world. Millard Inst. of Normal Speech, 2302 Millard Bldg., Milwaukee, Wis.

Peter Pollock, signal helper at Floodwood, who has recently been connected with a signal construction gang, has been assigned temporarily as a maintainer at Hannaford, N. D.

E. D. Garland, signal maintainer at Floodwood, spent four weeks on the petit jury at Hibbing during June and July. He doesn't care to say what kind of a time he had, but states if he receives any suspicious mail again it will be left uncalled for.

John Berger, formerly telegrapher at Floodwood, now relieving temporarily at Brookston, was a recent visitor at Floodwood and renewed acquaintances, particularly with the young ladies, having just purchased a Chevrolet coupe.

Our agents at points where we have stop crossings are doing some very good missionary work, particularly at Floodwood, in distributing pamphlets, "Stop, Look, and Live." All cars that do not stop before crossing are flagged down and after their number is taken presented with this folder. Eventually we hope to have our automobile drivers educated in regard to stop crossings so that they will comply with the state law.

Passenger Conductor W. H. LaSalle and wife, while driving home in their auto on Sunday, August 15, were struck by a taxicab on East Fourth Street, Duluth, and Mr. LaSalle received injuries to his arm and back and Mrs. LaSalle was injured about the right arm and shoulder. Although the injuries are not considered serious, both of them will be confined at home for several weeks.

Patricia Calhoun, steno in master mechanic's office, spent her vacation with the Good Will Tourists to Winnipeg. We understand she was stopped at the border by U. S. custom officials, but we can not determine the reason owing to her being very "mum" regarding the subject.

The Great Northern office kitten ball team has made a splendid record for the season and is very anxious to meet office teams from either the Willmar, Dakota, or St. Cloud divisions. Let's hear from you. Any communications should be addressed to Glenn Cashman, manager, in care of division superintendent's office.

Jack Holohan of the district engineer's office, Duluth, proved his ability as a ball player when he was put in as pinch hitter by the Knights of Columbus club in the recent diamond ball contest between the K. C. and Masonic teams of the Fraternal League. With two and three called on him, Jack picked on a good one and parked it for a hit, and we want to state that when a batter gets a hit off Kid Harris, he is going some. In the excitement Jack lost his ever-present cigar when running to first and it was necessary to call the game until it was recovered from the grass along the first base line.

Inventory Clerks Weber and Kringler are here to take an annual inventory, and no doubt, will be with us for several months.

James Murphy, car distributor, accompanied by his wife and son, recently returned from Solon Springs. Jim spent most of his time taking life easy.

Ralph Siels, machinist helper, has been passing cigars on a new arrival.

Mrs. T. Breen, wife of engineer, is improving slowly after a serious operation.

William LaValle, engineer, has returned to work after being laid up two months by an accident.

Mike Hall and John Ellis, engineers, have returned from Toledo, Ohio.

Elmer Strong, fireman, took first prize in a community garden contest for raising the largest peas. Some of the pods had as high as 15 peas in them. Elmer says that next year he will have the largest cabbages and cucumbers of anybody at the Head of the Lakes.

Engineer Charles Adleman has returned to work after being off two months on account of illness. Glad to see you back in the harness.

Engineer Fred Anderson has returned after being laid up seven months with rheumatism.

Engineer F. B. Westover has left for St. Cloud for the Elks' convention. Hope Frank enjoys himself as much as he did when the American Legion convention was held in Superior.

Engineer W. B. Chase returned from Winnipeg, where he was called on account of the illness of his wife, who was there on a visit.

Engineer Earl Wallander has been laid up for six weeks with a lame back.

Jack Whitner has returned to work as fireman after two months of road work with Peppard & Fulton on the new Duluth-Superior bridge.

T. Whereatt, firing on a shove at Allouez, says, "No snap firing shove job compares with 'teachin'' school."



Conductor L. E. Ayers and family just returned from a ten-day trip touring through various points in Wisconsin and Minnesota. Mrs. H. W. Ross, wife of general foreman at the ore docks, just returned from a trip down the Lakes.

Mrs. T. J. Greene, wife of assistant agent, ore docks, made a trip to Eau Claire to visit friends and relatives.

Wm. Axt, cashier, Superior freight station, spent a few days at Solon Springs and St. Paul, visiting friends and also taking a few days' rest at the Springs.

#### KELLY LAKE

The Kelly Lake Progressive Club staged its annual picnic at Doane's Landing, Sturgeon Lake, on Sunday, July 18. The weather man favored us with an ideal picnicking day, and with the excellent program provided by the entertainment committee, the day was a success in every way. The trainmen carried off the laurels from the enginemen in a tug-of-war and have been giving the head-end of the train the laugh ever since. Despite the fact that everything went along smoothly, groans and moans could be heard the following week from those who indulged too heavily in the aquatic sports. Old Sol showed no leniency at all, and as for blisters—oh me, oh my!

More grief for the roundhouse clerks. Through an agreement of the local chairmen, the Range firemen are to register their mileage in alphabetical order.

John Kuhns of Breckenridge, retired Great Northern engineer, is visiting with his son-in-law, Engineer Wm. Carlson.

Kelly Lake is in the limelight again. There has not been any fish caught in the lake for some years until the other day, when Earl White, switchman, landed a fourteen-pound northern pike, measuring thirty-six inches in length. According to reports, the landing of this monster furnished as much amusement for the natives as a ringside seat at Ringling Brothers circus.

Engineer John Lundeen has returned to work after being absent two months on account of sickness.

Conductor B. Cain and family scored a record trip to Sheboygan, making the trip in 22 hours.

Foreman Amos Coder and wife returned from a short trip to Winnipeg, Canada. Amos was troubled with tonsillitis before he left, but came home completely cured. It has been said that keeping the tonsils submerged in er-water will effect a cure.

Assistant Car Foreman J. Broderwick's family has been spending several weeks at Lake Grindstone at Sandstone. Jim has no objections to the length of their visit so long as the neighbors keep up the good work. He claims he has had to cook his supper only once since they left.

The other evening a quartette composed of three male voices, Jimmy Walsh, stenographer; Leonard Karl, machinist; and Jack Kepple, brakeman, and a female soprano (unknown), gave us a remarkable rendition of what we think must have been the original "Lost Chord." The accompaniment was furnished by Jimmy Walsh with his famous banjo-uke.

One of Kelly Lake's earliest settlers was struck and instantly killed July 23 "Jiggs" was the victim, C. DeBruyne's airedale.

Billy Benjamin, son of Yardmaster Benjamin, was seriously injured in an automobile accident July 10. He is well enough to be out with "the gang" again.

On July 20 Ralph Gaugler, machinist, took a crowd to Virginia to a circus. The following evening he had another crowd out in his Studebaker and we have not been able to discover whether Ralph was trying an imitation of some act witnessed at the circus the previous day or whether he was attempting something original; anyway, after doing a "loop-the-loop" and a "nose-dive" the auto finally landed on its side. The occupants managed to crawl out unhurt, but very much scared.

Many of the friends of Frank S. Hines of Superior will have been interested to read in

the August issue of the SEMAPHORE of his retirement June 1, 1926, with 26 years' service. Conductor Hines was presented with a radio outfit by his fellow employees just before his time of service was over.

#### MINOT DIVISION

Associate Editor  
CARL CARLSON  
Minot, N. D.

Mr. and Mrs. Harry Matson left on June 26 for a visit with Mrs. Matson's brother, Lester Murphy, at Butte, Mont., where they spent several days investigating the famous mines at that point. They report Lester as doing fine at this calling.



Carman Peter Hanenberg was called to Sanborn, N. D., Thursday, July 8, on a message stating his brother at that place had died, the cause of death being cancer.

Roy Hallas took a vacation during the later days of June and visited with relatives and friends at Duluth, Minneapolis, and Faribault, Minn. He reports labor conditions as almost nil.

While repairing his garage at his home, Carman H. C. Hustad was painfully injured when a timber, which was being used to jack up the roof "jack-knifed," striking him on his shoulder and back. He has been confined to his home for over a month.

Walter Gurniki vacationed at Superior, Duluth, Minneapolis, and St. Paul during July. Van Richards was off the job a few days the past month on account of indisposition.

Arthur Holtz was off the job for 14 days under a physician's care for "empyema right maxillary sinus hypertrophic rhinitis." He was nearly hump-backed carrying about these medical terms, but has now fully recovered and is back on the job. Receipt of his insurance check did it all.

Grand Lodge Trustee E. E. Walgren, machinist at the local roundhouse, received the sad news July 14 of the sudden illness of his baby girl, Marvel Nioma, aged 14 months. He started immediately for his home at South St. Paul, but arrived too late to see her alive. The little child had accidentally got hold of a box of sugar-coated liver pills and had eaten some. It was discovered and she was urged to spit them out but she had swallowed some and there was no help. Physicians were called, but it was too late. Interment was held at Crystal Lake Cemetery, Minneapolis, in the family plot. The sympathy of the community and crafts go out to the bereaved family.

Carman Helper Anton Zimmerman returned to his work here after a 60-day leave of absence. He accompanied his wife, who was ill, to Oregon City, Ore., where she is regaining her health, and where she will remain until next year. Mr. Zimmerman has invested in a few acres of real estate there and plans later to make it their home.

Grand Lodge Trustees Walgren and Lano went to St. Paul during the week of August 21, where they were called to audit the books of the organization and attend to other matters pertaining to the Grand Lodge.

Harold Paul Roach, assistant material clerk in the superintendent's office, has been wearing a smile that won't come off, since July 17, when he took upon himself a charming bride in the person of Marguerite A. Hoffman, of Minot. Here's hoping, Paul, that the sea of matrimony may never become disturbed nor the tempests too severe. You have our sincere good wishes for a long and happy married life.

Claude Cassady, agent at Mohall, N. D., has again gone on his annual vacation to his old home at Olney, Ill. The agency at Mohall is being looked after by L. R. (Bones) Larson, who was taken out of the ticket office at Minot night shift to enable him to get a little night's rest. Mrs. Cassady, also, is making the trip to Olney.

Albert J. Brevier, agent at Minto, Man., has gone to Browerville, Minn., to move his family to Minto, where he has become permanently located. Norbert J. Auer is looking after the station during his absence.

John P. Kincaid, extra agent at Thorne, N. D., has gone to his old home in Indiana to settle up some estate affairs. Thorne agency is being looked after by Ole Hamre during his absence.



The pictures shown above are no fish stories, but a recent two hours and thirty minutes catch by Conductor Harry W. Walker and crew, at Oakland, Canada, 57 miles out of Brandon, Manitoba. Conductor Walker would like to have W. F. (Red) Cloone show his cards now and go him one better, if he can. This is not like the fish story that "Red" showed us previously, but a true one, as proven by the pictures. Reading from left to right in group picture, are: (1), H. W. Walker, conductor; (2), E. R. Matz, and (3), extreme right, G. A. Schuman, brakeman. These are all Great Northern pike; the largest weighed twelve pounds and two ounces. We all shall have to take our hats off to Harry now.

J. E. Lohman, ticket seller at Williston, has given up that position to buck the extra list, and former ticket seller Chas. E. Dunn, who has held down the agency at Dunsenith for the past two months, has again decided that Williston is a better place to live in than Dunsenith, and bid in the position vacated by Mr. Lohman. U. G. Zimmer, who was displaced at Coteau, N. D., is filling Dunsenith agency until placed on bulletin.

On account of closing Stampede, N. D., station permanently, A. C. Turner, agent, displaced U. G. Zimmer at Coteau, N. D.

E. J. Retzlaff, agent Springbrook, N. D., has been confined to his home with neuritis for some time. R. M. Lenarz, extra man, is looking after the station during his illness. Here is hoping you will soon be around again, Ed.

Kate Wyatt, ticket seller and operator, second trick, Minot passenger depot, has gone on a three weeks' vacation, motoring to various points of interest in the state. T. W. Lohman is holding down the ticket job during her absence.

L. L. Berce, operator, returned to his duties at Berthold, N. D., August 1, after three months' absence visiting relatives in various points in the Northwest. Berce will be putting in his spare time from now until September 17, getting his hunting dogs in trim for the opening of the hunting season.

Dollie Mower, formerly with the Standard Oil Company at Minot, has accepted the position of stenographer in the superintendent's office vacated by the resignation of Kathleen Hogan.

P. J. Daveau, car steno, superintendent's office, is spending two weeks' vacation at Winona, Minn., Brainerd, Minn., and Chicago, Ill. It is rumored that when he returns he probably will not be alone. At any rate, the boys are looking for cigars. How about it, Phil?

**CARGILL ELEVATOR COMPANY**  
**CARGILL ELEVATOR COMPANY OF NORTH DAKOTA**  
**MONTANA CENTRAL ELEVATOR COMPANY**  
**CARGILL COMMISSION COMPANY**  
**MINNEAPOLIS SEED COMPANY**

**GRAINS AND SEEDS**

**Operating Terminal and Country Elevators on the Great Northern Railway System in the States of Minnesota, Wisconsin, North Dakota, South Dakota, and Montana**



The heavy rain that came down in the Minot vicinity Sunday night, August 8, was the first good rain in two months and things have brightened up considerably since. It was very beneficial to corn and spuds, also garden truck and pastures, although too late to help small grain any.



The above picture shows two new "boiler-makers" at Minot roundhouse. They are, from left to right: Mrs. S. J. Foster, wife of Boilermaker S. J. Foster, and Francis C. Dugan, from the Teachers' College, who recently gave the fire box on engine 3222 a thorough inspection. They look like real mechanics, and as reported, they gave the thirty-two twenty-two a favorable report.

#### WILLISTON ITEMS

Conductors Robert White and William Harvey, of the Montana Division, with their wives and some visiting friends, motored up on the Grenora line and spent some time at Brush Lake during the past month.

Machinist Ray Milner and family spent a couple of weeks visiting at Grand Forks and St. Paul during July. Mr. Milner's father is a veteran machinist at Dale Street shops.

Mr. and Mrs. W. B. Diggins were July visitors at Williston. Mr. Diggins is a former employe in the roundhouse at this point, but is now working for the S. P. & S. at Vancouver, Wash.

Agent S. S. Caswell and family spent their vacation visiting at Grand Forks and Minnesota points, and later visited at Great Falls during July.

Conductor Walter Johns and family motored to Minot during July. While there Mr. Johns gave his farm, located southeast of the city, the once over.

Car Inspector Ray J. Bowman has taken a six months' leave of absence on account of ill health.

Car Inspector George Rohrbacher and father spent about a month visiting friends and relatives in Michigan. George drove his car down and back. Even if it is a Chrysler six you cannot be sure that you are going to get back to town under your own power, can you, George?

Newton, Gile, and Arsenaault, of Bill Smith's force on the repair track, accompanied the Upper Missouri Band to Ft. Union to assist in the celebration staged at that point by the Columbia River Historical Expedition on July 17. The band took part in the flag raising ceremonies held there last year which brought so much favorable comment by the press.

It looks as though the days of the Chinese laundries on the West Coast were numbered, if one may judge by appearances. One day during the past month there was a special train of 28 cars of Maytag washing machines which passed through this point billed to Spokane, Wash., for distribution.

Another mystery has sprung up at the freight house. Someone has been making away with the water out of the batteries and Fleming is laying it onto John Merklene or Nels Flaget, as he says they have been showing considerable life at certain periods of the

**\$12.00 AN HOUR**

selling Double-Wear Shoes for largest "direct to wearer" shoe firm in the world. \$5.00 values, at \$2.95. Complete line, all big values. Volume sales are sure. Liberal profits to agents. Write quick for FREE particulars.

**\$2.95** **DOUBLE-WEAR SHOE CO.**  
Work Shoe 344 E. Lake St., Minneapolis, Minn.

day, and he has an idea they are drinking his battery water for the "kick" they get out of it.

Pat Durbin spent his vacation at Minot and nearby points during July.

Frank Long and family spent a couple of weeks during July visiting with his mother at Menomonie, Wis.

Yardmaster Jeffries took a vacation during the first part of July and visited several points in western North Dakota, including Minot and Killdeer.

Oscar Murrie, train dispatcher on the Missouri Pacific at Little Rock, Ark., was calling on old friends at Williston the past month. Murrie will be remembered by old timers as having been a day operator at this point back in 1901 and 1902 when Billy Benton was agent and C. H. Porter was night operator, yardmaster, ticket agent, baggage agent and about everything else but night call boy, which position was filled by the writer during vacation periods. While at Williston Mr. Murrie's health was very poor but it looks as though Arkansas agrees with him. He is fat and hearty and does not look as old as he did 25 years ago.

Jerry Cahill, boiler inspector, Western District, was a July caller at this point.

Car Inspector Ray Woods and family spent a short vacation at Portland, Ore.

Car Inspector George DeMoss and family are visiting friends and relatives in Iowa and Missouri.

Ole Hovind, of the freight house, spent a short vacation visiting at points in Michigan, Ontario, Wisconsin, and Minnesota during July.

Night Call Boy Earl McIntyre spent his vacation at Lake Carlisle amid very pleasing surroundings.

William Mengel and family, of the Williston stores department, are spending their vacation in the Twin Cities and Chicago.

In the present controversy over the country between the "wets" and the "drys" we wish to say that the "drys" are overlooking a shining example for their side of the story as to the good effects that follow getting on the "water wagon" by not calling attention to John Heffernan, "skipper" of the "Toonerville Trolley," that meets all trains at Williston. "Skipper" John reached Williston about the same time the first rails of the Great Northern did, and Williston was at that time just such a town as has been pictured in the Santa Fe Trail, the Iron Horse, and other books and motion pictures dealing with the frontier of railway building. The majority of the citizens had one of two occupations to choose from: liquor dealers or gamblers. "Skipper" John did not take well to either, and after sizing up the situation, decided that Williston was in need of a water works system. He accordingly secured four or five whisky barrels, placed them in a wagon box, secured a couple of pails and filled the barrels with Missouri River water and started in business. Water delivered at your door for "two bits" a barrel. Thus was Williston's first water works system installed, filling a much felt want. Climbing on the "water wagon" at this time was the foundation of "Skipper" John's now comfortable position in life. He is now the owner of one of Williston's largest business blocks, a handsome home, several fine stock ranches and last, but not least, Williston's "Toonerville Trolley" that meets all Great Northern trains.

Windell A. Bell, ex-car steno on the Minot Division, now of Decatur, Georgia, who is taking up the study of medicine, is visiting at the home of his parents, Mr. and Mrs. Alex Bell. He was accompanied by his wife and daughter, Jane, who will remain for the balance of the season.

Alvin Gran, material clerk in the superintendent's office, together with his family, is on his vacation and is taking a motor trip to Minnesota and points in eastern North Dakota.

Oscar Olson, O. S. & D. clerk in the superintendent's office, is spending his vacation in Seattle and Portland. Here's hoping Oscar will return with one of the beauties from the Coast.

Irene Hawley, trainmaster's clerk, has been vacationing in Chicago and Minneapolis, and reports that she has a very fine looking niece in Chicago. Irene looks forward annually to these little visits with her.

#### MONTANA DIVISION

Associate Editor

JOHN. C. KOERNER

Havre, Mont.

We were sorry to receive the sad news on July 13, that Henry Ringwald, son of Mrs. E. Ringwald, telephone operator at Trenton, N. D., had been fatally injured at Houston, Texas, and passed away a few hours after the accident. He was employed as engineer in charge of construction of a theatre building and was taking some material up in an elevator when the cable broke letting him drop with the elevator seven stories to the ground resulting in fatal injuries. The remains were brought to Stillwater, Minn., where they were laid to rest July 17 being accompanied from Houston by his younger brother, whom he was putting through the University of Texas. The deceased was a young man of exemplary habits and was advancing very rapidly in his chosen profession. The sympathies of her many friends on the division are extended to the bereaved mother.



R. A. Kuchenski, superintendent, Cuban Railway, Camaguey, Cuba, formerly a conductor on the Montana Division and a member of the Expeditionary Forces to Siberia during the World War, paid a visit to his old haunts at Havre and vicinity recently and spent a few weeks with his family, who are living at present with his wife's relatives on a ranch north of Havre while Rome is receiving treatment at the Government Hospital, Fort Douglas, N. M. His many friends at Havre were pleased to welcome him in their midst and all sincerely hope he will soon recover his health and be able to resume his duties.

H. B. Kluzak, conductor, has been seen walking around in somewhat of a trance and smiling to himself ever since the arrival of that new daughter of his; and his many friends have been congratulating "Sport" and wishing him many more.

Dispatcher C. E. Emerson and Traffic Chief O. E. Forde, Havre relay office, and their families spent two weeks' vacation touring Glacier Park and report a good time.

Dispatcher A. L. Decker and family spent his vacation visiting friends and relatives in Seattle, Portland and Vancouver, Wash.

When the change in terminals was made from Wolf Point to Glasgow July 18, the sudden advent of so many train and engine men in Glasgow taxed the rooming houses and hotels to such an extent that some of the men were unable to secure lodging. W. Baynam, the police officer of Glasgow, found Conductor Jno. Lanham and his two brakemen wandering around the streets searching for a place to sleep, and taking pity on them, turned the city jail, which fortunately was empty, over to the boys. They spent a restful night, although John says he woke up several times, and looking up, saw the light shining through the bars and wondered for a moment what he had done *this time*. The spirit of the people of Glasgow was very fine toward the boys. They fed them and furnished places to sleep for two days.

Mrs. A. C. Mueller, telephone switchboard operator, Havre, was taken to the Sacred Heart Hospital, Havre, on July 21 where she underwent a serious operation and has been in the hospital since. Her many friends wish her a speedy recovery and return to work.

A. W. Schilling, agent, and wife, of Bainville, have been in Havre for the past two weeks taking treatment from local doctors. Their friends wish them a speedy recovery.

Master Mechanic Dan O'Neil and family spent two weeks' vacation camping out in Glacier Park and report a very nice time. They made the trip from Havre and return in Dan's Dodge.

Henry Hales, beltman, Havre shops, for the past 12 years, passed away August 9, and the many friends of the family extend their sympathies. He is survived by his widow, two daughters, and a son.

Ed. Hughes, shop foreman, Havre shops, and his family are spending their vacation in Glacier Park.

The Scobey-Opheim extension is nearing completion and will be open for service by September 1. This will make a very important addition to the Montana Division, and it is expected a heavy business will be handled on the line this fall, as extensive improvements are being made at the various stations for



## \$2.00 brings your New Priscilla!

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

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

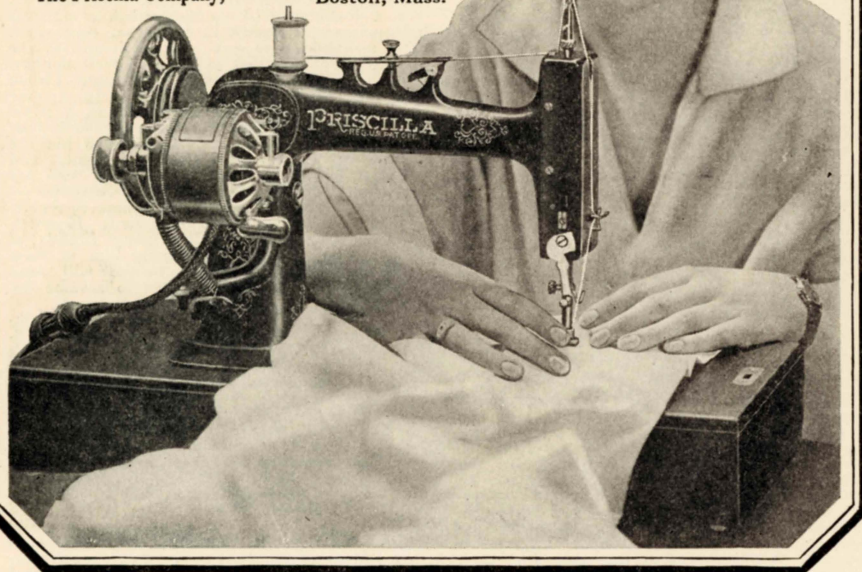
The Priscilla Foot Treadle machine is mounted on a highly finished quartered oak frame. Four capacious drawers. All Priscilla models have newest improvements. Drop head; Automatic Bobbin Winder, Self Threading Shuttle, Stitch Regulator; Smooth, even Tension. Produces the famous double thread Lock-Stitch.

### Life-time Guarantee

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

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

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



handling the fall crop. At Four Buttes two elevators are under construction; at Peerless, three elevators; Richland, three; Glentana, two; and at Opheim, four. A considerable amount of business is expected to be secured from Canadian territory also owing to the proximity of the line to the international boundary.

On August 6 and 7 the business men and American Legion of Opheim put on a celebration in advent of the completion of the railroad into Opheim and the affair was one of the biggest celebrations held in northern Montana for some time. A rodeo was put on both days, two aeroplanes made flights during the two days and other sports were indulged in. On Friday, August 6, His Excellency, Governor Erickson, of Montana, addressed the assemblage, and on Saturday President Budd, accompanied by Vice-President Gilman, General Superintendent W. R. Smith, Superintendent A. E. Knights, E. C. Leedy, C. D. Greenfield, and other railroad representatives visited the city and enjoyed the celebration. President Budd made an interesting talk. Everyone attending reported a good time and the affair was a huge success in every way.

On July 27, while his train was heading into Havre yard, Conductor A. E. Richardson was seriously injured, by the slack running out on the train and throwing him against a table in the caboose. He was injured internally, and was immediately taken to the hospital at Havre where every attention was given him, but he passed away August 1. He is survived by his father, a daughter 13, and son 9 years of age.

Thirty years of service with the Great Northern Railroad marked the life of the late Fred Vannetten, who died May 24 at his home at Pacific Junction, after an illness of six months, and was buried from St. Jude's Thaddeus church, May 29. The deceased was one of the best known employees of the Great Northern

Railroad for many years. He was born in Ephraim, Michigan, March 23, 1863. Christmas eve in 1900 he was married to Kate Mitchell. They celebrated their silver wedding anniversary last year. No children were born to the union. Mr. and Mrs. Vannetten came to Havre from Laramie, N. D., 15 years ago and they have made their home in Hill county since. The deceased was a member of A. O. U. W., the Degree of Honor and the maintenance of way organization. His popularity was attested by the large concourse that followed the body to the grave and the many floral tributes sent by friends.

On August 6 we enjoyed a visit at Havre from President Budd. He arrived on No. 4 in the afternoon and accompanied by a number of the business men of the city made a trip by auto to Chinook, where they inspected the sugar factory and the beet fields in that vicinity. Mr. Budd and party left on No. 28 the following morning for Glasgow en route to the celebration at Opheim and for an inspection trip over the new Scobey-Opheim extension.

D. E. Carlin, yardmaster, and family made an extended auto trip on his vacation throughout the western part of the state in the vicinity of Libby, and Dan reports they had a very enjoyable trip and had no difficulty in making all the high places with his new Chrysler "70."

On August 7, as the local freight was pulling out of Nashua, Mont., Conductor H. L. Thomas, in attempting to board the moving caboose, missed his hold and was thrown to the track, his right leg being broken in three places. He was taken to Glasgow immediately where he received surgical attention and the same night was moved to Havre and placed in the hospital at that point. At last reports Harry is doing very nicely, and all the boys and his many friends are wishing him a speedy recovery.

Ruth Smith, trainmaster's clerk, is enjoying her vacation visiting her folks at Auburn, Wash.

F. H. Taylor, trainmaster for many years on the Montana and Butte divisions, has resigned and left railroad work. He has embarked in the sheep industry with his brother-in-law on the Blackfoot Reservation north of Browning, Mont. Fred has been connected with the Great Northern for the past twenty years in the capacity of chief clerk to general superintendent, traffic inspector, and trainmaster. He will be greatly missed by his host of friends among the railroad employees. We all wish him success in his new venture. He will make his home in Great Falls for the present.

Dispatcher F. B. Wilbur and wife are enjoying their annual vacation by touring Yellowstone Park by auto.

R. A. Berryman, second trick operator, is relieving Andy Schilling as agent, and B. C. Ish, tollman, at Yellowstone River bridge, Fairview, is relieving Mrs. A. W. Schilling, operator at Bainville, while the Schillings are in Havre.

## ST. CLOUD DIVISION

Associate Editor

JULIUS A. JOHNSON

Minneapolis, Minn.

A nice patch of sweet peas was started at St. Cloud round house this year and they had them growing nicely for awhile, but the flowers did not reach maturity due to using the wrong hose the last time they were watered and as a result the flowers were sprinkled with hot water and steam thus ending their career. This should be fruitful ground for the local Safety First committee to work on next season.

Claim Clerk Carl Poepeke, of St. Cloud, and his wife, Olga, who is operator and ticket clerk there, are spending a vacation at Seattle and other Coast points.



John Mayer, chief collector, Minneapolis local, resumed his duties August 9 after an extended absence account of illness. Patrons of the G. N. will again enjoy a pleasant smile and many thanks when they turn over their checks to John.

The ranks of the bachelors at St. Cloud are thinning out rapidly. This month we are called on to report the marriage of Operator J. H. Robertson to Nellie Simon, which occurred at Minneapolis on July 19. Best wishes for a long and happy matrimonial voyage.

Hugh Manley is back on the job again at the Minneapolis freight station after being away eleven months because of sickness. We are all glad to see Hugh back again and able to perform.

### CARD OF THANKS

We desire to express our heartfelt thanks through the SEMAPHORE to the Superintendent's office force, employees at Clearwater Junction and others for the beautiful floral offerings and kind expressions of sympathy at the time of our recent bereavement in the loss of our wife and mother. The acts of kindness shown us at this time are greatly appreciated.

John Czock and family.

Arne Johnson, formerly messenger boy at the Junction, was recently promoted to "mud hop" and with the additional kale coming in he is giving the other Northeast sheiks much competition in parading the glad rags.

Car Checker George Mitchell is burning up the country roads in a new Dodge sedan.

Willis Burch, clerk at Wadena, is back on the job after a leave.

Roy Ackerman, Bobby Murdy, Charles Harrison, Frank Brehnan, Dan Spillane, and Harold Beckstrom are practising every day at various golf clubs, striving for the golf championship at the St. Paul local. To date Ackerman is out in front, but it looks as though he will have plenty of competition before the finals are played.

Minnie Vivian, chief dispatcher's steno, met up with an entire family of mice in her desk the other day. She stuck by the ship until all the intruders had been disposed of, but left on a vacation very shortly after the encounter,



no doubt feeling that rest and relaxation would prove beneficial to a badly shattered nervous system.

Harold Beckstrom, St. Paul freight, and wife, are planning a second honeymoon to be spent in San Diego. They spent their first one in Chicago a year ago last June.

Friends are sorry to hear of the serious illness of Car Distributor R. E. Martin's mother, who is being treated at St. Mary's Hospital at Minneapolis. Mrs. Martin was formerly matron at the passenger station.

Chief Clerk Fred W. Scheiber, St. Paul freight station, has returned from a two weeks' trip to Spooner and vicinity.

Operator F. J. Winne of Como tower is away on a fishing trip.

Floyd Hughes, prosperous yard clerk at Minneapolis Junction, has just completed a handsome apartment building in Southtown. A photo of it will appear in an early issue.

Yardmaster J. P. Gaetz, St. Cloud, spent his vacation at Lake Pogeckema, near Grand Rapids; Maurice O'Connor, rate clerk, sojourned at the lakes near home; and Car Clerk Hubert Knops put in a few days near St. Paul.

The committee in charge of arrangements for the Minneapolis Club's picnic, which is to be held at Columbia Park on August 22, is busily engaged in completing the program of races and all sorts of athletic events. Prizes to be distributed include: face, house and barn paint; beauty paste, shaving cream and automobile grease; jewelry and motor accessories; candy, cookies, and canned edibles; office equipment and sporting goods; and a long list of useful articles of every description. Indications point to a large crowd if the weather man is at all kind.

R. G. Stillman, operator at "S" office, is contemplating a trip to the West Coast and plans to leave August 22.

Henry A. Paulson, a former bill clerk at Hamlin Transfer, and brother of Waldon F. Paulson of the St. Paul local, died on July 13 after a long illness. Mr. Paulson was a World War veteran and had been at the Walker Sanatorium for a number of years. The family have the sympathy of their friends in their bereavement.

Martin Ridge, formerly employed at the St. Paul freight station, was accidentally killed on August 13 when he fell from a moving truck.

Assistant Superintendent Neide and family have just returned from a motor trip in Northern Minnesota.

Car Clerk Arthur Amlee, of the St. Paul local and Margreth Bjornstad were married July 31 and are now on a trip to the West Coast, Banff, and Lake Louise. They have the felicitations of all their friends.

Helen Pounder and Myrtle McGinty, of Minneapolis local, spent their vacation motoring in northern Minnesota. They discarded the auto on the last day in favor of hiking.

Vern Stone has been transferred from Wadena to St. Cloud.

Ernest Beltgren, of Minneapolis freight, and family are enjoying a vacation in the wilds of Washington. His grip is well stocked with Ry-Krisp in case civilization is left too far behind.

Employees at the St. Paul freight station are organizing a bowling league with both the warehouse and office represented. From appearances, they will have a crack bunch of pin tumblers.

Mark O'Neill, of the Minneapolis passenger station, is being congratulated on his recent marriage.

Carmen at Fridley were grieved to hear of the misfortune of Charles Broten, blacksmith Fridley shop. Mr. Broten's son, 10 years of age, was recently killed at his home by his horse stepping on his chest.

Magnus Erickson, car inspector, recently received a nice present from his wife in the way of a nice, big boy. Next time we hope to see some cigars.

Wm. Kahler, wrecking foreman, recently fitted his face up with a new set of ivories. To date he has only been able to chew soup, but here's hoping he will be able to gnaw corn before it gets out of season.

Elian A. Schander, clerk in the car foreman's office at Fridley, found it necessary to dress up again in his bob-tailed coat and shoe-string tie. Not satisfied by being bossed on the job, he enlisted another boss to handle his affairs at home. He is spending his honeymoon in Los Angeles.

Lawrence D. Anderson, clerk, car foreman's office at Fridley, recently made a trip to Winnipeg. We understand this was also a honeymoon trip, our friend L. D. being married July 24, beating Schander by about a week.

Two weddings in one week in the car foreman's office at Fridley was too much for Violet Bloom, stenographer in that office. Not wishing to follow in the steps of her co-workers, but feeling that some sort of celebration was due her, she took in the circus August 11, her first in all these years.

H. Schonebaum, clerk in the local freight, who is a fisherman of note, bought a cottage at Lake Minnewawa after he had been impressed by the seller that the fish up there were too big to be landed by ordinary fishing methods. Henry was all prepared with trailer, grappling hooks, block and tackle, etc. After spending two perfectly good vacation weeks, he came home with the following results: fish bites, one; mosquito bites 900,000.

Emil Heinrich, section laborer at Alexandria, Minn., who has been laid up several weeks with an injured leg, is now able to navigate with the aid of crutches.

Mrs. H. W. Maguren, wife of cashier at Alexandria, Minn., is now recuperating from the effect of an operation on her tonsils.

Freddie Schultz, warehouseman, Alexandria, has moved into his newly remodeled home on Third Avenue West.

Veteran Conductor Thos. J. Kelly has returned to Portland, Oregon, after making visits at Fergus Falls, Pelican Rapids, and St. Cloud.

Conductor McCurdy has just returned from a visit to his farm and reports crops fine.

Joe Gallagher is now running on Nos. 11 and 12, St. Paul to Fargo.

Bill Prescott, agent, American Railway Express Company at Fergus Falls, is on his annual vacation, and will visit in Duluth, Grand Forks, and Minot. He is relieved by Mr. White.

(From Mille Lacs County Times)

A crew of men started this week on the job of painting, varnishing and redecorating the interior of the Great Northern depot here. Milaca has one of the finest depots on the line and the company is keeping it in excellent shape for the accommodation of the public. Agent Joe Heisler is on the job all of the time and is one of the most efficient agents in the service of the company. Milaca people always find him cheerful, genial and accommodating in every respect.

## SPOKANE AND MARCUS DIVISIONS

Associate Editor

FRANK W. SEXTON  
Spokane, Wash.

C. A. Mulch, fireman on the Marcus lines, has returned from an extended visit to the Coast cities and taken the extra work out of Hillyard.

R. A. (Cy) Coutts, engineer, laid off to help fight forest fires in B. C. One week was enough. Cy is now back at work.

Mrs. Dan Fleming, wife of engineer, accompanied by their daughter, Mary, and son, Dan, Jr., is spending the summer at Deer Lake.

R. A. Gokey, Marcus line brakeman, wife, and daughter, have returned from a six weeks' trip to California points.

Mrs. John Platt, wife of brakeman, accompanied by her son, Robert, is visiting relatives at Missouri Valley, Iowa.

Mrs. W. L. Edwards, wife of brakeman, accompanied by the children, is visiting friends in North Dakota.

George Mott and J. S. Wallace, engineers, accompanied by their families, spent a vacation fishing near Libby, Mont.

Employees at Hillyard extend their sympathy to J. D. O'Callahan, brakeman, who was called to Ohio by the death of his mother.

The residents of Ephrata are praising the public spirited act of the company in granting them permission to connect with our water supply at that point. The water will be used in maintaining a park opposite our depot. This site was covered with debris from a burned building and has been unsightly for years. Through the work of residents and the co-



Cameras and Kodak Supplies  
Amateur Finishing

## ROYCE STUDIO PHOTOGRAPHERS

Photographs of Every Description, Enlarging and Picture Framing  
Phone 3033 4905 Market, Hillyard

### SENSATIONAL SALE \$3

Here is a bargain—a genuine L. C. Smith (the only ball-bearing typewriter made) at the **Lowest Price Ever Offered** and at small monthly payments. All the 1926 improvements; highest quality rebuilt; guaranteed for 5 years.

**SEND NO MONEY**

Without delay or red tape, we'll send you this typewriter for a 10 day FREE trial.

FREE Typewriting Course, Tools, Waterproof Cover if you act now. Write today for Special Offer and free typewriter manual.

**Smith Typewriter Sales Corp.,**  
729-360 E. Grand Av. Chicago

## FREE TO R.R. MEN

### CROWN RAILROAD TIME BOOK

**BEST EVER PUBLISHED**  
Good strong covers; inside pages high grade bond paper, contains latest, approved time sheets, special record pages, useful data and other information.

*Just Sign and Mail Coupon*

Copyrighted and Published by the Makers of  
**SUPER CROWN SHRUNK**  
*The Million Dollar Overall*  
Guaranteed Not to Shrink and Not to Fade  
The Only Overall On Earth With This Iron Clad Guarantee

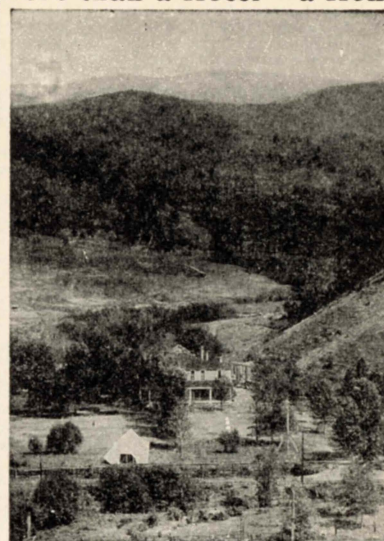
FILL IN AND MAIL TO  
**THE CROWN OVERALL CO.**  
*Largest in the World - CINCINNATI, OHIO*

**SEND ME FREE TIME BOOK**

Name of Dealer.....  
Address.....  
My Name.....  
Address.....

THE WORLD WORKS IN CROWN OVERALLS  
MAIL COUPON NOW

## More than a Hotel—a Home



FOR REST AND PLEASURE

visit

**ALHAMBRA HOT SPRINGS HOTEL AND SANATORIUM**

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



operation of the company it will be transferred into a beauty spot.

President Budd, accompanied by L. C. Gilman, vice-president; F. S. Elliott, general superintendent; J. M. Doyle, superintendent; F. Mears, assistant chief engineer; and J. C. Maher, general agent at Wenatchee, recently made a trip by auto from Wenatchee to Oroville. Stops were made at Lake Chelan as well as at the principal towns in the valley.

H. W. Morrill, pensioned engineer, has left for a visit with relatives at Omaha, Nebraska, and Kewanee, Illinois.

E. F. Mahle, yardmaster, Hillyard, and family have returned from Diamond Lake, where they spent his vacation.

Mrs. C. D. Murphy and Francis, wife and daughter of brakeman, have returned to their home in Oroville after visiting friends at Barkersville, B. C.

A. Kase, chief dispatcher, and wife are spending a vacation in Indiana.

D. W. Dunn, assistant chief dispatcher, who has been spending a vacation on Lake Coeur d'Alene, returned to work and is relieving E. A. Leahy, who is acting as chief dispatcher.

E. A. Leahy, assistant chief dispatcher, will leave for Salt Lake immediately upon the return of Mr. Kase.

Marie Garber is handling the second truck at Naples, relieving F. E. Strong, who is on sick leave.

L. M. Prochnow, agent at Ymir, B. C., has returned from his honeymoon.

#### In Memoriam

Delving in the Wit and Humor archives of the engineering department at Spokane, Hugh S. Lafferty, whose avocation is responsible for his name on the payroll of that department, but whose vocation really is chief local representative of our Research and Historical Bureau, has unearthed and forwards to us the subjoined tearful threnody:

Alone on the depot platform,  
Fanned by the cold wind's breeze,  
Stands an empty eight-gallon beer keg  
With nothing in it to freeze.

Shorn of past former glory,  
Drained of its last amber dreg;  
Beerless, bungless, and friendless  
Stands an empty eight-gallon keg.

P. D. McIntyre, extra operator, is visiting friends in eastern Canada and New York state. M. E. Anderson is acting as agent at Naples, relieving Fred Justice, who is on vacation.

P. T. Peach, agent Priest River, accompanied by his family, has returned from a two months' trip to California and eastern points.

Ruth Langbein, operator, Ephrata, is away on account of sickness, relieved by Operator Ingersoll.

B. J. Setterholm, operator, Priest River, is laying off account sickness.

J. C. Vican, operator, Newport, has taken a two weeks' leave of absence.

Operator G. F. Grundy has returned to Spokane and is helping out on the extra board during the fruit season.

Elmer Hopkins, operator, Wenatchee, recently visited his mother in Spokane.

R. J. Zapell, extra operator, is now working temporarily in the city ticket office, Spokane.

We regret to announce the death of Eugene, the twelve-year-old son of H. W. Green, depot ticket agent at Spokane, who passed away on August 10, after a long illness. The sympathy of the SEMAPHORE and of all employees is extended to the bereaved parents.

H. C. Mannon, extra operator, has resigned and is now connected with a commercial firm in Shelby, Mont.

R. H. Helsby, operator, has accepted the position of agent for the S. & I. E. at Valley-ford, Wash.

Andy Anderson, dispatcher, has recently purchased a Willys-Knight sedan. As Andy is the only unmarried dispatcher in the office, the boys are wondering how come he needs such a big car.

F. A. Kachinsky, chief clerk to the assistant superintendent of telegraph, had his car badly smashed in an accident on the Diamond Lake road August 1. Fortunately, none of the party was seriously injured. "Kach" vigorously denies the report that he turned out for a bridge which he met coming down the road.

Dispatchers Triplett and Leahy, the Izaak Walton of the office, recently made a fishing trip out the Pend O'Reille highway. An accident to the steering gear caused their car to leave the road. No one was hurt, but their fishing trip was spoiled. They have since had to stand a lot of kidding about taking forty-eight hours to cover fifty miles. Come to think of it, it is hard to believe of two crack dispatchers.

G. A. Knutson, signal maintainer at Leonia, has bid in the same position at Wilson Creek.

C. A. Anderson, signal maintainer at Spokane, is the proud father of a baby girl. Have had no reports on the mother and baby, but the father is doing well.

E. Luce, signal foreman, has been transferred to the Cascade Division, as foreman on the electrification work between Tye and Skykomish.

Fred Faulkes, who has been employed in signal construction work on lines east, has returned to the Spokane Division.

A. Reini, signal maintainer at Quincy, has purchased a new Chevrolet sedan.

The fire situation in eastern Washington, Idaho and western Montana has reached the most serious proportions since the big fires in 1910. The Great Northern labor agency at Spokane has shipped two hundred and sixty-eight fire fighters to the Government camps at Belton, Montana, within the last ten days. Since August 1 the sun has not been clearly visible in this vicinity.

Earl Stansbury, engineer, Hillyard, is the father of a baby girl. The little lady has been christened Louise May.

Mrs. E. C. Groeger, of St. Paul, is visiting her son, Ed Groeger, engineer at Hillyard.

Walter Clausen, assistant chief clerk in the office of district engineer at Spokane, accompanied by Mrs. Clausen and their two sons, has returned from a vacation spent at Seattle, Vancouver and Edmonds. While spending a day at Edmonds-on-the-Sound, Mr. Clausen proved himself a hero by rescuing Beth Cady from drowning. Miss Cady, with three other girls, had floated quite a distance from shore on a raft. They abandoned the raft and started to swim to shore. Almost immediately Miss Cady called for help. Mr. Clausen who was on the beach at the time thought she was bluffing, as none of the other girls paid any attention. He watched her, noticed her go down and the second time she stayed down for some little time. Mr. Clausen went in after her and brought her to shore in an exhausted condition. (We are indebted to Mrs. Clausen for the above report as Walter won't say a word about the rescue.)

Ernest Chantrell, draftsman in district engineer's office, has returned from a vacation spent in Seattle and Vancouver. It's really remarkable how many of these vacations are spent in Vancouver this year.

Engineer Henry Wendt, of Spokane yard, was seriously injured early in August, receiving severe burns on his face and arms while attempting to repair a fuel oil supply pipe.

Engineer J. M. Scherrer, on runs one and two, Spokane to Wenatchee, underwent a serious operation for stomach trouble August 12 at St. Luke's hospital. Mr. Scherrer is gradually improving.

H. R. Jones, engineer, is spending a month motoring through Oregon and California.

Nick Oster is holding the run on one and two during the illness of Engineer Scherrer.

Motor Car No. 2315, a gas-electric type, was substituted for steam trains 39 and 40 between Spokane and Leavenworth August 5.

The work of constructing the concrete viaduct at Green Street on the double track main line between Hillyard and Spokane is progressing very rapidly. The opening of this street will be a decided convenience to residents in the eastern part of the city.

The Sells-Floto circus was handled on the Spokane Division, westbound, August 8 and 9. Miller Brothers 101 Ranch Shows were handled over the division August 22 and 23. The Sells-Floto Company lost three elephants at Cranbrook, B. C., just before reaching our line. The man who lost the bass drum and was formerly the World's Champion Loser certainly lost the belt to the man who can mislay three elephants.

Engineer Fred Whitmore, of runs 3 and 4, Spokane to Troy, is laying off for a month and is being relieved by Engineer W. J. Barrett.

Mrs. H. V. Francis and Harriet, wife and daughter of Engineer H. V. Francis, spent the months of July and August visiting friends and relatives in Michigan and Pennsylvania.

A large number of the remaining wooden trestles on the second district have been replaced by large concrete pipes. The work of filling in these trestles is about completed.

Conductor John Murphy, of the W-O passenger run, took a five weeks' vacation in July and August. He was relieved by Conductor Geo. Hopkins.

The double track through Hillyard yard and the installation of the interlocking system which governs the movement of trains into Hillyard are just about completed.

Engineer Max Faulkner, of the Rexford-Troy local, was able to return to work August 15, after being off nearly a month due to injuries received to his right arm while in the performance of his duties.

Mrs. H. H. Dean and Dorothy, wife and daughter of Engineer H. H. Dean, spent a portion of July and August visiting friends and relatives on the Coast.

Engineer Frank J. Hanover, who has been in work train service for the past four months, has taken a switch engine in the Wenatchee yards.

Engineer Harold P. Hawkins returned to service August 10, after being off for six weeks due to injuries received in a derailment June 7.

**A. S. ODEGARD & CO.**  
Member Spokane Realty Board  
**Real Estate and Insurance**  
N. 5112 Market St.  
Hillyard Station, SPOKANE, WASH.  
Office GLEN. 1094

LEO BUCKLEY RALPH BUCKLEY  
**HILLYARD'S**  
FIRST HARDWARE AND  
FURNITURE STORE

For almost a quarter of a century, we have enjoyed the confidence and liberal patronage of the Great Northern employees of Hillyard, and by our fair treatment and low prices on high grade merchandise, we hope to merit a continuation of the same good will.

**Buckley Hardware Co.**  
N. 5116-18-20 Market Street  
SPOKANE, WASH.

## THRU THE SEMAPHORE

we thank the management and employees of the Great Northern for their patronage which has made possible seventeen years of successful growth.

The First National Bank  
of Hillyard

Resources over \$650,000

## HARTLEY

The Bird Man

2004 Thirty-Second Street  
EVERETT, WASH.

You cannot do better than write me when you want a first class

### Singing Canary

Every bird imported and guaranteed.  
Canaries, Finches, Parrots, Paraquets,  
Pet Stock, Etc.

Forty-Five Years' Experience

The Wenatchee Valley apple crop is being moved about three weeks earlier than ever before.

Great Northern Semaphore



## Next Door to the "Shops"

The Brotherhood State Bank is located primarily for better service to the railroad man. Its features and policies are identical to those offered by any Brotherhood Bank.

Being next door to the "shops" it is ideally situated to render quick, efficient service, backed by the usual Brotherhood policy of safety and stability.

Get acquainted with this institution! Utilize its services—now!

### The Brotherhood State Bank

Hillyard Station  
Spokane, Washington

Greetings

## CITY DRUG STORE

N. 5019 Market Street  
Hillyard Station, Spokane, Wash.

## Your Savings Book Is a Ticket to Prosperity

When you open a savings account you buy a ticket to prosperity and each deposit brings you that much closer to your destination.

A "Brotherhood" savings account offers safe transportation to prosperity, while a liberal interest rate of 4% compounded semi-annually, plus a share in our profits, makes the journey as speedy as is consistent with safety.

### The Brotherhoods Co-operative National Bank

SPOKANE, WASHINGTON

If you can't call in person send for our booklet, "Banking By Mail."

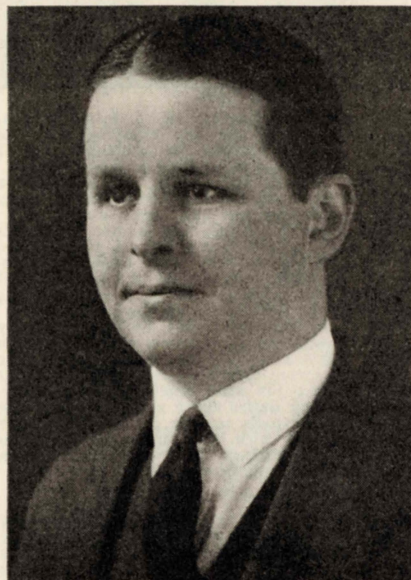
Monty Bond, conductor, has purchased the residence at Marcus formerly occupied by John Opheim. Mr. Opheim is moving to Tacoma.

C. D. Murphy, brakeman on the W-O passenger, is back on the job after an extended leave of absence.

Mrs. Harry Guenther, wife of agent, Valley, and daughter, Laura, left recently for an extended visit with her parents in San Jose, California.

The new plant of the Deer Park Ceramic Art Tile and Fire Brick Company was put in operation the first week in August. It is expected that the new industry will add considerably to our business on the Marcus branch.

It is with extreme regret that we announce the death of John, the five-year-old son of J. J. McDonnell, clerk at Hillyard roundhouse. The little fellow was almost instantly killed in an automobile collision at Sinto and Hamilton Streets, on August 16. The sympathy of the SEMAPHORE is extended to the bereaved parents.



Lyle von Erichsen, blind attorney of Hillyard, son of Traveling Engineer H. E. von Erichsen, has filed as a candidate on the Republican ticket for state representative. Any one who has made as gallant a fight against odds as Mr. von Erichsen has is deserving of consideration.

C. A. Ellington, fireman, is seriously ill in the St. Luke's hospital with stomach flu.

H. E. Durkee, agent, Chewelah, accompanied by Mrs. Durkee and daughters, Dorothy and Naomi, has returned from an extended trip to eastern cities.

J. H. Guenther, agent, Valley, was called to Spokane recently by the death of his cousin.

W. E. Ketchum, agent, Colville, was in Spokane recently to accompany his wife and daughters, Margaret and Olive, home. Bill says a little batching goes a long way with him.

Lineman A. C. Robinson, of Marcus, is back on the job.

Stanley Smith, agent, Clayton; E. C. Pittinger, agent, Loon Lake, and H. C. Bowers, agent, Springdale, drove to Colville recently to see a ball game between Colville and Chewelah. As this was a grudge game with a large side bet, Stanley was called upon to umpire and got away with his life.

John T. Raftis, local attorney at Colville for the Great Northern, who is also secretary of the Timbermen's Association, is a busy man these days looking after the numerous fires in his territory.

The family of Tom Dowling, switchman, Sandpoint, returned from a three weeks' visit with relatives in Kansas City. While we hate to do it, we must report that it took Mrs. Dowling about a week to wash up the dishes Tom had used during her absence.

Conductor O. H. Hansen was painfully injured at Bonners Ferry August 10 when he was thrown from a flat car, a wheel of which passed over his left heel. Doctors will be able to save the foot, but Hansen will probably be out of service for six weeks.

Mr. and Mrs. Paul Sherwood, of St. Louis, Mo., are the guests of Mrs. Sherwood's parents, Mr. and Mrs. W. E. James, of Hillyard. They were guests at the third annual club picnic held at Coeur d'Alene August 14. Both Mr. and Mrs. Sherwood were employed in the superintendent's office, Spokane, under Superintendents Kelsey and Gavin.

John Rigg, baggageman, Spokane, who underwent a serious operation for appendicitis, is now back on the job.



## A Big Strong Bank

RESOURCES  
\$23,000,000

Checking and Savings  
Accounts Invited

The  
Old National Bank  
& Union Trust Co.  
of Spokane

Dr. F. E. P. Wilder

Dr. J. J. Davey

## HILLYARD OPTICAL CO.

Optometrists and Manufacturing Opticians

Phone Glenwood 0172

N. 4801 Market Street, Spokane, Wash.

## Hillyard Service Station

DeCHENNE & CO., Props.  
4824 Market St.

Glass, Oils, Tires, Batteries and  
Auto Accessories

Hillyard Station, SPOKANE, WASH.  
Phone Glen. 3029

"Our bread is the best and cheapest food"

## HILLYARD BAKERY

M. BLUM, Proprietor  
Wholesalers of

Domestic and Very Best Bread  
Cakes and Delicious Pastry

N. 4919 Market Street Phone Glen. 0378  
Hillyard Station, Spokane, Wash.

## REGAL CONFECTIONERY

W. J. Vradenburg, Proprietor  
CANDIES, ICE CREAM, STATIONERY, CIGARS  
Tobaccos, Magazines and Fishing Tackle  
Corner Regal and Diamond Phone Glen. 0463  
Hillyard Station, Spokane, Wash.

More Than Twenty Years  
of

Service in Hillyard and its vicinity  
stand to the credit of the

## HILLYARD STATE BANK

CAPITAL \$25,000.00

SURPLUS \$25,000.00

RESOURCES OVER \$700,000.00



## WILLMAR DIVISION

Associate Editor

L. A. JORSTAD

Willmar, Minn.

Arne Peterson, foreman section H-2, Appleton, Minn., returned to work Aug. 16 after a three months' sojourn in Norway where he visited Bergen, Trondhjem, and other haunts of boyhood days; and also called on a brother of Roadmaster M. E. Erickson, who resides at Oslo. Arne says the "Copenhagen" over there is somewhat inferior to the American stock food, but the abundance of "Norsk" fish was enjoyed at all times.



Agent J. A. Schmidt, Conductor W. J. Wright, and families, of Garretson, attended the Railway employees Progressive Club picnic at Sioux Falls Sunday, August 15, and helped root for the Great Northerners who crossed bats with the Milwaukee aggregation.

Mrs. Herman Brem and daughter, Helen, family of Engineer Brem, Willmar, are visiting relatives at Seattle and other Pacific Coast points. Herman has been switching box cars in Willmar yard for some time and did not feel justified in leaving the yard to the mercy of Yardmaster Bill Lawler and Yard Foreman Charles German, consequently decided to stay on the job and keep things moving.

Ollie Anderson, former Sioux City line passenger brakeman, writes a friend that he is still in the baseball game, acting in the official capacity of umpire with one of the flourishing southern leagues. In addition to calling strikes and balls, Ollie has planned several ball parks in Georgia and South Carolina. At the dedication of one in particular, at which Judge Landis, high commissioner of base ball, Mike Sexton, president of all minor leagues, and several other bright lights in base ball were present, Ollie was given high praise for the perfection, comfort and beauty of his park. We are glad to hear of Ollie's success, and with his love for the great American game there is no question of his making good.

Helper Mulvaney, Pipestone, landed the checker's job at Sioux City on bulletin. He no doubt will make good there.

Emil Lundquist, section foreman, Garretson, and family recently returned from an extended trip through the West. After visiting many states, Emil says that South Dakota beats them all.

K. C. Hartung, agent, Wentworth, S. D., who spent the winter in Oregon, is again on the job and says he likes the Coast and hopes to be able to locate there after retiring from the G. N.

Agent Patterson, Ruthton, is the proud owner of a lot in Pipestone and contemplates erection of a bank or orphans' home.

Fred Olson, transfer foreman, Willmar, spent two weeks' vacation fighting the Indians in the north woods for blue berries. Fred did not bring back many berries. The Indians must have won the battle, but it was a wonderful trip, even in a Ford.

Mrs. A. O. Herman, wife of agent at Milham, underwent an operation recently. We are glad to say at this writing she is getting along nicely.

The Willmar American Legion Ladies' Quartette, of which Myrtle Johnson, roadmaster's clerk, is a member, recently won first honors at the state convention, Mankato. Consequently they will appear at Philadelphia in the fall. Don't be surprised if you read of "Madame Johnson," grand opera star, in the near future.

Engineer Peter Dalin and family recently returned from a motor trip through the Black Hills.

Agent Hartung and wife, of Pipestone, spent a few days in Nebraska a short time ago, relief agent Bendert doing the heavy during Hartung's absence.

John Mossberg, O. S. & D. and claim clerk, Willmar, who recently returned to work after having the misfortune to break a bone just above the knee, has many praises for the treatment extended him while incapacitated. The new set of artificial limbs secured from the Capitol Artificial Limb Co., St. Paul, has made life's walk a whole lot easier for Jack and he is not afraid to tell the world so.

Agent Zimkoski, Granite Falls, had a very narrow escape during a recent electrical storm. Lightning struck the depot, and Zim received some burns and a good shock but was able to be on the job as usual next day.



Picture shows Engineer R. T. Johnson's son, a real boy, and his dog enjoying the cool waters of Lake Florida. Ross being afraid of getting wet is not to be seen in the picture.

R. K. Morton and family, Tintah, spent a week at the lake angling for the finny tribe. Reports are they did quite well.

Conductor W. F. Collins is now doing his daily dozen on the Aberdeen line, having been bumped on the Browns Valley branch by Conductor Rodberg. We hope the change will improve the crops on the Aberdeen line, as it has on the Browns Valley the past years.

Gust Knutson, who may be seen any day around train time at Willmar, a trunk in each hand, a few suit cases under his arms and a couple of cream cans balanced on his head, is again on the job after resting from his baggage handling duties for a short period. Gust picked Minneapolis to rest in, but then after all, compared with the strenuous life Gust leads in the baggage room at Willmar, even Minneapolis would be restful.



G. N. stock has gone up 100 per cent at Watertown. Picture shows C. C. Wamsley, locomotive foreman, his roundhouse mascot and nine puppies.

Donald B. Drysdale moved his family to Watertown recently, having bid in third at that point.

Conductor J. P. Cleary has moved his family from Willmar to Aberdeen, having taken the Aberdeen local.

Mr. Earl Walters, agent at Murdock, is enjoying a vacation, being relieved by K. C. Keily.

We understand that Conductor Hans Hanson has assumed a new role, somewhat strange for a railroad man. He was called on to lay the corner stone in the new Swedish Lutheran Church at Willmar, Aug. 15; and through great pomp and style we understand he carried out his part without a flaw. We would like to know if he used the trowel or a "packing spoon" to perform the job. We have been unable to get a copy of his dedication speech at this writing, but will try to get it for the next issue.

Rubin Young, telegrapher, Pennock, recently returned from Montana with his family, going overland in the Chevie.

Agent Roth, Donnelly, is on the sick list, being relieved by George Michael of Montrose. Jerry (Edna) Gunderson, the little girl with the sunny hair and the sunnier smile, is back in the freight office at Willmar, relieving Mrs. Haas, who has taken a leave of absence. With Jerry on the job, you are sure of at least one smile any time you call.

The G. N. has some real live towns on the Aberdeen line, Hankinson, N. D. for instance, is on the map with a live Kiwanis Club, and at a picnic held by that organization at Lake Elsie, near Hankinson, Aug. 18, they had as their guests the Lidgerwood Lion's Club, the Wahpeton Rotarians, and the Hankinson Band. We understand that Agent Ingerson was also on hand and represented the G. N. in a fitting manner.



Picture shows Dispatcher William Hengstler, of Willmar, and granddaughter, Marion. Judging from the paraphernalia both are wearing, granddad must be teaching her the art of getting trains over the division without a hitch, which our friend Bill is so capable of doing.



## About the SHOPS

### DELTA

The second annual picnic of the sheet metal workers and pipemen was held Sunday, August 1, at Liberty Lake. About two hundred attended. The day was spent in sports and a big picnic dinner was served. Joe Blackbird was the hero of the day, putting away 10 dixie cups and 8 bottles of pop in ten minutes. Page the doctor!

Norman Matheny, of the tin shop, was recently married at Coeur d'Alene to Edna Lyons.

William Allen, pipeman, has been sent to the Veterans' Hospital at Walla Walla to be treated for tuberculosis. His friends are hoping for a speedy recovery.

Herman Silk, of the tin shop, has just returned from a three weeks' vacation spent in Yellowstone National Park.

Homer Edge, coach painter, left August 1 for St. Joe, Idaho, where he will spend three months in order to prove up on his homestead.

August Hedin, veteran coach painter, spent a few days recently visiting friends on the Coast.

The carmen held their annual picnic at Liberty Lake Park August 1. In the afternoon a ball game and sports were enjoyed, and in the evening there was dancing to music furnished by Billie Watts' Great Northern Sereaders, a ten-piece orchestra composed of Spokane Division employees.

H. McCaustland, car foreman, and wife have returned from a two weeks' visit with relatives and friends at Atlantic, Iowa.

Pierre Albin, machinist, who was transferred to Havre in May, has returned to Delta to fill a vacancy as machinist at this point. Pierre seems to be, and says he is, mighty glad to get back to the Coast.

Ross Thayer, chief clerk, Everett store, has resigned. Upon leaving, the store department presented Mr. Thayer with a handsome traveling bag. His place has been filled by Albert Scrivner, of Whitefish, Mont.

Frank Hayden, machine foreman, was absent from the shops two weeks in July. Most of this time was spent in Everett and vicinity, although Mr. Hayden did make a trip to Seaside, Ore.



John Schaum, sheet metal foreman, has returned from a two weeks' motor trip to California. Mr. Schaum reports having a very delightful trip.

Edith Purinton, M. C. B. clerk, car foreman's office, has returned from a two weeks' vacation spent at Vancouver, B. C., and Seattle, Wash.

Lawrence Schaller, our popular acetylene welder in the sheet metal shop, gave us a big surprise when he announced that he was married August 16 to Lois Doherty, also of Everett. We are all wishing Lawrence and his bride success and happiness.

"And the villain still pursued her"—Yea, yea, we've got a lot of villains down here, although we are not quite sure what they are pursuing. However, since the flower of Delta, meaning Stan McCarthy, Fred Bradford, Rudy Zingler, and Hank Williams, are developing moustaches, we of course have been forced to come to the inevitable conclusion that either they are running short of handsome villains down in Hollywood and that Delta has taken it upon itself to supply the demand, or that some prehistoric strain is urging them to revert to the days when knighthood was in flower, and when the boldest and best knights were those who boasted the cattiest moustaches. Well, boys, just keep on growing 'em, because we really think they are cute. And that's that.

## DEVILS LAKE

Mr. and Mrs. John Harris and son, John, expect to spend their vacation visiting friends and relatives at Grand Rapids, Minnesota.

H. B. Mitchell has just returned from his two weeks' vacation. He was relieved by Charles Worrall.

Mannie Holseth, machinist apprentice, Devils Lake roundhouse, is back again on the job after being absent a few days account of sickness.

Thomas Opelia, congenial boiler maker helper, spent the Fourth visiting friends and relatives at Rugby, North Dakota.

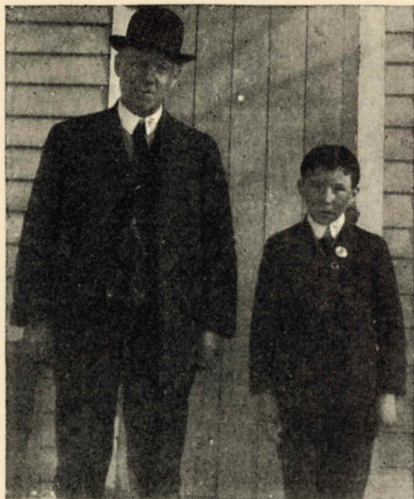
Went Lelie who attended the Eucharistic Congress at Chicago, June 20 to 24, has returned to work.

Mrs. H. B. Mitchell, wife of Night Foreman Mitchell, Devils Lake roundhouse, has returned from an extended visit with her sons at Arlington, Nebraska and Wheaton, Minnesota.

Mr. and Mrs. John Walior have returned from Milwaukee, Wis., where they visited relatives. Enroute to Milwaukee, they attended the Eucharistic Congress at Chicago.

Machinist and Mrs. Harry Palmer are spending two or three weeks in Portland, Ore., visiting friends and relatives. They expect to spend some time also visiting in Montana.

Kenneth Fitz, formerly clerk at Devils Lake shop, was visitor in Devils Lake over the Fourth of July.



Picture shown above is Thomas Downey and son, Romanus. This picture was taken at Barnesville 19 years ago. Thomas Downey was then employed as blacksmith at Barnesville shop and is now blacksmith at Devils Lake shop, and has 45 years service to his credit. His son, Romanus, now a prominent attorney at Devils Lake, was, in 1923, employed as shop clerk at Devils Lake shop, and is now candidate for the office of States Attorney.

Understand Joe Agrest, roundhouse machinist, is trying to trade his Buick for an Aero-plane. Joe claims the Buick can't get over the road between Devils Lake and Clyde, North Dakota fast enough. We'd suggest, Joe, that you move Clyde down to Devils Lake.

Here is a record that we believe will be hard to beat: Devils Lake roundhouse has gone one

year and six months without a single lost time accident; and within the last two years and six months have had but one lost time accident.

Mrs. Fred Raymond, wife of Roundhouse carpenter, will spend a few days visiting friends and relatives at Alexander, N. Dak.

Mrs. Geo. Brown and Dorothy and Ellen, wife and daughters of Hostler Brown, have gone to Ray, North Dak. to visit friends and relatives and will be gone about three weeks.



The attached picture is Verva Flumerfelt, roundhouse clerk at Devils Lake, and shows Verva wearing her green slicker, on which she carries the Great Northern emblem. This young lady believes in the motto, "Boost for the road you work for and work for the road you boost for."

Mrs. Max Miller and Dorothy, wife and daughter of machinist helper, are spending a few days in Minot, North Dak.

Wm. Thompson, boiler washer, expects to visit friends and relatives at Fergus Falls, Minn.

Clifford Dennis, hostler helper, expects to leave Saturday for Hibbing, Minn. to spend a week or two visiting friends and relatives.

John Stack, old time roundhouse carpenter of 1908, paid Devils Lake friends a visit last week. John has prospered in the hotel business in Canada.

Chas. Worrall, engine inspector, has gone to Minneapolis to spend his vacation visiting friends and relatives.

John Hultberg, chief engineer, has returned from a vacation spent with friends and relatives in Minnesota cities. John made the trip in a new "Star."

Henry McVay, machinist, has returned from a vacation spent with relatives and friends in Marshalltown, Iowa, and Monmouth, Ill.

Sebastian Lingor, machinist helper, with his wife and children, will leave soon for Aneroid, Sask., Canada, where they expect to visit for some time.

Mr. and Mrs. H. B. Ridgedale and sons, Thomas and Edwin, left Saturday, July 17, for Deer River and other points in Minnesota. Mr. Ridgedale is machinist foreman at Devils Lake shop.

Mrs. John Ell, wife of machinist helper, is convalescing at her home after undergoing an operation at the Mercy Hospital. She is reported as being much improved.

Philip Busch, boiler washer, Devils Lake roundhouse, who has been confined to his home for the past week, is able to be up and has gone to Minot, N. Dak., to have his tonsils removed. He was accompanied by Mrs. Busch.

Leo Eresman, boiler maker helper, who was off work a few days account of sickness, is back on the job again.

Cupid again has visited our midst, and this time Margaret Daeley became the bride of "Pat" Bertram Harvey, July 23, 1926. Mr. Harvey is employed at the local store department and has been with the Great Northern for a number of years. Everyone wishes them both all of happiness.

The employees of the carpenter shops held their annual picnic Sunday, July 18, 1926, at Lakewood Park. A large crowd attended and a good time is reported by all, that is, after "Bill" Nieman finally rounded up the ice-cream and drinking water, which someone else had tried to claim. These "get-togethers" should be held more often and by all departments. It is a good way to get better acquainted with your fellow workers.

## ST. CLOUD

Joseph Theisen, assistant foreman in the blacksmith shop, returned to work August 13, after his two weeks' vacation. He made an extended trip by car through Wisconsin.

We understand that Albert Tamble, recently a member of this staff, has been transferred from the "summer resort" to the "hot springs."

Eddie Pfannenstien, blacksmith shear operator, recently conceded the fact that he was to terminate his single blessedness. The honeymoon trip was to Yellowstone National Park and other points west. We extend our heartfelt congratulations to the young couple.

Ralph Theisen, machinist apprentice, is strutting a new Ford coupe around. The deal was made August 7 and Ralph feels proud of his new possession.

Last week-end, Edward Pull, machinist, drove to Hanley Falls, Minn., to get his wife who spent three weeks with her parents, following the death of her brother, Orin Kise, who was fatally injured in an automobile accident on July 15.

We wonder if Ben Kloskin was absent from work the Monday there was a circus in town. Ben never failed yet to water the elephants, usually taking all day off to do it.

Evidently the Superior rider of the "Four Horsemen" lost his saddle; he rides no more. All we hear of him is an occasional lash of the whip, which from the noise it makes, couldn't even spur a little dog along. The horsemen die hard, but we never heard of any petrified mummies in any of our state museums.

Al Rausch, blacksmith helper, is building a new home in Waite Park.

Our staff is in no way superstitious, having its meeting on Friday, the 13th.

It is being rumored that Car Repairer Sylvester Kircher is going to pass cigars around pretty soon, as he has been laying off the job and goes to see his girl, which we believe is a sign that the day is drawing near.

Mrs. Mike Goedert, wife of Car Repairer Mike Goedert, journeyed to St. Louis, Mo., several months ago to visit her relatives and friends and while there had the misfortune of becoming ill. She now is on the road to recovery, so Mr. Goedert left August 11 for St. Louis to bring her home.

Sympathies are extended to Car Repairer Tim Keaveny for the loss of his sister, Mrs. Denery, of Tintah, Minn.

Car Repairer Otto Weyrauch made a recent week-end trip to Warroad, Minn., to accompany his wife back home. Mrs. Weyrauch had spent several weeks in the Lake of the Woods country, visiting her parents and other relatives.

Car Repairer Henry Timmer has our sympathies in the loss of his father, who died at Freeport, Minn. Mr. Timmer was one of the earliest settlers of that part of the state.

Carman Helper John Holmes has undergone an operation for rupture at St. Raphael's hospital. It is reported John is getting along nicely.

Car Repairer Casper Junglen has returned to work after an absence of four weeks, during which time he underwent an operation.

Car Repairer Herman Behm was quite seriously injured in an auto accident in St. Cloud July 18, and was confined to the hospital for some time, and is now confined to his home. The sick committee reports Mr. Behm is recovering speedily, which we are glad to hear.

Car Repairer Henry Felt is recuperating after being confined to his home in Waite Park for some time.

Car Repairer Math Malisheske has returned to work after being confined to his home for weeks, during which time he had his tonsils removed.

L. V. Boerger, shop clerk, spent his two weeks' vacation traveling around Kansas City and St. Louis, Mo. Why wasn't it a honeymoon trip, Fats?

Car Repairer Aloys Schreifels, of Jacobs Prairie, is wearing out his car riding around with a St. Joe girl. It is very evident we will be able to congratulate Aloys in the near future.

The Great Northern kittenball team is planning a five-game series with the Northland team of St. Cloud. Henry Reichert, who pitched the last four games, allowed only eight runs. Now, with Reichert pitching for the G. N. boys, watch our scores.

Our assistant secretary of the staff has recently shown that he is also somewhat of a sculptor as shown by a model he left at the paint mixer's room.



F. F. Schieman, pensioned veteran blacksmith foreman, residing at Buffalo, Minn., was a recent St. Cloud caller.

John Meemken, helper, in the wood mill, wore a big smile July 30. He reports the arrival of a daughter July 29.

Nick Roeder, Albert Kloskin, John Wise, Jr., Martin Speiser, and Frank Reber motored to Duluth July 16. Martin, as usual, footed the bills.

Carman Hubert Thelen and wife were blessed with a daughter July 30.

William N. Schmidt, wood mill helper, spent two weeks visiting in northeastern Montana.

Gang Foreman E. A. Dezelar spent his two weeks' vacation visiting at St. Paul, Fargo, Park Rapids, Itasca Park, and Taylor Falls. Accompanying him were his wife, Mrs. Steckling of Spokane, a sister of Mrs. Dezelar, and Mr. and Mrs. Ervin Davis and family.

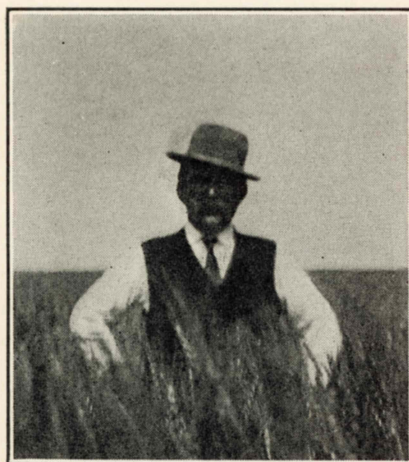
Carman Henry Bahe is confined to the hospital, having had a serious rupture operation.

Car Inspector William Prenks, of Barnesville, has had a cataract removed at the local hospital.



"When shall we three meet again?" A trio from the air brake department demonstrating the latest fashion of hair cut. "Gee," boys, it's a glorious feeling on your head!" From left to right they are: Urbane Davis, of Waite Park, Peter J. McIntyre and Aloys Reh of St. Cloud. One of the staff thinks a small lawn mower was used to do the job on the lads' "caputs."

Hildegard Wieber has returned from a two weeks' vacation. She enjoyed a visit to Kelso, Wash., Astoria, and Portland, Ore., and other places of interest on the Pacific Coast. Hildegard says the water in the briny deep was just fine. We're all glad to see her back and that the fish didn't retain her when taking her dip. Catherine Schneider substituted for Hildegard, as stenographer, while the latter was enjoying a vacation.



The above photo is of Carman Timothy Keaveny, taken in a grain field July 14, 1926, on his farm at Tintah, Minn. Timothy is employed in the mechanical department at the St. Cloud shops, and has been president of the city council of St. Cloud for the past six years, which position he still holds.

Storekeeper G. R. Watland returned on August 5 after a ten days' tour and fishing trip in the northern part of the state. Gill is a great fisherman and can tell some hair raising fish stories. Let's have one, Gillbert.

Guy Hanley, a member of the National Guard, has returned from two weeks' training at Fort Snelling.

Clifford Johnson has been assigned to a position at Minneapolis Junction. We're sorry to see him go, but we can't hold him back.

William Ganskop has now returned to work after an absence of over six months.

P. Pauls left August 11 for Minot, N. D., and points west, to be gone about three weeks.

F. Esplan reported for work August 6 with smokes; a baby daughter.

Invitation was extended to members of the A. S. C. E. to visit the New Cascade Tunnel on July 17. Through Great Northern courtesy many of the members, some with their families, took advantage of this opportunity to view the work. They were first taken over the mountains to Berne, East Portal, thru the snow-sheds, around the many sharp curves, and thru the present tunnel to give them some idea of what the new tunnel will eliminate. They then returned to Scenic and were taken to the West Portal in machines. After Steve Lyons, chef, had served them a large sized dinner they were shown the tunnel workings, many of the more interested going into the headings.

On the 1st of August the progress pennant again changed camps—this time traveling from Scenic Camp to Berne Camp. As at this time last month, indications are that on the first of next month it will again change hands as Scenic Camp is leading by a comfortable margin. The shaft at Mill Creek has been bottomed and will soon enter into the pennant competition.

The West Portal ball team has been rather inactive of late due mostly to the difficulty of securing games. They took the scalp of the Leavenworth team 14 to 8 and then went down to defeat before the guns of the Sultan team 18 to 2. In this latter game the boys were just not able to hit the apple where they weren't.

On Sunday, July 25, Mr. and Mrs. M. J. C. Andrews sponsored a most enjoyable picnic at Lake Wenatchee for the members of the camp at Scenic. Promptly at nine o'clock a caravan of nine cars laden with fifty passengers and many heavily filled lunch baskets left the Scenic Camp and arrived at the Inn on the shores of beautiful Lake Wenatchee several hours later. There Mr. and Mrs. Preston turned their Inn over to the merry-makers, who took possession of the kitchen, dance hall and the huge screened porch with its swings and big stone fireplace and its inviting outlook over the sparkling waters of the lake and the blue mountains behind. As the dining room proved too small for the crowd, four long tables were stretched together on the porch, and were soon laden with quantities of delicious food which rapidly disappeared under the attacks of the hungry horde. A variety of sports was enjoyed during the afternoon. Some of the hardest souls braved the cold waters and the big waves that were churned up by the strong wind that blew over the lake, and swam for distances varying from six inches to sixty feet. Some attempted boating, but since their progress was mostly up and down, not many tried that diversion. Probably the happiest sailors were a dozen or so children, who, under the watchful eye of Herbert King, had a cruise on the sailboat, "West Wind," while it was safely moored to the pier. Fishing off the end of the pier was declared to be excellent by our expert angler, Fred Whonn, but the "catching" was poor. Other members of the party, who did not feel the lure of strenuous exercise, found their pleasure on the big porch sitting by the fireplace or looking at the lake. The swings on the porch were never without a full cargo of children.

The following members of Company I, Minnesota National Guard, who went to the encampment at Fort Snelling are all Great Northern men:

George Schiedinger, mess sergeant; Claude Adkins, first sergeant; John Lauerman, sergeant; Paul Hohmann, corporal; John Danzl, Isador Roxmark, Emil Krolczik, Isador Smuda, and Walter Pallies. We especially owe thanks to Sergeant Schiedinger and Walter Pallies for kind treatment shown a member of our staff on a visit to the fort. Capt. Donlin gives special praise to the G. N. members.

Wood Machinist Fred Czick left August 11 for Hale, Mo., where his wife and three children, Arthur, Dorothy, and Esther, have been visiting with relatives and friends for the past six weeks. They expect to return the latter part of the month.

## SUPERIOR

The police department nearly had nervous prostrations about 3 A. M., August 10, from the number of calls from the vicinity of 17th Street and Hughitt Avenue, to investigate the terrible noise that was robbing the neighborhood of its peaceful sleep. Reports of dynamiting, shooting, and murder came in over the phone. On arrival, the police discovered the cause of all the excitement was John McCusker warming up his Chalmers for his "dawn to dusk" dash to St. Paul (the load of mosquitoes). The police advised Mr. McCusker that the next time he wanted to go any place to call them up and they would tow him outside the city limits before he "started the engine in that thing."

John Grant, blacksmith foreman, returned recently from St. Paul, where he spent several weeks at the Schedule Conference. It might have been the "heat" while in St. Paul, but the sweepers in the shop have made complaint that since Mr. Grant came back it is not safe for them to be around him. On several occasions he has grabbed the broom out of their hands and started sweeping imaginary flecks of snow and ice off the floor. John is a very ardent curler and this might have something to do with it.

Jim Gordon, general gang foreman, has been acting like a 16-year-old lately. As soon as the whistle blows at four o'clock, he makes a run for his "six-cylinder Dodge" and disappears in a cloud of dust. The reason is that about twenty Camp Fire girls are vacationing at Jim's summer house, "Magnolia Manor," and Jim wants to be with them as much as possible.

Chas. Johnson, toolroom foreman, is back on the job after an extensive auto tour of northern Wisconsin and Michigan. During this trip we understand he kept very close to the Canadian border and since he got back he has kept close to the drinking fountain.

Par Erickson, of the air bench, has returned from a three weeks' visit to "New Sweden," Maine, and also visited at New York, Philadelphia and Washington. Par was born in old Sweden, and he has always wanted to see what New Sweden was like. He tells us it is nearly all Irish there.

Owen O'Keefe got a \$5 bill drawn on the Bank of Marquette, Mich., and is afraid to spend it. He tells us that judging from the looks of some of the fellows who came from there, if the bill is anything like them, he is liable to be arrested for possessing counterfeit money.

Sid Hyett, general foreman, is having a barrier built around the parking space for his car near the shop to protect it from the Drinkwine brothers tearing any more fenders off of it with their tin can.

If there are any teams in St. Paul or St. Cloud that think they can play baseball, we have a couple of open dates and would be glad to show them how a real team plays ball. However, if the St. Paul team of the American Association is the best they have, we would send our second team down.

Mrs. Walter Cashman and family made a trip to Los Angeles, Salt Lake City, and Portland.

Mr. and Mrs. Frank Cross are visiting in Racine and Stevens Point.

Theo. Fonfara, rip track foreman, spent a week in Pittsburgh and Chicago. Ted said he had a wonderful time.

Oiler Victor Ling is the proud father of another baby girl. Congratulations.

Orris Jermstad, car shop clerk, is enjoying his vacation at his cottage, "Keep-Me-Awake," on Lake Amnicon.

Stanley Walczak, rip track clerk, will vacation in his "Fierce Sparrow," the only car of its kind in captivity. Every time Stanley stops he has to drop the weight to keep it from running away.

M. J. Stoll, former shop superintendent, paid us a very welcome visit. Glad to have you call on us, M. J. Come again, when you're up our way.

Duncan Sharpe, machinist helper, announces the arrival of a son to add to the happiness of his family circle.

Mr. and Mrs. Par Erickson, machinist at Superior shop, and his wife, have just returned from an extended tour through the East and being very much elated over the trip, he relates some of the most interesting features of the trip:

Leaving Superior, we traveled to Chicago over the North Western. From Chicago we left for Baltimore and Washington. The travel was much better, although the train was half an hour late at destination. In Washington,

Great Northern Semaphore



we visited the capitol and other government buildings. We were piloted through the various buildings by guides and saw many interesting features. These guides, we found, show much more interest if they are tipped 25 cents a person.

We took a sight-seeing bus to visit the various monuments and other interesting features. A noticeable difference between the Old Country guides and guards around government buildings and ours, is that with us the guides and guards carry their weapons concealed while in the Old Country they are armed with swords and bayonets.

At Philadelphia we visited the Baldwin Locomotive Works, and on presentation of our letter of introduction from Shop Superintendent Rinker, were extended every courtesy and taken through the entire plant. The manner in which the work is carried on in this large institution is impressive. All work is handled by jigs and other time-saving machines, and is true to within one and two-thousandths of an inch. The main part of the Baldwin Locomotive Works is located twelve miles out of Philadelphia and they employ 7,000 men. Each man specializes in his own work.

From Philadelphia we went to New York, but found the weather there entirely too hot after the Lake Superior region, the temperature at times going to 120 degrees in the shade. We arrived there on the Fourth of July and were much interested in the way they celebrated the day.

We left at the Grand Central Terminal for Boston. In Boston, and in fact, most of the eastern cities, traffic is very much congested, and the streets unkempt and everything apparently in great disorder. Also the climate was not to our liking after living at the Head of the Lakes. In order to find relief, we went to New Sweden, Maine. There we found that the climate was much better. The air was clearer and the mountains were still snow-capped. New Sweden is a great summer resort for the more well-to-do people from New York, Boston, and other eastern cities. We visited with relatives there whom we had not seen for forty years.

Returning, we stopped at Albany, Buffalo, Niagara Falls, and Detroit. We cannot find words to describe the beauty of Niagara Falls. One must see them in order to appreciate them.

From there we went to Muskegon, Michigan, by boat, and from there by boat to Milwaukee. The trip over the lake was delightful and we enjoyed it immensely. The travel is very heavy as many prefer the lake trip to the journey by rail. We went from Milwaukee to Stockholm, Wis., over the Milwaukee road. The train was well handled. We traveled at the rate of sixty miles per hour, and there was not a sign of the jerking or side-swinging so evident on some roads.

We went from Stockholm to St. Paul over the Burlington and found that it also runs a wonderful train. The Burlington train connects with the Great Northern for the through run to the Coast, and the accommodations are excellent. From St. Paul to Superior, we traveled Great Northern. The manner in which the train was handled was about perfect; there was no jerking when stopping or starting and the road bed is fine.

The trip has given us the lasting impression that everyone must be doing his utmost to bring about such a perfection in railroad transportation. A trip of this nature is of great value to anyone, and I appreciate very much the advantage of the transportation granted to an employee of the Great Northern.

## WILLMAR

How would you boys like to be boiler-makers of the Willmar roundhouse? The chief dressmaker from Superior was here for a week teaching the boys how to cut out new petticoats.

Willmar roundhouse is getting quite popular these days with distinguished visitors. Roundhouse Foreman Ritchie was one of them recently.

If any of you guys figure on getting any ducks you better go and get them now. When the season opens, Russ Quam is going out with his new cannon, and there won't be even a feather left for any one else.

Metropolitan insurance dividends were passed out again this year. "Kinda nice to have pay day in between times, eh?"

Carl Ehrie was camping on the banks of Nest Lake for past two weeks. Somehow Carl is awfully quiet about fishing stories. "Vat's de madder, Carl, are the fish vise to you?"

John Lee, our dancing master, is stepping them off heavy lately. He even has leased a private road to the Pavilion of Spicer to be sure that he can come and go undisturbed with his artistic one arm driving. But as yet, John hasn't had the time to introduce us to his queen as he only has her out eight nights

in seven. Where and how did he make the double is a mystery to this gang.

Robert Ives, veteran machinist, and wife enjoyed a two weeks vacation visiting with their son, Chester at Omaha, and with Herb Craswell at Sioux City.

Bill and August Mayers returned recently from a three weeks' outing in northern Minnesota. Bill says he'll never go fishing around home any more which indicates that his usual luck was with him.

Cliff Covert, machinist, is back on the job again after a restless vacation under the bright lights of Sioux City.

J. B. Haslet, locomotive foreman, exalted ruler of B. P. O. E. 752 Willmar, donned his antlers and took his tribe to St. Cloud, headquarters of the Minnesota State Convention of Elks. Boy, oh Boy, did they get anything to eat? I'll say they did, and it wasn't from the trough either. It was from some of the finest cut glass money could buy.

Millinery business is good these days. Willmar roundhouse is getting 36 new hats (Smoke Jacks).

Bootleggers are running short on bottles, due to the fact that all the boys of the shop are each carrying a bottle of milk to Kicky, the shop mascot, who has six kittens.

We have a new clock bull now clad in armor steel, with drawn sword. Careful boys, careful of how you punch the clock as it might hurt to get struck with the sharp pointed sword.

## SOMERS LUMBER COMPANY

Associate Editor  
R. E. GAUTIER  
Somers, Mont.

F. D. Keith, motorman, and family left the middle of August for Pueblo, Colo., where Frank has accepted a position very similar to his employment here.



A. B. Corbitt and family decided to move to Minnesota and try out the farming game. Mrs. Corbitt had charge of the central office of the Mountain States Power Telephone Company at Somers for several years.

John L. Andrews, better known to his fellow workmen as "Jake," was taken sick with pneumonia and passed away very quickly. Few of his friends knew of Jake's condition, and those who did were not alarmed,

as the general opinion was that he was getting along well and that there was no immediate danger. Jake was well known in Somers, having worked here for years. Funeral services were held July 24 from the Methodist church with interment at Bethel cemetery. Jake was well liked by all who knew him, a congenial spirit and a hard worker. The many floral offerings gave evidence of his wide circle of friends.

The new water tank on Pavilion Hill is nearly completed. This tank, with a capacity of one hundred thousand gallons, is on a fifty-

foot steel tower and is situated on a point about fifty feet higher than the old tank. With an elevation of one hundred feet a greater pressure will be obtained, providing better facilities for fire protection. On the top of the tank there is an electric light of five hundred candle power which acts as a beacon for traffic on Flathead Lake. This light can be seen for miles through Flathead Valley, and also lights up Breezy Point to such an extent that strolling couples have made many a detour.

Virgil Albritton and Laurance McIntyre have decided to tour California during the shut down period of the tie plant. Their ambition is to reach Hollywood and be asked to participate in the making of some of the pictures.

Fred Ellefson is on his way back from Rochester, where he underwent an operation. His many friends will be glad to know that the operation was successful and that he will soon be back on the job at the saw mill.

Dad Pettit was rewarded recently by having his wish granted. Dad says, "I wish it would rain. I don't care so much for myself. I've seen it, but there are a great many young folks here that haven't, and I want my son to know what rain is."

Chas. Fleck, store bookkeeper, has returned from a trip east and a visit to the Mayo Clinic at Rochester. After a thorough examination Charles was turned loose and told to be a little more careful in his eating. In other words, he was told: "Take your time; let some one else get to the table first." We are glad to hear that his condition can be corrected without the aid of a surgical operation.

Geo. Christenson, blacksmith, has purchased several acres on the east shore of Flathead Lake with the idea in mind of being some day Flathead's foremost shipper of Bing cherries.

Harry Pierson, after an absence of a year, has returned to the old stamping ground reconciled to the fact that the Flathead Valley is far superior to West Coast regions.

C. M. Elsaas has recently purchased a new Chevrolet touring car, thereby giving old Dobbin a long needed rest.

Dr. Moore and family, of Butte, Montana, are visiting at the home of their son, Dr. T. B. Moore, local doctor at Somers.

E. N. McDevitt has recently returned from a trip to the Twin Cities and points east overland. Mr. McDevitt says the roads are good, bad, and indifferent.

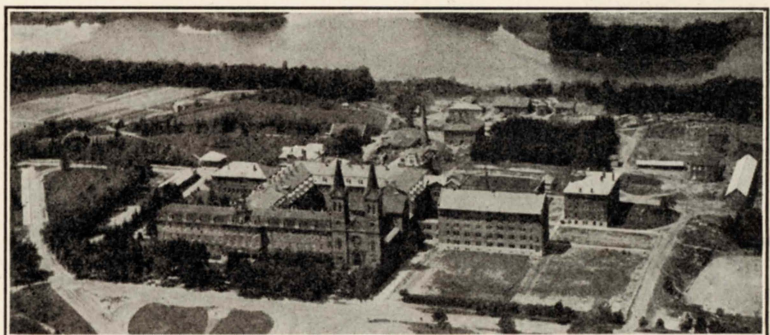
P. Myre, of the Somers Lumber Company store, left recently for Butte, Montana, to attend the Grand Masonic Lodge meeting there. The trip was made by auto and Mrs. Myre accompanied him.

While the expected rains have not materialized, the forest fires in our vicinity have been somewhat checked by means of additional forces shipped in. We sincerely trust that anyone going on camping trips will use the utmost precaution, so that we may reduce this menace to the minimum.

William Henry, of the tie treating plant, left last week for the Twin Cities on business. He expects to be gone about two weeks.

Not Sent in by the Associate Editor

"Either 'Mac,' the barber, has poor eye sight or else Gillette has ceased manufacturing razor blades. Since the associate editor has returned from his vacation he has a very noticeable patch of fur on his upper lip. While he was on his vacation at Swan Lake, one of the boys almost mistook him for a Grizzly bear, the facial resemblance was so similar. The only thing that saved Gautier on this occasion was the prominent red socks he wears when out in the woods."



## ST. JOHN'S UNIVERSITY

"The School in the Heart of a Landscape Paradise," ten miles from St. Cloud on main line of Great Northern.

Ideal Catholic Boarding School for boys and young men on picturesque Lake Sagatan. Nine modern buildings. Campus covers 400 acres. Two full-time athletic coaches. Sports for every boy in school. Unusual musical opportunities. Weekly college paper. Rates moderate.

Courses: College Preparatory, College, Seminary.

For catalog and view book, address

THE DEAN, Collegeville, Minn.



Last Sunday Gus Hoppe, our congenial deliveryman at the store, met with a rather unusual experience. In company with a friend, he departed early from the head of Swan Lake to the undiscovered regions of Upper Swan River in anticipation of landing a few of the "uneducated ones." To some extent these fond hopes were realized, when Mr. Hoppe came upon a rippling creek that appeared unknown to civilization. Gus continued backward and backward until he realized that the shades of night were falling fast and he was a long ways from home. The short-cut on his return proved to be a long and tedious one, as trails were not in evidence anywhere. As Gus expresses it, this is once where the old adage, "The longest way round is the sweetest way home" didn't hold good. But with greater determination than ever, he declares he will conquer that country if it takes all summer.

Bert Schlegel, town constable, should be instructed along the lines of parking laws in Kalispell. Recently Bert, in company with several friends (ladies included), was munching on a delicious strawberry sundae at Chester's. A gentleman came in and inquired if anyone present was the owner of the Chrysler roadster parked outside. If so, it might be a good idea to shut off the engine. Luckily for Bert the eagle eye of Kalispell's law was not in the vicinity, or the extraction of about five "cart wheels" would have taught the young man that it is necessary to be calm when out in society and to "turn off the switch." Bert says it was Parr's fault.

With the new shed covering the retorts nearing completion, many inquiries have been made as to whose artistic work is responsible for the painting of the roof. One large streak in the center of the roof looks as if some young amateur while wielding a brush became excited and kicked the bucket. This young man was removed immediately to terra firma. It was found that the dizzy heights did not agree with Gordon Parr, as he was formerly employed in handling ties and was not accustomed to the light weight of a small brush.

Leta Russell, stenographer in the local office, left recently for Spokane and a tour of Glacier Park on her return.

## NEW CASCADE TUNNEL

Associate Editor  
C. M. SANDERS  
of A. Guthrie & Co.  
Scenic, Washington

About eight months ago work was started on the Great Northern's new 8-mile tunnel through the Cascade Mountains from Scenic at the West Portal, to Berne at the East Portal. Since that time large, well equipped camps have been established at each of the three points of attack—Scenic, Berne, and Mill Creek. At the latter place a shaft is being



sunk to the tunnel subgrade, in order to expedite the work of drifting through the mountain. At the present time these camps are accommodating approximately seven hundred men. In connection with each of these camps a group of small cottages has been constructed to take care of the employees who wished to bring their families nearer to them. Such a group of cottages has also been constructed adjacent to the headquarters office at Scenic. The addition of the family quarters makes of each camp a thriving little community.

With the idea of both speeding up the work and sustaining interest in monthly progress, a large pennant was made with the Great Northern's famous goat, and the words "HIGH CAMP" inscribed on a field of blue; the pennant to go each month to the camp which made the most progress during the preceding month. It was first unfurled from the flagpole at Berne camp on June 1. The first of July it was taken down, to fly below Old Glory on the Scenic Camp pole. It is a real interesting nip and tuck affair, and it appears that the pennant will receive its greatest abuse making the journeys from camp to camp.

During the month of June the Mill Creek shaft was sunk a distance of 158 feet, which is considered somewhat of a feat for an 8x24-foot shaft. To celebrate this accomplishment a large dance was given in the camp dining hall on the evening of July 3. The hall was appropriately decorated in red, white and blue, and holiday spirit was given to the dance by the throwing of confetti and serpentine by the



## West Portal Baseball Team—A. Guthrie & Co.

Left to right, upper row: Martin, Kraut, Coons, Elliot, Donald, Fath, and Griffin. Lower row, Froling, Hodgens, Coughennower, Normoyle, and Conroy.

dancers. Mrs. Renwick, wife of Jack Renwick, master mechanic, and Mark Lund, Scenic storekeeper, pleased the dancers with their vocal solos as did High Slyn with his accordion solos and E. R. Eisman with his humorous readings. A luncheon having all the trimmings, was served just before the "Home Sweet Home." All the camps were represented, all had a right good time, and all spoke of the wonderful hospitality extended by those in charge of the dance. The music was dispensed by A. Guthrie & Co.'s "Musical Muckers," a peppery group of harmony artists that has been organized by and represent the company. The personnel of the "Musical Muckers" is as follows: Pat O'Brien, piano; Larry Froling, banjo; Don Dunn, saxophone; Johnny Coon, saxophone; Budd Hillman, drums and traps; Mark Lund, soloist and manager.

A baseball team has been organized at Scenic Camp and outfitted with natty gray uniforms trimmed in maroon. Although handicapped by lack of a convenient field on which to practice, the boys have performed well in their several starts. They have won two of three games from Index, two of three from Tye and at Monroe played a 13-inning 5 to 5 tie with a team representing the Seattle *Daily Times*. This latter game was a hectic affair, the lead changing hands several times in the early stages of the contest. After the eighth inning it settled down into a pitching duel, Kraut and Whalen doing the heaving for the Guthrie team and Strout for the *Times*. It became dark at 8:30 P. M., so the teams decided to call it "horse and horse," and go home to dinner. With more practice, which makes for teamwork and improves the old batting eye, there is no doubt that our team will more than hold its own with any semi-pro team.

Another very popular sport in this vicinity is trout fishing. The natives insisted that the Tye River, which runs very handy to Scenic Camp and headquarters, had been fished out, but the regularity with which Fred Whonn, office assistant, takes his daily dozen makes us inclined to doubt the veracity of said natives. Fred is an ardent fisherman; one of those rare specimens who casts a fly for the love of the sport, and not with the idea of having a mess of trout for breakfast. Nason Creek, winding its way just below the East Portal is giving up its quota of the shimmering, oviparous, vertebrate animal to the boys at Berne Camp.

The building, familiar to many as the Scenic Hot Springs Hotel, has been considerably renovated to be used as headquarters for the tunnel work. It now houses the Great Northern field office, the A. Guthrie & Co. field office, a general retail store, a postoffice, a tonsorial parlor, a pool room, a cleaning and pressing establishment, and all of those employed in their operation and maintenance.

The general retail store is small, but you'd be surprised! Dan Edwards, clerk, can produce anything from an embroidery needle to a good sized porterhouse steak from behind the counter.

Phil Halpin, the tonsorial artist, was quite bothered for several weeks by the vacant chairs but business is picking up right smartly now since the families have moved in. Everyone wonders what power it is that Phil has over women. They come all the way from Skykomish, where he formerly plied his trade, to have him bob their golden or raven locks.

The pool table is an old model, but like Henry's product, it seems to become more popular every day. Frank Rowe, one of the boys working in the headquarters dining room, seems to be holding the most accurate cue to date.

The cleaning and pressing establishment is operated entirely independent of the company by George Joselyn, another one of the boys working in the headquarters dining room. It deserves mention because of the courtesy and accommodating spirit that pervades all of George's work.

The volume of mail handled by the Scenic postoffice has doubled itself several times since the tunnel work was started, but even so, J. E. ("Pop") Myers, the genial assistant postmaster, is always only too glad to be able to hand one that letter that's been a long time on its way, or to start the daily epistle on its long journey. "Pop" formerly handled the mail for all three camps, which was quite a task in itself, not to mention his other duties as hotel clerk. Some of this work was taken off his hands by the creation of a postoffice at Berne, with Harry Keenholts, storekeeper, as postmaster.

J. C. Baxter, vice president of A. Guthrie & Co., Inc., was a recent visitor. Before returning to St. Paul he thoroughly inspected all phases of the tunnel project.

Mr. and Mrs. Harry Clow with their two children, Jimmie and Doris, spent their vacation at Scenic as guests of Mr. and Mrs. Sidney H. Smyth. Harry is purchasing agent in the company's Portland office, and Sid is safety inspector on the tunnel work. Harry is keenly interested in the work up here, and apparently just as much so in the fishing.

The evening of July 17 is one that will be long remembered by those who attended the first West Portal dance at Scenic headquarters. Girls in the Great Northern offices from Seattle to Scenic were invited and about twenty-five of them were met at Goldbar and taxied to Scenic. On their arrival, a picnic was held in a grove of fir trees adjacent to the married quarters. Copious quantities of hot dogs, salad, sandwiches, watermelon and coffee were devoured, and everyone became acquainted. By the time the boys and girls had changed to their party clothes it was time for the dance to be on and so it was. The lobby and dining room of the old hotel were decorated with greens and beautiful flowers—thanks to the A. S. C. E. meeting in Seattle, so there was no feeling of being out in the sticks. The music was furnished by the West Portal "Musical Muckers," it being the occasion for their first appearance in new uniforms consisting of light trousers, dark coats, white shirts and genuine miners' caps—even to the attached electric lights. During intermissions the dancers were treated to vocal solos by Mrs. John Waters and Mrs. Jack Renwick, accompanied at the piano by Mrs. Sidney Smyth. Late in the evening a wonderful lunch was served. There is no doubt that all present had an enjoyable time. Many of the visitors spent the next day hiking over the numerous forest trails that are so handy to camp. On the entertainment committee for this dance were: Mark Lund, chairman; M. J. C. Andrews, Harley Petersen, Mrs. W. E. Conroy, Mrs. James McManmon, and Mrs. Wm. Ford. They deserve commendation for their splendid arrangements.



# You Owe Yourself this Finest of Overalls

RAILROAD MEN throughout the country have proclaimed the new #91 Lee Overalls the finest of them all. Everyone who sees this remarkable garment desires it immediately. Following this desire is the complete satisfaction it gives in long wear, neat appearance and solid comfort.

For in the new #91 Lee Overalls is combined the new Lee Blue Denim (exclusive fabric) with many superior construction features. Solid brass can't rust buttons. Double-wear, reinforced pockets. Can't slip suspender slides. Reinforced strain points. Broad, lay-flat suspenders. Rip-proof buttonholes. And many others.

You owe yourself this finest of overalls. See a Lee before you buy. Compare. And once you wear the new #91 Lee Overalls you never again will be satisfied with ordinary work garments.

See the Lee dealer near you or write  
to nearest factory.

**THE H. D. LEE MERCANTILE COMPANY**  
**KANSAS CITY, MO.**

TRENTON, N. J. SOUTH BEND, IND. MINNEAPOLIS, MINN.  
SAN FRANCISCO, CALIF. SALINA, KANS.

Makers of the famous Lee Union-Alls



# *The New*  
**91**

"They are absolutely the most comfortable, well fitting and longest wearing overalls I have ever worn. My wife says they are the most easily washed of any overalls I have ever had.—A Missouri railroad man. (name on request.)"

**Lee**  
TRADE MARK  
UNION MADE

# Lee Overalls





# Great Northern Railway



General Offices: St. Paul, Minn.; 32 Nassau Street, New York City

## EXECUTIVE DEPARTMENT

L. W. HILL, Chairman of the Board, St. Paul, Minn.  
RALPH BUDD, President, St. Paul, Minn.  
G. R. MARTIN, Vice-President, Executive Department, St. Paul, Minn.  
W. P. KENNEY, Vice-President and Director of Traffic, St. Paul, Minn.  
C. O. JENKS, Vice-President Operating Department, St. Paul, Minn.  
M. L. COUNTRYMAN, Vice-President and General Counsel, St. Paul, Minn.  
L. C. GILMAN, Vice-President, Executive Department, Seattle, Wash.  
E. T. NICHOLS, Vice-President and Assistant Secretary, New York City  
F. L. PAETZOLD, Secretary and Treasurer, St. Paul, Minn.

## TRAFFIC DEPARTMENT

W. P. KENNEY, Vice-President and Director of Traffic, St. Paul, Minn.

G. H. SMITTON, Freight Traffic Manager,	St. Paul, Minn.	A. J. DICKINSON, Pass. Traffic Manager,	St. Paul, Minn.
M. J. COSTELLO, Western Traffic Manager,	Seattle, Wash.	E. H. WILDE, General Passenger Agent,	St. Paul, Minn.
H. H. BROWN, Asst. Freight Traffic Manager,	St. Paul, Minn.	F. T. HOLMES, Asst. Gen. Passenger Agent,	St. Paul, Minn.
P. H. BURNHAM, General Freight Agent,	St. Paul, Minn.	H. A. NOBLE, Asst. Gen. Passenger Agent,	St. Paul, Minn.
JAS. ROBINSON, Asst. Gen. Freight Agent,	St. Paul, Minn.	C. W. MELDEUM, Asst. Gen. Pass. Agent,	Seattle, Wash.
F. H. PARKER, Asst. Gen. Freight Agent,	St. Paul, Minn.	J. F. FEWTERS, Asst. Gen. Frt. & Pass. Agt.,	Helena, Mont.
W. J. POWER, Asst. Gen. Freight Agent,	Duluth, Minn.	E. C. LEEDY, Gen. Agricultural Dev. Agt.,	St. Paul, Minn.
P. B. BEIDELMAN, Asst. Gen. Frt. Agt.,	St. Paul, Minn.	C. C. MORRISON, Asst. Gen. Agri. Dev. Agt.,	Seattle, Wash.
B. S. MERRITT, Asst. Gen. Freight Agent,	Seattle, Wash.	F. W. GRAHAM, Asst. Gen. Agri. Dev. Agt.,	St. Paul, Minn.
A. J. GRUMMETT, Asst. Gen. Freight Agt.,	Seattle, Wash.	FRED A. HILLS, General Baggage Agent,	Seattle, Wash.
W. R. DALE, Export and Import Agent,	Seattle, Wash.	ALLEN JACKSON, District Baggage Agent,	St. Paul, Minn.
F. G. SMITH, Export and Import Agent,	Chicago, Ill.	M. J. WOLFE, General Agent, Mail Traffic,	St. Paul, Minn.
J. J. WOLFE, Gen. Agt., Refrigerator Serv.,	St. Paul, Minn.	W. R. MILLS, General Advertising Agent,	St. Paul, Minn.

## OPERATING DEPARTMENT

C. O. JENKS, Vice-President, St. Paul, Minn.

F. BELL, General Manager, Lines East,	St. Paul, Minn.	HENRY YOERG, Supt. Motive Pow., Lines E.,	St. Paul, Minn.
J. H. O'NEILL, General Manager, Lines West,	Seattle, Wash.	J. J. DOWLING, Supt. Motive Pow., Lines W.,	Spokane, Wash.
F. J. GAVIN, Gen. Supt., Lk. & Eastern Dist.,	Duluth, Minn.	W. R. WOOD, Mechanical Engineer,	St. Paul, Minn.
W. R. SMITH, Gen. Supt., Central District, Great Falls, Mont.		C. H. PUTNAM, Master Car Builder,	St. Paul, Minn.
F. S. ELLIOTT, Gen. Supt., Western District, Spokane, Wash.		A. B. FORD, Gen. Master Mechanic, Lake and	
J. C. ROTH, Gen. Supt. Transportation,	St. Paul, Minn.	Eastern Districts,	Superior, Wis.
A. L. BERGFELD, Supt. of Transportation,	St. Paul, Minn.	T. J. CLARK, General Master Mechanic, Central	
J. A. COCHRANE, Asst. to Vice-President,	St. Paul, Minn.	and Western Districts,	Spokane, Wash.
D. J. KERR, Asst. to Vice-President,	St. Paul, Minn.	D. W. MORISON, Supt. Employment Bureau,	St. Paul, Minn.
J. A. BLAIR, Gen. Supt. Din. & Sleeping Cars,	St. Paul, Minn.	C. L. LA FOUNTAINE, Gen. Safety Supvrs.,	St. Paul, Minn.
J. C. RANKINE, Superintendent Telegraph,	St. Paul, Minn.	M. J. LINS, Chief Special Agent,	St. Paul, Minn.
WM. KELLY, Gen. Supt. Motive Power,	St. Paul, Minn.	C. A. DUNHAM, Superintendent Signals,	St. Paul, Minn.
F. M. FRYBURG, Asst. to Gen. Supt. Motive Power,	St. Paul, Minn.		

## ENGINEERING DEPARTMENT

J. R. W. DAVIS, Chief Engineer,	St. Paul, Minn.	O. S. BOWEN, Assistant to Chief Engineer,	St. Paul, Minn.
C. M. NYE, Assistant Chief Engineer,	St. Paul, Minn.	H. F. HAMILTON, Asst. to Chief Engineer,	St. Paul, Minn.
Col. FREDERICK MEARS, Asst. Chief Engr.,	Seattle, Wash.	H. S. FREEMAN, Office Engineer,	St. Paul, Minn.
		J. A. BOHLAND, Bridge Engineer,	St. Paul, Minn.

## TREASURY DEPARTMENT

E. T. NICHOLS, Vice-President and Assistant Secretary, New York City

F. L. PAETZOLD, Secretary and Treasurer,	St. Paul, Minn.	R. C. PATTERSON, Cashier and Asst. Sec.,	St. Paul, Minn.
N. TERHUNE, Asst. Sec. and Asst. Treas.,	New York City.	W. G. SMITH, Paymaster,	St. Paul, Minn.

## LAW DEPARTMENT

M. L. COUNTRYMAN, Vice-President and General Counsel, St. Paul, Minn.

F. G. DORETY, General Solicitor,	St. Paul, Minn.	THOMAS BALMER, Attorney for Oregon and	
A. L. JANES, Assistant General Counsel,	St. Paul, Minn.	Western Washington, Seattle, Wash.	
R. J. HAGMAN, Asst. General Solicitor,	St. Paul, Minn.	A. H. MacNEILL, Att'y for British Columbia, Vancouver, B. C.	
E. F. FLYNN, Assistant to Vice-President and		H. B. McGIVERIN, Attorney,	Ottawa, Can.
General Counsel, St. Paul, Minn.		WILSON, ROBSON, HAMILTON & CAMPBELL,	
D. H. KIMBALL, Claims Attorney,	St. Paul, Minn.	Attorneys for Manitoba, Winnipeg, Man.	
MURPHY & HUGHES, Att'ys for Wisconsin,	Superior, Wis.	JAMES T. MAHER, Right of Way, Land and	
C. J. MURPHY, Att'y for North Dakota,	Grand Forks, N. D.	Tax Commissioner, St. Paul, Minn.	
I. PARKER VEAZEY, Att'y for Montana,	Great Falls, Mont.	CHAS. HAYDEN, Assistant Commissioner,	St. Paul, Minn.
JUDGE & CHAPMAN, Att'ys for So. Dakota,	Sioux Falls, S. D.	W. L. SCHOETTLER, Asst. Commissioner,	St. Paul, Minn.
JEPSON, STRUBLE, ANDERSON & SIFFORD,		A. M. ANDERSON, Asst. Commissioner,	Spokane, Wash.
Attorneys for Iowa, Sioux City, Ia.			
C. S. ALBERT, Attorney for Idaho and			
Eastern Washington, Spokane, Wash.			

## PURCHASING DEPARTMENT

F. A. BUSHNELL, Purchasing Agent,	St. Paul, Minn.	O. H. WOOD, Asst. Purchasing Agent,	Seattle, Wash.
F. I. PLECHNER, Asst. Purchasing Agent,	St. Paul, Minn.	HOWARD HAYES, General Storekeeper,	St. Paul, Minn.
A. H. LILLEGREN, Asst. Purchasing Agent,	St. Paul, Minn.	G. E. TALLMADGE, Asst. Gen. Storekeeper,	St. Paul, Minn.
C. E. EVLETH, Chief Fuel and Lumber Agt.,	St. Paul, Minn.	E. THRAFF, Asst. General Storekeeper,	Hillyard, Wash.

## ACCOUNTING DEPARTMENT

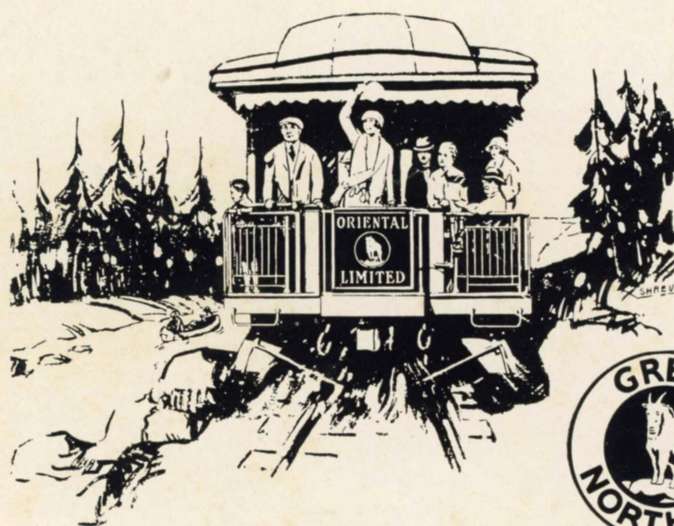
G. H. HESS, Jr., Comptroller,	St. Paul, Minn.	E. C. LEWIS, Freight Claim Agent,	St. Paul, Minn.
J. A. SANDBERG, Deputy Comptroller,	St. Paul, Minn.	G. L. SEIBERT, Freight Claim Agent,	Seattle, Wash.
W. S. MONTGOMERY, Asst. Comptroller,	St. Paul, Minn.	W. H. FORTIER, Freight Claim Agent,	Spokane, Wash.
H. B. BOYD, Assistant Comptroller,	St. Paul, Minn.	H. J. STURNER, Auditor Disbursements,	St. Paul, Minn.
V. P. TURNER, General Auditor,	St. Paul, Minn.	C. F. BARTELHEIM, Auditor Freight Receipts,	St. Paul, Minn.
C. W. TILTON, Asst. General Auditor,	St. Paul, Minn.	L. R. SMITH, Auditor Station Accounts,	St. Paul, Minn.
H. K. DOUGAN, Asst. General Auditor,	St. Paul, Minn.	L. A. MALMGREN, Auditor Pass. Receipts,	St. Paul, Minn.
W. M. BURN, Statistician,	St. Paul, Minn.	R. L. KNEBEL, Auditor Car Records,	St. Paul, Minn.
J. U. HALEY, Valuation Accountant,	St. Paul, Minn.	H. F. BAYER, Auditor Capital Expenditures,	St. Paul, Minn.
P. RODENBERG, Tax Accountant,	St. Paul, Minn.	O. W. SPRAIN, Auditor Overcharge Claims,	St. Paul, Minn.
J. C. SEIBERLICH, General Accountant,	St. Paul, Minn.	F. FOERSTER, Accountant Train Statistics,	St. Paul, Minn.
J. H. KAUFMANN, Auditor Insurance Bureau,	St. Paul, Minn.	A. R. SIMON, Joint Facility Accountant,	St. Paul, Minn.
J. A. NELSON, Chief Freight Claim Agent,	St. Paul, Minn.	R. A. NICHOLS, Accountant,	Seattle, Wash.

## GLACIER PARK HOTEL COMPANY

L. W. HILL, President,	St. Paul, Minn.	GEO. H. HESS, Jr., Comptroller,	St. Paul, Minn.
W. P. KENNEY, Vice-President,	St. Paul, Minn.	HOWARD A. NOBLE, General Manager,	St. Paul, Minn.
F. L. PAETZOLD, Secretary and Treasurer,	St. Paul, Minn.		



# Great Northern



A  
Dependable  
Railway

## New Oriental Limited

*The Finest Train to and from the Pacific Northwest*

Cleanliness and reserve power of giant oil burning locomotives.

Track of 110 and 130 pound rail on heavily ballasted roadbed.

Modern color light automatic block signals give maximum of security.

Easy grades and curves along the courses of great rivers---the Mississippi, Missouri, Marias, Flathead, Kootenai and Columbia.

Over twelve hundred cinderless miles of sight-seeing through Adventure Land.

These are the essentials of the clean,

smooth, scenic Oriental Limited Way; the train itself a triumph of master Pullman car builders; de luxe service at **no extra fare**.

Behind this aristocrat of the rails is an army of 30,000 Great Northern employees who are making the New Oriental Limited an example of their contribution to trans-continental travel.

Runs daily between Chicago, St. Paul, Minneapolis, Fargo, Grand Forks, Minot, Havre, Glacier National Park, Spokane, Everett, Seattle, Tacoma and Portland.

*For tickets and reservations, call on, write or phone*

A. L. Johnston, City Passenger Agent

Fourth and Jackson Streets, St. Paul, Minn. Phone Garfield 3851

E. H. Wilde

General Passenger Agent

A. J. Dickinson

Passenger Traffic Manager

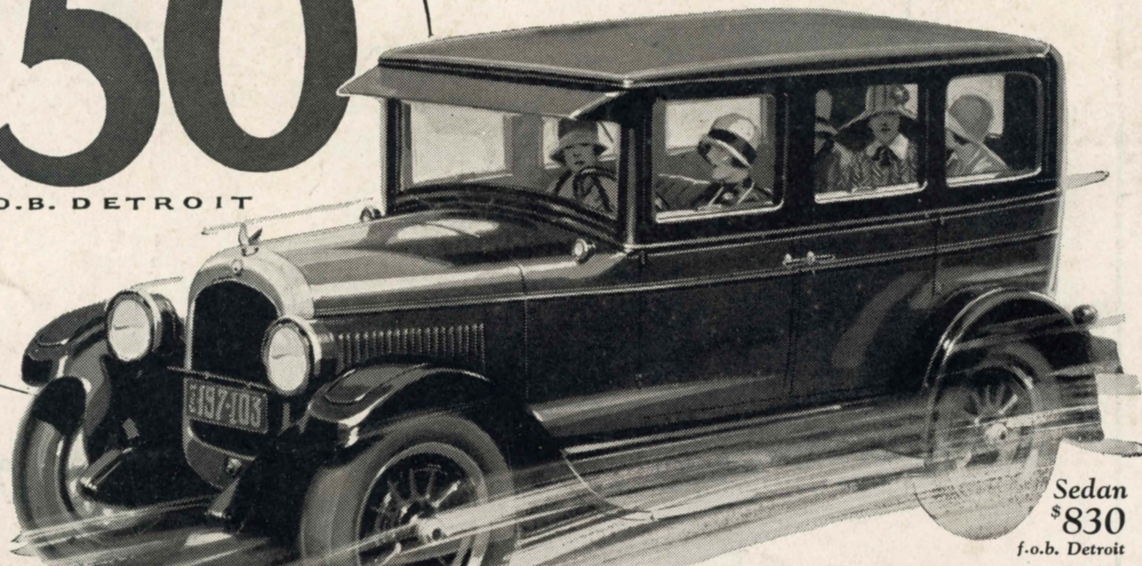
Saint Paul, Minnesota



# *New* CHRYSLER "50"

FINEST OF FOURS

\$ **750**  
F.O.B. DETROIT



Sedan  
\$830  
f.o.b. Detroit

## Greater Comfort—Greater Beauty— Greater Economy

Roomier by far than any car of comparable price—yet giving you 50 miles and more per hour speed, and the lasting economy of 25 miles to the gallon of gasoline—that is the new Chrysler "50".

But that is not all. It has power and smoothness such as you never had before in a car of its price. Thanks to its extra large body you have all the room and comfort of a high-priced car.

These extraordinary comfort features come to you as the result of the enormous Chrysler volume, and their lasting quality is assured by Chrysler's plan of standardized quality—

producing under one name, one management and to a rigid high standard of precision and accuracy, four lines of cars for the great quality field.

All at a price that is not only easy to pay, but also at operating costs so low as to be astonishing.

Get the most the market affords for your money. Examine and ride in the Chrysler "50" and you will not consider any other four-cylinder car.

**Coupe \$750; Coach \$780; Sedan \$830**

All prices f. o. b. Detroit, subject to current Federal excise tax.

CHRYSLER SALES CORPORATION, DETROIT, MICHIGAN  
CHRYSLER CORPORATION OF CANADA, LIMITED, WINDSOR, ONTARIO

# CHRYSLER "50"

BUILT AS ONLY CHRYSLER BUILDS



*Chrysler Model Numbers  
Mean Miles per Hour*