

# Great Northern Semaphore



CIRCLE, MONTANA  
On the Proposed  
Extension of the  
Great Northern



DECEMBER, 1926





# Great Northern Traffic Representatives



BELLINGHAM, WASH.—212 Kulsan Building—  
C. D. Thompson .....District Traffic Agent  
212 Kulsan Building—  
R. M. Smith .....City Passenger Agent  
BILLINGS, MONT.—311 Electric Building—  
J. F. Kelly .....General Agent  
BOSTON, MASS.—294 Washington Street—  
Charles H. Walker .....General Agent  
John H. Kenney .....New England Passenger Agent  
BREMERTON, WASH.—Consolidated Ticket Office—  
A. F. Lee .....Agent  
BUFFALO, N. Y.—683 Ellicott Square Building—  
Geo. Eighmy, Jr. ....District Passenger Agent  
A. Kneubuehl .....Commercial Agent  
BUTTE, MONT.—513 Metals Bank Building—  
E. O. Boyle .....General Agent  
D. E. Wilder .....Agent, Consolidated Ticket Office  
CHICAGO, ILL.—113 South Clark Street—  
E. H. Moot .....General Agent, Passenger Department  
Carl F. Ellwanger .....Traveling Passenger Agent  
S. M. Farrell .....Traveling Passenger Agent  
527 Chicago Trust Building—79 West Monroe Street—  
T. J. Shea .....Assistant General Freight Agent  
W. S. Weber .....Traveling Agricultural Development Agent  
T. L. McDonald .....Traveling Agricultural Development Agent  
CINCINNATI, O.—609 Traction Building—  
J. H. Brinkman .....General Agent  
John E. Westerfield .....Traveling Passenger Agent  
CLEVELAND, O.—508 Hippodrome Building—  
F. P. Engel .....General Agent  
F. L. Cobb .....City Passenger Agent  
DALLAS, TEX.—1013 Southwestern Life Building—  
I. H. Turner .....Southwestern Freight and Passenger Agent  
DES MOINES, IA.—305 Equitable Building—  
W. M. Romine .....District Passenger Agent  
A. J. Cheeseman .....Traveling Freight Agent  
C. A. Rand .....Traveling Agricultural Development Agent  
DETROIT, MICH.—Main Floor Lobby—Transportation Bldg.,  
131 Lafayette Blvd.—  
E. B. Clark .....General Agent  
H. G. Scheutte .....Assistant General Agent  
W. J. Rintoul .....Traveling Passenger Agent  
DULUTH, MINN.—422 West Superior Street—  
H. R. Carl .....General Agent  
W. A. Wilson .....District Passenger Agent  
C. M. Cornelius .....City Passenger Agent  
D. M. Brier .....Traveling Freight Agent  
307 Alworth Building—  
W. J. Power .....Assistant General Freight Agent  
FARGO, N. D.—603 First Nat'l Bank Bldg.—  
J. L. Rohan .....General Agent  
M. Uthus .....G. N. Station Ticket Agent  
GRAND FORKS, N. D.—25 Clifford Building—  
J. H. Griffin .....Division Freight Agent  
M. Neville .....G. N. Station Ticket Agent  
GREAT FALLS, MONT.—802 First National Bank Building—  
C. F. O'Hara .....General Agent  
J. F. Beckett .....Traveling Passenger Agent  
Chas. Doherty .....G. N. Station District Passenger Agent  
HELENA, MONT.—Placer Hotel Building—  
W. J. Garrity .....City Passenger and Ticket Agent  
S. A. Garrity .....General Agent  
KANSAS CITY, MO.—516 Railway Exchange Building—  
V. E. Jones .....General Agent, Passenger Department  
L. C. Hodkins .....General Agent, Freight Department  
E. K. O'Brien .....Traveling Freight Agent  
F. H. Reeves .....Traveling Agricultural Development Agent  
LEWISTOWN, MONT.—  
D. C. Bates .....Traveling Freight and Passenger Agent  
LOS ANGELES, CAL.—605 Central Building—  
W. E. McCormick .....General Agent  
H. D. Day .....Traveling Freight and Passenger Agent  
S. L. Williams .....City Passenger Agent  
MILWAUKEE, WIS.—810 Majestic Building—  
E. A. Fradenburgh .....General Agent  
B. C. Culbertson .....Assistant General Agent  
MINNEAPOLIS, MINN.—534 Metropolitan Life Building—  
S. A. Volkman .....General Agent  
524 2d Avenue, South—  
R. C. Michkils .....General Agent, Passenger Department  
MINOT, N. D.—  
R. F. Mills .....General Agent  
NELSON, B. C.—421 Baker Street—  
E. L. Buchanan .....City Freight and Passenger Agent

NEW YORK, N. Y.—595 Fifth Ave., at 48th Street—  
M. M. Hubbert .....General Eastern Passenger Agent  
F. M. Schnell .....District Passenger Agent  
Henry Deissler .....City Passenger Agent  
J. E. O'Connell .....City Passenger Agent  
S. A. Dougan .....City Ticket Agent  
233 Broadway—  
H. G. Dow .....Assistant General Freight Agent  
J. A. Werne .....Commercial Agent  
OMAHA, NEB.—308 Paxton Block—  
Wm. Blonder .....Traveling Agricultural Development Agent  
PHILADELPHIA, PA.—401 Finance Building—  
W. F. Doane .....General Agent  
Edmund H. Whitlock .....Traveling Passenger Agent  
John O'Donnell .....City Passenger Agent  
PITTSBURGH, PA.—214 Empire Building—  
P. H. Yorke .....General Agent  
J. S. McDonald .....Traveling Passenger Agent  
L. D. Kidd .....City Passenger Agent  
PORTLAND, ORE.—201 Morgan Building—  
W. E. Hunt .....General Agent  
H. Dickson .....City Passenger Agent  
J. H. Running .....Traveling Passenger Agent  
3d and Washington Streets—  
A. L. Arnold .....Agent, Consolidated Ticket Office  
ST. LOUIS, MO.—517 Boatmens Bank Building—  
J. M. Sanford .....General Agent  
C. O. Layton .....Traveling Passenger Agent  
E. L. Vierling .....City Passenger Agent  
ST. PAUL, MINN.—Fourth and Jackson Streets—  
A. L. Johnston .....City Passenger Agent  
W. J. Dutch .....Agent, Union Ticket Office  
W. D. O'Brien .....General Agent, Freight Department  
712 Great Northern Building—  
W. C. Thorn .....District Passenger Agent  
A. E. Hathaway .....Traveling Passenger Agent  
SAN FRANCISCO, CAL.—1009 Hearst Building—  
A. J. Aicher .....General Agent  
J. C. Javet .....Traveling Passenger Agent  
Leo K. Spry .....City Passenger Agent  
SEATTLE, WASH.—414 Douglas Building—  
H. W. Costigan .....General Agent, Freight Department  
407 Douglas Building—  
C. W. Mahoney .....District Passenger Agent  
A. J. Arrive .....Traveling Passenger Agent  
James Johnstone .....Traveling Passenger Agent  
1403 Fourth Avenue—  
T. W. Young .....General Agent, Passenger Department  
J. J. Moore .....City Passenger Agent  
SHANGHAI, CHINA—Robert Dollar Building—  
J. W. Huck .....General Agent for the Orient  
SIOUX CITY, IA.—516 Nebraska Street—  
P. J. Donohue .....General Agent  
G. R. Norton .....City Passenger Agent  
SIOUX FALLS, S. D.—504 E 8th St.—  
Thos. Simpson .....General Agent  
O. D. Tibbetts .....Traveling Agricultural Development Agent  
SPOKANE, WASH.—Davenport Hotel—  
J. S. Bock .....General Agent  
R. C. Murphy .....City Passenger and Ticket Agent  
R. L. Richardson .....City Passenger Agent  
A. Alstrom .....Traveling Passenger Agent  
SUPERIOR, WIS.—Tower Avenue and 13th Street—  
R. F. Willcuts .....Joint Ticket Agent  
A. L. Gilmore .....Contracting Freight Agent  
TACOMA, WASH.—116 South 9th Street—  
M. J. Seabrook .....General Agent  
F. P. Herbert .....City Passenger Agent  
TORONTO, ONT.—202 Webster Building—  
H. E. Watkins .....General Agent  
John M. Copeland .....Traveling Agent  
VANCOUVER, B. C.—607 Hastings Street—  
Edw. A. Dye .....General Agent  
A. Whinnall .....City Passenger and Ticket Agent  
VANCOUVER, WASH.—  
C. N. Christopherson .....Traveling Freight and Pass. Agent  
VICTORIA, B. C.—916 Government Street—  
A. H. Hebb .....General Agent  
WENATCHEE, WASH.—  
J. C. Maher .....General Agent  
M. F. Reading .....Ticket Agent  
WINNIPEG, MANITOBA—226 Portage Avenue—  
W. T. Hetherington .....District Freight and Pass. Agent  
T. A. Thompson .....City Passenger Agent  
YOKOHAMA, JAPAN—  
J. W. Huck .....General Agent for the Orient

## MILEAGE OF THE GREAT NORTHERN RAILWAY SYSTEM

Great Northern Railway (including 378 miles  
trackage rights) .....7,514 Miles  
Duluth Terminal Railway ..... 2 Miles  
Manitoba Great Northern Ry. .... 31 Miles  
Midland Ry. of Manitoba ..... 6 Miles  
Watertown & Sioux Falls Ry. .... 102 Miles  
Minneapolis Western Ry. .... 2 Miles  
Brandon, Saskatchewan & Hudson's Bay Ry. .... 69 Miles

Crow's Nest Southern Ry. .... 53 Miles  
Nelson & Fort Sheppard Ry. .... 55 Miles  
Vancouver, Victoria & Eastern Ry. & Navigation  
Co. .... 231 Miles  
Montana Eastern Ry. .... 108 Miles  
Great Falls & Teton Co. Ry. .... 9 Miles  
Total .....8,182 Miles





# GREAT NORTHERN SEMAPHORE

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## THE CONTENT

	PAGE
Circle, Montana.....	Front Cover
Great Northern to Build from Richey to Circle, Montana.....	2
Our Directors—Albert C. Loring.....	5
The Legend of Prophet's Cut.....	7
Astonishing Records Being Made.....	8
Queen Marie on Great Northern.....	8
Charles M. Russell Passes On.....	12
Packing Plant Celebrates.....	12
Our St. Louis Office.....	13

## DEPARTMENTS

	PAGE		PAGE
Children's Health Page.....	16	House Plans.....	10
Club Activities.....	22	Kiddies' Picture Page.....	17
Division News.....	26	Meritorious Mention.....	40
Editorial.....	14	Safety First.....	11
Fashions.....	19	Veterans' Corner.....	15
Honor Roll.....	20	Women's Page.....	18



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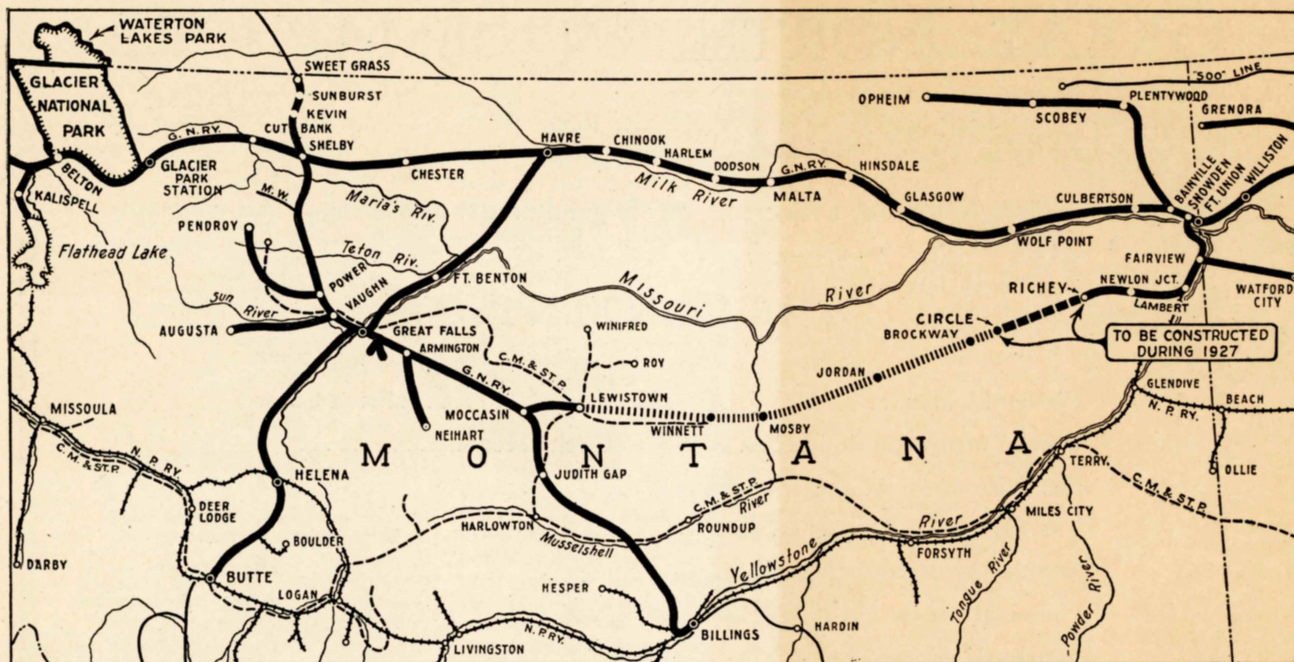
The Great Northern SEMAPHORE is published monthly at Saint Paul, Minnesota, by the Great Northern Railway Company, and is devoted to the interests of its active and retired employes and those of constituents or allied companies.

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

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



# GREAT NORTHERN TO BUILD FROM RICHEY TO CIRCLE, MONTANA



The above map shows railways in Eastern Montana and the extension from Circle to Richey

**T**HE DIRECTORS OF the Montana Eastern Railway, a Great Northern subsidiary, on November 4, 1926, authorized and instructed proper officers of that company to file an application with the Interstate Commerce Commission for a certificate of public necessity and convenience to build a line of railroad from Richey to Circle, Montana, a distance of thirty-three miles, along the route of the New Rockford-Lewistown cut-off, which several years before had been located and partly constructed. Such application has already been filed with the Interstate Commerce Commission.

Since the first of last September the Great Northern has been actively considering this work. At that time Mr. Budd, Mr. Kenney and Mr. Hogeland made an extended trip through Montana, with a view of recommending such construction as public convenience and necessity and the prospective traffic justified. Surveys were made several years ago, and part of the right of way of said proposed extension has been secured.

It is the hope and desire to have the line completed by November, 1927, so that grain grown next summer can be shipped out by rail.

The cost of this extension will be approximately \$900,000; it is thirty-three miles long and will serve sixty-six townships not now served by any railway. The land embraced in these sixty-six townships is suitable for agricultural purposes, more than fifty percent of it being tillable. An especially high grade of wheat, usually commanding a premium price, is raised. The remainder of the land is used for stock raising.

Work on the New Rockford-Lewistown cut-off, of which this line is a part, was discontinued on account of the World War, but in 1917 track was laid from Lambert to Richey, twenty-four

miles, in order to facilitate and encourage the growing of wheat for war purposes.

The application filed with the Interstate Commerce Commission states:

"About 1912 the Great Northern Railway Company and applicant caused to be surveyed and located a line of railroad from Lewistown, Montana, through Circle, Montana, and Richey, Montana, to New Rockford, North Dakota, connecting with the Great Northern Railway Company's line at New Rockford and with the terminus of its branch line at Lewistown, and acquired part of the right of way for the construction thereof. The proposed line of railroad was intended to serve as an alternate main line for the Great Northern Railway Company, and portions thereof were constructed, viz.: from Richey to Newlon, and from Sidney to Watford City, North Dakota, but further construction of the said line was discontinued for financial and other reasons. On August 20, 1914, applicant established the townsites of Circle, and it still owns portions of same. Applicant now desires to extend its railroad from Richey southwesterly to Circle, Dawson County, Montana, a distance of approximately thirty-three miles. Said proposed line will not run through any incorporated cities or towns. When constructed the proposed line will be maintained and operated by the Great Northern Railway Company, as a part of the line from Snowden to Richey, and as a part of its transcontinental railroad system. The proposed line from Richey to Circle is located entirely within the counties of Dawson and McCone, in the state of Montana."

The story of the growth of railways in Montana is illustrated by the following tabulation, showing the increase in mileage of the Great Northern, year by year, and the total mileage of all roads in that state:

Year	Miles Built Great Northern	Total Miles Great Northern	Total Miles All Railroads
1887	502	502	1,687
1888	89	591	1,803
1889	0	591	1,971
1890	0	591	2,196
1891	56	647	2,352
1892	0	647	2,368
1893	384	1,031	2,822
1894	0	1,031	2,825
1895	0	1,031	2,829
1896	0	1,031	2,886
1897	0	1,031	2,907
1898	5	1,036	2,971
1899	0	1,036	3,008
1900	0	1,036	3,029
1901	11	1,047	3,046
1902	51	1,098	3,134
1903	134	1,232	3,262
1904	69	1,301	3,328
1905	*	1,268	3,328
1906	0	1,268	3,310
1907	0	1,268	3,468
1908	194	1,462	4,013
1909	0	1,462	4,120
1910	0	1,462	4,249
1911	53	1,515	4,354
1912	70	1,585	4,482
1913	43	1,628	4,578
1914	45	1,673	4,916
1915	38	1,711	4,954
1916	9	1,720	4,963
1917	24	1,744	5,076
1918	0	1,744	5,094
1919	0	1,744	5,149
1920	0	1,744	5,188
1921	0	1,744	5,047
1922	0	1,744	5,040
1923	0	1,744	5,038
1924	0	1,744	5,064
1925	0	1,744	5,064
1926	50	1,794	5,114

\*Relocation of Melbourne-Jennings line resulting in elimination of 33 miles.

Montana now has five thousand one hundred and fourteen miles of railway, of which the Great Northern has 1,794 miles, or thirty-five percent, exceeding that of any other road. It is a significant and encouraging fact that for first time since the war, the railways of the Northwest feel encouraged to resume the construction program then interrupted.

Aside from the Newlon-Richey extension mentioned above, there has been little construction in Montana during the

Great Northern Semaphore



last ten years, until the fifty miles from Scobey to Opheim was built in 1926.

It is of especial importance to the Northwest, and particularly to Montana, where there will be more railroads built in the future, that interest is being revived in these uncompleted projects, and that construction work on some of them will be resumed.

## St. Cloud Times Celebrates Special Edition and Banquet in Honor of Sixty-fifth Birthday

**T**HE ST. CLOUD TIMES, in commemorating the conclusion of sixty-five years of splendid service to its community, has just issued an achievement edition of 112 pages in 10 sections. This would be an accomplishment worthy of commendation for the largest city newspaper. It is doubly so for a city the size of St. Cloud, and the SEMAPHORE wishes to congratulate Fred Schilplin, publisher of the *Times*, upon this great success. Sometimes a newspaper grows with the community it serves. St. Cloud may be said to be a city of achievement, but much of its success is due to the enterprise of the *Times*, which has always been a leader in the worth while activities of the community.

Among the speakers who attended the banquet in celebration of the anniversary, was Ralph Budd, president of the Great Northern.

Mr. Budd paid a tribute to the enterprise of the *Times* and congratulated Mr. Schilplin upon his success, which Mr. Budd said was typical of the West and is a cause for just pride in the entire community and state. Speaking about Northwest conditions, he then said in part:

"Agriculture is such a dominant industry here that to speak of Northwest conditions is almost equivalent to speaking of agricultural conditions in the Northwest. If those conditions are favorable, it is pretty certain that business in other lines will be good, and if they are unfavorable most other business also will be depressed.

"Nothing is more futile than for city dwellers, no matter how successful they may be in running their own particular kinds of business, to undertake to tell just how to make a success of farming. Fortunately, there are in every community good and successful farmers whose example and methods may be seen and followed by others. It will be found that these men have gone about the business of farming much as successful men have gone about other lines of business. They have taken advantage of the opportunities of soil, climate, and environment, used good judgment in the selections of products to be featured and then by intelligent application and the avoidance of waste they have made a given expenditure of energy and money produce the maximum of yield and quality. In short, they are efficient.

"The local problem of Northwest agriculture in many ways is comparable to that of the Northwest railways and I believe there is a similarity in the solution. Following the war the railways of the Northwest, like the farmers, found that it was necessary to sell their product, which in the case of the railways was transportation, for a very low figure considering the cost of making it. Unless selling prices could be raised or

## Soap Lake, Washington



**B**EFORE THE DAYS of the white man, the Indians of the Northwest for ages past, brought their sick and ailing to "Smokiam," the interpretation of which is "healing salts." This body of water, now known as "Soap Lake," one of the many wonders of Washington State, is located on the Great Northern between Spokane and Wenatchee. The red man early learned of its healing properties, he drank of its water, steamed in its mud baths, and swam away from his aches and pains. Not only did he find it good for himself, but he learned to bring his sick and suffering horses, for it healed animals as well as men. To the superstitious Indian, Soap Lake was magic, the direct gift of the Great Spirit.

The white man was slower to learn of its wonderful properties, for even now the lake does not attract the patronage it deserves. Its waters carry a high

percentage of chlorides, healing and soothing to sick stomachs; sodium carbonate, an eliminator of uric acid; potassium, a great blood purifier; calcium, an ideal remedy for the anemic, silica, which absorbs poisonous gasses in the intestines; and sulphates, which help to remove rheumatism and muscular troubles, eczema and other skin diseases.

There are several sanitariums now located at the lake, and also cottages which may be rented. The western industrial agent of the Great Northern, Fred W. Graham, of Seattle, is anxious to get in touch with someone who would be willing and able to erect a combined hotel and sanitarium, as, in his estimation, there is here an opportunity, not only for a profitable investment, but for a service to humanity.

We are indebted to C. A. Altwater, agent at Soap Lake, Washington, for the pictures used.

costs could be cut, they were faced with failure. By various means railway operating costs have been reduced, with the result that while the railways have not earned a reasonable return on the investment during any year since the war, there has been an improvement year by year which is encouraging. At the same time the service rendered has been better than ever before.

"Those successfully engaged in Northwest farming seem to have had a comparable experience. They have increased their yield by better cultivation, proper crop rotation, and seed selection. They have increased the output of animals and animal products by the use of better breeds and better sires. They have learned what products are comparatively free from the danger of surplus and low prices. The marked increase in output and quality of dairy products, poultry, and eggs show the tendency. The value of Minnesota dairy products annually is \$200,000,000, while the value of its wheat crop, which at the most was \$160,000,000, has declined to \$35,000,000.

"I place the successful farmer at the head of the agricultural assets of the Northwest; alongside and working hand in hand with him are the agricultural experts who give the necessary informa-

tion and advice to insure his success. Then there are the creameries, canneries, packing plants, beet sugar factories, powder milk factories, etc., which enable farm produce to be refined to high valued form and condensed to a point where it may reach far distant markets. There are many of such and the number steadily is increasing."

### We Get It

Jack—"Have you seen the new show in Chicago in which the twenty Scotchmen threw away pennies?"

John—"No, what is the name of it?"

Jack—"The Miracle."

## Magazine Editors Meet

Hold Half-yearly Convention at Savannah, Georgia

**R**EPRESENTATIVES of about forty of the forty-five railway employees' magazines met at Savannah, Ga., on October 29 for the semi-annual meeting of the American Railway Magazine Editors' Association. Editor Ivins and Assistant Editor Everingham of the SEMAPHORE were in attendance.

(Continued on Page 11)





### Up On the Midland

**T**HE PICTURE SHOWS a group of shopmen of Winnipeg, Manitoba, with the Midland "goat," switch engine No. 1, formerly Great Northern engine No. 327. Reading from left to right, we see George Hossack, machinist helper; William Henrickson, stationary engineer; William Brown, boilermaker; William Smith, boilermaker helper, and F. Branston, machinist.



Thos. Simpson

### Forty-nine Years a Railroad Man

**T**HE PICTURE IS OF Thomas Simpson, who has been with the Great Northern for 32 years and had seventeen previous years in railroad service.

After 49 years of continuous activity in one line, one would think a man would figure he had worked about long enough, but Mr. Simpson, who is general agent for the Great Northern at Sioux Falls, S. D., believes he's "good for a few more years anyway."

Judging by his appearance, which belies his long experience, Mr. Simpson may still be on the job when many younger and less zealous men have forsaken their businesses for an easy chair before the fireplace.

Mr. Simpson has been connected with the Great Northern at Sioux Falls for 32 years, going there as local agent in September, 1894. That was the year of the total crop failure in South Dakota, and the people were having a pretty tough time. But they made the best of it—Sioux Falls people always have been optimistic—and the next year there was a bumper crop.

Mr. Simpson started with the Great Northern in St. Paul in January, 1887. It was then the St. Paul, Minneapolis & Manitoba.

He started out with the Michigan Central in 1877, working with that road between Detroit and Buffalo for 10 years before he came to the G. N.

Mr. Simpson was local agent at Sioux Falls from 1894 to 1902, when he became traveling freight and passenger agent on the Willmar and Sioux Falls Division. He became general agent in 1904, and has held that post ever since. The Hanson studio made the photograph from which the illustration was produced and it appeared recently in the Sioux Falls *Argus-Leader*.

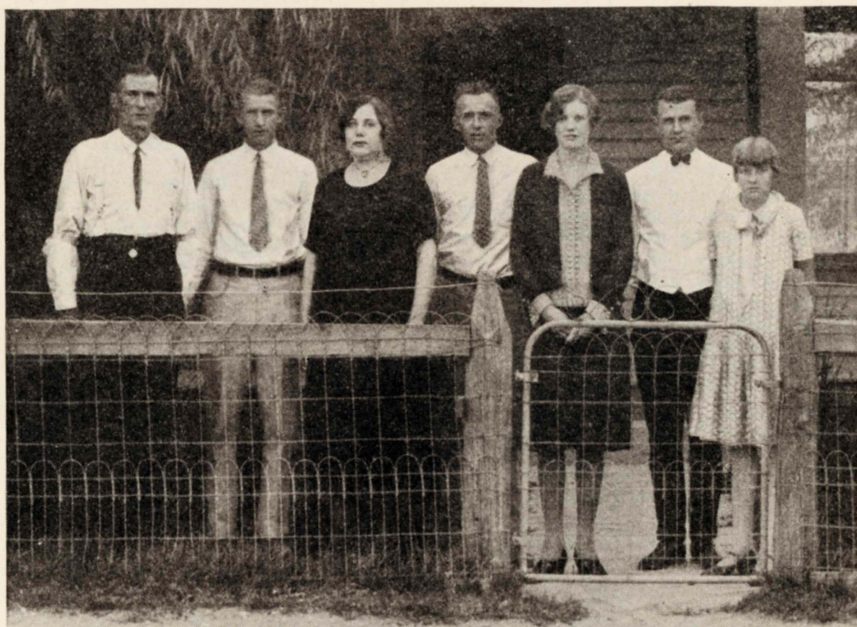
### New Purchasing Agent

**F**REDERICK I. PLECHNER, formerly assistant purchasing agent for the Great Northern Railway Company, at St. Paul, Minn., has been promoted to purchasing agent, succeeding Fred A. Bushnell, resigned. Mr. Plechner was born on February 8, 1871, at St. Paul. He was graduated from the St. Paul High School in the class of 1889.



F. I. Plechner

Prior to entering railway service Mr. Plechner was traveling representative in Oregon, Washington, and Idaho for a St. Paul wholesale and manufacturing firm. His connection with railroad work began on December 1, 1913, when he was appointed assistant purchasing agent on the Great Northern at St. Paul. He remained in this position until October 15, 1926, when he was promoted to purchasing agent with jurisdiction over the entire purchasing and stores department of the Great Northern.



### A Loon Lake G. N. Family

**T**HIS IS THE FAMILY of John Qualls, section foreman of Loon Lake, Washington, in front of their home. From left to right those in the picture are: John Qualls; James Qualls, age sixteen, student at high school at Deer Park, Wash.; Mrs. J. Qualls; Earl Qualls, age twenty-one, section foreman

for the Great Northern at Chewelah, Wash.; Zona Qualls, age eighteen, stenographer in bank at Deer Park, Wash.; Claude Qualls, age twenty-two, proprietor of confectionery store at Loon Lake; Ruth Qualls, the flower of the family, who is attending school at Loon Lake.

Great Northern Semaphore



# OUR DIRECTORS

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

No. 3. Albert Carpenter Loring

**I**F A SELECTION WERE to be made of the two qualities most essential to commercial success, many would choose judgment and personality. And any list of American business men of outstanding accomplishments because of those two elements, would inevitably include the name of Albert Carpenter Loring, of Minneapolis. Mr. Loring is president of the Pillsbury Flour Mills Company, and his industrial acumen and forceful, as well as genial, personality bring to the directorate of the Great Northern Railway a combination of keen analysis, wise decision, and liberal vision which have been valuable contributions to the conferences of that group under whose direction the system has made so truly wonderful a showing in recent years.

Leigh Hunt once wrote:

*"He who seeks one thing in life and but one, May hope to achieve it before life is done."*

Mr. Loring's business life illustrates the poet's thought. He has been connected with flour milling since he was nineteen years old, when he became secretary and treasurer of the Minnetonka Mill Co., in 1877, and since then has devoted himself to possibly the most necessary food industry in the world; providing humanity with "the staff of life."

Judgment of opportunities as well as men has enabled Mr. Loring to develop with the milling business, the while his knowledge of conditions, both as to production and distribution, has made his influence a potent factor in that development.

He was an organizer of the Galaxy Milling Co., serving as secretary and treasurer and later as president of this company. He was one of the organizers of the Northwestern Consolidated Milling Co. in 1895, was manager for years and was also its president. He was a vice-president of the United States Flour Milling Co. and prominent in the affairs of its successor, the Standard Milling Co. He was instrumental in the initial entrance of a northern milling company into the hard winter wheat milling territory of the Southwest.

In 1909 Mr. Loring became associated with Alfred F. Pillsbury, son of Governor John S. Pillsbury, and Charles S.

and John S. Pillsbury, sons of the late Charles A. Pillsbury, in forming the Pillsbury Flour Mills Co. to lease the Washburn-Pillsbury plants for twenty years, with an option of twenty years additional. Gradually, the British-owned Pillsbury-Washburn stock was transferred to the United States, and in 1923 negotiations were concluded for the



Albert Carpenter Loring.

purchase of the mills by the Pillsbury Flour Mills Co. The last step in the transfer and reorganization was taken in 1924. Mr. Loring was made president which position he still holds. The other officers of the company at this time are vice-presidents, Charles S. and John S. Pillsbury, treasurer, Alfred F. Pillsbury, secretary, Clark Hempstead.

The daily output of the Pillsbury Company is 40,000 barrels from its six mills in Minneapolis, one in Buffalo, New York, and one in Atchison, Kansas. What a difference from the day when, on account of the ill health of his father, he was called from his studies at Boston "Tech," to buy wheat, sell flour, and

attend to the office details for the Minnetonka Mill of 450 barrels capacity!

Mr. Loring is of that group of American business men who think straight and think right. With a rare capacity for seeing both sides of a question, his careful study and long experience have made him one whose counsel is sought and valued in the meetings of the Millers' National Federation, where

his attendance is eagerly anticipated. And when he speaks, his power of penetration and his lucid, concise presentation of his conclusions, more than often give the final touch of satisfaction to the solution of national milling problems. During the Great War he was a member of the milling division of the U. S. Food Administration in charge of the Minneapolis territory.

Regarding his other interests and his hours of relaxation, the *Southwestern Miller* of Kansas City, says, in a recent issue:

"Mr. Loring is a descendant of early settlers of the New England states who came to this country from England. Some of his forebears were eminent ministers and teachers. He retains their interest in learning, devoting many hours to reading in the library of his home on a 400-acre farm adjoining Lake Minnetonka near Minneapolis. With Mrs. Loring, he derives great pleasure from his farming activities, which are among his principal recreations. He attended the University of Minnesota for some time. He is a director of the Great Northern Railway Company, and of the First National Bank and of the Minneapolis Trust Co., in Minneapolis. His clubs include the Minneapolis, Minikahda, Woodhill, and Interlachen. With all of his responsibilities, he maintains the vigor of men many years his junior."

It is men of Mr. Loring's earnestness, enthusiasm, and forethought that have had much to do with the remarkable growth and importance of Minneapolis. Like most worth-while Americans, Mr. Loring loves his home city and his spirit of co-operation toward community progress has been generous and constant. Loring Park, one of the city's beauty spots, is named after his father, Charles M. Loring.





## Trainman on James J. Hill Special

### Conductor Cracroft of Coast Line Recalls Happy Memories

**T**HIRTY-SEVEN YEARS in the service of the Great Northern has provided a fund of recollections for Charles A. Cracroft, according to Virginia Case, in the Portland (Ore.) *Telegram*. Mr. Cracroft was trainman for four years on James J. Hill's special and loves to recall those days and the many kindnesses of his friend, Mr. Hill. The *Telegram* article in part is as follows:

Cracroft travels the run between Portland and Seattle. He is a bachelor, of sunny disposition and good habits, and he is away from home most of the time. This article will probably increase business on his train to a marked extent.

"Mr. Hill never forgot anything," said Conductor Cracroft. "He had a prodigious memory, and had more statistics at his tongue's end than I could read out of a book. He was thoughtful of his crew and insisted that we get a good night's rest, and never let any of us go out into the snow or cold without being protected.

"I was in two wrecks with him while I worked on his train out of St. Paul. The first time a runaway engine hit us in the rear. The other time a rail had been taken up, near Butte, and we hadn't been warned. The engine and several cars were derailed and we had to send for help. I climbed up a pole and cut in on the wire so we could send for the wrecking crew. Then I sat on a box in the snow and took about 50 of Mr. Hill's private telegrams that had been waiting for him in Great Falls.

"He said they were all right, too. I was fourteen when I studied telegraphy, and I had charge of an office when I was fifteen. That was in 1888." (Count 'em, girls. That makes him fifty-three, but he doesn't look over forty.)

"We used to work from 7:30 a. m. to 12 at night in those days, and thought we were rich to get \$50 a month. I was made conductor in 1903, and have been on the Pacific Coast run ever since."

"Conductors carry a heavy load of

responsibility and are under a peculiar strain," said Cracroft. "They must see to the comfort and safety of passengers and they are responsible when things go wrong."

Cracroft thinks the world is growing more honest, because fewer people try to escape paying fare. Men used to shift hat checks and try to get by, but hardly any one does it these days.

"There is hardly any drinking on the trains any more," said Cracroft.

"I always intended to be a railroad man, even when I was a boy on the farm in Ohio. The trains used to run past our place, and I loved to watch them and hear them whistle. It must have been the fascination of that time that made me love railroading."

The illustration in this article is loaned by the Portland (Ore.) *Telegram*.



## Bonnors Ferry Wins Typing Honors

**R**ICHARD MEYERS, nineteen-year-old son of Mr. and Mrs. Richard Meyers, recently won the amateur diamond medal offered by the Underwood Typewriter Co. He will compete in the National Amateur contest in New York City. He developed a speed of 105 words per minute for 30 consecutive minutes, which is almost a world's record; and his chances seem excellent for making the highest record in New York. He is editor of the *Bonnors Ferry News*, a new weekly paper, and Bonners Ferry is justly proud of him.

His instructor, Miss Wilhelm, a high school teacher in Bonners Ferry, was also awarded a diamond medal, and has the distinction of being the only teacher in the United States who has received such an award. Miss Wilhelm is competing in the New York tournament. She will be accompanied by Ethel Bliss, another of her pupils. Miss Bliss won the state championship of Idaho for speed. She will compete in the New York tournament with the winners of other states for the championship, open to second-year high-school pupils. Miss Wilhelm is famous as a typist and instructor, having developed these two champions, and her class having won the Idaho state championship in the state contest at Boise, Ida., last fall. It is unusual for a comparatively small city to develop such experts in this line, and the people of Bonners Ferry are proud of their past accomplishments and hope-

ful that they will be successful in winning in the New York tournament.



Dr. and Mrs. Branley.

## Former Timekeeper Now M. D.

**T**HIS SNAPSHOT shows Dr. and Mrs. Bernard L. Branley in front of the General Hospital at Philadelphia, where he is resident physician. Ben, as he is familiarly known, is the son of Division Roadmaster John Branley, and has worked in various capacities at different points on the Great Northern as follows: During the years 1914 to 1917 he put in his vacations as section and extra gang laborer, and in 1917 and 1918 he was employed as clerk in the superintendent's office at Melrose, at which time he became a charter member of Lodge 929, B. of R. C. He was then appointed assistant to roadmaster at Williston, and later enlisted in the military service.

After the close of the war he entered the University of Minnesota to study medicine and graduated in March, 1926. While attending the University, he spent several of his vacations on the Great Northern as extra gang timekeeper. Naturally he still retains a very warm spot in his heart for the Great Northern Railway and all connected with it and takes great pleasure in reading the *SEMAPHORE* each month, and also wishes to be remembered to all his friends and associates along the line.

## Magazine Editors Meet

(Continued from Page 4)

The morning session listened to the reports of officers and standing committees and a talk by J. D. McCartney, assistant to the president, Central of Georgia Railway, and a roundtable discussion of the talk. In the afternoon the speaker was Pitt P. Hand, publicity manager of the New York Central Lines. New York City was chosen as the meeting place for the annual convention in June, 1927. Holcombe Parkes, editor of the *Norfolk and Western Railway* magazine, was elected second vice-president to fill a vacancy.

A sight-seeing trip occupied the remainder of the afternoon, and in the evening the delegates and guests were entertained at a banquet by the Central of Georgia Railway, with J. J. Pelley, president of that company, as the speaker of the evening.

*Great Northern Semaphore*



# The Legend of Prophet's Cut

## How the Visions of Teunis Wayenberg Came True

By F. O. Seaman, St. Paul, Minn.

**I**N THE SUMMER OF 1882 or 1883, about three years before the surveys were run for the Sioux City & Northern Railroad, now the Great Northern Railway's Sioux City line, Teunis Wayenberg, a member of the big colony of Hollanders occupying about ten miles square of land around Sioux Center, Iowa, insisted that on several occasions, invariably during the evening, he had seen both passenger and freight trains cross his farm near his house. He became angered when members of his family and others who happened to be present, failed to see the trains as he pointed to them, saying: "See the cars all lighted up." And as the phantom train approached a point where it passed near his house, he would exclaim: "See the brakeman!" He was greatly disturbed at the stupidity of those who failed to see the picture he pointed out.

The newspapers at the time published articles which were in substance: "The Holland Colony is finally going to get a railroad. Teunis Wayenberg, the great Holland prophet, from the old country, has seen the trains crossing his farm."

Following the season of Wayenberg's visions, nothing of interest occurred until, some three years later, the surveyors of the Sioux City & Northern Railroad began the location of its line of railroad up a slough that crosses Wayenberg's land on the westerly side, some little distance from the house. This slough, lying level and low, appears to be an ideal location for a line of railway endeavoring, as was the Sioux City & Northern, to maintain a maximum six-tenths grade through a country raising every foot of the way from Maurice to Sioux Center, between which points Wayenberg's farm is located.

The prophet, however, took no stock in the engineers' explanations or the surveys, and promptly ordered the surveyors to keep off of his land, saying that the railroad would never be built where they were locating it. He finally got the engineers to go with him to look over the place where he had seen the trains in his vision. The engineers at once pronounced it an impracticable line to build, as it would require a long cut about 20 feet deep through his yard and close to his buildings. Notwithstanding this, Wayenberg told them that if they would locate the line there, it would be all right, but that he would never consent to let them run the survey anywhere else. Finally, on payment of a small sum by the engineers, he allowed them to make the survey, and matters quieted down until the survey was completed and right of way maps were made and turned over to me as right of way agent for the road to procure the right of way.

The maps showed the line crossing the west side of Wayenberg's land. I knew this would start another war with him over right of way matters, and so it transpired. When, with an interpreter, Garret Bolks, son of Rev. Seine Bolks, the highly respected Holland preacher, who had come over from the old country with the Holland colony, I called on Wayenberg to take up the matter, he

flatly refused to sell the right of way as shown on the plat, and again went all over the story of his visions. Finally I told Mr. Bolks to get both Wayenberg's and his wife's full names so that I might issue the required notice to secure the right of way by condemnation, in order to let the graders get to work on the land. Wayenberg finally weakened, and sold the right of way as shown on the engineers' right of way plat.

Everything became quiet again and so remained until some months later, when I was notified that a serious complication had developed in right of way matters on the Sioux City & Northern line, and requested to meet Captain S. L. Dows, superintendent of construction, at Sioux City, at as early a date as possible. When I met Captain Dows and listened to his report, I at once recognized our friend Wayenberg's farm as the scene of the trouble. Captain Dows wanted to throw the line east about one-eighth of a mile in order to get out of a slough and go through the brow of

found him sitting on the porch, and Mr. Bolks told him what we wanted. He was as tickled as a boy with his first pair of boots. We deeded the first right of way back to him and took his deed for the new location without any expense.

The line was finally built, in 1890, right where Wayenberg had seen it in his visions. This so elevated him in his own estimation and in the eyes of the Holland people as well, that he gave or sold the farm to his son, and moved into the town of Sioux Center. He was the senior deacon in the big Holland Reform Church of Sioux Center, of which Rev. James De Pree, a great favorite among the Hollanders, was pastor. The prophet gave all of his time to religious matters; donned a sort of a semi-priest garb; and cut quite a figure in and around Sioux Center until he died about seven or eight years later. He is still remembered as a great prophet and a very nice old man.

The line was built by Captain Dows under the direction of F. C. Hills, president and general manager of the road, father of our general baggage agent. W. B. McNider was the first freight and passenger agent; Sam Welch was the first trainmaster; and Richard A. Butler was the first conductor. The latter ran the first construction train over the road on January 9, 1890, engine No. 1, Charley Lane, engineer. He also ran the first passenger train over the line on Feb. 1, 1890.

The line was formally opened for business March 17, 1890. C. P. Groves was the first agent at Sioux Center. C. E. Walbridge, our present agent there, to whom I am indebted for assistance in the preparation of this article, states that his station shows a steady increase in business, due to the fine farming of these same thrifty Holland farmers, while the average country stations have been losing business on account of automobiles, trucks, etc.

The wagon bridge over the cut in Wayenberg's yard was recently taken out when the highway leading to it was moved south to the section line; but the cut is still known to trainmen and others who frequent the Sioux City line, as the "Prophet's Cut."

I desire to thank Herman Toering, editor, of Orange City, Iowa, for the courtesies extended in checking files of Sioux County newspapers, 1883 to 1890. I am also indebted to Charles Brocke, who kindly gave us a lot of his valuable time and furnished the photograph of Wayenberg and his wife reproduced above, the only photograph of the great prophet in existence, which he secured from Rev. James De Pree.

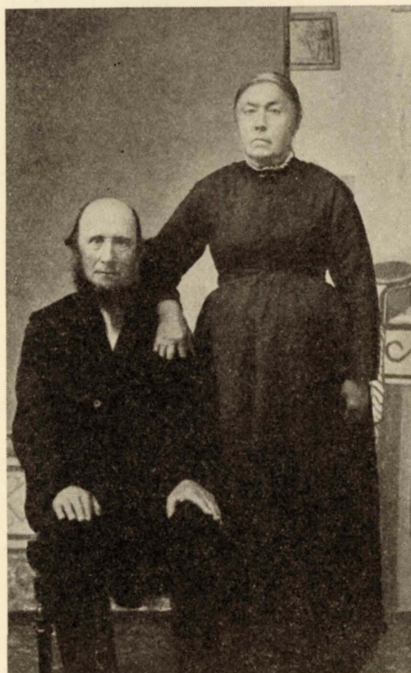
The author of this article is a former claim agent for the Great Northern Railway. He is now retired.

### SO'S YOUR OLD MAN

"Mamma, do the heathens in Africa wear clothes?" asked five-year-old Mary.

"No, dear," was the reply.

"Then what good will that button do that papa dropped in the collection plate?"



Mr. and Mrs. Wayenberg.

the hills on the easterly side, which would make the grading a matter of "cut and fill" and save thousands of dollars. But Wayenberg had sold the company one right of way, and the difficulty was, as our attorneys had informed Captain Dows, that we could not condemn a second. Judge of my surprise when I found that the proposed new location would bring the line exactly where Wayenberg saw it in his visions. I told Captain Dows it would be a very easy matter to fix up. But he did not think so, as, in his opinion, the new line would practically ruin Wayenberg's farm.

I got my interpreter, Garret Bolks, and, together with Captain Dows, we drove out to Wayenberg's, where we

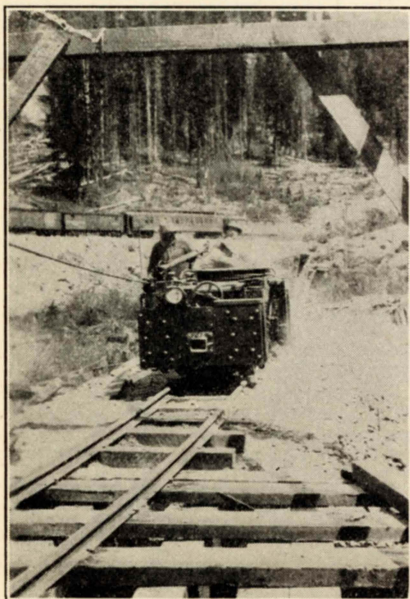


## Astonishing Records Being Made Eyes of Engineering World on A. Guthrie & Co. Crews Which Are Building New Cascade Tunnel

**M**ANY READERS OF the SEMAPHORE are following with interest each month the pennant contest being carried on by the three groups engaged in the work of constructing the new Cascade Tunnel, as reported by Associated Editor Sanders in the division news. Last month he told you something about the wonderful records being made by the Berne and Scenic crews and prophesied that the Mill Creek shaft crew would be heard from in the near future.

Many newspapers have carried the story of the astounding progress made by the crew at the east portal under Superintendent C. G. Jones, which advanced 984 feet in one month; a record which far surpasses any ever previously made in tunnel construction. The chairman of the board and the president of A. Guthrie & Co. have offered a prize of five hundred dollars for the first crew to establish a new world's record, and the rivalry to win this prize is so intense that there would be little surprise if one of the crews should carry its banner over the one thousand feet mark.

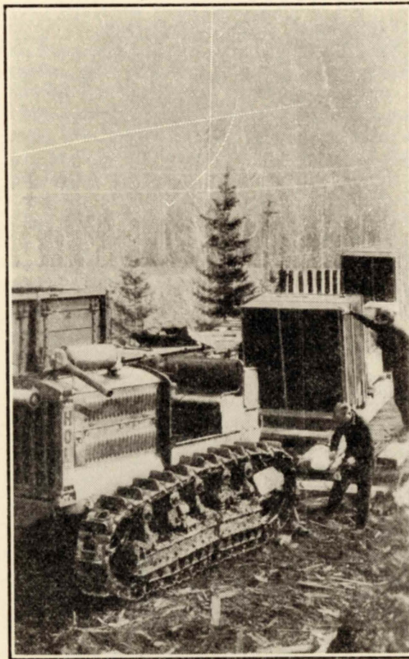
The progress being made by Guthrie & Company on the construction of this new tunnel is attributed primarily to the fact that every man in the crews engaged in the work has taken an exceptional interest in his job and is seemingly intent on doing his bit towards making his crew victorious over the others. The conditions under which the men work are ideal and there has been no time since the beginning of the project when there has been any layoff for any cause. The crews now operating are almost to a man the original crews that started in on the job. The turnover of labor is practically nil. Formerly on construction work of this character, holidays such as the Fourth of July, Labor Day, etc., brought about a considerable slump in progress until the crews had an opportunity to recover from their celebration. The progress made on the Fourth of July and Labor Day on this Great Northern tun-



One of the Electric Engines

nel was practically the same as at any other time and there has been no loss from this cause.

The ideal working and living conditions at Scenic, Millcreek, and Berne are responsible in a considerable measure for the contentment of the men. Not only has A. Guthrie & Co. made every provision for the material well-being of the workmen and their families at these



The Tractor at Work

points but social and educational features have been given special attention. Schools of the best character have been established at all three of these centers. A. Guthrie & Co. took over the large hotel, a popular summer resort located at Scenic, Washington, and have converted it into a social center for its employees. They have constructed recreation buildings at the centers, equipped with gymnasium, reading and writing rooms, card rooms, and facilities for motion pictures. They have organized an orchestra called "Guthrie's Musical Muckers" which visits the camps and furnishes musical entertainment. Baseball, basketball, football, and other competitive sports have been organized.

Guthrie & Co. hauled a piano over the summit of the Cascade Mountains from Scenic to Mill Creek Camp, using a caterpillar engine to do the hauling a large part of the way, and the piano is now established in the main dining hall where dancing and other recreation are enjoyed by the employees and their families. The modern dining halls established in the camps are equipped with large electric refrigerating plants and employees are furnished with the best food obtainable. All of these factors contribute to the zeal with which the men have thrown themselves into the enterprise, resulting in the establishment of these new world's records.

## Queen Marie on Great Northern

**A**S ROBERT BURNS wrote so long ago,—"A man's a man for a' that,"—presumably a woman also. Would Marie of Rumania, by any other title have been so interesting or seemed so intriguing and fascinating and forceful, and did she come up to our expectations of a woman who was also "every inch a Queen?"

Queen Marie was not a stranger to us by any means. She has been kept well in the foreground of the world's news regarding famous women by her newspaper and magazine articles and interviews, so we have long been more familiar with her views and characteristics than ever we were with those of her grandmother, Queen Victoria.

Sidney L. Davis, steward on the Oriental Limited, who had an opportunity to see Queen Marie at close range, during the five days that he was aboard her train, thinks she is pretty much like any other woman. The Great Northern brought the royal family from Winnipeg to St. Paul, got them again at Seattle, transported them from Seattle to Vancouver and return, thence from Seattle to Billings, Mont., stopping at Spokane and Glacier Park.

According to "Sid" the royal children, as Prince Nicholas and Princess Ileana are familiarly termed, are just the same as any other normal young people. They both drive automobiles very well, and from Bellingham to Blaine, Washington, the highway being especially inviting and accessible, Princess Ileana drove for 60 miles, following the train. On board train their favorite form of exercise was playing bean bag. The Queen spent considerable time reading, as well as writing. The Prince was generally dressed in an ordinary business suit, and the Princess dresses like any young girl for travelling.



The Royal Family

Showing that she has a bit of mischief in her makeup, the Princess once "pinched" a bunch of grapes while walking through the dining car, reaching over a table and helping herself with a smile. At Glacier Park she had her face painted up and was adopted by the Blackfeet Indians, becoming a member of their tribe.

As a souvenir of his royal patrons, "Sid" Davis has an autographed photograph of the Queen, presented to him by Her Majesty, and also an autographed menu.



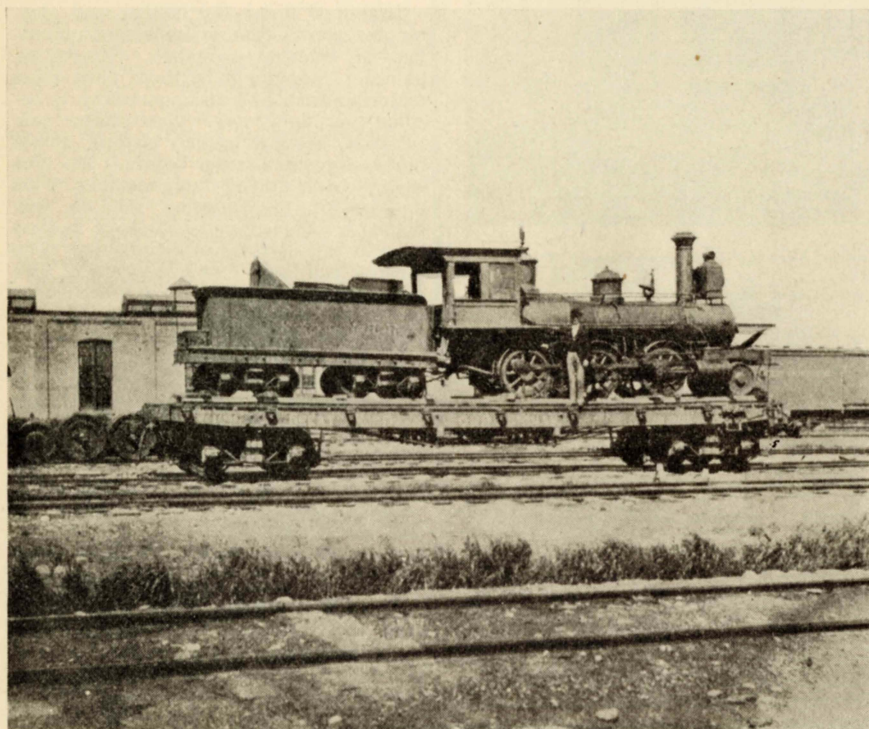
## Motorist Appreciates Help Praises Train and Section Crews for Assistance Given

**D**URING THE PAST SUMMER, Geo. C. Bettis, sales manager of the Hud-Sex Motors, of Spokane, Wash., was unfortunate enough to roll over a thirty-five-foot embankment in his car between Northport and Colville, Wash.

He was rescued from his predicament and given first aid and every possible attention by Section Foreman Angelo Scalse and his crew, as well as by Conductor John F. Getsy and Engineer Geo. Knox, of a train crew that observed the accident.

Mr. Bettis wrote the Great Northern Railway Company as follows:

"The treatment I received at the hands of your section crew and train crew was so courteous and kind that I don't believe I could let the matter drop without thanking you and them. If all of your employes are drilled to be as courteous and kind as they were, I don't see but what you should get all the railroad business on this division. Also I wish I knew your system so I could drill it into some of my salesmen. It surely is nice when a person in my predicament is taken care of the way I was by your company."



### Going or Coming?

**B**ACK IN 1898 LOCOMOTIVES were still in the "watch charm" class, compared with the "big boys" of today. The engine and tender in the accompanying illustration are the length of a flat car of the period. We need only place a modern flat beside the 2030 or any of its class to appreciate the increase in size of locomotives.

We have wondered whether the little "iron horse" of '98 was bound for the "hospital," or was leaving the shops for further service. It would appear that it

was being brought in for repairs, as it probably would have been run out on its own power, or at least on its own wheels.

The picture was taken at Superior in the year mentioned by A. H. Stadum, formerly in Great Northern service, now deceased. His brother, Gang Foreman Martin Stadum, of Delta shops, loaned it to Shop Superintendent L. Gaul, to send in to us.

The man in the picture is Ed. English, then a boilermaker at Superior, now master mechanic at Seattle.

### JUST THE OPPOSITE

A teacher was instructing her class in the use of antonyms. "Now, children," she said, "what is the opposite of sorrow?"

"Joy," shrieked the class in unison.

"What is the opposite of pleasure?"

"Pain."

"And what is the opposite of woe?"

"Giddap!"—

*The Outlook.*

### Brother Nimrods

**W**HEN THE PART of the Great Northern that runs between Superior, Wis., and Deer River, Minn., was the Duluth and Winnipeg Railway, Conductor Mike Flynn, now on the "Gopher," was running "the freight." This train went up one day and returned the next, and had all the time in the world to spare. Before the Great Northern acquired the D. and W., it was in the hands of a receiver. Mr. Fitch, of the

S. S. & A., was the receiver. The writer of this tale ran an extra gang between Floodwood and Wawina at the time, trying to keep the track above water through the swamps, which, by the way, was not always possible. There was an untold number of grouse in the swamps, and Mike Flynn used to sit on the front of the engine and shoot them, and the rear brakemen picked them up.

Sometimes Mr. Fitch's private car was pushed ahead of the train, and Mr. Fitch, who was no mean shot himself, would bang away at the birds. One day Mike shot a lot of birds right where I was working (I carried a gun, too), and afterwards he told me this tale:

"At Cloquet the next day, the brakeman and myself had some words, and he got 'sassy' and I fired him. He went to Mr. Fitch with his tale of woe, and among other things told about my grouse shooting, ending up with:

'Last trip he stopped the train and we picked up 15 birds.'

'Did he get 15 birds?' Mr. Fitch asked.

'Yes, sir.'

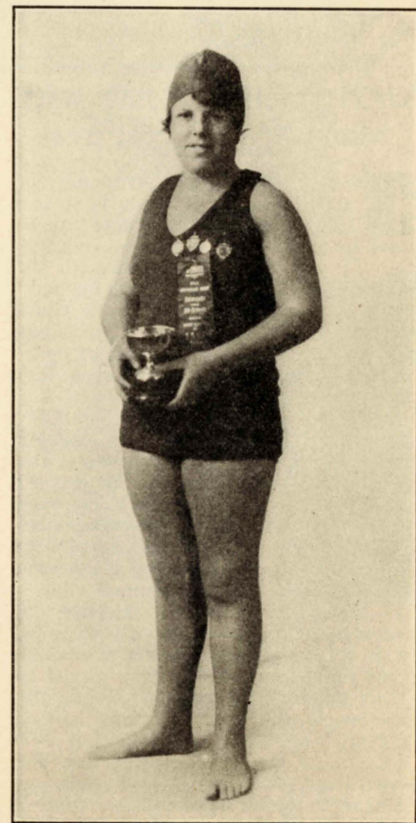
'That is what he told me, but I did not believe him,' said Mr. Fitch, walking away."

*Old Timer.*

### We Are Proud of Her

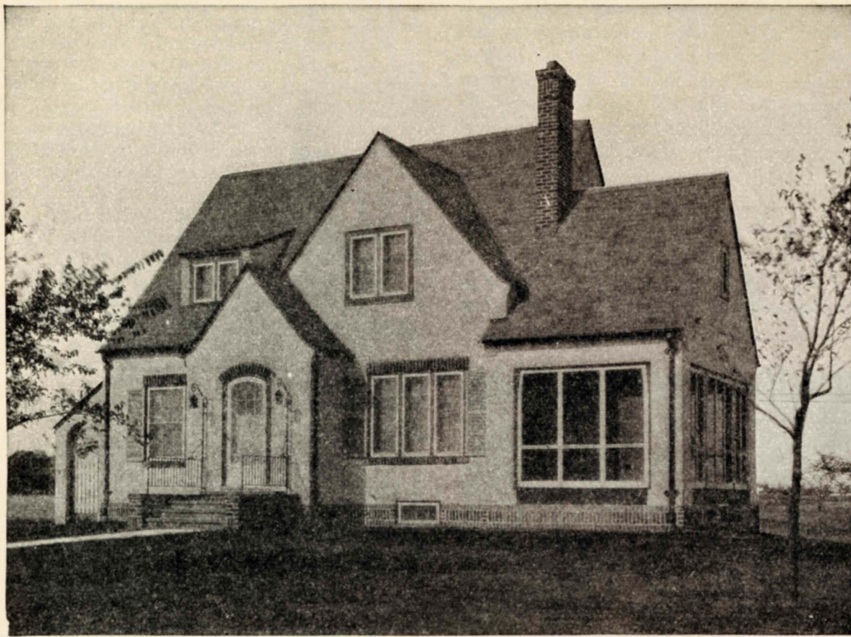
**I**T AFFORDS US BOTH pride and pleasure to present to our readers Margaret Dye, daughter of E. A. Dye, general agent, Vancouver, B. C., winner of many swimming honors. Miss Dye was one of the two plucky girls who, at White Rock, B. C., June 24, saved Frank Dileth, aged eleven, from drowning.

The boy was riding a log and toppled off into deep water, and had it not been for the prompt action of Miss Dye and Loretta Morgan, another Vancouver girl, young Dileth would have been lost. Karl Rolph, Surrey's life-saver, also took part in the rescue.

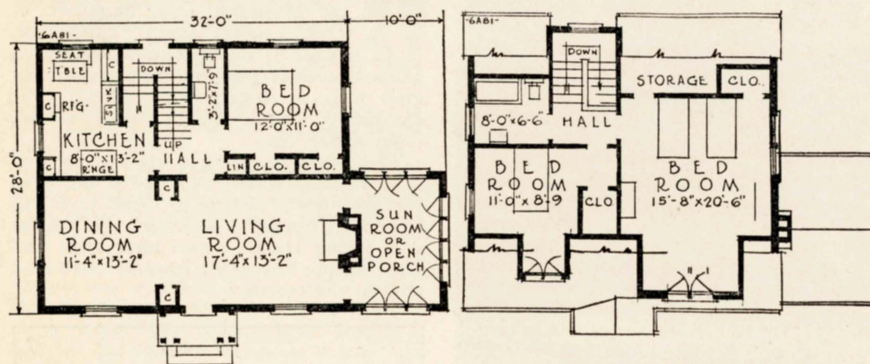




# FOR THE HOME BUILDER



Copyright, 1926—The Architects' Small House Service Bureau—Home Plan No. 6-A-S1.



## An Attractive Home with Many Special Features

**I**N ITS picturesque grouping of steep gables this house is typical of the charming homes to be found in an English village or countryside. If you were to step through the doorway you would experience the feeling of spaciousness that is also a characteristic of English homes. The whole front of this house—an extent of some forty feet—has been thrown open into practically one room.

At the left the dining room is slightly separated by the very wide opening formed by the two china closets. The sunroom at the other end is entered through single French doors on each side of the fireplace. This arrangement creates a feeling of openness particularly in contrast to the cramped impression one gains in many small homes.

In many families it is necessary to have a first floor bedroom and lavatory, but it is not always possible for these rooms to be so advantageously placed as in this home. The stairs to the second floor are in the small stairway hall at the rear.

Like most modern kitchens, this one is well lined with built-in cupboards and one sunny corner is arranged for a breakfast nook.

One second floor bedroom is large enough for twin beds. In addition to the regular clothes closet this room is provided with a sizeable storage space for trunks that will prove a great convenience.

CONSTRUCTION: Frame; exterior finish stucco.

APPROXIMATE SIZE OF LOT: 50 feet.

DIMENSIONS: 42'0" x 28'0".

DESIGNED TO FACE: West or North.

Plan can be reversed for other facings.

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## Proper Time for Painting Home Interior

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

One of the worst conditions for painting is the presence of moisture. It is important, in painting the new house, to see that all surfaces are thoroughly dry before attempting to paint them. If paint is applied over a surface containing any appreciable amount of moisture, especially if the moisture be internal, that is, contained in the material painted, just as soon as the interior of the house becomes warmed the water vapor will attempt to escape through the paint film and will eventually cause either blistering or peeling of the film.

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

## Make Haste Slowly.

In a new house the lumber and plaster are apt to contain important quantities of internal moisture. Therefore, painting should not be done until these materials have had an opportunity to become thoroughly dry. New plaster particularly, being extremely porous, should never be painted either before it has time to dry out or during damp weather. This rushing of the painting job on new houses is frequently the cause of endless trouble and expense in refinishing. The interior painting of new houses will give far more satisfaction if it is done under the proper conditions. This usually requires only that the painting be delayed until the surfaces have dried and until the weather is clear and dry.

The important conditions—aside from the proper preparation of the surface—necessary to produce a good job of painting, are a fairly even, warm temperature that is free from excessive moisture.

Contrary to general opinion, spring and fall are not the only nor are they the best seasons in which to do interior painting.

## The Right Season for Painting

In these seasons, there may be considerable fluctuations in temperature and the atmosphere is usually fairly moist. Hence, summer and winter are the two seasons that are usually most suitable for interior painting. In the summer the atmosphere in the interior of the house is kept comparatively warm and dry by the heat of the sun, and in the winter we find the same conditions produced by artificial means. In the early spring or the late fall, though it may not be apparent, the interior of a house tends to be damper than at other seasons. Water-vapor abounds in the atmosphere at these seasons particularly. This moisture condenses invisibly on nearly all surfaces, and when paint or varnish is put over it, the heat of the house may "draw out" the moisture, causing the paint film to blister or peel, as it does in the case of paint that has been applied over damp, new plaster or over lumber in new houses.

The two conditions to be avoided during the painting of the interior of new houses are the presence of internal moisture in new building materials and the presence of surface moisture due to water of condensation. The remedies for these conditions are simple and obvious, namely: do not apply paint over new plaster or lumber until it has had time to dry out thoroughly and do not paint during damp or rainy seasons.

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Great Northern Semaphore





## The Crossing Accident A Psychonomic Enigma

By Elza Tway, Associate Editor *Semaphore*, Great Falls, Mont.

**T**HE UNREMITTING campaign of education carried on for several years by the railroads of the country has worked wonders in reducing accidents among railway employees, but no human agency seems able to stem the tide of destruction in which humanity at large has engulfed itself. All kinds of railroad accidents have materially decreased in numbers except those in which the general public is an important factor. Of these, the deadly crossing accident is the most frequent example.

Fifty years ago, P. T. Barnum made the famous assertion that a fool is born every minute. It was a picturesque remark, made more for its advertising value than as a statement of fact; but it is a truism which may be brought down to date and made to fittingly express conditions of today by slightly changing it to read, "A fool kills himself or some one else every minute." The absolute disregard of all sense of care and safety by an ever-increasing number of automobile drivers on our public highways, presents one of the most complex and unsolvable psychological problems of modern times.

The human being was endowed by the Creator with the power to think and reason. Good judgment and rational action are dependent upon the proper functioning of this mental faculty. When, from whatever cause, the mind loses its power of reasoning, the will-power drops away and we have the uncurbed lunatic, the dangerous maniac.

One of the most amazing and incredible things about grade crossing accidents is the fact that large numbers of them are caused by drivers who, after actually seeing the approaching train, attempt to race across the track ahead of it; plainly the act only of a fool, an idiot or a madman. Almost all other crossing accidents are caused by drivers who approach and drive on railroad tracks without looking or making any effort whatever to determine whether it is safe to do so. This may not be the act of a madman, but it is certainly an act so foolish, so devoid of sense and reason, and of the primary instinct of self-preservation as to place it outside of the pale of human intelligence.

Shall observation force us to the conclusion, however reluctantly, that the average man, of sane and orderly mind when engaged in the ordinary pursuits of life, is temporarily transformed into an unrestrained and irresponsible madman, reason and judgment dethroned in his brain, and stripped of all sense of duty and justice to his fellowmen and his passengers, when he takes the wheel of his automobile and drives forth upon the public highway? Can it be that the purr and hum of the fast-speeding motor have some subtle and insidious in-

fluence upon the human brain, deflecting the mental balance wheel and stultifying the guiding faculties of sense and reason?

History recites many stories of despotic rulers who became drunk with power and rushed blindly and madly to their destruction. Possibly the throb and roar of the mighty engine at his feet, quickly responsive to his every mood and fancy, and the realization of the tremendous power and speed at his command, intoxicates the driver, and sends him and his unfortunate passengers hurtling to a tragic and ignominious death. Unquestionably, there is no need whatever for the terrific speed and dangerous recklessness exercised daily by motorists on the public highways.

Can a remedy be suggested by which motorists and their passengers may be saved from their own madness? No laws or regulations can control the irresponsible actions of the madman, but laws regulating and restricting the power and speed of motors, which may be built into cars for public use, can easily be made and enforced upon the manufacturers. Displace the eighty-mile-per-hour pleasure car with one whose maximum speed is twenty-five miles per hour, and speed crazed drivers will disappear from the highways. The automobile will become a safe and useful means of transportation, instead of the

madly-rushing, death-dealing instrument of destruction which it is today. Crossing accidents, as well as practically all others in which the high-speed motor car and the insane driver participate so frequently, will be reduced to a minimum.

In the face of the insistent demand for more thrills and more speed, will the world at large lend a listening ear to a proposal so drastic and reactionary? Will the dictates of reason and common sense be able to find lodgment in the speed-mad mind of the present generation? Will popular opinion crystallize about an idea which would operate to check at once this wild and distracted rush to danger and death? It is not only doubtful, but highly improbable.

Today there are to be found in many places on the earth the crumbling remains of former civilizations, which, after centuries of painful toil upward, finally reached a high state of perfection in many arts and sciences, only to topple and crash down to destruction when some aberration or derangement upset the mental equilibrium of the age, and human action ceased to be guided by the steadying hands of sense and reason.

*"Whom the Gods would destroy they first make mad."*

### NEW KIND OF WRECK

Will: "You say he's a smart man?"

Bill: "Yes, instead of having a wrecking company to raze his old building, he hired a jazz band and held a Charleston dance on the premises."



### A Splendid Safety Record

**T**HE ABOVE PICTURES give our readers an idea of the care that is being exercised by two departments of the Great Northern at Delta, Wash. The rip track bulletin covers the work of one hundred and three carmen and that of the coach shop of twenty-four men. They are and have a right to be very proud of their accomplishment, and the rest of us join them in that pride.



## Charles M. Russell Passes On

Famous Artist, Identified in Many Ways with Great Northern, Called by Death

**N**O MORE PICTURESQUE personality has dwelt in the northwestern country in recent years than Charles M. Russell, internationally famous artist, sometimes known as the "Cowboy Artist." With his death, Montana loses one of its most noteworthy figures, and the hearts of thousands are bowed in grief.

Mr. Russell was born in St. Louis, Missouri in 1865, and in 1879, as a boy in his teens, with his parents' consent, took his way up into the north land, where he remained for forty-seven years, until the time of his death. In the fall of 1892, Mr. Russell settled in Great Falls, Montana, where he has since resided, with his wife (Nancy Cooper) whom he married in 1896.

Dan R. Conway, writing in the Troy (Montana) *Tribune* of November 5, 1926 said:



Chas. M. Russell

"Charles M. Russell was an artist—the greatest ever to wield a brush and palette to portray a western scene. He, himself, a child of the cattle era, was vast and rugged like the country in which he lived. He, too, came West and became the West. He saw in the pioneer this disturbance of the storm, this strength of the hills and this broadness of the plains. And, with his exceptional talent as an aid, he was able to preserve the true history of the West which has forever vanished in the wake of civilization.

"Because his work was naturalistic rather than realistic, his pictures, full of action and color, lifted the life of the cowboy and things the cowboy knew and saw, to a higher plane where they rightfully belong. His work gave dignity to the romance of the old West; he was a historian as well as an artist."

Mr. Russell did much of his work in a log-cabin studio alongside of his home in Great Falls. He also had a cabin studio on Lake McDonald in Glacier National Park, where he spent a portion of his summers. He had a real affection for this greatest of America's Wonderlands, and a warm friendship with many of those who have been instrumental in

## Packing Plant Celebrates

Anniversary of Plant Opening and Completion of Great Northern Trackage Occasion of Interest at Fargo, N. D.

**C**OMPLETION OF the three-mile extension built by the Great Northern at Fargo, for the purpose of giving stock growers of North Dakota a direct line to the Armour Packing Plant, was celebrated on Friday, November 5, at which time Armour & Company also celebrated the first anniversary of the operation of their plant.

Great Northern officials in attendance at the joint celebration included Ralph Budd, president; James T. Maher, right-of-way land and tax commissioner; John H. Boyd, assistant comptroller; George H. Smitton, freight traffic manager; P. H. Burnham, general freight agent; F. J. Gavin, general superintendent, and J. L. Close, superintendent Dakota Division. Arthur Curtiss James, of New York, and Joseph Chapman, of Minneapolis, Great Northern directors, were also among the guests.

Officials of the Great Northern and of Armour & Company, who were hosts to 250 Red River valley farmers and Fargo business men, took their guests by special train over the new spur track from the Great Northern station to the Armour plant, where they were conducted through the general building and made an inspection of additions to the plant built during the past year.

A luncheon composed of North Dakota products, including beef from alfalfa and clover fed cattle, rolls made from North Dakota flour, and salad prepared from North Dakota fruits and vegetables was served to members of the party, after which talks were made by President Budd, Mr. James, of New York City, Mr. Chapman and Chas. A. Weyerhaeuser, of St. Paul, Prof. J. H. Shepherd, head of the animal husbandry department of the North Dakota Agricultural College, Roy Johnson, of Casselton, and J. J. Luening, of St. Paul, general manager of the Northwestern plants for Armour & Company, in all of which praise was accorded to the progress of North Dakota in the past, combined with enthusiastic prophecies for its future.

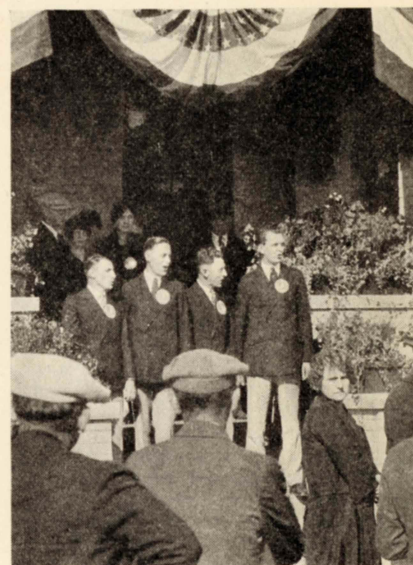
"The greatest asset to the Northwest is a successful farmer," said Mr. Budd, in the principal speech of the meeting, in which he compared North Dakota farmers with a railroad business.

"Railroad men," he said, "are always striving to find new equipment which will increase the efficiency of their lines. This is also becoming true of North Dakota farmers. They are now striving to find

the best methods of doing certain types of work with minimum outlay. Application of scientific farming methods is doing more for the stabilization of agriculture in the Northwest than all the relief measures put together. Stabilization is gradually sweeping farther west. Each year the one-crop farmer is being pushed back more and more and the change is apparent all through North Dakota."

Mr. Budd prophesied that as agriculture and industry develop the population of North Dakota will be doubled.

He announced that the directors of the company had authorized the expenditure of \$75,000 in the enlargement and improvement of warehouse and terminal facilities at Fargo, which, added to the cost of building the extension, will make an expenditure of \$150,000 by the Great Northern at Fargo within a year. The improvement work will be started next spring.



G. N. Quartette at Fargo

"It isn't the packing plant alone that indicates the prosperity of Fargo and the adjacent territory," said Mr. Budd. "It is what the plant stands for and the trend toward diversification. The plant is significant of the continued development of the state of North Dakota and the taking of its rightful place among the producing states of the nation. The

(Continued on Page 21)

enabling the people of the United States and the entire world to behold and marvel at it. By them, as well as by his neighbors, and by his associates in his days on the range, he was held in the warmest esteem and his memory will never fade in their hearts.

Many famous galleries are proud to possess Russell canvases, and his originals are a part of many famous collections in private hands as well as available to the art loving public. One of the most noteworthy of them has been placed back of the speaker's chair in the Montana House of Representatives at Helena, Montana. The work depicts the

meeting of the Lewis and Clark Expedition with the Flathead Indians on the Continental Divide. Several of his pictures and bronzes are in the art collection of the Great Northern Railway Company.

E. A. Brininstool, in the Troy *Tribune* speeds this splendid American on his way to the Happy Hunting Grounds, with the following touching lines:

Sleep well, departed friend! Sweet be thy dreams  
Which come to you in that great Home Corral!  
And as you ride the line past singing streams,  
May your report each night be, "All is well!"  
May every trail you ride be decked with flowers,  
And may the Foreman lead you by His love,  
And guard you in your rest and waking hours,  
On His Home Ranch of rest and peace above!

Great Northern Semaphore



## Our St. Louis Office



St. Louis Office Staff

J. M. Sanford, general agent, is shown at the desk; at the back of the room are Chas. O. Layton, T. P. A.; Beatrice Beckman, stenographer; Geo. C. Malloy, T. F. A., and Eugene Elchinger, C. F. A. In the upper insert is E. C. Snyder, chief clerk, and in the lower insert is E. L. Vierling, C. P. A.

**T**HE GREAT NORTHERN offices in St. Louis are located at 517-18-19 Boatmen's Bank Building, in the heart of the business district, from where we solicit both freight and passenger business from the states of Missouri, Arkansas, Tennessee, Alabama, Mississippi, Louisiana, Texas and Oklahoma on cotton and cotton linters.

The principal commodities consist of cotton for export to China and Japan, cotton linters, sulphur, bananas, sugar molasses, hardwood lumber, stoves, crushed oyster shells, automobiles, vegetables, and various lesser commodities. Aside from cotton, sulphur, bananas, lumber and vegetables, there is no great volume of business. But to get it requires about twenty-five per cent head work and seventy-five per cent foot movement, outstepping our competitors who, be assured, are some sprinters.

About the only outstanding feature of this territory is the delightfully warm weather we have to contend with through six months in the year in Texas, Louisiana, Mississippi, and Arkansas, the thermometer registering from 90 to 110 degrees in the shade.

Our force consists of J. M. Sanford, general agent; I. H. Turner, southwestern agent, Dallas, Tex.; Chas. O. Layton, traveling passenger agent; George C. Malloy, traveling freight agent; Eugene Elchinger, contracting freight agent; Edward Vierling, city passenger agent; Edward Snyder, chief clerk; and Beatrice Beckman, stenographer.

Our office is always open to the public and we greet every one with a handshake and a smile (when we are fortunate enough to have a smile). Owing to the large territory covered, a considerable amount of solicitation is done by

telegraph followed by letter, afterwards by personal solicitation. Our method is to consult the monthly reports, ascertaining commodities which moved last year, and endeavor by communication with our on-line representatives to line up the business controlled by consignees, also by calling on consignors and endeavoring to secure promises of routing before movement actually starts. Our force is working harmoniously and is one hundred per cent Great Northern.

Owing to the addition of one man in our organization, we have shown a very substantial increase each month this year over corresponding month last year.

J. M. SANFORD,  
General Agent.

## Old Telegrams Discovered

**W**E ARE INDEBTED TO Conductor J. A. Mayer, of the Montana Division, who sends us from Havre, Mont. two old telegrams recently discovered while carpenters were erecting a tower over the depot at Cut Bank, Mont. The first one was to Mr. Mayer's father, who was superintendent at Havre at the time, and reads as follows:

Cut Bank, 8/31/1891

J. A. M. Will have train out of Havre some time this P. M. Expect to run train out Tuesday.

The signature is that of W. B. Green, superintendent of construction from Pacific Junction west. Mr. Mayer writes that he was at Pacific Junction when the first rail was laid for the coast extension, being then stenographer for his father.

The other telegram is to W. B. G. and reads as follows:

President Hill special leaves here (St. Paul) at (obliterated) P. M. today for

Montana. Please provide engines also train crews for your division. Answer. B. A.

These telegrams show wear and tear to such a degree that it was impossible to reproduce the originals.

## A Successful Business

**A**N UNDENIABLY successful venture in public service is the Christmas seal sale which is held annually throughout the country and which is again before us. Like all big business enterprises, its growth is due to the commonly prescribed rules for success; namely, vision, hard work, thrift, and giving the public what it wants.

Within twenty years this undertaking, which is the chief support of the national, state, and local tuberculosis associations of the United States, has developed from a \$3,000 business to one whose gross receipts in 1925 were approximately \$4,900,000. From a tiny hospital for tuberculous patients in Delaware, which was financed by the first \$3,000 in 1907, it has become the means for creating a network of sanatoria, hospitals, open-air schools, clinics and other public health activities that protect the American people against what was once known as the "Great White Plague."



According to the National Tuberculosis Association, the mother of this gigantic movement, the Christmas seal sale, finances approximately 1,500 state and local organizations besides the National Association. The united efforts of these have resulted in the establishment of 700 sanatoria and hospitals, with nearly 70,000 beds for tuberculous patients; more than 1,000 open-air schools; nearly 12,000 public-health nurses; and over 600 clinics. In addition, children's camps and preventoria, nutrition classes, and numerous special campaigns such as baby weeks, anti-spitting, and open-window campaigns are made possible by these little penny stickers.

All but 5 per cent of seal sale money is spent in the communities where it is raised. The 5 per cent goes to the national body which acts as a clearing house for information, supplies, leadership, research, and expert service for its affiliated organizations, and for the other allied institutions and agencies.

Altogether, the record of the tuberculosis Christmas seal inspires the confidence and continued patronage of its millions of supporters.



# Editorial

The staff of  
the  
Great Northern Semaphore  
extends  
to its readers  
the  
heartiest good wishes  
for an  
enjoyable Christmas season  
and a  
Happy and Prosperous  
New Year

To achieve success in life and business you must first have a good purpose—back of that purpose there must be principle—and back of that principle, faith.

## Christmas Seals Will Soon Be Here

**I**N OUR OPINION the work of the National Tuberculosis Association is one of the greatest public benefactions America has. From a most modest beginning it has grown to huge proportions. Its activities are country-wide, and have proved of incalculable value. The thought of financing the association's work by the sale of Christmas seals was a stroke of genius.

The appeal of the association's work should be a constant tug at our heart-strings and our purse-strings as well; but the campaign for funds is not by solicitation for outright donations, but by the offer for sale of stamps, decorations for our Christmas letters and packages, that add to the holiday color and are in tune with the Christmas spirit.

We are publishing in another column an outline of the association's work and reproduction of the seal to be placed on sale this year. It is a fine thing; it is a divinely kind and charitable thing, and it means just a little from each of us. Let it be true that it is each of us. Whether it be a dime or a dollar, your purchase and use of stamps will aid in a great and needed work.

## Co-operation

**I**T HAS BEEN SAID that co-operation and not competition is the life of trade, and further, that co-operation is not a sentiment but an economic necessity.

Because co-operation in its ordinary meaning today seems to be something new, there are those who object to it, thinking that perhaps it is on the order of socialism, sovietism or communism.

For those who may feel thus, and prefer the old philosophy to the new, let us listen to Marcus Aurelius, who said hundreds of years ago: "We are made for co-operation, like feet, like hands, like eyelids, like the rows of upper and lower teeth. To act against one another then

With this issue the editorship of the SEMAPHORE passes into the hands of Edward F. Flynn, assistant to the vice-president and general counsel, and director of the public relations bureau. W. N. S. Ivins, who has been editor for two years, in addition to one year when it was a club publication, and has firmly established the magazine and won for it the friendly co-operation of its readers and the respect and admiration of its contemporaries, returns to his important duties as assistant right of way, land and tax commissioner, but his advice and suggestions will be constantly available in the work of building the superstructure upon the foundations which he has so ably laid.

Mr. Flynn's earliest ambition was to be an editor, and he feels sure that he may rely on the same splendid cooperation which has been in evidence in the past, for only with the help of all Great Northern employees can your magazine become fully worthy of the name "Great Northern." B. C. Everingham continues as assistant editor. Other changes in the staff include the appointment of Chas. T. Fox, as associate editor in place of Clifford Trembly, resigned, and I. G. Jorstad, as associate editor in place of A. N. Halverson, resigned, in charge of the division news for Headquarters and the Mesabi Division respectively. The editor wants to express appreciation of the services of Mr. Trembly and Mr. Halverson and to bespeak your cordial support for their successors.

is contrary to nature, and it is acting against one another to be vexed and turn away."

And Robert Blatchford says: "The obvious, golden truth is that co-operation is good and competition is bad, and that society flourishes by the mutual aid of human beings."

Co-operation is merely team work. It is the strength of united hundreds, or thousands, or millions, with one thought or objective in view, as opposed to the individual efforts of the same number of persons with no unity of purpose or common desire.

Even in individuals, co-operation of faculties and energy is necessary. Co-operation of mind and nerves and muscle make for strength and power and force; and, as in the individual co-operation and co-ordination of effort are vital and essential, how much more is it necessary in large organizations, associations or bodies, where there must be the keenest and most efficient co-operation!

Many people think that in employment, co-operation means the co-operation of employes as opposed to officials, or of officials as opposed to employes, but this is just exactly what co-operation is not. Here again, co-operation is the combined and united strength of every individual in an organization, whether that individual be an officer or of the rank and file.

Without co-operation, no army can be successful; and this is true, whether such

army be one engaged in a military undertaking or an army of men engaged in any other enterprise. A railroad is a great transportation army.

The successful city, state, or country is successful because of the wholehearted co-operation of its citizenry.

Even the forces of nature would be powerless without co-operation. Scattered clouds mean nothing, but the co-operation of the elements may result in sunshine or rain, furnishing warmth and moisture for the growth of vegetation.

If you wish to visualize co-operation, watch a hill of ants at work, or a swarm of bees; consider the work of the bees in a hive. How little could one or a few bees do toward filling a honeycomb! It takes thousands of trips from hive to flower and back, each bee co-operating and co-ordinating, to make one comb of honey.

Co-operation! Let us work for its greater efficiency—for co-operation—perfected—means improved service.

## Peptimism

**O**PTIMISM," some one has said, "is the faith that leads to achievement." "Peptimism," however, is the power, the force, that achieves.

Today we hear of the superman. The superman is the peptimist. We have had optimists for years, and as we are progressing we find that the peptimist has evolved from the optimist.

The peptimist is the man who is full of pep, power, punch, push, and personality. The optimist sometimes mistakes jazz for pep. Jazz is wasted energy. Pep is harnessed energy; energy put to some good use.

If we could harness all the jazz of today, we could build new worlds tomorrow. The peptimist is busily engaged in harnessing jazz. Any man who succeeds in changing jazz from wasted energy to useful energy is a peptimist.

Are you a peptimist?

## The Great Northern Club Button

By One Who Wears One

**I** AM PROUD TO WEAR the emblem of the Great Northern Railway Club because it indicates to the world that I'm a soldier in one of the "fightingest" divisions of the great American Railroad Army.

I'm proud of the name, Great Northern Railway. Great means just what it says and I'm not too modest to admit that ours is a great army—a grand army, an army that likes to be in the front line trenches when the going is hardest.

I'm proud of the goat on that emblem.

I'm proud to be a Great Northern Goat. Wherever I go north or south, east or west, I look for a box car or a Western Fruit Express car with that old goat on it and it gives me a thrill to see one. Many thrills I thus receive for everywhere just now is a generous sprinkling of Great Northern cars, telling the world of our Great Northern army's activities—its victories, the stolid, staunch goat seeming to me to express dependability. And then I look at my Great Northern Club button and say, "Gee! I'm glad I'm a Great Northern employe."

Great Northern Semaphore



# VETERANS' CORNER

ELECTED TO MEMBERSHIP IN  
VETERANS' ASSOCIATION

November 18, 1926

Sylvester J. Bowers, chief clerk, telegraph department, St. Paul; Edward Brand, conductor, St. Paul; John Spence, section foreman, Cut Bank, Montana.

## Number Three

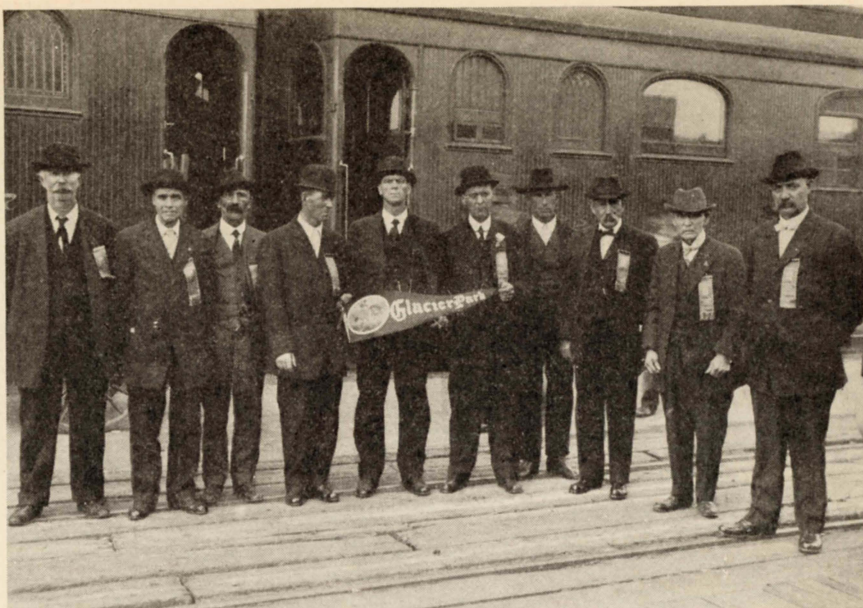
### Interesting Events:

The most interesting incident in my experience in the service is easy to relate but impossible to portray. It was in the year 1902 or 1903 on the Duluth Line a mile east of Shevlin, Minnesota, when forty-five or fifty people stood on the right of way and watched a burning bridge and a fine new coach become a mass of twisted steel in less than fifteen minutes. I said "watching;" yes, and offering up silent thanks that we had escaped the horrible death trap, though some of us came out of that fine new coach minus hats, hand baggage, eyebrows, and eyelashes. It was the most wonderful crowd of people I ever hope to see together. They listened and obeyed like trained soldiers. Had there been the least rush or panic, most of us would have been with the twisted steel. The last one helped out was an old lady, who was very large. Five seconds later the gas tank blew up. Ten seconds later the car was a mass of flames and in ten minutes more it was a pile of twisted steel. Put yourself in a well-filled coach going forty or fifty miles an hour, feel the emergency, which caused the car to bumpity bump on the ties, with the flames pouring in the windows; till I die, I can not forget the horrified looks and expressions, silent and verbal, from those people as they all arose from their seats. I can never explain how the escape unbelievable but true, was made. I was the agent for a few desperate moments of some Divine Power that willed that those lives should not be lost. That was the most satisfactory event that I ever have been or hope to be connected with.

### Interesting Men:

In reply to the question, "who was the most interesting character I ever have come in contact with," I am compelled to state that it was that sterling old gentlemen with the gruff manner and kindly heart, Captain C. H. Jenks. He personally gave me my job and saw to it that I stepped. I believe the Captain was from that good old New England stock that did not believe in sparing the rod or avoiding those woodshed interviews, when the future welfare of the younger generation was concerned. At any rate he kept the "Old Stormy," as his division was called, going some tough old winters when snow fences were made of oblong blocks of snow, and before any of the modern equipment for fighting snow had arrived. A No. 2 to a No. 7 and a wedge plow and boys who were not afraid to work; that is what

December, 1926

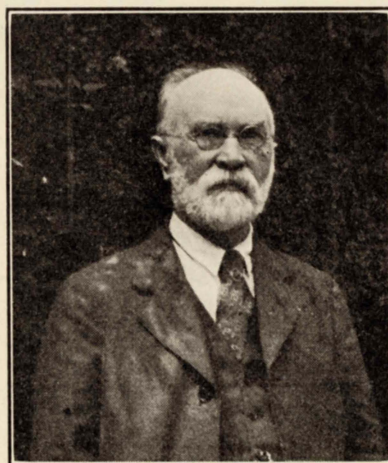


### Veterans on Way to Glacier Park

**T**HIS PHOTOGRAPH was taken at Williston, North Dakota, by the late Tom Coates (wood mill foreman at Jackson Street) when enroute to Glacier Park for the first convention of the Great Northern Veterans. The photograph shows group of St. Cloud Veterans as follows: Left to right, A. L. Litzinger, Harry Wilkes, Fred Schieman, Peter Clarity, Jr., August Boman, L. L. Bowers, Harry Davis, I. H. Nobles, William Fasolt, and A. L. Wenstrom.

he did it with. If you don't believe it, ask Col. McGraw, Martin Doye, Peter Ferguson, Barney Dreelan, L. Kinney and perhaps a few others who are left.

C. M. BRYANT,  
St. John, N. D.



### Veteran George E. Ingram

**T**HE SUBJECT OF THIS sketch is a native of Glenrines, Scotland. He came to the United States in 1889, when forty years of age, and entered the employ of the St. Paul, M. & M. Railway as a clerk under the late J. H. Dickson at the old local freight station. Some years later, he went to work under the late R. L. Gibbs, auditor of freight receipts, and still later in the freight claims office under F. G. Sprain. He was pensioned in 1918 having reached the age of seventy years.

Mr. Ingram was twice married, both of his helpmeets having passed away.

He was blessed with three daughters and four sons, two of whom are living. He now resides with a widowed daughter-in-law, and divides his time between his pen, his violin, and the comfort of the easy chair which was presented to him when he left the freight claim office. Mr. Ingram has written several poems which have had publication in Twin City newspapers and the Great Northern *Goat*. His granddaughter, Roxanne Ingram, is now employed in the office of the auditor of freight receipts and some time ago was one of those who modeled for the Fashion page in the Great Northern *SEMPHORE*.

### The Stabero Golden Wedding

**A** FEW DAYS AGO, a group of members of the Great Northern Veterans' Association paid a visit to Veteran and Mrs. Paul M. Stabero at their home on Raymond Avenue, St. Paul, to celebrate with them the golden anniversary of their wedding, fifty years ago. They were presented with tokens of friendship and a host of good wishes from Mr. Stabero's many friends in the advertising department at the general offices, where he spent thirty-seven years up to the time of his retirement in accordance with pension regulations on July 31, 1920.

### A FIXTURE

A visitor to the office of a big firm was struck by the lazy movement of an elderly member of the staff, who seemed, all the same, to be on good terms with the others.

"How long has that man worked for you?" he asked the manager.

"About four hours, I should say."

"Indeed! I should have judged from his manner that he had been here longer than that."

"He has," said the manager. "He's been here about two years."

—Tid-Bits (London)



# For the Health of Your Children

## The Development of Child Welfare Clinics and Their Effect on Health

By WALTER R. RAMSEY, M. D.

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

WHEN NATHAN STRAUS offered to furnish pasteurized milk free of cost to the poor children in certain of the crowded tenement districts of New York, he laid the foundation of the modern Child Welfare Clinic.

In order that this milk be distributed to those who needed it and some record kept of the results, it was necessary to organize milk stations in the different districts. These stations, which consisted of a single room in some vacant shop or in a corner of a store, were put in charge of a lay person who was interested in the experiment.

The milk, which was the best which could be procured, was pasteurized at a central plant and then brought to the stations for distribution. The usual procedure was to furnish individual small pails with covers. These pails were thoroughly washed and sterilized by boiling, and the proper amount of milk the mother said she needed for her baby was poured in the pail which was labeled with her name.

Between certain hours each morning the mothers came for their milk, usually bringing the baby and several other children along. The mother was instructed how to prepare the milk and how to keep it from being contaminated by flies or becoming sour. Here arose one of the first difficulties, because few of these people had ice. A miniature ice box was devised, which consisted simply of an ordinary soap box which could be procured at any grocery store. Another small box, just large enough to hold the milk pail, was placed in the center of the larger one, and the space between filled with cinders. On the inside of the lid was tacked several thicknesses of newspaper, and an ice box, which with two cents worth of ice would keep the milk sweet for twenty-four hours, was at hand.

These milk stations attracted much attention, and owing to their great human interest got an enormous amount of publicity. Soon every city in the United States had milk stations.

It soon became apparent that these milk stations, although they were responsible for saving the lives of many babies during the hot summer months, were actually doing more harm than good because they emphasized the importance of pasteurized cow's milk and as a result numerous mothers weaned their babies, often with fatal results.

During the period of this experiment with the pasteurized milk, which was largely in the hands of lay people, the medical profession was keenly interested. The question of the prevention of disease was being studied in the different universities from a scientific point of view. It became apparent that the milk stations offered an opportunity for real educational and preventive work among the mothers of these districts.

When the mothers came for their milk and brought their children with them, it was noticed that many, or often all of the children, were badly nourished and frequently suffered from rickets; in fact, at this time, it was estimated that ninety percent of the children who frequented the public clinics in the large cities were suffering from rickets in some degree.

The character of the milk stations was therefore gradually changed, and was put



A Boon to Mothers

under the general supervision of physicians who were authorities on health conditions relative to children, and the individual stations were put in direct charge of a woman who had training in Child Welfare Work. The mothers were given instruction in the preparation of the feedings, as well as the food for the other children. They were questioned concerning the character of their dwellings, of fresh air and open windows, and a million other matters which come up daily in a mother's proper relations to her children and their care.

It became apparent that the chief function of these Child Health centers was to educate the mothers in the proper care of their children, and in order to do this it was necessary that they receive first hand instruction. Regular clinics were organized and on certain days of each week, say between ten and twelve o'clock, the mothers brought their babies who were not getting on well to the Baby Welfare Clinic. A regular staff of physicians was appointed, and each day one of the staff, always some one especially interested in children, devoted an hour or so to the work.

When we organized the St. Paul Baby Welfare Society sixteen years ago we

occupied an old house owned by a railroad company, and since demolished to give place to freight sheds. We first gave milk free to those who said they could not afford to pay for it, and as long as the free milk lasted the attendance at the Clinic was excellent. When we abolished the free milk the attendance soon fell off, and in order to get mothers to come to the Clinic to have their babies examined and listen to the health talks it was necessary to serve them tea and cake.

However, the effects of the education soon began to be apparent, and each educated mother became a nucleus of instruction to the mothers of her neighborhood. The health of her children was often so much improved that the headshakings of grandmother made little impression when she said, "I fed my babies whenever they cried and when a baby cries you may be sure he is hungry." Grandmother, if she really changed her mind, did not acknowledge it; she never does. She simply held her peace and let the younger generation go its pace.

It soon became necessary to hold three clinics each week, and instead of one physician it was necessary to have two and sometimes three, for as many as one hundred mothers brought their babies to be weighed and examined at a single clinic.

It was found that "follow-up-work" was necessary in many cases. Many of these mothers knew scarcely the first principles of running a home, and so a nurse went to the home after getting the goodwill of the mother, to show her what kind of food to buy, how to prepare it, and numberless other things relative to her own care and the care and feeding of the children.

The scope of the Child Welfare Clinic has been enormously increased. In addition to the clinic for children, which is limited to those under two years of age, there has been added a Prenatal Clinic, where prospective mothers come for examination and instruction in their own care so that when the baby arrives it may begin life as a healthy individual.

In the fifteen years which our society has been organized, the death rate in children under two years has been reduced from one hundred and thirty per thousand births to fifty-eight.

The Child Welfare Societies, whether they be national, state or private organizations, have one object, and that is to promote normal, healthy, vigorous children who will be able to take their places in the community and be an honor to themselves and to the Nation.

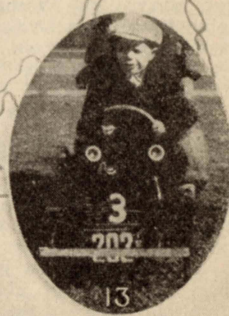
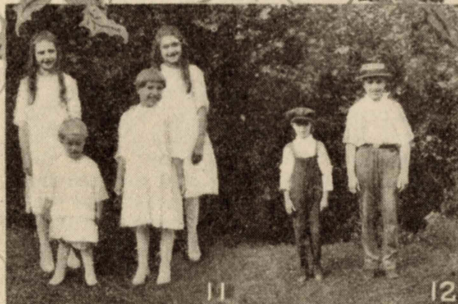
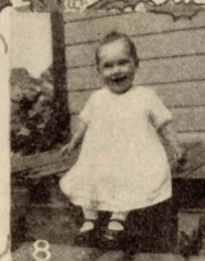
*Walter R. Ramsey*

*The public health is the foundation upon which rests the happiness of the people and the welfare of the nation. The care of the public health is the first duty of the statesman.*

—DISRAELI.



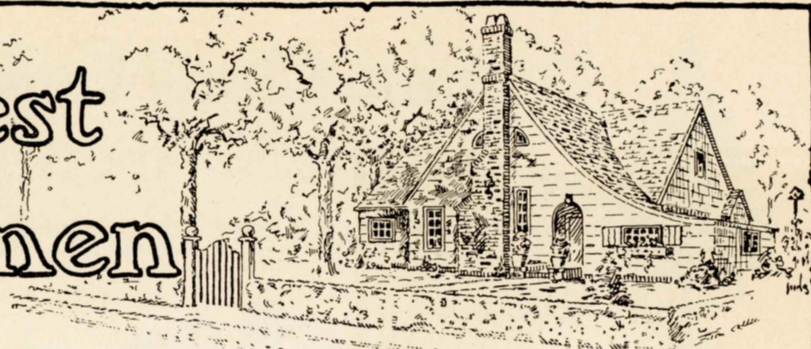
# Santa Claus says these Great Northern Boys and Girls are O.K.



1. Geraldine, Billie, Monty, Richard, and Aunice, children, M. B. Jones, ticket clerk, New Westminster, B. C.; 2. Mary Elizabeth, daughter, Carl Hoelzel, freight received clerk, Great Falls; 3. Paul and Frank, sons, G. W. Pipe, Conductor, St. Paul; 4. Willard D., son, W. L. Kennedy, freight claim clerk, Great Falls; 5. George Franklin, Jr., son, George F. Taylor, stenographer, general agent's office Great Falls; 6. Maurine Elizabeth, daughter, Sidney H. Smyth, safety inspector, Scenic, Wash.; 7. Patricia, daughter, E. E. Knight, operator, Spokane; 8. Betty Jane, daughter, Ira E. Kell, night wire chief, Grand Forks, N. D.; 9. Betty May, daughter, T. L. Ashton, assistant chief clerk, general superintendent's office, Great Falls; 10. Carol Marjorie, daughter, J. G. Jones, conductor, Fargo, N. D.; 11. Mary, Mabel, Clara, and Margaret, daughters, W. A. McFarland, towerman, Schley, Minn.; 12. William and Samuel, sons, W. A. McFarland, towerman, Schley, Minn.; 13. James Herbert, son, J. G. Jones, conductor, Fargo, N. D.



# Of Interest to Women



Conducted by MRS. J. MABEL DILHAN

## Real Housekeeping Help

**O**N THE QUESTIONNAIRE sent out with the November number of the SEMAPHORE, it was asked if the Woman's Page should be continued. The answer was almost unanimously "Yes." Several correspondents asked that more household suggestions and cooking recipes be carried, adding that recipes published in the SEMAPHORE had been found to be reliable and satisfactory, supplying a real need.

Nothing could be more encouraging to the editor of a woman's page, and nothing more valuable than such definite, straightforward advice. It is true that cooking recipes occupy perhaps first place in the whole department of home economics, food being the fuel that keeps the home fires burning, and history showing that it has long been woman's duty to keep those fires ablaze, that division of labor or assignment of duty having been arrived at with the discovery of fire. Primitive woman may have chosen for herself the task of keeping the fires alive in the caves or under sheltered rocks, while man went out to hunt and fish, and bring home the food and skins by which the family was fed and clothed.

Since it is necessary to eat to live, what we eat is surely as important, if not more so than anything else that we do. To broadcast good recipes, tested and seasonable, should, therefore, be the principal reason-for-being of a woman's department.

That we may continue to merit the approbation of Great Northern fire-keepers and home-makers, we announce that the policy of the Woman's Page for the coming year will be to publish only such recipes as are known to be seasonably available, palatably inviting and nutritiously wholesome.

## Value of Water

**A**BUSINESS GIRL of my acquaintance was asked by a sick friend, to cook some rice for her. She put the rice in the upper part of a double boiler, and after half an hour reported that the rice was not getting cooked. Investigation developed the fact that she had put no water on the rice.

Water is rather an important part of cooking and of life. An average person requires about two quarts of water a day. This is supplied by vegetables, meat and other food, as well as by beverages. There are three kinds; soft, hard and mineral.

The softness and hardness of water depends upon the quantity of minerals, principally calcium and magnesium which it contains. Some hard water can

be softened by boiling and it is spoken of as temporary hard water. Water which can not be softened by boiling is called permanent hard water.

Mineral water contains a comparatively large percentage of certain minerals, such as soda, sulphur, lithia and iron. It is therefore hard also, but is so called because it contains other minerals than calcium and magnesium and is valuable for medicinal purposes.

## King Turkey

**O**N THANKSGIVING, Christmas and New Years Day, and hundreds of other days besides, the young housekeeper, and many an older one as well, feels that she has met her Waterloo when faced with the problem of the turkey roast. There's the stuffing and the trussing and the tying, and such a lot of preparation, so I shall try to make these instructions as clear as possible, for I was a beginner once myself.

For a twelve pound turkey a sufficient quantity of stuffing may be mixed as follows: To five cups of soft bread crumbs from the center of a loaf that has been baked at least twenty-four hours, add one cup of butter, melted, one-half teaspoonful of salt, one-half teaspoonful of pepper, and two teaspoonfuls of spiced poultry seasoning. Fold the skin of the neck and sew it down over the back; after removing the oil bag push the cushion of the tail into the opening in the back and sew securely. The wings must then be turned in so the three joints of each form triangles on the back of the turkey, and the tips pushed over the first joint until they meet on the skin of the neck, where it was turned over the back. Keeping the wings in this position, tie a string over them and around the body; press the legs close to the body and tie with the same string. With a little practice you will soon be able to present a turkey that is neat and compact. Then dredge with flour, sprinkle with salt, and it is ready for the rack in the double roaster. Cover and put in a hot oven. Cook for half an hour, then reduce to moderate temperature and cook for one hour. Remove from oven, turn, return to oven and continue to cook moderately for an hour and a half more. The turkey is done when the joints separate easily. It is not necessary to add water or broth to the pan during the process of cooking.

Just a note—a little wrinkle that I learned in France. As a substitute for the conventional dressings, for either chicken, turkey, or better than either, for duck, insert in the body a large onion

and a large orange; cut the orange in quarters and leave the onion intact.

Close opening with skewer or sew in usual way. You will be surprised at the delicious flavor which permeates the meat.

Chantilly apple sauce (with horseradish), is an excellent accompaniment to roast goose, ducks or goslings.

Pare, core and cut in quarters, five medium-sized Greenings. Cook with very little water; when quite dry, rub through a fine puree strainer. To the pulp add one-half cup granulated sugar, five tablespoons grated horseradish, then fold in an equal quantity of whipped cream. Serve at once with roast goose, ducks or goslings.

With a roast duck or duckling dinner, cubes of fried hominy are a welcome addition, also braised celery and sweet potatoes, followed by ice cream and cake and coffee. Fried rice balls, scalloped eggplant and tomato, with dessert of pumpkin pie, fruit cake and cider gelatine, followed by coffee, mixed nuts and candied fruits, go along nicely with duck.

## Frying

**F**RYING IS COOKING in deep fat. Fats used for frying are the vegetable oils, (corn oil, cotton-seed oil), lard substitute compounds, lard or a combination of two-thirds lard and one-third beef suet. This combination, and the lard substitutes give better results than all lard in frying.

The temperature to which a fat will rise, its flavor, and cost are all factors for consideration in the choice of what fat or combination to use.

Tests for frying temperature: To prevent absorption of fat by foods when fried, the fat must be hot enough to form a crust over the food as soon as put in. The fat is never hot enough until it ceases to bubble. Then test by dropping in an inch cube of bread cut from the middle of a slice.

For cooked mixtures, like croquettes, or for fish and oysters, the bread should turn a golden brown in 40 seconds.

For uncooked mixtures, such as fritters and doughnuts, the bread should turn a golden brown in 60 seconds.

Cautions in frying: Do not let fat get so hot that it smokes badly. Do not lower the temperature of the fat by frying too large a quantity at one time.

Fried foods should be drained on soft paper to prevent absorption of the fat. Mixtures that are likely to absorb too much fat should be covered with a mixture of egg and crumbs.

Great Northern Semaphore



# The EVENING MODE



A Thing of Diaphanous  
Fabric, Exquisite Color,  
Brilliance, and Fluent  
Grace of Line

Apparel on this  
page from  
**E. E. Atkinson & Co.**  
Saint Paul



Georgette in French nude, embroid-  
ered in crystals, with a pointed  
hem-line. Worn by Miss Ruth  
Johnson, of the comptroller's office.

Tea rose chiffon, with crystals and  
an airy little cape back. Worn by  
Miss Marie Conoryea, of the office  
of the auditor of car records.



Cloth of gold with daffodil colored tulle in  
bouffancy. Worn by Miss Rita Gouette, of  
the office of auditor of station accounts.



# Our Honor Roll

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



- 420 Fred W. Barrington, material yard foreman, Superior store, effective September 1, 1926.
- 421 Timothy J. Cassidy, engineer, Dakota Division, effective May 1, 1926.
- 422 William Gilchrist, blacksmith, Great Falls shops, effective September 1, 1926.
- 423 Alfred B. Wescott, stationary fireman, Tacoma, effective May 1, 1926.
- 424 Wellington H. Jewell, engineer, Dakota Division, effective September 1, 1926.
- 425 James Busfield, operator, Interbay, effective October 1, 1926.
- 426 Frank M. Tipping, blacksmith, Dale Street shops, effective January 1, 1926.
- 427 Andrew Munson, car foreman, Clancy, effective September 1, 1926.
- 428 Thomas Horan, blacksmith helper, Dale Street shops, effective November 1, 1926.
- 429 John H. James, painter foreman, Hillyard shops, effective November 1, 1926.
- 430 John Jandl, carpenter, St. Cloud shops, effective November 1, 1926.

## DECEASED

- 131 Andrew Olson, retired August 1, 1920, died October 16, 1926.
  - 132 Frank A. Custer, retired November 1, 1925, died November 6, 1926.
  - 133 Preston S. Clement, retired October 1, 1925, died November 11, 1926.
  - 134 Edward P. Hammond, retired February 1, 1926, died November 12, 1926.
  - 135 Rasmus Christenson, retired December 1, 1916, died November 14, 1926.
- The Pension System of the Great Northern was established September 16, 1916. Since that date the number of pensioners enrolled has been ..... 430  
Of whom there have died ..... 135  
Leaving enrolled on the Pension List at this time ..... 295  
The amount paid out in pensions to October 31, 1926, is .....\$622,409.29

### FRED W. BARRINGTON

Born August 3, 1856, at Elb Mills, Leeds Co., Ontario. He served his apprenticeship at Athens, Ontario, under Edward Taber, contractor, during the period from 1870 to 1873. He was then employed as cabinet maker and carpenter for different contractors at Westport and Toledo, Ontario, until 1880. From 1880 to 1884 he was a contractor and builder working for himself. In August, 1884, he began work as carpenter for the Great Northern on the Dakota Division. He was also employed on the Northern, Butte, Kalispell, and Cascade divisions, and in 1887 was promoted to carpenter foreman; November, 1901, to acting master carpenter and in January, 1906, to master carpenter. In 1919 he became material yard foreman at Superior Store and remained till he was retired on August 7, 1926, on account of age limit and pensioned with 42 years' service effective September 1, 1926. Address 2310 Tower Avenue, Superior, Wisconsin.

### TIMOTHY J. CASSEDY

Born January 5, 1861, at New Orleans, Louisiana. From 1874 to 1902 he was in the grocery business at Grand Forks, North Dakota, and restaurant and fruit business at Hillsboro. In September, 1902, he entered the service of the Great Northern Railway as fireman on the Dakota Division and shortly afterward was promoted to engineer, and has worked as such on the Dakota and Minot divisions. On April 14, 1926, he was retired on account physical incapacity and pensioned effective May 1, 1926, with 24 years of service. His present address is 524 Broadway, Fargo, North Dakota.

### WILLIAM GILCHRIST

Born July 19, 1856, at Nairn, Ontario. He worked for one year previous to August, 1882, as blacksmith helper for the Northern Pacific Railway at Fargo, North Dakota. He then was employed as machinist helper for the Great Northern Railway at Fergus Falls, Minnesota.

In 1895 he went to Great Falls where he worked as blacksmith in the shops and roundhouse until August 31, 1926, when he was retired on account of age limit, and was pensioned effective September 1, 1926, with 44 years of service. His address is 316 Second Avenue S. W., Great Falls, Montana.

### ALFRED B. WESCOTT

Born October 2, 1859, at Three Rivers, Michigan. He was fireman and engineer for the Minneapolis and St. Louis Railway for six years previous to 1900. He was then employed as engineer for the Great Northern Railway on the Cascade Division. All his service for this company has been on the Cascade and Spokane divisions. Since 1924 he worked as engine watchman at Bellingham and Centralia, and stationary fireman at Tacoma. He was retired April 26, 1926, on account of being incapacitated and pensioned effective May 1, 1926, with 26 years of service. His address is Tacoma, Washington.

### WELLINGTON H. JEWELL

Born November 11, 1858, on Prince Edward Island, Canada. He began service on the St. Paul, Minneapolis and Manitoba Railway as wiper at Crookston in May, 1877, under A. Bardsley, roundhouse foreman. In July, 1877, he was promoted to fireman, and in 1880 to engineer, under Messrs. Downing, Bruce, and Adams, master mechanics on the Northern Division. All his service has been on the Northern and Dakota divisions. On August 26, 1926, he was retired on account of permanent incapacity and pensioned effective September 1, 1926, with 49 years of service. His address is 804 N. Main Street, Crookston, Minnesota.

### JAMES BUSFIELD

Born August 31, 1856, at Swedsboro, New Jersey. He came to this country in 1890 and worked as agent and line repairer on the Pacific Short Line at Dixon, Nebraska, later working at Osmond. He worked in station service on the Willmar and Sioux Falls Division until 1913, when he went to the Cascade Division on account of sickness in his family, and worked at Meadowvale and Interbay until he was retired September 27, 1926, on account of the age limit and pensioned effective October 1, 1926, with



### Another Group of Recent Pensioners

From left to right: Timothy H. Cassidy, engineer, Fargo, N. D.; Wm. S. Sinton, trucker, Seattle, Wash.; Michael Malley, car inspector, St. Paul, Minn.; Frank D. Kuhn, fireman, St. Paul, Minn.; Wellington H. Jewell, engineer, Crookston, Minn.



37 years of service. His address is Meadowvale, Washington.

#### FRANK M. TIPPING

Born November 24, 1855, in Dublin, Ireland. In 1894 and 1895 he was blacksmith for the St. Paul and Duluth Railway, from 1895 to 1899 for the Chicago Great Western Railway, and in 1900 and 1901 he worked in the St. Paul Foundry. He was again employed by the Northern Pacific Railway from October, 1902, to March, 1904, at which time he started work for the Great Northern Railway as blacksmith at Dale Street shops. He remained in this position until he was retired December, 1925, on account of permanent incapacity and was pensioned effective January 1, 1926, with 22 years of service. His address is 927 W. Central Avenue, St. Paul, Minnesota.

#### ANDREW MUNSON

Born August 4, 1857, in Norway. He entered service of the Great Northern Railway as car inspector at Minot in 1886. In 1887 he went to Montana and worked as car repairer and inspector at Helena and Great Falls. In 1900 he was transferred to Clancy as car inspector, and in 1906 became car foreman, which position he retained until he was retired August 31, 1926, on account of permanent incapacity, and was pensioned effective September 1, 1926, with 40 years of service. His address is Clancy, Montana.

#### THOMAS HORAN

Born January 17, 1854, at Wheeling, West Virginia. He began his service for the Great Northern Railway as blacksmith helper at Dale Street shops in 1904 and remained in this position until he was retired on account of age limit, and pensioned effective November 1, 1926, with twenty years of service. His address is 90 W. Summit Avenue, St. Paul, Minn.

#### JOHN H. JAMES

Born June 20, 1886, at New York City. He was a painter for years before entering the Great Northern service in 1893 as a painter for N. B. Watson, foreman, St. Paul shops. He had worked for Tomlinson & Carsby, Chicago; Milwaukee, Lake Shore & Western Railway at Kaukauna, Wisconsin; Illinois Central Railway, Chicago, and the Northern Pacific Railway at Como shops, St. Paul. In 1908, he was transferred to Hillyard shops and shortly afterward was promoted to painter foreman, which position he held until he was retired on account of permanent incapacity, and pensioned effective November 1, 1926, with 34 years of service. His address is No. 5011 Stone Street, Spokane, Washington.

#### JOHN JANDL

Born October 4, 1859, in Germany. He was employed as carpenter in Germany before coming to this country. From 1882 to 1889 he worked for different contractors in St. Paul, and then began his service with the Great Northern Railway as carpenter at the St. Paul shops. In 1895 he was laid off on account of reduction of force, and in the same year was reemployed as car repairer at St. Cloud shops, later working as carpenter. He was in this position until he was retired on account of permanent incapacity, and pensioned effective

November 1, 1926, with 37 years of service. His address is 114-10th Ave. North, St. Cloud, Minn.

## In Memoriam

#### ANDREW OLSON

Born December 14, 1847, in Norway. He started to work for the Great Northern Railway as section laborer at Norcross. In August, 1891, he became section foreman. He had worked as foreman also at Browns Valley and Kempton. He was retired on account of permanent incapacity and pensioned effective August 1, 1920, with 32 years of service. He died October 16, 1926, at Kempton, North Dakota.

#### FRANK A. CUSTER

Born December 18, 1857, at Chesterfield, Ohio. He entered Great Northern service in May, 1891, in yard service. He remained in this service and was pensioned as yardmaster November 1, 1925, with 34 years of service. He died November 6, 1926, at 3002 Penn Avenue N., Minneapolis, Minnesota.

#### PRESTON S. CLEMENT

Born June 17, 1867, in Ohio. He was in train service as brakeman and conductor, and passenger conductor on the Montana Division from April, 1899. He was retired September, 1925, on account of permanent incapacity and pensioned October 1, 1925, with 26 years of service. He died November 11, 1926, at 636 3rd Street, Havre, Montana; survived by his wife.

#### EDWARD P. HAMMOND

Born March 19, 1862, at Beaver Dam, Wisconsin. He entered the Great Northern Railway service as operator on the Fergus Falls Division in 1886. In 1895 he was transferred to St. Paul and worked in different yard offices until he was retired on account of permanent incapacity and pensioned February 1, 1926, with 39 years of service. He died November 12, 1926, at 1262 Thomas Street, St. Paul, Minnesota; survived by his wife and one son.

#### RASMUS CHRISTENSON

Born December 17, 1847, in Denmark. His service for the Great Northern Railway began in April, 1874, as section laborer at Breckenridge, Minnesota. In 1877 he became section foreman at St. John and in 1886 was transferred to Cokato, Minnesota. He remained there until he was retired on account of permanent incapacity and pensioned effective December 1, 1916, with 43 years of service. He died at Cokato, Minnesota, November 14, 1926.

## Packing Plant Celebrates

(Continued from Page 12)

Great Northern is glad to have a direct line to the packing plant. We are glad to spread the word that we now own our own direct rails to the plant."

The new spur track gives to shippers in all Great Northern territory, including North Dakota and western Minnesota, direct shipment to the plant without transfer or delay, reducing the time of delivery of stock from five to ten hours. Additional equipment, including switch engines, have been provided by the Great

Northern so that stock cars consigned to West Fargo may be delivered at the Great Northern yards at Fargo and transferred immediately to West Fargo. The construction of the spur track puts the Armour plant directly on the Great Northern lines and will tend to further develop Great Northern territory and increase shipments.

The industrial track was completed in sixteen days, a record for this kind of work for the entire Great Northern system. Included in the work which had to be done in connection with the building of the track, were the erection of a hundred-foot pile bridge, several spurs, switches, and crossings, as well as ballasting. The ties and rails for the spur were assembled in the Fargo yards, loaded on flat cars and hauled out on the track, where a huge crane lifted entire sections to the road bed.

Public feeling, as demonstrated at Fargo and vicinity, was very gratifying, indicating that old friends have been fortified and many new ones made by the Great Northern among the farmers, who are beginning to realize that the Great Northern is exercising every possible effort to give them the best service in the plant.

The Armour plant at Fargo makes possible the saving of 3 cents per hundred pounds on hogs, as compared with the freight rate to South St. Paul, according to Ray Johnson, member of the state legislature, and a farmer.

Prof. J. H. Shepherd, head of the animal husbandry department of the North Dakota Agricultural College, declared that the era of farm relief had passed, having been proved to be impractical. "You have learned the lesson of diversification," he said, "as well as have the business men and bankers of the cities, and you will prosper accordingly."

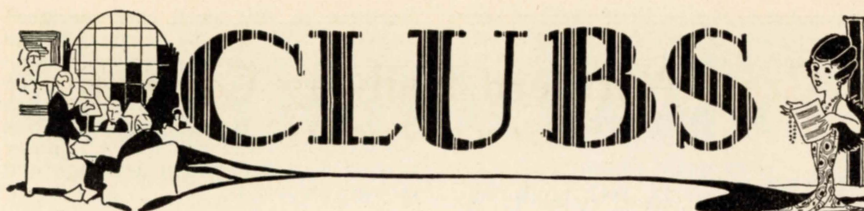
Mr. James expressed unstinted faith in the Northwest, its railroads and agriculture, declaring that its greatest need is more people and better farmers. "The gradual stabilization of northwest agriculture and industry is making this one of the richest sections of the United States, and an era of prosperity is not far removed," he said.

Credit was given to the Great Northern for its assistance by J. J. Luening, of St. Paul, manager of Armour's northwestern plants, who stated that the opening of the new industrial track would more than double their business at Fargo next year. Commenting on the success of the Fargo plant, Mr. Luening said that during the past year North Dakota farmers have been paid \$5,543,000 for their livestock; that Armour & Company's payroll amounted to \$306,000; that an expenditure of \$215,000 was made on reconstruction, \$130,000 on other improvements, and \$32,000 on repairs. The average monthly expenditure in Fargo alone has been \$3,350, and would have been much greater had local dealers been able to furnish needed supplies for the stock. He stated that the plant, constructed at a cost of more than \$400,000, represented a \$1,000,000 industry.

In closing Mr. Luening thanked the stock raisers and shippers and especially the North Dakota Agricultural College for the splendid work done by the animal husbandry department in improving the quality of livestock.

Did you hear of the Scotchman who, during the last eclipse, tried to send a telegram as a night letter?





## What the Several Chapters and Allied Organizations are Doing

### ST. PAUL

#### Chapter 1, Men's Section

ON OCTOBER 20 there was a joint meeting participated in by the Great Northern Women's Club, the Great Northern Railway Club and the Glacier Park Juniors. The attendance was close to five hundred and the facilities of the cafeteria were taxed to the utmost to take care of the crowd.

James T. Maher introduced Judge R. D. O'Brien, who made a few remarks, calling the attention of those present to the fact that they were just as much on the firing line in times of peace as they were in war, and that they could only be true to their trust by exercising their rights as citizens and voting at election time.

After the brief remarks of Judge O'Brien, Mr. Maher then introduced the speaker of the day, Carlton F. McNally, Judge of the District Court, St. Paul.

Judge McNally spoke of the unmistakable crime wave which has been sweeping over the country during the past few years, saying that many things were contributing to the condition which confronts the American people at the present time. He said he felt that our present difficulties were not due to the war or to any material cause of that kind, but rather to the complex and hurried life which we lead at present and that it was responsible in a large measure for breaking up home influences and making wrecks of the young people, especially the boys.

It was his opinion that a great many boys are not having any personal contact with the right kind of leaders; and that with such personal contact a great many boys, who were headed for the "crime class," could be brought in line for good citizenship. He closed his remarks with a very earnest plea for those present to identify themselves with any legitimate movement that looked for the betterment of the youth of the land, and thus lessen the number that will become criminally inclined in the future.

Joseph Mazzitello gave several violin numbers, accompanied by Corrine Hall. Miss I. Neilson, formerly of the Student Prince Company, gave several very enjoyable soprano solos, accompanied at the piano by George Hultgren.

AT THE MEETING ON October 27 C. L. LaFountaine, general safety supervisor, Great Northern Railway, gave a talk on "Problems, Progress, and Possibilities of Safety on American Railroads."

Mr. LaFountaine prefaced his safety remarks by the statement that there were four hundred thousand track miles of railroad in the United States; that the American railroads' properties totalled a value somewhere in the neighborhood of twenty billion dollars; that while the railroads as a whole were composed of various lines, they formed one natural system; that there were fully two million men employed on the railroads of the United States, this representing about ten percent of the male labor supply in the country. He also called attention to the fact that in the matter of investing capital, expenditures for supplies, employment of labor, the railroads in the aggregate might be considered the colossus of American industry.

Mr. LaFountaine then proceeded with the aid of some well-prepared charts, to illustrate the progress that had been made during the past few years in the matter of elimination of accidents and deaths on the railroads. A number of these illustrations were made by comparing the year 1913 with the year 1925. In every case, the different classifications of accidents and injuries showed a remarkable percentage

of decrease during this comparative period, with the exception of the grade crossing accidents which showed an increase of 29 percent in persons killed and 35 percent in persons injured for 1925 compared with the year 1913. This increase in a measure is accounted for by the greatly increased use of the automobile during that period.

Mr. LaFountaine said that the railroads were not operated by the mass, but by individuals, and that it was by means of the education, enlightenment and working conditions of the individual that further reduction of accidents and fatalities might be secured. He stated that the railroads were realizing that the employee as a human machine was worth a great deal more than a piece of steel, and capital invested in improving working conditions and in educational work was money well spent.

At the recent meeting of safety supervisors in the West, a program was outlined looking towards a reduction of 35 percent in deaths and accidents by 1930. When this proposition was put to the Great Northern officials, the question was raised why we could not make it 50 percent instead of 35 percent, and the Great Northern Railway, through Mr. LaFountaine, is working with that end in view. Only three roads in the country have reached the 35 percent reduction as originally contemplated, and those roads are the Union Pacific, the Southern Pacific lines in Texas and Louisiana, and the Great Northern.

Mr. LaFountaine's talk was one of the best that has been delivered before the Great Northern Railway Club. The 3-5-8 Trio, consisting of Thea Gilbertsen, Harold Lindgren, and Louis Pihaly, with piano, banjo, and saxophone, respectively, gave several very enjoyable numbers.

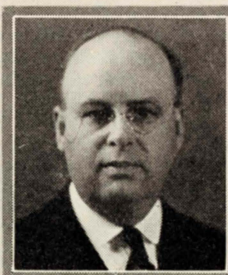
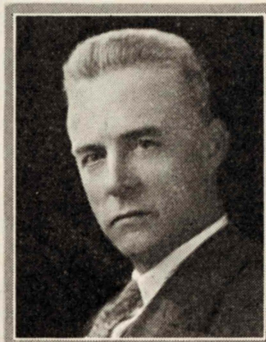
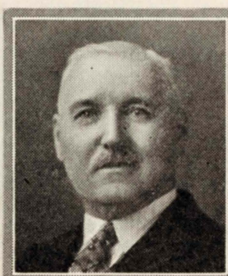
AT THE MEETING ON November 3, A. L. Helliwell of the Wenatchee-Beebe Orchard Company, Minneapolis, gave a talk on apples, and an account of National Apple Week, which was very opportune.

Mr. Helliwell, in his remarks, called attention to the fact that apple seeds of a specific variety of apples would not produce the same variety of apple; that to insure continuation of a certain brand it was necessary to resort to grafting. He sketched in detail interesting features connected with the grafting of fruit and the propagation of the different varieties.

Out of the forty varieties of apples in the United States, only about seven in the Wenatchee District are considered capable of yielding a reasonable profit, and there is a possibility of these varieties being still further reduced to about five in number. At present only the Winesap and the Delicious are considered as top-notch profit makers, the other varieties grown in the Wenatchee District about breaking even.

Mr. Helliwell recently spent some time in Europe in connection with the apple industry, and he stated that Europe had absolutely nothing to offer in comparison with apples grown in this country. He called attention to the fact that Wenatchee apples invaded the territory of the barreled apples in the East, while the territory of the barreled apple sale extended westward only as far as the Middle States.

He dwelt on the great amount of moisture necessary for the proper growing of apples, stating that the trees themselves could be grown with very little water available, but to produce



### New Officers of Chapter No. 1.

THE OFFICERS FOR the fourth year of the Saint Paul Chapter, Men's Division, Great Northern Railway Clubs, are shown in the above picture. In the center is the new president, Benjamin C. Everingham, assistant editor of the SEMAPHORE, who has been with the magazine since shortly after its inception, coming to it from an experience in magazine and publicity work which began back in his home state of New York in his military school days. At the top on the right is shown Vice-President A. B. Moran, chief clerk in the comptroller's office, who has been actively associated with the development of the Glacier Park Juniors for a number of years. At the top on the left you will see Vice-President Otto H. Raddatz, of the office of the accountant of train statistics, whom everybody at headquarters knows as the genial manager of the club dining room and as manager of many office building picnics. The lower right picture is of Secretary Chas. T. Fox, chief clerk in the employment bureau, and the lower left picture is that of L. R. Smith, re-elected treasurer, who holds down the job of auditor of station accounts.



the apples themselves, his own people had estimated that it required about two barrels of water per season for each apple grown.

In conclusion Mr. Helliwell paid a high tribute to the transportation service and facilities afforded by the Great Northern Railway, especially during the past four years.

J. H. Boyd gave several vocal numbers accompanied at the piano by Mary Alicia Brown.

The annual election of officers was held with the following result: B. C. Everingham, president; A. B. Moran, vice-president; O. H. Radatz, vice-president; L. R. Smith, treasurer; C. T. Fox, secretary.

**A**T THE MEETING on November 10, G. H. Wilsey, chief engineer of the St. Paul Union Depot Company, gave a very interesting talk on the depot, and the new passenger terminal improvements, which have been under way since 1917 and which are now completed. The work of planning commenced in 1911, and over one hundred plans were prepared and discarded before the final one was selected.

The plan adopted by the board of directors in the fall of 1914 called for extensive changes in the channel of the Mississippi River, but the War Department did not approve the proposed channel changes. Under the plan finally adopted in the spring of 1917, no changes were necessary in the river channel.

After the destruction of the old depot by fire in October, 1913, it was found necessary to divide the work into periods or stages, each of which had to be completed and turned over to operation before work could commence on another. These periods were as follows:

1. Build head house.
2. Build structure for supporting first six tracks with platforms and train sheds; build portion of waiting room and lay tracks, thus releasing six tracks in the old yard.
3. Build structure, for supporting second six tracks, with platforms and train sheds; build extension to waiting room and lay tracks. Four of these were through tracks, thus releasing four through tracks in the old yard.
4. Build complete next four tracks, releasing all of old yard, except freight transfer, and complete waiting room.
5. Build complete next three tracks, releasing remainder of old yard.
6. Complete work.

The headhouse is a structure 150 feet by 300 feet housing the business lobby or ticket concourse, 80 feet by 150 feet, without benches or other obstructions. The headhouse contains a ticket office with 18 ticket windows, restaurant and lunch room, a drug store, and other shops along the east side. The women's waiting room is located in the south side behind the ticket office. Pneumatic tube service affords direct and prompt communication between the ticket office and the auditor's office on the second floor. A telautograph system, connected with the yard and telegraph offices, gives information about train movements to all parts of the station. The exterior is in gray Bedford limestone, the interior largely marble. All woodwork is oak with a dull finish. An interesting feature of the facilities is an installation of ten Howard synchronized clocks. Power, light, and low pressure steam for heating are purchased from the Northern States Power Company.

The Gold Medal Radio Broadcasting Station WCCO has its St. Paul studio with sound proof glass windows on the concourse, adjoining the smoking room. The concourse has benches for seating several hundred persons.

The south two-thirds of the Third Street level is occupied by the United States Terminal Railway Post Office.

The headhouse was placed in operation in April, 1920, being connected with the old station concourse by a temporary passageway, twenty feet wide, and on an eight percent ramp located on the center line of Wacouta Street.

Under miscellaneous work Mr. Wilsey told of relocating large sewers, a 16-inch water main, and laying a complete system of sewers for draining the train sheds and track structure. There is also a system of loud speakers placed in the yards by means of which the train dispatcher directs the movement of trains in and out of the depot.

Mrs. Marcella O'Toole gave several readings. December 22, 1926, was the date chosen for the annual frolic.

# Great Northern Railway Company

Office of the President

November 4, 1926.

TO ALL EMPLOYEES:

**DO YOU KNOW** that you can buy Great Northern stock through the Company on the partial payment plan?

The Company has no stock for sale, but will execute orders for the purchase of stock on the open market, making no charge for its services.

Following are the essential features of the plan:

Each employe may purchase from one share up to, but not more than, twenty-five shares. This operation may be repeated as often as desired, provided that an employe is not paying for more than twenty-five shares at any one time.

Minimum down payment, \$5.00 per share.

Minimum monthly deduction, \$3.00 per share.

While employes are paying for stock they will be charged 5% interest on unpaid balances, and will be credited with all dividends received during term of payment.

The plan was authorized by the Board of Directors in November, 1923, since which time approximately 1,550 employes have purchased 14,500 shares.

The management believes in the Great Northern Railway and in the Northwest. I therefore, again call your attention to what I consider a favorable action of the Board of Directors.

If you are interested, see your employing officer for a copy of the full Plan, and request order blank for the purchase of stock.

**RALPH BUDD,**  
President.

The above reproduces in smaller form, a circular recently issued by the Company

## ST. PAUL

### Chapter 1, Women's Section

**T**HAT DAME FASHION still is queen and the ruler of the women's world was demonstrated by the 275 girls who flocked to worship at her shrine on October 28, the day of the style show luncheon. This was a unique and interesting entertainment put on exclusively by the girls of the fourth floor of the general office building.

The riding habits, sport clothes, afternoon dresses, evening gowns, and coats displayed by the models were furnished by E. E. Atkinson and Company, as were the hats, handbags, and other accessories. Many stunning gowns were worn and displayed in a manner becoming the most professional of models. Autumn colors of brown and red were very much in vogue for sport clothes and afternoon dresses. For evening gowns every color was shown in a wide range of materials, including the ever popular black velvet. The small hat is still a favorite, if one is to judge by the large number displayed.

The models were Lucille Michaud, Lea Welter, Florence Riley, Roxanne Ingram, Katherine McDonough, Gladys Fearing, Catherine Hutton, Hazel Lind, Marian Tschida, and Helen Nelson.

Prizes were awarded the three girls receiving the greatest number of votes. Ability as a model, and not popularity, was to determine the casting of the votes. Miss Michaud won

first prize with 64 votes and received a \$10 merchandise bond from E. E. Atkinson and Company. Miss Welter was awarded second prize, a \$7.50 bond, having 61 votes; while the third prize, a \$5 bond, was given to Miss Riley, with 41 votes.

Mr. Green, of Atkinson & Company, had charge of the show and conducted the contest. In announcing the contest, he made a few remarks, and most interesting of these was that the names of each girl at the luncheon had been entered in the charge books of his firm. This will probably mean that many new gowns from Atkinson's will appear in the building.

Music was furnished by Peyer's orchestra during the modeling, and the volume of applause after President Mae Needham thanked them, showed how much the music was appreciated.

Evelyn Hansen added a pleasant number to the program by singing a group of songs. Arlene Stauffacher accompanied her.

A very clever touch of pure humor was presented by Elwood Anderson, of the Great Northern Quartet, impersonating a Swedish janitor. He rushed into the room evidently anxious to be about his work of cleaning up after the party. On learning that it was a style show, he took out a copy of the *Police Gazette*, which he probably salvaged from someone's waste basket, and read pertinent notes on styles and fashion hints for the coming season. If his hints were followed, the police would probably make a few arrests.

(Continued on next page)



The fourth floor can boast of talent in every line. Posters made by the girls were displayed about the building to advertise the style show. Many clever ones were submitted in this contest. The first prize was won by Evelyn Hansen and was a beautiful enameled pin, donated by Mrs. Olivia Johnson. The second prize went to Roxanne Ingram. It was a hand-painted handkerchief made and donated by Esther Hupfer.

Mrs. Johnson, in her forceful way, called on the members of the club to get out and vote at the election, November 2. She made one's duty very plain.

An opportunity to join the Shubert Club was extended to the members of the Great Northern Women's Club.

The work of the Junior League Convalescent Home for Women was called to the attention of those present.

Mrs. Dilhan had as her guests Margaret Oldham, of Minneapolis, and Colonel Wm. Donohue, well-known to the girls of the Glacier Park Riding Club, as he is owner of the Minneapolis Riding Academy. Miss Stauffacher had her mother as a guest.

**A**T THE REGULAR meeting of the Women's Club on November 11, "Selling Commercial Telegraph Service" was the subject of Earle Thompson's talk. Mr. Thompson is with the commercial telegraph department. He gave a very interesting talk on the development of commercial telegraph service from its hazy "nobody's child" beginning, to its present well regulated state where the ownership of property and equipment is established, and binding contracts govern the service to the Western Union Company.

Mr. Thompson gave due credit to the railroad operators who so successfully handled the Dempsey-Gibbons fight returns, it being the first time in history that railroad telegraphers had handled such a large strictly commercial job.

In talking of the fine co-operation he gets from all station agents, he made each seem more like one of us rather than a lone man at the end of a branch line, and he asked that we do what we can to make them feel they are one of us by addressing the agents by name when writing or writing them and not merely "Agent."

He expressed a wish that he might enlist the services of each girl present as a salesman to sell commercial telegraph service over our lines. There is no doubt but that many of the girls resolved to do their bit in this direction.

Mrs. Anna Lehman-Bock, lecturer and authoress of Prague, Bohemia, was a guest and made a short talk on her work. She was very enthusiastic in telling of her life's work and her ambition—to help the crippled children in her home country. In order to raise funds for this work she is selling books which contain her original fairy stories. It is hoped that she will come back some day soon and tell us more about her work and the progress she is making.

The musical portion of the program was well rendered by the 3-5-8 Trio, the members being Thea Gilbertson, Harold Lindgren, and Lewis Pihaley.

## SIoux CITY

**T**HE LOBBY OF THE Sioux City passenger depot has become a popular place lately. The Great Northern and American Railway Express clubs gave a dance on October 27 and we all thought that was the best ever, but on November 17 when the next one was staged, we changed our minds. This one was in the form of a Hard Time dance, and by seeing some of the clothes worn by the dancers, one could easily see they were working for the prize. Music was furnished by Don Perry's Iconians, and though one-steps and waltzes proved popular, there was no pep lacking in the circle two-step, which was called by Amos Thompson. Between the colorful decorations, and bright colored and ragged costumes, every one seemed to enjoy the evening immensely. It was announced that the next one, a Christmas party, would be on Wednesday evening, December 29. We would like to have some of our out-of-town friends come in and enjoy the evening with us.

## SPOKANE

**T**HE PEPPIEST MEETING since the founding of the Spokane Club was held at Hillyard on Tuesday, October 27.

The first business transacted was the election of officers for the coming year. E. E. Sargent, attorney, was elected president; F. J. Bauer, master mechanic, first vice-president; C. E. McDaniels, yardmaster, second vice-president; F. A. Kachinsky, chief clerk, telegraph department, secretary; and H. W. Green, depot ticket agent, treasurer.

The Hillyard members, under the chairmanship of James Cantlon, were in charge of the program and entertained over seven hundred members and visitors.

The program included Jewish and Negro dialogue by the carmen—Ernie Meyers' stringed trio; Dudley sisters, in songs and dances; Coffey brothers, guitarists, presented by the sheet metal workers; E. S. Hennessey, in monologue; Mr. McGinn, pianist; Miss Willis, saxophonist; and Miss Mann, violinist, presented by the blacksmiths; hula dance, May Ross; Harry Ellinger, banjoist; Miss Hobson, pianist, and Abe Blalock, dancer; Joe Ertle, Jr., negro recitation; buck and wing dance, Olga O'Day minstrel show, by machinists. Dancing music was furnished by the G. N. Jesters. Refreshments were served.

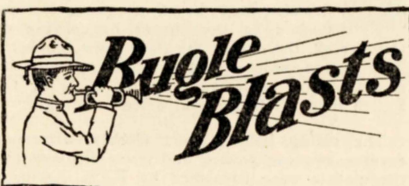
## MINNEAPOLIS

**T**HE MINNEAPOLIS Club held an entertainment and dance at the new Cataract Hall on the evening of Friday, October 22, which was well attended. The program opened with a showing of the Great Northern's Glacier Park movies. This was followed by selections rendered by the Moose Lodge quartet. John Quealy, accompanied by Catherine Quealy, gave several violin solos, and Mr. Montrose gave vocal solos, with Edith Hoffman at the piano.

A large number of attendance prizes were given and among the more fortunate individuals were: Edward Skelrud, Hoag Lake, who received an electric urn set; Jule Robichon, passenger station, electric waffle iron; C. Hildebrand, Union Yard carman, electric toaster, and J. B. Conroy, passenger station telegrapher, electric heater. After the drawings, the floor was cleared and a large number of dancers enjoyed themselves to the strains of music furnished by the club orchestra. The usual corps of frappe mixers and dispensers was on hand and liberal as usual.

## SEATTLE

The opening dance of the local club held on October 23 was a great success. The rain hindered the turn-out a little, but did not dampen the spirits of the crowd at all, everyone enjoying themselves greatly. The next dance is to be held on November 20 and it is expected a greater number will turn out. The dance committee is putting in some real work on these dances and it is expected the coming dances this winter will prove very popular.



## Railroad Post 416, American Legion

The preamble of the American Legion Constitution reproduced above is said by many to be the second greatest document of its kind, only surpassed by the Declaration of Independence, and it clearly sets forth the ideals of the American Legion. It is reprinted below.

### PREAMBLE

**F**OR GOD AND COUNTRY we associate ourselves together for the following purposes: To uphold and defend the Constitution of the United States of America; to maintain law and order; to foster and perpetuate a one hundred percent Americanism; to preserve the memories and incidents of our association in the great war; to inculcate a sense of individual obligation to the

community, state and nation; to combat the autocracy of both the classes and the masses; to make right the master of might; to promote peace and good will on earth; to safeguard and transmit to posterity the principles of justice, freedom and democracy; to consecrate and sanctify our comradeship by our devotion to mutual helpfulness.

We have been missing for some time but henceforth our Blasts will be heard in every issue.

Railroad Post held its annual election of officers November 23. W. C. Nolting was elected commander; H. Dumas and J. M. Rice, vice commanders; H. J. Beech, adjutant; L. Wolf, finance officer; D. Shandorf, chaplain; D. Gilbertson, sergeant-of-arms; J. E. Snyder, historian.

Executive Committee, H. A. Doth, ex-officio; John E. Snyder, Wm. Gordenier, Dr. W. T. McHale, J. A. Fritsche and Ed Whitacre.

Among those present was Comrade O'Conner, chaplain in 1925, who gave as an excuse for his absence during the past year, the fact that he had been doing missionary work in China.

Officers will be installed at the December 14 meeting and all members are requested to attend.

## SPORTS

### BOWLING Great Falls

**I**N ADDITION to a commendable football squad of Great Northern "Goats," the Great Northern employees are also represented on the "maple ways" by another squad of "Goats."

The bowling squad, which consists of Bruce Teague and Roy Jewell of the division superintendent's office, Joe Jarnot, Frank Pauls, and Frank Dorricott, of the shops, and Frank Lowney of the roundhouse, has captured first place in the local league, and with only nine more games to play, is working hard to maintain its lead. We hope to be able to report a victorious bowling team in the near future.

### Great Northern Shopcraft Bowling League Team Standings

Team	Won	Lost	Average
Roundhouse	20	7	831-21
Dale Machinists, No. 2	20	7	808-15
Local, No. 29	19	8	812-16
Storehouse	15	12	815-2
Carmen	14	13	793-17
Wood Machinists	9	16	769-6
Coach Yards	6	21	731-4
Dale Machinists, No. 1	4	23	728-20

### Average of Leading Ten Men

Tuerk	182-2	Lux	170
Dox	175-4	M. Schofield	168-17
Dunst	173-4	Butler	168-2
Tschida	172-10	Langevin	165-14
Cinsoski	171-9	Schaller	165-3

### Great Northern First Bowlers Doing Well in St. Paul League

**T**HE GREAT NORTHERN Railway team in the Harkins' Recreation League of St. Paul has been making itself known as shown in the standing, as of November 10:

Team	Won	Lost	Pin Average
Sunshine Creamery	23	10	930
Great Northern Railway	23	10	923
Minnehaha Dry Cleaners	23	10	914
Simmer Mortuary	21	12	854
A. O. U. W.	20	13	912
Orphans	17	16	885
Sifo Kids	14	19	908
N. W. Wax Paper	14	19	904
Midway Electric Engraving	14	19	890
Stransky Bros.	11	19	878
Shimon Plumbing Co.	10	20	893
Studebaker Corp.	5	25	824

The G. N. team has won 18 out of the last 21 games bowled. A. Peterson, star lead-off man from auditor car records office, has high



single game of the league, (288) having bowled this total on the opening night.

The averages of the bowlers on the team are as follows:

Peterson .....	189
Kirchoff .....	188
Gutz .....	186
Russell .....	185
Lauer .....	181
Jorgensen .....	181

## Railway League

Standing	Nov. 10, 1926	Team
	Won Lost Ave.	
Winnipeg Ltd. ....	20 7	887-25
N. P. Rollers .....	16 11	824- 1
Yellowstone .....	15 12	845- 6
Gopher Limited .....	14 13	816- 5
North Coast Ltd. ....	13 14	831-25
N. P. Como .....	11 16	788-23
N. P. Yards .....	10 17	797-24
N. P. Monads .....	9 18	802- 6

## SEASONS RECORDS

High single game, Hable .....	253
High three games, Wedell .....	637
High team game, Winnipeg Ltd. ....	1012
High team total, Yellowstone .....	2807

## INDIVIDUAL AVERAGES

WINNIPEG LTD.	YELLOWSTONE
Ohlander .....193	Picha .....180-18
Gutz .....190-10	Casserly .....169-18
Kittley .....185-19	Fleischaker .....168-20
Wedell .....178-23	Rystom .....164- 4
Ekensteen .....176-15	Dean .....163-21
Ruhnau .....162- 2	Pringle .....163-12
Beckwith .....161-11	Hoffman .....161- 3
NORTH COAST LTD.	N. P. YARDS
Etter .....172	Mossong .....174-10
Schneider .....170-20	Tschannel .....170- 7
Pewters .....167- 5	Lecher .....163- 0
Stoll .....165-11	Schmidt .....155- 6
Micko .....165- 6	Lewis .....150-18
Cooper .....161- 1	Cogin .....146-10
Thomson .....154- 2	Hall .....142
N. P. ROLLERS	GOPHER LIMITED
Page .....174-15	Gray .....197
Kemper .....167-18	Dox .....171-17
McDermott .....166-10	Blaschka .....165-22
Brown .....165-10	Swoboda .....164-13
Nentwig .....156-19	McMahon .....161-16
Gardell .....154- 1	Erickson .....161- 4
Grube .....153- 4	Ridpath .....159- 8
N. P. COMO	N. P. MONADS
M. Klein .....170-10	Hable .....171- 2
Plante .....161-11	Johnson .....169- 6
F. Klein .....157-22	Ryan .....163- 8
Studiner .....157- 8	Simons .....154-11
Haider .....151-17	Jennings .....150-11
Rehberger .....136	Connors .....145- 6

## FOOTBALL

### Minot Team Wins

**A**N EVENT OF INTEREST to Great Northerners was the recent football game between teams from two Great Northern cities. In this game the Minot High School, of Minot, N. D., defeated Great Falls High School, at Great Falls, Mont., in the first inter-sectional football game of its kind in the Northwest. The Minot team won the game on October 25 by the close score of 27 to 17 from a team outweighing them 17 pounds to the man. About 2,500 spectators were present.

The game was billed by Great Falls as the "Battle of the Century" and it surely was a battle from start to finish. The Minot aggression was extended every courtesy by the Great Falls people, who are to be congratulated on their spirit of hospitality and sportsmanship. Some of the players on the Minot team are the sons of Great Northerners, and proved that they had the makings of great football men. Among these are William Mackenroth, son of Boiler Inspector William Mackenroth, of Minot; "Jiggs" White, son of Engineer James White of Minot; and Orrin "Tut" Thorson, son of Engineer Thomas Thorson, of Minot. These boys fought hard to bring the "bacon" back to Minot and the people of Minot are proud of them. Among spectators from Minot who journeyed to Great Falls to see the game were: Helen White, daughter of Engineer James White; Oliver



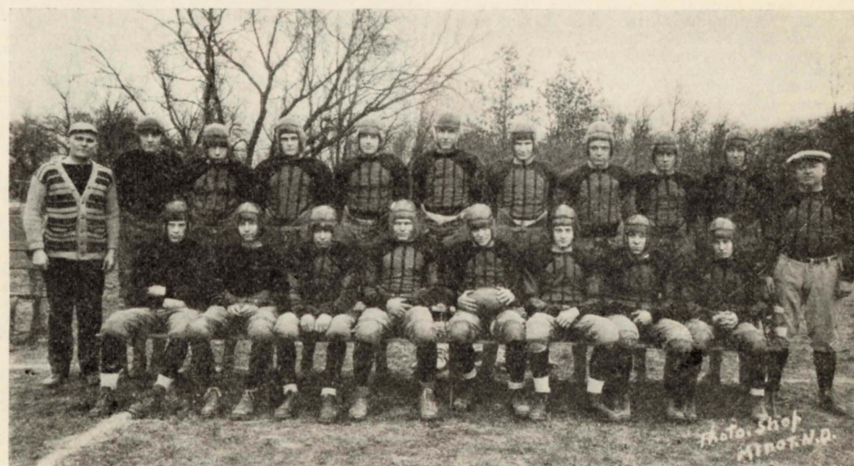
### Jackson Street Kittenball Team

**T**HE TEAM SHOWN above was winner of the Great Northern Kittenball League Championship for 1926. The schedule called for 14 games. It won 13 and lost one, a splendid record. This is the second year that it has won the league championship. We sincerely hope that next season there will be more competition in this league to give these boys something to play for. The team was also entered in the Commercial League, Division "B" and was runner-up, finishing in second place, with 12 out of 14 games won. Those pictured above are (left to right):

BACK ROW—Ed. Larson, right short; Carl Christensen, catcher; Dick Rongitsch, left field; Carl Rongitsch, first base; Joseph Tschida, pitcher; Wm. Manke, right field.

MIDDLE ROW—George Flahave (captain), left short; George Frick, third base; Ben Swoboda (manager), second base; Tony Stepaniak, pitcher.

BOTTOM ROW—Joe Moore, catcher; Morris Lamb, center field.



### Great Falls

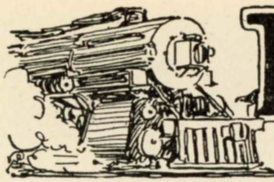
**T**HE INTEREST of the Great Northern employees so far as athletics is concerned, centers largely around the Shop Crafts football team, which was introduced in the preceding issue of the SEMAPHORE. The team is living up to expectations, having had only one defeat on the debit side of the ledger in the Great Falls Professional Football League. The splendid work of the team as a whole, has won many admirers, as evidenced by the turnouts for a "Goat" game in comparison with competitive teams.

Thorson, engine caller, Minot; Margaret Thorson, daughter of Engineer Thos. Thorson; Elmer Thompson, son of Boilermaker Helper Henry Thompson; and William Johns, son of Conductor Walter Johns of Williston.

While their lone defeat suffered at the hands of the "Warriors," a high school alumni team, may bar them from winning the Inter-city professional football championship this season, the showing the boys put up is very gratifying, and the team is well worthy of praise for its past work and determined training for future conquests. The following employees are members of the football squad shown at their respective positions: C. Borshiem, right end; G. Neilands, right tackle; G. Mitchell, right guard; L. Matz, center; P. Matz, left guard; P. Hoen, left tackle; W. Nicholson, left end; E. George, quarter back; M. Gutenberg, left half back (captain); Geo. Lowney, right half back; Felix Skowron, full back.

Substitutes: S. Matz, R. Ranieri, O. Rieben, M. Puzon, L. Tinelli, V. Stanich.





# Division News

## BUTTE DIVISION

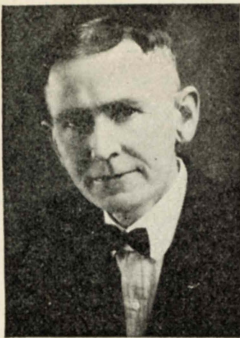
Associate Editor

ELZA TWAY

Great Falls, Montana

The death of Charles M. Russell, the world-famous cowboy artist, occurred at his home in Great Falls on October 24. Born in St. Louis

in 1865 of that great bulwark of Americanism known as the middle class, he migrated westward to Montana at the youthful age of fifteen, and grew to manhood amid the rough associations of the Indians and cattle-men of the old West. Untutored in the school of art, his work showed the master hand of genius. His graphic and virile paintings of western scenes brought him world fame, and are to be found today in many of the great art galleries of America and Europe, classed among the masterpieces of his generation. Cowboys, statesmen, actors, financiers and plain citizens were alike proud to call him friend. President Ralph Budd was one of the honorary pallbearers, and sent the following impressive message of condolence to the bereaved family: "I will not try to express my sorrow on learning this afternoon of your sad loss. We must be thankful of the great blessing of his fine friendship, and the memories that we may cherish."



The arrival at Great Falls of Her Majesty, Queen Marie of Roumania, at 4:20 P. M. on November 8, was greeted by what is conceded to have been the greatest crowd of citizens ever assembled in the city. A solid mass of automobiles and humanity filled the entire grounds around the Great Northern station, packed the esplanade, and reached for five blocks down Central Avenue. The "Rumanian Special," consisting of ten cars of the finest railroad equipment in America, in charge of Conductor Bowen and Engineer Wolf, was met at Shelby and accompanied to Great Falls by Superintendent F. Wear. The Queen, clad in a plain, dark plum-colored traveling gown and beaming with the characteristic smile with which she has won the heart of America, was greeted by General Agent Frank O'Hara as she stepped from the train. Mr. O'Hara presented Mayor and Mrs. H. B. Mitchell to Her Majesty and to Their Royal Highnesses, the Princess Ileana and Prince Nicolas. The queen was deeply impressed with the great ovation, given her by the immense crowd, which was enthusiastic and genuine. After an hour's drive about the city, the royal party returned to the train, lavish in their expressions of appreciation and praises of their reception and entertainment. The superb special was handled to Billings by Conductor Al Fay and Engineer John Ericson, and delivered to the C. B. & Q. at that point after a most successful trip over the Great Northern and one with which Her Majesty was greatly delighted.

Great Falls Lodge No. 528 of the Brotherhood of Railway Clerks entertained with a dance immediately after the regular business meeting on Thursday evening, October 21, in the Labor Bank hall. A merry crowd of about twenty-five couples participated in the hop, and the waxed floor was kept hot until the custodian of the kitchenette announced at eleven o'clock that lunch was ready. Cake and coffee were then served in sufficient quantities to appease the appetites of the hungry dancers. After lunch, music was again called for, and dancing continued until shortly after midnight, when "Home Sweet Home" was played, and the crowd reluctantly dispersed. This is only a beginning of the fall and winter activities of our live wire entertainment committee, and will be followed by similar affairs and card parties throughout the winter.

General Safety Supervisor C. L. LaFountaine was in Great Falls and conducted an enthusiastic safety-first meeting at the division offices on October 14.

Dispatcher J. H. Mayer, accompanied by Mrs. Mayer and daughter Valeria, returned

September 15 from a three weeks trip to Philadelphia, Washington, D. C., and Atlantic City. At Philadelphia they visited their oldest daughter, Dr. Lillian Fink, and also took in the sights at the Sesqui-centennial Exposition. While at Atlantic City Mr. Mayer suffered from an attack of neuritis which somewhat marred the pleasure of his visit at the famous resort. On their return trip they stopped off at Minneapolis for a short visit with another daughter, Mrs. Ray Liebler.

Harold Eyestone, the smiling and obliging O. S. & D. clerk at Great Falls freight, and family enjoyed a two weeks visit with his parents in Portland, and stopped off to see his brother Walter, at Pasco, on their return trip. They reached home October 1.

Relief Agent Roy Baker is back at work after an eight weeks tussle with asthma. Mr. Baker was confined to his home in Great Falls most of the time during his illness. We are glad to see him out again, and hope that he will be permanently relieved of this distressing malady.

A fine baby boy arrived at the home of Mr. and Mrs. Charles V. Heikka, of the assistant engineer's office, on August 25. Mr. Heikka celebrated this remarkable event by going out along Sheep Creek on October 24 and bagging a fine black-tail buck. Good luck always comes in bunches, Charlie.

Roger Peterson, rate clerk at the Great Falls freight office, took a well-earned two weeks vacation in October. By hard work and patient and courteous treatment of patrons, Pete has made a most enviable reputation for himself with the public, and is recognized as one of the most efficient rate men who ever shoved his feet under the rate desk at Great Falls. During his absence the arduous and important duties of the rate desk were ably handled by Willard Kennedy. Little Bill may not pull down much avoirdupois on the scales, but he belongs in the heavy weight class from the shoulders up.

A. Moberg, general stationery storekeeper, was a visitor at the local offices in Great Falls October 27 and 28. Besides making a personal inspection of stationery supplies at the various offices in Great Falls, Mr. Moberg went to Stockett and checked up the supplies of the Cottonwood Coal Company while here. His sincere and pleasing personality wins for him a hearty welcome, and everyone with whom he comes in contact is always glad to see him return.

Carl Hoelzel, freight received and abstract clerk at the local freight office, took a two weeks vacation early in November, and amused himself by digging and cementing up a large addition to his cellar. When asked as to the necessity of all this cellar space, Carl was quite non-committal, merely stating that his potato crop, etc., required a lot of room. Since the rumor started that the proposed Great Northern glee club would hold rehearsals in Carl's cellar, there has been a flood of applications for the club.

Eleanor Heitkamp, of Seattle, is relieving Johanna Dahl, comptometer operator in the superintendent's office. Miss Dahl is taking a thirty days leave of absence for the benefit of her health.

Mrs. Fred Anderson, nee Ethel Wear, is confined by illness at the Deaconess hospital in Great Falls. Mrs. Anderson has a large circle of friends among Butte Division employees who are grieved to learn of her illness, and extend wishes for her early recovery.

Mrs. E. Guth, of Chicago, is enjoying a month's visit with her brother, Emil Herberth, clerk at Black Eagle. Mrs. Guth has traveled extensively, to New York, to Florida, and to west coast points, and says that the Oriental Limited is the finest train she ever rode on, and that the service in the diners and Pullmans on the Limited is the best she has ever enjoyed.

In the early days of the old Montana Central Railway, long before the time of the supply car, the roadmaster received a letter from one of his section foremen, as follows: "Dear mister roadmaster please send me a new track gage my old one is too short my wife had a baby last night and a keg of spikes yours truly M coogan and a frog."

B. S. "Buckshot" Robertson, old-time Great Northern conductor, now with the Interstate Commerce Commission, was a visitor at Helena October 20. Besides calling upon the state board of railroad commissioners, Mr. Robertson paid a visit to Governor J. E. Erickson and Railroad Commissioner Daniel Boyle, both of whom he had known well when he was a conductor on the Kalispell Division. He left the Great Northern about eleven years ago to enter the bureau of service of the Interstate Commerce Commission, in which work he is still engaged.

Lawrence Levitte, chief clerk in the general agent's office, was confined to his bed for two weeks late in October with a severe attack of bronchial trouble.



O'Hara and Bolin.

At first glance the above picture appears to be a couple of tough hobos cooking a chicken out of some farmer's barnyard down by the railroad bridge. A closer inspection, however, will reveal none other than General Agent Frank O'Hara and Contracting Freight Agent Tom Bolin, busily engaged in making coffee over their camp fire in Glacier Park. The picture was snapped by their admiring wives during a motor trip through the park late in August. They penetrated the park as far as St. Mary's, camping along the route. Mr. O'Hara acted as chief cook and coffee brewer, while Mr. Bolin assumed the menial duties of camp flunkie and head dish washer. We regret that space here forbids our narration of their thrilling adventures in the wilds of the park.

An enthusiastic meeting was held at Columbia hall in Great Falls on November 6, at which the Montana Division of the American Railway Express Company was awarded, for the third successive quarter, the claim banner and silver loving cup for the best claim reduction record of any of the twelve states in the western area. Great Falls is headquarters for the division. I. Parker Veazey, Jr., Great Northern attorney, was the principal speaker of the evening. Talks were also made by Superintendent J. C. North and Route Agents C. E. Seward and G. F. Taylor. Misses Margaret and Mildred Shaw, daughters of Dispatcher N. Shaw, rendered several delightful vocal selections. The program was followed by dancing and refreshments, which were enjoyed by a large assemblage of agents and officials and their families.

Expert hog callers are not usually found among railroad men, but Switch Foreman O. B. Woods has suddenly risen to fame and been (unofficially) crowned champion hog caller of Cascade County, the State of Montana, and the entire Midland Empire. O. B. modestly admits that the laurels have been correctly hung upon his stalwart shoulders, and he is ready to meet all challengers; and thereby hangs a tale. During the Northern Montana Corn and Livestock Show at the Great Falls stock pavilion, O. B. appeared at the yard office one afternoon wearing a shiny new pair of shoes. Now a switch foreman sporting a new pair of shoes is an event naturally designed to excite comment, and O. B. was immediately called upon for an explanation. "Won't em in the hog calling contest at the stock show," said O. B. The gang was incredulous. "Show



us," they said. "Alright," says O. B., "just you listen." Now O. B. was born down in the good old state of Nebraska where every boy learns early to shuck corn and call up the pigs. He is said to have been a handsome youth, with a beautiful voice of wonderful timbre and remarkable carrying power which, if any change at all is to be noted, has improved with the years.



O. B. Woods as Champion

A far-away look came into his eyes; came back the boyhood days of long ago. Stepping out in front of the yard office he threw back his head, expanded his chest, and the far-famed "Who-o-e-e, who-o-e-e," of the hog call drifted out upon the October breezes. Out across the yards and over the prairie it floated, soothing, alluring, entreating. Down in their pens at the stock pavilion the fancy porkers were quietly munching their corn. Suddenly with one accord they stopped chewing, lifted up their heads, pricked forward their ears, and stood at attention. Again the soft, enticing "Who-o-e-e" drifted down the breezes. With a loud "Woof" they dashed madly at the fences, storming them in a body in a futile effort to climb out and obey the bewitching summons. The manager of the stock show rushed wildly to the telephone and called the yard office. "Hello, yard office?" "Yes." "For the love o' Mike, find O. B. Woods and tell him to stop calling hogs. Our fancy stock is about to tear down the pavilion trying to get to him."

We are indebted to Assistant Chief Clerk Claude Leach, of the superintendent's office, for the life-like drawing of the champion in action.

#### Kolin

Station Inspector J. E. Jennie was at Kolin October 5 looking things over, and Traveling Grain Inspector White was here November 3 inspecting the different elevators.

Mr. and Mrs. C. L. Taylor, agent and wife, of Rossfork, visited with C. J. Sells and family at Kolin the evening of October 28. It took them one hour and forty minutes to make the return eight miles. Some Lizzie, Charlie drives!

Section Foreman Joe Nedved, the old Democratic war horse, spent Sunday, October 31, visiting with friends at Lehigh.

We hear that Engineer Armstrong is now a proud grandpa. How about the cigars, Army, or is it just a girl?

Lineman Robert Clark was at Kolin several days ago working on the station phone, which was out of order. Thanks, Bob. Come again when the phone goes haywire.

A letter was recently received by Agent Charles Sells from F. F. Fisk, formerly agent for the Great Northern at Rossfork. Mr. Fisk now lives at Sunfield, Michigan, and says his thoughts often go back to good old Montana. He sends his regards to all whom he knew on the division.

#### Billings

Work of running a two and one-half inch overhead steam pipe from the stationary plant to the passenger depot for the purpose of heating the passenger depot and other buildings, and passenger equipment, is about completed. The line will replace a smaller under-ground line which is badly worn and which has always been inadequate and unsatisfactory.

Tariff Inspector Henry U. Bigelow, from St. Paul, paid us a visit on Sunday, October 17.

The Montana Experiment station has purchased 15 registered dual-purpose Shorthorn cattle from A. J. Goins, of Stanford, to be used in livestock experimental work at the Northern Montana Experimental station at Havre. The experiments in which the cattle

will be used are for the purpose of developing grade and pure-bred Shorthorn cattle of good beef type that will produce more than 5,000 pounds of milk annually. Many livestock authorities agree that a dependable strain of this type more nearly meets the requirements of the farmers in many sections of Montana, than either the specialized beef or dairy breeds.

More than 120 employees and friends of the American Railway Express Company Western Division, assembled Saturday night, October 9, in the Masonic ball room for their semi-annual meeting. Not only was it a get-together meeting but also a celebration of the Montana Division winning for the third successive time the honor banner awarded by the company in the claim reduction contest for the western district. Out of town officials of the company were present and praised the Montana Division employees for their record of last year. W. E. Carpenter, of San Francisco, superintendent of the claim department, in an interesting address explained how the contest was started and on what basis the award was made. Mr. Carpenter was chosen by the directors of the American Express Co. after the World War to study a remedy to stop the enormous losses from damaged and stolen goods which at that time threatened the existence of the company. E. M. Whittle of Seattle, general manager of the western division, another speaker on the program, stated that the American Express Company now operates over 260,000 miles of railroad, stage and bus lines. He said that more than a million shipments a day are handled by the company; that the company employs more than 120,000 people and has over 26,000 offices scattered throughout the country. J. C. North of Great Falls, superintendent of the Montana Division, gave a humorous address on how Montana won the banner and the effects it had on the various offices in the state. A. C. Reed, Billings general manager, presided at the meeting. He announced that Montana has cinched the permanent claim to the banner by virtue of its three successive wins, and said that a silver trophy is included. Entertainment was provided between speeches by a six piece orchestra, which played several selections. Dr. C. S. Chase sang, accompanied at the piano by R. H. Evans of Roundup. Larry Peterson also sang several selections, accompanied by Pearl Ross. After the program, refreshments were served, and later a dance was enjoyed. H. F. White was in charge of the entertainment.

Ticket Agent W. E. Scott met with a slight accident while delivering a message to a private car parked in the yards. It was very dark, and Mr. Scott stumbled over a tie, wrenching his leg. He was laid up at home for a few days, but is now back on duty.

Ogden L. Nichols, depot agent for the American Railway Express Co. and at one time prominent in the circus world, died at the hospital in Billings on October 7. He has been suffering from a tumor on the brain since July 15, but had gone to the hospital only one day before he died. Mr. Nichols was born at Carlisle, Ill., on June 13, 1880, and was 46 years old at the time of his death. He started in the show business at the age of 18, and was in the employ of various circuses, including Hagenback, Forepaugh, and others. He was the inventor of the motor dome, first used by him in bicycle riding and later extended to include the use of motorcycles and automobiles.

He produced a number of bicycle stunts but finally abandoned this work when his partner was killed in a loop-the-loop act. He then took up the handling of clown acts, and was known to the profession as a producing clown. About ten years ago Mr. Nichols retired from the circus business, and coming to Billings, entered the employ of the American Railway Express Company. He at one time drove a wagon, and later was a clerk in the office, and had reached the position of night depot agent at the time of his death.



Mr. and Mrs. W. I. Slown.

Congratulations to Mr. and Mrs. W. I. Slown, who were united in marriage October 16, 1926. Mr. Slown is manager of our telegraph office and is well known in Billings. Mrs. Slown was formerly Miss Margaret Gourley.

## NEW INVENTION SAVES MILLIONS

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## CASCADE DIVISION

Associate Editor  
D. O'HEARN  
Everett, Wash.

Vancouver, B. C.

Mrs. James Osborn, wife of B. & B. foreman, of Fernie, B. C., was a visitor for a week the latter part of October.

Horace Shires, car inspector, is now a proud grandfather. On November 2, a baby girl was born to his daughter, Mrs. Clarence Greenan. Horace picked the name for her, Marjorie, and is telling the boys that although grandfather usually signifies old age, he has a long way to go before he reaches that stage.

Helen Thomas, daughter of Section Foreman Thomas, was married on November 6, to W. E. Murphy of this city. Their honeymoon was spent in a visit to coast cities. Congratulations from all the bunch are extended and we wish the newlyweds all happiness.

When it comes to pitching horseshoes "Smokey" Jones, fireman on the "Owl" makes everyone else fade out of the limelight. Many an exciting encounter has taken place on the official grounds near the Hotel Ivanhoe across from the depot, and "Smokey" makes all the railroad boys bow to his super-pitching. Andy, a regular summer visitor at Vancouver, is the only one who can beat him, but as he has left for California to spend the winter, "Smokey" has the field all to himself, and is in strict practice so he will be able to beat Andy when he returns next summer.

Lily Parrish, roundhouse clerk, Delta, was a visitor on October 24 and 25 at the home of her aunt and uncle, Mr. and Mrs. F. C. Meyers. Lily is wearing a beautiful diamond ring, and on the right finger, too. Much speculation is going on as to who the lucky fellow is. Who, when, and where?

The local Y. M. C. A. is very thankful for the donation of a locomotive bell from the Great Northern. This bell is to be used in the Y. M. C. A. boys' camp at Hopkins Landing, Camp Elphinstone, as a chapel bell. At the opening of next year's camp the bell is to be officially dedicated.

On October 27, 28, 29, and 30, the Pacific Logging Congress was held opposite the local freight sheds. Much interest was shown in the various exhibits of logging machinery, derricks, donkey engines, and other machinery in connection with the logging industry. This was the best convention and exhibition of this nature Vancouver has had for many years.

Lawrence Swan, welder, of Skykomish, accompanied by Mrs. Swan, was a visitor at Vancouver for several days during October.

Fred L. Hutchinson, car clerk of Concrete, formerly baggageman of Vancouver, has at last surrendered. On November 10 he was married to Violet Pearl McLarty, of this city, at Trinity United church. The honeymoon was spent in Seattle and Portland. All Fred's friends in Vancouver wish him and his charming bride all the happiness possible, and know their friends in Concrete will do things up proper in welcoming them home.

Mrs. G. W. Childers, wife of engineer on yard engine, left on October 19 for Breckenridge, Minn., to visit her brother, Eddie Hoppert, who was injured in an automobile accident. We trust Mr. Hoppert is doing nicely and extend our sympathy.

Conductor McRae, on 719-720, is at present lost without his favorite pipe. "Mac" has a pipe which he thinks quite a lot of and recently had to send it back to the factory for repairs. He is expecting it back any time now, but in the meantime is quite at sea with the new pipe which he bought and is anxious to get his old friend out of the hospital.

Cecil Weeks, collector, accompanied by Mrs. Weeks, visited Lawrence Knowles, operator at Tacoma on November 7 and 8.

Conductor George Ellis is now running on 719-720, displacing Conductor Olsen. We are sorry to lose Ollie and glad to see George running in here. Both are very well liked, so it makes about an even break.

W. E. Burton, cashier, accompanied by Mrs. Burton, was a visitor in Seattle, November 7 and 8 at the home of Bill's brother, who is an operator on the Milwaukee.

Bellingham, Wash.

M. Montgomery, who was formerly employed as district roadmaster on the Canadian National Railways at Smithers, B. C., is now a member of the section forces at Bellingham, while the new steel is being laid between that point and Ferndale.

J. Roberts has bid in the position of section foreman at Bellingham, made vacant by the resignation of Hal Arnason. He will reside temporarily on Elm Street. He will take over the Bellingham section, November 15.

William Barricklow, who has been acting section foreman at Bellingham for the past two months, will take over the section at Blaine, Wash., until the bids are closed. This section was made vacant by J. Roberts, who bid in the position at Blaine.

Eight and one-half miles of new eighty-five-pound rail has been distributed between Bellingham and Ferndale. Relaying will commence within the next few days. The seventy-pound rail recovered from this track will be used on the Skagit branch between Burlington and Concrete.

The little daughter of Mr. and Mrs. J. McGarry, of White Rock, B. C., became suddenly ill recently and had to be taken to St. Joseph's hospital at Bellingham, where she remained for about a week. Mrs. McGarry also remained at the hospital so as to be near her little daughter.

Sugar beet loading at Ferndale closed for this season on November 8. There were forty-one cars loaded at that point as compared with one hundred last year. The farmers failed to plant as much acreage this year as last, on account of the low price last year and the high cost of labor, as well as the unfavorable weather for beet growing. This year there was a much better crop and the labor cost was much lower which made the profit per acre much higher. This also applies to other points in Skagit and Whatcom counties. The farmers are becoming interested and next year's crop should go over the top from present indications.

Anton Anderson, of the station force at Bellingham, has been ill for some time past with an attack of flu. We understand Mr. Anderson is well on his way to recovery.

J. P. McLean, who was formerly mayor of Whitefish, Mont., and also editor of a local paper at that point known as the "One Horse News," made a business trip to Bellingham. While there he visited at the home of Mr. and Mrs. C. F. Smith.

L. G. Truax, of the Kalispell Division, visited his family recently at his home on the Guide Meridian Road near Bellingham.

Joseph Stenson, who was formerly employed as machinist at Cut Bank, Mont., has been laid up for a few weeks with a broken ankle.

Seattle, Wash.

A. Moberg, stationer, called on us recently and found no surplus stock on hand. We were glad to have this visit and appreciated his report.

Earl Navin, general clerk, is back at work. Earl has been very unfortunate with sickness, but we hope that he will overcome his trouble.

Murry Owen, known as "Marty," veteran OS&D magnate, is spending his vacation in California. His urgent call was to verify an overage reported in the family circle. He is grandpa for the second time.

Carl Bentley, special agent warehouse watchman, packed his outfit and with high hopes sneaked out to the mountains around Leavenworth, tiptoed around through the brush for a couple of days, helped others with their "dears," but came back with his gun. He saw a lot of restricted game. Well, it's the same old story.

Harold Nutter is our new seal clerk. Harold got more money at Interbay, but he says he wanted to learn something; therefore, he changed.

C. F. Bartelheim called at the local office for a few minutes. We were glad to meet him, and he made a good impression.

Conductor William Brokaw, for the past year general manager of the "Galloping Goose," between Burlington and Anacortes, has taken a passenger run between Seattle and Vancouver, B. C., the "goose" having been abandoned on the Anacortes branch line.

Jay Fountain, conductor, has returned to his work on Nos. 356 and 355, after a very enjoyable visit with the family back East. Sherman Corrigan, conductor, has also returned from a three or four months' trip East, and is again at work on his former run to Rockport, from Seattle. Other passenger conductors who have changed runs during the past month include Patrick Gairns, Neal Scott, and Ted Kibble.

The crew that had the honor of handling the special train of Queen Marie of Roumania, while on the Cascade Division, consisted of Thomas Soevyn, conductor; B. B. Barndt, head brakeman, and Michael Fitzgerald, flagman. We understand on their four-day tour with the queen over the division, the boys took many wrinkles out of their already well-proportioned outlines with the Imperial good eats furnished to them free by the Queen's party. We sur-

mise that this, along with the natural tendency to swell up a little over the honor conferred upon them through handling the Queen's train, has compelled them all to have new and larger uniforms made.

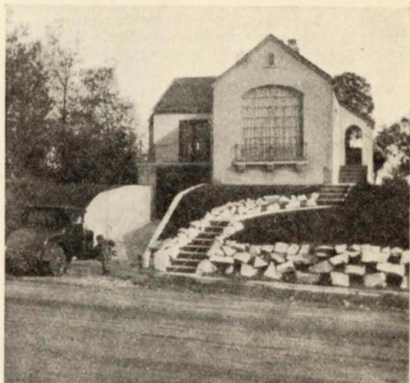
Great Northern Dock, Seattle

Ben S. Armstrong, agent, Great Northern dock, took a long needed rest by making a trip east for the first time in several years. Mr. Armstrong visited several large cities in the East and had a most enjoyable family reunion at his old home town.

One of the recent steamers of the Nippon Yusen Kaisha Steamship Company, docking at the Great Northern pier, Seattle, brought in from the Orient an exceptionally large cargo of import freight, there being one consignment of over eight thousand cases of porcelain shipped by Morimura Brothers of Nagoya, Japan.



Mrs. Walter Morgan



The Morgan Home

It is with mingled pleasure and regret that we announce the loss from our ranks of Clo. Bush. Miss Bush, who has been private secretary to the agent at the Great Northern Dock for some years past, at last surrendered to the charms of Cupid and allowed herself to be led to the altar of Hymen by Walter Morgan, of Seattle. Mrs. Morgan succeeded in having a simple and quiet wedding in spite of remonstrances of her many friends, and also cleverly avoided a charivari party which had been planned by her co-workers in the office. The happily married couple have built themselves a love nest in a beautiful little bungalow on Magnolia Bluff, and are now at home to receive their many friends. A picture of their home is shown above, also a picture of the bride, the latter by Hartsook Studio.

Everett, Wash.

Mrs. M. A. Carmichael, wife of Switchman Carmichael, and son, are visiting in California. Mrs. Thos. Stenson, wife of yardmaster, is convalescing after a serious illness.

C. H. Gephart and wife have moved into a new home recently purchased on Walnut Street.

Conductor Hans Olson was a Delta visitor recently after several months' absence on the north end.

Great Northern Semaphore



Mrs. Boozer, wife of Conductor Roy Boozer, is making a visit to St. Paul where she will meet her mother, Mrs. Schapler. They will return together after a few weeks' visit.

Conductor Chas. Breidenbach is leaving soon for a visit at his old home in Wisconsin.

Conductor Ed. Merwin of the Seattle-Vancouver "High-Ball" is off on account of sickness with "flu."

Safety Supervisor LaFountaine was a visitor on this division the first of November. He has a wonderful fund of safety information, statistics, and suggestions, and commands intense interest from every group addressed.

Clerk Andrew Clifford has returned to work at Delta after a week's absence on account of an injury to his hand.

Mrs. Anderson, wife of Robert Anderson, clerk in Delta terminal, has recovered after an operation in an Everett hospital.

#### Delta

To honor Pirrie Thompson, machinist, who was retired September 11, a number of his friends among the shopmen surprised him at his home, 1531 Rucker Avenue, Wednesday, September 22. The evening was spent informally and Mr. Thompson was presented with a bill fold. Later ice cream, cake and coffee were served to the following: Chas. Meyer, James Stever, Walter King, J. Schaum, John O'Brien, Cyrus Miller, Robert Hobrough, Chas. Cannon, and the host, Pirrie Thompson.

### SEATTLE ITEMS

Associate Editor  
A. L. SCOTT  
Seattle, Wash.

Seattle General Staff

Claude W. Meldrum, assistant general passenger agent, has issued a call for the annual family meeting of west end passenger men for Saturday afternoon and Sunday, December 11 and 12. Nothing has been said about Saturday night but the boys will probably find some way to amuse themselves in the approved family style.

"Nick" Carter, of the city ticket office, took the first two weeks of November for his vacation which he spent right at home in the city of Seattle, with the exception of a couple of short trips up into the foothills.

Raymond A. Preston, cashier in the city ticket office, is now visiting his old home in Lafayette, Indiana. Mrs. Preston and Ray went east on the Northern Pacific, just to get a change of scenery.

The Great Northern bowling team entrants in the Seattle Commercial League are having a hard time to keep above the 500 mark. They have won 14 games and lost 13 which gives them a batting average of 518. The startling and sterling work of Captain Generalissimo John Dempsey stands out so far, John having knocked them over for an average of 181. Carl Schaeffer comes next with an average of 177.

A newspaper reporter is supposed to use his imagination to fill in when necessary but in recording personal items concerning employees, this practice might prove embarrassing to the writer. Without doubt any man who earns a living in soliciting business has plenty of imagination and is sometimes accused of dealing lightly with the truth; but he must really have something to work upon when writing up personal items for our Seattle column in the SEMAPHORE. In lieu of reports from the various assistants, it seems advisable that they themselves come in for a little publicity to serve as general and gentle hints that news is also needed for the 1927 issues. It would seem that they might make some good New Year's resolutions before the twelfth of December. Hannah Johnson has promised to gather in all the current news from the executive, legal and personal claim departments. None other than Ralph A. Nichols is going to cover the accounting department and Ralph has also threatened to write up some good editorial matter for early publication. Mabel Meese says that she will gather all worthwhile news from the engineering department and Ted May promises cheery orders from the assistant purchasing agent's office. Our poet, Margaret Fisher, who holds forth in the freight claim department, has obligated herself to see that the happenings of the claim department employees are recorded regularly. Our old standby, Ethel Ronald of the general manager's





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office is looking for news of all sorts as is Ada Wilmot of the dining and sleeping car department. With these two on the job it behooves the personnel of the two departments to either behave themselves or let the girls know when they wish their names in print. Norval Flake and Edward Gerlach are watching out for the freight and passenger traffic departments while Julia Wade is reporting all messages of note received by the telegraph and telephone departments. Ernie Leidtke assists in recording the doings of the office of general agent, freight department, and "Wild Bill" Meenach is giving us the low downs from the export and import department. John J. Leach is practicing his profession in sleuthing information from the special agents' department. Margaret Calder is keeping us "wised-up" on the club activities and John Dempsey is acting as sporting editor. Fred Graham has promised to be a regular contributor of special items. With that staff working, what a column should be ours!

### DAKOTA DIVISION

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

Conductor Alex Hart is the proud daddy of a son who arrived recently.


Minerva Fisher, of the superintendent's office, is spending her vacation visiting with her father and friends at her old home in Hancock, Mich.

Quite a number of employees went to Minot on the Kem Temple Shrine special, November 10 and returned November 12. The train and engine crew consisted of members of the Shrine, as follows: James Shannon, conductor; W. E. Shannon and James Graham, brakemen; Earl Pratt, engineer; and H. T. Dalness, fireman. They all report a very enjoyable trip.



#### Mr. and Mrs. Dries

Above are shown Mr. and Mrs. Frank Dries, who were married recently. Mrs. Dries was formerly Virginia Zeiher, and was a nurse at St. Francis Hospital in Breckenridge. Mr. Dries is employed as wrecking engineer, Breckenridge car shops. Best wishes!



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Switch Foreman C. A. McGowan is now relief yardmaster at Grand Forks due to Frank Wenner having been transferred to the position of yardmaster at Fargo.

The following appointments have been made in station service recently: L. R. Whitworth, second trick operator at Casselton; E. E. Taves, agent at Hunter, N. D.; O. C. Barta, second trick operator at Hillsboro, and Neil McFarlane, agent at Grandin, N. D.

Kathryn Bennett, stenographer in the superintendent's office, spent her vacation visiting with friends in Winnipeg.

Bill Sandbrink, of the superintendent's office, is trying to prove to the bunch that he can grow a mustache. Every day in every way, they are getting longer and longer, but Bill seems to have considerable difficulty in getting them to keep together. We suggest that he get some eyebrow pencil and darken up the light spots.

Several of the division office employees expect to spend Thanksgiving out of the city. Frank Peschel says he is going to STAR around Fargo for a few days.

Mrs. Robert Forslund, wife of Operator Forslund, Devils Lake passenger depot, is spending several days visiting with friends and relatives in Minneapolis.

Some changes were recently made in the force at Devils Lake yard office, Operator Sam Warner taking the day shift and Jack Campbell the "graveyard" shift.

Operator Campbell of the yard office at Devils Lake spent Saturday, November 13, with his parents at Emerald. He reports a fine trip, but when 11:30 P. M. came around Saturday night, there was one sleepy operator walking down the tracks.

When it comes to fast work in locating pickups for a local, the honors go to Conductor Jim Dunn. The incident happened in Fargo recently and while we would like to have a photograph to prove this statement, that would have been impossible, due to the speed of the steed, and nothing but a moving picture camera would have answered the purpose. However, following is an account of how it appeared to one of the onlookers:

Down the main, came Jimmie Dunn  
Just as fast as his horse could run.  
Without a coat, without a hat,  
Trying to find, where his train was at.

He pulled in Fargo on 537,  
Looked at his watch, it was almost eleven.  
Said he would leave on the arrival of four  
If the yardmaster did not find any more.

Sized up the lists, turned them over to the  
swinger,  
Now do your stuff, she sure is a hum-dinger.  
Cars on the scale, cars on the team,  
Cars on the house, and every place it seemed.

Cars in the new yard, cars in the old,  
The hogger wanted water and the fireman  
wanted coal.  
But when the work was finished,  
They pinned the medal on Jimmie Dunn,  
For he pulled out with 125 cars  
And broke the blockade in Fargo yard.



## HEADQUARTERS

Associate Editor  
CHAS. T. FOX  
St. Paul, Minn.

Mrs. Claire M. Hilkene, of the general claim department, became the bride of Willis Milton, of the telegraph department, on November 6.

The ceremony was performed by Rev. Harry Noble Wilson in the presence of a few intimate friends and the girls of the claim department. Mrs. Milton's young son, William Hilkene, acted as his mother's best man. The girls of the claim office gave a luncheon at the Golden Rule Tea Rooms on October 30 in honor of Mrs. Hilkene.

Genevieve Alexander, of the auditor car records office, who has been away from the office on account of sickness, is again able to be at her desk. Joseph Mazzitello, the violinist from this office, accompanied by Corrine Hall, of the same office, entertained at the November 1 meeting of the Transportation Club at the Saint Paul Hotel. The Italian Consul, who was the principal speaker, complimented the entertainers very highly.

Albert Ronquist, chief fuel clerk in the office of accountant train statistics, who underwent a very serious operation at Bethesda Hospital several weeks ago, has returned to his desk and his friends gave him a hearty welcome on his return. Francis Tollett, who has been in this office for several years, resigned in September to take a better position. She was married on October 6 to Earl Aitkens. Emma Falz resigned on October 15 and was married on October 20 to Arnold W. Dragseth.

Mrs. Andrew Ohlander, mother of Oscar Ohlander, office auditor of station accounts, died on October 25, after a long illness. Mrs. Carlson, wife of Ludwig Carlson, is well on the road to recovery after an appendicitis operation. Eva Kipp is away on a month's leave of absence, while Mae Barry will return this month.

H. E. Olson, traveling field accountant, has gone to Hillyard to take care of the accounting in connection with the construction of the timber and pole treating plant at that point.

Albert P. Olson, freight claim department, was married on November 9 to Katherine Jung of the same department.

Frank Ditty, who left the office of the auditor freight receipts to work at the Ford plant, is back temporarily. George Olson has resigned and, with his family, has left for Los Angeles where he will reside. The men of the office held a party for him before he left and presented him with a handsome traveling bag.

The sympathy of the office force was recently extended to H. F. Harmer on the death of his father.

Edward Gabriel was married to Madeline Gerke on November 25. An invitation was extended to the entire office force to attend the ceremony at St. Francis de Sales Church.

Quite a number of Great Northern men, as members of the 206th Infantry, Minnesota National Guard, formed a guard of honor to her majesty, the Queen of Roumania, on the occasion of her visit to St. Paul on October 31. Company "D," the machine gun company, had the following Great Northern men who participated: Captain R. L. Sleeper, Corporals Archie Cottrell and J. E. Koch, Privates Alvin Graham and John Loftfield, all of the engineering department; also, Sergeant Millard Gieske, purchasing department, and Second Lieutenant Lyell Engel, accounting department. These men also took part in the Armistice Day parade.

Melvin Blozer, passenger traffic department, returned to work recently after a leave of absence.

Mrs. Theodosia Crosse, of Minneapolis, is conducting a lecture course in literature on the thirteenth floor of the general office building every Thursday evening. An invitation to be present is extended to all those who are interested and who would like to take advantage of this course.



## KALISPELL DIVISION

Associate Editor  
IRVINE T. DUGAN  
Whitefish, Mont.

A news item from Great Falls tells us that "Shanny" King of the hill was a welcome visitor. After learning the traffic rules, he was able to get around town without any trouble whatever.

Hank says it's the same way in Whitefish. They change the parking rules over night and you don't know whether to run your car up a dark alley and take a chance or fold it up and take it up to lodge with you.

E. E. Green and Tony Kastelle went hunting near Volcours. Green got a nice deer, but had considerable trouble with it. Tony says he had a bad time with Green that night in the tent as Green insisted on getting up and was talking in his sleep about a pretty little deer. If he does not look out a little, his wife will be asking how he spells that "deer."

Conductor Val Robertson's boy was fortunate enough to get a big, black bear recently. Another nice rug for them.

Engineer Chas. Young reported for work in October after having been off for several months on account of illness. He has secured runs on Nos. 2 and 3 on the east end, bumping Engineer Schoonover, who has taken trains 27 and 28 on the west end.

Stationary Engineer Sid Hale got a young, black bear near the head of Whitefish Lake. It weighed about 250 pounds and Sid says that the hide is in prime condition. We do not take any stock in Don Robertson's claim that this was his pet bear that he had been looking for.

Chief Clerk E. N. Dunwiddie and family have returned from their vacation.

Operator Ida Lynn came in from Red Eagle and spent several days with her mother and then went to work at Stryker.

Fireman Guy Truax laid off and went to Bellingham, Wash., to visit with his family.

Road Department Clerk Roy Darnell and A. F. E. Clerk Clifford Coe, took their vacations last month.

Machinist R. C. Montgomery has returned to work after being off for some time on account of injury.

Wilda Johnson has returned from a month's visit at Denver. She will displace Rita Dixon as roadmaster's stenographer, and Miss Dixon will take her former position in the master mechanic's office, displacing Jessie Partridge. Miss Partridge has left for Spokane, where her parents now live, and will probably be able to secure a position with the company at that place.

Mrs. Robert Vining, nee Helen Gross, has returned from her vacation. She visited her sisters at Peoria, Ill.

Operator W. P. Hedrix has gone to St. Paul where he will work as relay operator in the telegraph office.

Traveling Auditor L. W. Van Artsdale has been transferred from Great Falls to Whitefish. His wife and daughter are now here and they will make their home in Whitefish.

Engineer B. J. Jacoby and Fireman Oscar Olson have secured the logging job which was put on November 1.

Operator C. R. Bowman worked in the dispatcher's office on a Saturday and Sunday recently and was relieved at the depot by E. R. Rowan.

Ian Pirrie, who recently completed his time as apprentice in the Whitefish shops, has been assigned to Rexford, as machinist.

N. R. Ross, engineer of tests, left for St. Paul after spending several days in Whitefish on company business.

Engineer Jack Rider has secured, by bulletin, the ditcher job at Triple Divide.

Val Robertson, son of Conductor Robertson, recently won the Underwood typewriter medal, for typing speed.

Conductor C. W. McManigal has reported for work after having been off for the past six weeks. Mr. and Mrs. McManigal have been visiting friends and relatives in the East, and she remained at Decatur, Ill., to visit her mother.

Fireman H. D. Jones is relieving Night Roundhouse Foreman Thornton at Troy. Thornton went to Spokane on business.



Telephone Inspector E. E. Green with his wife and family left for points in Minnesota, where they will visit friends and relatives.

O. E. Schoonover, general chairman of the Brotherhood of Locomotive Engineers was in Whitefish on business for several days recently.

Ed. Thariff, assistant general storekeeper, was a business visitor from Spokane early in November.

J. C. Rankine, superintendent of telegraph, recently visited Whitefish on a general trip of inspection.

Engineer R. J. Weller laid off for a trip or two, and was relieved by Engineer Ayott.

D. O. Townsend, traveling chief dispatcher, spent several days in Whitefish on company business.

Chas. Ballard, machinist at Walton, has returned from Helena, where he was a patient at the Veterans' Hospital for several months. He is greatly improved in health, and he and Mrs. Ballard recently came to Whitefish to visit his mother.

Engineer Jerry Ryan and Conductor Grover Bowen handled the "Queen's" special out of Whitefish.

Fred Marks, machinist, Rexford, has a new occupation. He is a killer and skinner of pigs. Fred decided that it was useless to pay out good money to some butcher to do something he could do as well himself. He managed to kill the critter, and then started to get the bristles off. After working three days on the pig, he went over to the roundhouse and got the "cetty" torch, and lugged it home with him. Now he claims to have invented the best way to get bristles off'n a hog. However, we understand he let the butcher handle the other three. Stick to the harp, Fred, you know more about it although it may not do you any good in the hereafter.

Chas. Ballard, machinist, Walton, and H. H. Nelson, brakemen, have been appointed deputy sheriffs. Mr. Nelson was former chief of police at Whitefish.

Arthur Quam, fireman on the Mesabi Division from Crookston, visited his brother Albert Quam, in Whitefish for a few days.

Conductor James Duncan is laying off for a couple of trips and Pat Quinlan is relieving him.

Carl Walters, machinist, is swelling up a little. His boy, Joe, who is attending school at Gonzaga, in Spokane, led his class with an average of 96. Looks as if Carl had a talk with him before he left.

Brakeman L. E. Cooper marked up with Conductor Geo. Paige on 27 and 28 on the east end.

Fireman Carl West laid off for a few days to go hunting.

Fireman Geo. Ackrill marked up for work on the Walton Hill, relieving Fireman M. C. Livingston. Mr. Ackrill has just returned from a trip to Central America.

Fireman S. Swanson reported back for work after being off several days to go hunting.

Brakeman Lockridge bumped Frank Moore on the Whitefish-Rexford local. Moore bumped Bill Payne on the Walton-Cut Bank local, and Payne has marked up for the east end chain gang. All bruised up from the bumps.

Switchmen DeVal and Wetherell reported back for work after being out hunting. It is reported that they saw lots of them but did not get any.

Agent Archie Thompson, of Rexford, with his wife, was a visitor in Whitefish and spent a few days with Mrs. Thompson's parents, Mr. and Mrs. J. W. Burpee.

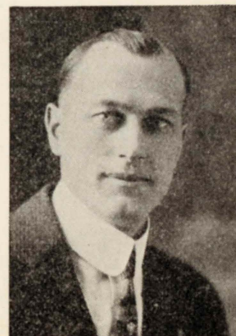
Wilda Johnson spent a recent week-end with her sister, Mrs. J. M. Stubblefield, at Rexford.

## MESABI DIVISION

Associate Editor  
A. N. HALVERSON  
Superior, Wis.

Duluth has already commenced preparations for the second annual winter frolic which will be staged February 14 to 20. It will be recalled that the Great Northern Railway took first honors last year with its float, and made a splendid showing in the opening parade. To our out-of-town SEMAPHORE readers we wish to say that it would be well worth your time to pay a visit to the Head of the Lakes during Frolic Week.

Since the recent fall of rain and snow, the boys at Cass Lake have packed away their golf clubs for the winter and are now preparing for their favorite winter sport, namely,





fishing for whitefish through the ice. Don't forget, we also like fish.

After a busy season, during which he officiated in the capacity of yardmaster at Nashauk, Ed. O'Malley is spending his annual vacation visiting old friends at Cass Lake.

The lure of the woods prompted George Dow, Matt Sharpe, and Mickey Powers, all of the superintendent's office, to make a hunting trip in the vicinity of Oliver a few days ago. Dow and Sharpe each bagged several nice rabbits, and Mickey shot what he thought was also a rabbit. After returning home, however, closer inspection developed that he had a pole cat. Mother hasn't spoken to father since.

With the bowling season well under way, we see many familiar Great Northern employees among the alley artists. Van Cushway and Al Duall, switch foremen, Superior yard, are especially showing good form and will no doubt rank among the top notchers this season.

Recommendations for 1927 annual system passes discloses the fact that 44 Mesabi Division employees attained 20 years' continuous service during the year 1926.

The month of November marked the passing of A. J. Slaughter, veteran telegrapher, who succumbed at a Hibbing hospital on November 5. Mr. Slaughter was well and favorably known among his fellow employees, a number of whom attended the funeral held November 6.

J. M. Nickerson, agent, Calumet, is taking a several week's rest after a busy ore season. Einar Ovgard, conductor, who was injured some time ago is reported improving and it is hoped he will soon be on the job again.

H. I. Johnson, brakeman, Kelly Lake, is convalescing at a Hibbing hospital after undergoing an operation for appendicitis.

Mrs. W. J. Hope, wife of dispatcher, has returned to her home after an operation for removal of a goiter.

The population of Kelly Lake is steadily increasing. The month of November saw the arrival of a baby girl at the home of Engineer George Griggs, and a baby girl at the home of Fireman Oliver Holcomb, while Boilermaker Apprentice Schultak boasts the arrival of a boy.

M. J. Reagan has booked passage for Ireland and will sail some time in December. The duration of his visit on the Emerald Isle has not been decided on.

B. W. Peterson, assistant material clerk, and wife left November 16 for East Towas, Mich., on account of the death of Mrs. Peterson's brother.

Fireman P. M. Sutbors and wife left recently for Birmingham, Ala. Peter writes his friends that the "Charleston" is still going strong in the southern city, which, no doubt, accounts for several requests going through for transportation to that point.

Nels Rockstad, engineer, accompanied by his brother, Selmer, also an engineer, departed for Denver, Colo. We hope that Nels, who has been ill recently, will be benefited by the change of climate and regain his health.

Crews in ore service between Allouez and Kelly Lake report sighting numerous deer in the vicinity of Fermoy, and it is believed the surrounding country will be quite a mecca for big game hunters during the ten-day deer hunting season.

Leo Pollock, agent Floodwood, recently passed the stogies on the occasion of the arrival of a baby girl. Congratulations, Leo!

Bessie Lund, third trick operator at Milaca, has departed for Ashland, Ore., to spend the winter. She was relieved by Operator Ralph Sphung.

Alvin Thompson, agent at Foreston, Minn., has purchased an auto and is now able to spend a part of each Sunday visiting his parents at Solway, Minn.

Train No. 19 leaving Superior, Friday, November 19, carried twelve coaches filled to the vestibules with football fans enroute to Minneapolis to attend the Minnesota-Michigan game.

R. C. Kuelthau, distribution clerk, has resumed his duties in the superintendent's office after a ninety-day leave of absence spent in looking after affairs at the Motor Inn.

The many friends of T. R. Scott, general yardmaster, Allouez, are glad to know that he is convalescing rapidly after an operation for appendicitis.

Glenn Cashman, bill and voucher clerk, has recently made four trips to Cloquet. Glenn claims to have made the trips on business for the F. O. E. but those on the inside seem to think that Eagles are not the only attraction.

Thos. Mungavin, trainmen's timekeeper, witnessed the football game between Minnesota and Michigan at the Minnesota stadium, November 20.

Among those who have expressed their intention of seeing the contest between Army and Navy at Chicago, November 27, are David Flood, of Superior freight station, Matt Sharp, of the superintendent's office, and Frank Brew, yardmaster, Superior.

George W. Taylor, trainmaster, has purchased a new master six Buick brougham and we will tell the world it is some boat.

It is with profound sorrow that we report the death of H. B. Gorman, conductor, who

December, 1926

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### MINOT DIVISION

Associate Editor  
CARL CARLSON  
Minot, N. D.

L. L. Berce, operator at Berthold, has recently obtained some bantam chicks from Texas. They are supposed to be of the best-blooded birds obtainable. No doubt some great scraps will be pulled off in the future.

L. R. (Bones) Larson, who has held down the third trick ticket job at Minot passenger station for the past two years, has exercised his seniority and bid in the first trick ticket seller's position at Williston. He will assume his new duties as soon as it is convenient to make the change.

Bruce McPherson, pumper for the Great Northern Railway Company at St. John, N. D., was married October 20 at Bisbee, N. D., to Leona Sande, of Hutchinson Township. The ceremony was performed by Rev. E. T. Selness, of Bisbee. They were attended by Mildred Sande, sister of the bride, and Oscar Solheim, a friend of the bridegroom. When the wedding party returned to St. John in the evening they were given a reception and dance at the M. B. A. Hall. Cigars and candy were distributed freely by the groom and all enjoyed the happy occasion. A



passed away at St. Mary's hospital, November 13, after a lingering illness. Mr. Gorman leaves a host of friends, especially among railroad employees, who will miss his presence among them. Our sincere sympathy is extended to his family in their bereavement.

Earl Murphy, assistant general yardmaster, Allouez, together with his family, left November 17 for a two weeks' visit with relatives at Chatfield, Minn.

Engineer and Mrs. J. R. Pink are visiting with relatives and friends at Gary, Ind.

Mrs. T. R. Patterson, wife of night chief dispatcher, left November 21 for Parkersburg, West Va. Returning, she will be accompanied by her mother, who will make her future home with Mr. and Mrs. Patterson, at Superior.

Engineer Joseph Savage left November 15 for Anaconda, Mont., where he was summoned by the death of his brother.

Sylvester Bernacki, clerk at Allouez scale house, has spent the past week visiting relatives at Chicago. "Fat" reports having a good time, but fell down on his promise to broadcast a few vocal number from station WLS.

Anyone who gets the radio bug to the extent of intending to go to sleep to the strains of dreamy music and then forgetting to turn off the battery must be a real fan. Our genial road clerk, C. E. Lundholm, awoke about two o'clock one morning to hear his radio still going strong. He reports excellent reception over his new five-tube Spartan set.

Speaking of radio fans, how about James A. Jones, manager, Superior telegraph office? On a recent morning Jim awoke at 6 o'clock. As it happens to anyone who suddenly awakes from deep slumber, it took a few seconds to gather his wits. Thinking he was at his office with his head set adjusted and listening in for wire trouble, imagine his surprise when he realized that he was sitting at his radio set, having spent the night there. That is one time static did not bother our friend.

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pretty china tea set was presented to Mr. and Mrs. McPherson as a wedding gift.

The following was overheard in the yard office at Minot about a trainman who had been up town doing a little celebrating and was on his way home pretty well loaded. He met one of his friends who said, "Better look out or you will have to double." "No," says Bill, "I sink (hic) I'll reduce."

C. Lundberg, cable splicer from the telegraph department, has been engaged in painting and repairing cables at Rugby and Minot for the past several weeks, being assisted by Lineman Cattnack. From the looks of it they have done a good job.

Lineman A. L. Cattnack recently had a very pleasant visit from his father and mother, Mr. and Mrs. Hugh Cattnack, of Iowa. They were on their way to Aynia, Alberta, by auto and remained in Minot for four days taking in the sights, and report a very enjoyable trip and visit.

Brakemen W. P. Gorman is again on passenger, having taken the south pool.

Conductor P. F. McAneney is the possessor of six service stripes. They make a very nice appearance on a uniform and are something any man would be proud to wear.

Conductor J. F. McCormick is again running on the main line, having been called in from his regular run on the Northgate line.

The new station at Bottineau is one of the neatest, if not the neatest building in town. Both the company and the city have something to be proud of. The writer has wondered how it would work out, if, on one of the end panels, the maple leaf stucco had been applied and then a small box car goat stencil, leaving the goat and words "Great Northern" as a raised figure on the plain stucco background.

Two extra crews are now on the Berthold line handling lignite coal from the Whittier-Crockett and Truax strip mines at Kincaid.

Mrs. F. Muskovitch, wife of local chairman, Brotherhood of Railroad Trainmen, recently visited her daughter at Devils Lake.

Geo. McCarthy, formerly conductor Minot Division, is now operating a grocery store at 507 Sixth Avenue N. E. George has established a prompt delivery service and handles a good line of staple groceries.

The 1900 class engines have a new nickname, "The Whippet," European type, small wheels, and four cylinders.

Armistice Day brought good tidings to the car department, as well as other departments of the Great Northern shop craft employees, when notice was received of a raise to become effective November 16 for all employees of the shop craft.

The last meeting of the car department in October was a delightful one. After a short business meeting to admit the newly employed men, the meeting became a social session, where cards and refreshments were the order of the evening. Progressive whist was played, and after seven games, victors and "booby" prize winners were announced, and a sumptuous feed indulged in, which was enjoyed by all present.

After a number of weeks when Ed. Hendrickson enjoyed the oiling and brassing and other overflow business in the lower yard, he has been recalled to the rip for work needed there.

Mrs. C. C. Cross, who remained in Minot for a few days after her husband was called to Williston as assistant foreman, went to Kalispell, Mont., on the 9th for a visit with her parents and other relatives and friends.

Mrs. H. G. Hustad has gone to St. Louis, Mo., where her parents lately removed to make their future home. Mrs. Hustad expects to visit with relatives and friends for an indefinite time in the old Ozarks of Missouri.

J. J. Summers, erstwhile farmer near Maxbass, who disposed of his homestead by a popular raffle and dance, and moved to Minneapolis Junction and then to Robbinsdale, Minn., and is now a member of the Special Agents' force of the Great Northern visited his wife at Minot during the open season for ducks. History does not report any casualties. "Jim" is the author of a great many poems of the early characters of the Maxbass and Mohall homesteaders and floating population, known in book form as "Jim's Western Gems."

The early morning switch of the rip track of October 2, brought two "sleeping beauties" in an empty box car and when being approached for repairs, they complacently left for parts up town where less noise allowed them to continue their sleep.

Shriners' Day, November 10, found Albert Johnson ill and unable to attend to his carman's duties.

Engineer Abbott and sons can tell you about the Shrine doings held in Minot November 10. Ask either of them.

Clarence C. Cross has been called to Williston as acting assistant foreman during Foreman Smith's absence, which dated from the fore part of November.

Noble Chas. Lano laid off Wednesday, November 10, when the Minot Shriners had the Kem Temple put on a ceremonial here.

## Williston

Niel W. Burton, who has been off for sixty days receiving treatment at the Mayo Clinic, has returned and has taken a position as caller on the 4:00 P. M. shift at the yard office.

Night Foreman Bud Bruegger, Engineer Chas. Schumacher, and Boiler Foreman Tom Coleman journeyed up around the Grenora branch one day last month and got at least their lawful amount of Canadian green heads.

Operator Fleming is busy gathering a fund to send a friend of his to Canada to take a cure that Nels Flaggett recently took up there for the battery water habit.



Miss Purves

Shirley Louise Purves, the charming talented daughter of Carman Millman Thos. L. Purves, at the Williston shops, was graduated from the Williston, (N. D.) high school, with honors in 1923. She continued her studies at the State Teachers College at Valley City, N. D., having been graduated in 1925. Since then she has been a successful teacher in the schools of Williams County, N. D. She is also an accomplished musician, playing both the piano and the pipe organ.

Word received recently from young Pap LaDue, a son of Pap LaDue, an old-time former engineer known by all the men of construction days, states that he is now employed by an electric construction company in Portland.

Walter Harwood, Sr., is on an inside hosting job at the roundhouse during the rush season.

Erick Mollan, who was off for sixty days on sick leave which time he spent at Tacoma where his wife resides, has returned to work feeling much better.

Will Delaney has taken a position as car checker on the midnight shift at the yard office.

Car Inspector Ray Bowman, who is on an indefinite leave of absence on account of ill health, is improving his time by taking a course in the rubber manufacturing business with a rubber concern at Akron, Ohio.

A number of our carmen were up around the Scooby country inspecting the land that was recently sold by the government. Thorwald Berge invested in a quarter section.

When Engineer Tom Pierce heard of his brother, Roy Pierce, selling a Non-Freezo radiator compound, he wondered if "Doc" would send him a couple of gallons of it. He said, considering the trouble he experienced in raising "Doc," that it would be but a small return to send him prepaid enough of the compound to run him this winter. If all that Tom tells is true (not that we doubt Tom's

word), Roy ought to send Tom a tank of it instead of three or four gallons for his trouble in raising him.

The movement of stock from Williston and nearby points, to western markets this fall has been the heaviest within the memory of local officials.

Geo. Hogan, switchman, made a trip out west again, and while visiting at a friend's farm home he attempted to harness up the old "white mule." The "mule" must have been feeling very frisky if the appearance of George's countenance may be taken as evidence in the matter.

The last section of the roundhouse has been fitted up for use of engines in road service. This is the first time since the construction of this section in 1907 that it has been used for live engines.

Word was received in this city during the past month of the death of Ben Thompson in an automobile accident at Columbus, Ohio. Ben worked at the local shops a while this fall, but will be remembered by the old timers as having worked in the Williston roundhouse, and as fireman on the Montana Division for a number of years previous to the World War. All of Ben's old friends around here were very sorry to hear of his untimely death.

Mickey McMahon, engineer on the Glacier Park Limited west of Williston, was telling a bunch in the locomotive foreman's office the other day about his having been a hack driver in New York before he joined forces with the Great Northern Railway. It seems that it was the practice for the Hack Drivers' Union to give two annual balls each year, one for the colored drivers and one for the white drivers. When the colored drivers held their ball, the white drivers took the colored gentlemen to the ball in their hacks and vice versa when the white drivers held their ball. Mickey said that he had taken a colored gentleman and his lady to the hall and decided that he would step in for a while and see the fun. While standing there watching the colored folks go through the intricacies of the Lancers, the Polka, Schottische, and other popular dances of that age, one of the leading lights of the assembled dancers stepped up to Mickey and said, "Cabby, Ah wish't youalls would kindly remove you presents from de hall as dee odor of de hosses am offensive to de ladies." Mickey said he removed "hisself."

Carman Ole J. Roed and family spent a short vacation at the home of Mr. Roed's father at Fertile, Minn., during the month of October, attending a family reunion. Mr. Roed had been back only a few days when he was recalled by his father's sudden illness. He left immediately but arrived too late, as his father died before he could get there. The sympathy of the entire car shops force is extended to Mr. Roed in his bereavement.

Car Foreman Wm. Smith has taken a three months' leave of absence and will spend that much of the winter in southern California. Mr. Smith was the honored guest at so many dinners, suppers, and banquets before he left that he was having a hard time eating up a couple of meal tickets that he had purchased. This was giving Bill considerable worry until he was reminded that he was supposed to be coming back and that what was left unused, of the meal tickets, might come in handy on his return, after such a long time away from the old pay check.

Harold Frederickson, carman helper, is laid up at the Mercy Hospital, the result of an operation for appendicitis.

Clarence C. Cross has been appointed assistant car foreman at Williston to succeed John Mosby, who has been promoted to car foreman, filling the vacancy caused by Mr. Smith's absence.

Sam George, machinist helper, got into a mix-up with an eccentric, and as a result was forced to lay off a few days the past month with a bum foot.

Boilermaker Hilton was all fixed for a great big turkey dinner one day last month, had the turkey tied up in the shed and all the trimmings in the ice box, but some one had seen the boilermaker make the plant of the turkey and during the night lifted it. Mr. Hilton is a new man at Williston, but he will have to learn that he can't leave turkeys lying around loose, where that roundhouse bunch can see them, as they have an appetite for turkeys that is no respecter of friends, ownership or anything else.

John Anderson, the man who keeps the roundhouse bath and washroom spick and span, was off during October with an attack of the "flu."

H. Fox, of Crookston, is the new pipeman at the roundhouse, taking the position made vacant by the resignation of Joe Landwehr.



L. R. Larson, formerly of Tagus, but recently of Minot, bid in the position of day ticket agent, the position having been vacated by the transfer of C. E. Dunn to the agency at White Earth, N. D.

Car Inspector Ray Wood was off a few days sick with stomach trouble, the result of overloading at the banquet given in honor of Mr. Smith before his departure for California.

George Fuzjiki, janitor at the passenger station, is leaving for a six months' visit with his family in Japan.

B. J. Lee, coach cleaner in charge of coaches, was off during the first part of November with an attack of the "flu."

Coach Cleaner Mae Sikes is off with an attack of rheumatism. Margaret Colwell is substituting for her on the job.

Alfred Sandry, one of our airmen in the yard, met up with a bull on the highway east of Williston one night recently, and while Al didn't spread him much, his Chrysler will never look the same.

John Edge Parke Cox, for a number of years operator on the second trick at Williston, has taken up the study of law, according to a write-up appearing in a magazine gotten out by the LaSalle Extension Bureau. Mr. Cox is a man past sixty years of age and shows considerable ambition to take up a course of this kind so late in life. He has but eight months more study before finishing the course. The natural inclination of Mr. Cox to argue over technicalities along with the flow of language which he possesses and over which he seems to have no control, should be assets to him in his newly chosen profession and go a long way towards making his career in that profession a success.

The Shop Crafts election, held in November at the roundhouse, promises to be a very interesting affair before finally being disposed of. The following officers were elected: President, Arthur Johnson; Vice-President, Joe LeDosquet; Local Chairman, Roy Ferris; Members of Grievance Committee, A. Bender and Ted Crocker; Secretary, Sennett Palmer; and Chaplain, Geo. Jonicks. A petition for a recall election, however, is being circulated claiming that a large slush fund was poured into the roundhouse by the "wets," that voters were intimidated at the polls and that the election was held contrary to laws governing the elections in the organization as to the hours the election should be held. The outcome is awaited with interest by all shop employees at this point.

Hostler Fred King recently found a pair of pliers at the roundhouse, and when he let it be known he had, so many of the 4:00 P. M. shift claimed to have lost similar pairs, that he is up a tree as to who the owner really is. Fred thinks that it belongs to that "perfect specimen of manhood" that recently went to work on the shift but is considering calling in an impromptu arbitration committee to decide the matter.

George "Scotty" Lakie is on a cup diet, the result of having had all of his teeth extracted by one of our local dentists. Scotty serves notice to all midnight clubs, civic organizations, fraternal organizations, and private clubs of former convivial associates, that he will be unable to recite "Tam-o'-Shanter" or render "Wee Doeck an Doris" as entertainment features for them until he has his store teeth in position.

## MONTANA DIVISION

Associate Editor  
**JOHN C. KOERNER**  
Havre, Mont.

H. D. Ernst, ticket clerk, and F. L. Adams, assistant chief dispatcher, Havre, recently attended the state meeting of the I. O. O. F. at Missoula, Montana, being delegates from the local lodge.

Engineer Fred C. Bradley has taken the Bainville-Scobey local, displacing Heinie Hoeft, who has been on the run for some time past, while Fred was working on the Opheim extension.

Engineer Sunny Jim Hines has taken the Scobey-Opheim mixed run displacing Engineer Bradley.

Engineer Ed. Splan, formerly working on this division, but who has been running a switch engine at Great Falls for the past several years, has taken the Watford City



mixed run, vacated by Engineer Hines when he took the Scobey-Opheim run.

The sugar factories at Chinook and Sidney, Mont., have closed down after a very successful run this fall. The quality of the beets grown this year was far above the average in sugar content, and the sugar beet factory people and also the growers are very much pleased with the year's output and the price paid for beets. It is expected that next year there will be an increased acreage put in. The factory at Chinook this year turned out 85,000 sacks of sugar against 62,000 sacks last year, and the Great Northern handled 559 cars into Sidney out of a total of 1,000 cars of beets. The total output of the Sidney factory was 126,000 sacks.



**E. O. Smith**

Assistant Material Clerk E. O. Smith, Havre, is somewhat of a hunter as well as being proficient in his work, as can readily be seen by the snapshot above, taken after he had secured his deer the morning of the opening of the season, in the Belt Mountains south of Great Falls. The buck shown in the picture weighed 250 pounds. Several of Smith's fellow employees have testified as to the prime quality of the venison steaks he gave them so we know that his account of the hunt must be correct.

An industry which is growing in the Milk River Valley, due to the building of the sugar factory at Chinook, is the feeding of stock on beet tops and pulp from the factory, and an industry which in years no doubt will grow and make considerable business for the road. The first indication of this increased business is shown in an order for cars to transport 5,000 head of sheep to the eastern markets from Wagner, Mont., the first of next year. In order to handle this stock it has been necessary to build new stock yards at this point, which work is now completed and everything set for the shipping date.

S. E. Coleman, master carpenter, has taken his vacation, making a trip to Seattle and Bellingham, Wash., and Vancouver, B. C., visiting relatives and friends.

Chas. R. Bronson has accepted a position as stenographer to the chief dispatcher at Havre, relieving Mrs. K. Pouder, who was temporarily filling the position.

H. W. Platts who opened the station at Glentana on the Opheim extension, has given up the agency and returned to Hinsdale to accept a position there as second trick operator.

Night Chief Dispatcher, F. L. Adams, is the proud father of a bouncing baby girl born on October 18. This makes three boys and three girls in the family.

Operator F. W. Mueller, Cut Bank, and Miss Richards, clerk in Cut Bank Roundhouse, were married on October 18. Their friends extend to them sincerest wishes for a long and happy married life.

Conductor R. O. McMillan has taken the Scobey-Opheim mixed run, displacing Conductor Hulett who was on construction and

later took the run when regular service was inaugurated on this line.

Conductor L. M. Owen, one of the old timers, running on Nos. 1 and 2 the Oriental Limited, has been off for the past two weeks, suffering from an affliction of the eyes. Here's hoping Bud will recover soon and be able to resume his duties again.

Engineer Mike McMahon was called to Grand Forks, N. D., on October 31 when he received word telling of the death of his sister. His many friends were sorry to learn the news and all extend sympathy.

P. S. Clement, veteran passenger conductor, retired, passed away at Havre November 11. On September 26, 1924, he was accidentally injured while splitting wood suffering an injury to his right eye, which it was necessary to remove later on. Owing to this, he was taken off his run on the Oriental Limited and took the Watford City mixed run, but later, owing to his physical condition, was forced to give up this run and retire from active service. He was at all times considered one of the most valuable employees on the division and his passing is regretted by all who knew him. He was a member of the Order of Railway Conductors and the B. P. O. E. See Honor Roll for account of his services.

## Cut Bank

Engineer Chas. Graves returned from his annual deer hunt having been successful in bagging his deer. Charley says that the bear must have received a tip that he was coming for he saw a lot of bear tracks but could not get to see any bear.

"Well, I'll be damned," says the creek when Engineer Jack Hyde broke through the bridge.

Switchman Lindquist is a full fledged sheepman now, but it is queer how that business affects a man. When we kid him now all he can say is, "Ba-a-a."

As Mrs. Hyde, wife of Engineer Jack Hyde, was driving down the street the other day, in passing a meat market she noticed a nice fat pig head in the window with an apple in its mouth. "Ah," she said, "that reminds me I promised to make an apple turnover for Jack's supper tonight."

A young fellow called at Switch Foreman McCall's house the other evening to see his daughter, Stella, and not seeing any one around but her, asked if her Daddy was at home. She replied, "Yes, but he was in bed." The young fellow said to run in and see if he was asleep, but not to wake him if he was. Upon her return she said her daddy was asleep all but his nose.

Yardmaster Zion said to one of his switch foremen the other evening. "I don't believe that field man on the four o'clock shift will ever be old." "So! how come! is he too reckless?" said the foreman. "No, anything but that," said Bill. "Then why?" asked the foreman. "Because he will always be Young," said Bill.

Wm. White, clerk, superintendent's office, Havre, who has been on the Scobey-Opheim extension all summer, keeping time, was recently called home on account of his little son breaking his arm. We are pleased to report that the little fellow is getting along nicely.

Conductor Wm. Hulett has taken the Wolf Point-Bowdoin local during the absence of Conductor Thomas, who had the misfortune to break his leg some time ago.

Operator W. S. Shoemaker, Glasgow, Mont., was very highly honored at the state meeting of the I. O. O. F. lodges at Missoula, Mont., on October 21, by being elected grand master of the order for the state. Success to you, Shoo; we are glad to see you receive the honor.

Chief Dispatcher P. W. Doles and wife, are taking an extended trip visiting friends in Seattle, Portland, and other coast cities.

The Bowdoin Fisheries are again preparing for the regular winter run. This industry has been growing during the past three years and there are from eight to ten carloads of fresh carp being shipped from this place to eastern markets. Agent Jarrett says that this year they are planning on shipping the fish in tank cars and stop them enroute east to furnish fresh air the way that livestock is now stopped to feed enroute.

The many friends of A. W. McKay, assistant superintendent telegraph, were indeed shocked and sorry when they learned of the loss of his daughter in Spokane. The young lady, having been born and reared in Havre, was very well known to a large number of employees and with her charming manner and likeable disposition was at all times very highly thought of. The



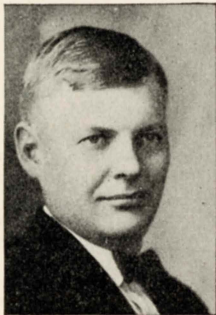
funeral was held in Havre. Their many friends extend sincerest sympathy to both Mac and his sorrowing wife.

Operator J. A. Sadler, Harlem, Mont., after living in that vicinity for the past twenty-five years at last took a vacation and made a trip back to some of his old stamping grounds in Pennsylvania. Jack's account of the trip reads like a page from history and is very interesting. "After a few days spent in Chicago and Ohio cities, visiting relatives, went to Buffalo, N. Y., where we took in the sights of Niagara, both American and Canadian sides. Crossed the whirlpool rapids in a cable car a distance of 1,800 feet suspended 150 feet above the waters. Then went down to Philadelphia and visited the Centennial but did not think much of it; heard the large pipe organ in the Auditorium, which seats 20,000 people; visited the art exhibit, and then the stadium, where Dempsey met his Waterloo, also the 'Glad Way,' went down to Atlantic City and took a plunge in the ocean and visited the boardwalk, after which we returned to Philadelphia. Visited Independence Hall where the Liberty Bell is located; Christ Church founded in 1731 and which is still being used (this church was attended by Franklin, Washington, Lafayette, and other notables of those early days and there are many noted persons buried in surrounding ground and even under the floor of the same). Was in old Congress Hall which was the Capital of the United States 1790 to 1800; Carpenter's Hall, where the first Continental Congress was held in 1774, and where later the first bank of the country was started; visited the Betsy Ross home, where the first American Flag was made, and which is being preserved in its original state. There are good railroads in the country but the Great Northern looks good to me and the effete east does not appeal to a fellow after he has been out here in the west for a decade."

## ST. CLOUD DIVISION

Associate Editor  
**JULIUS A. JOHNSON**  
Minneapolis, Minn.

Quite a number of employees will be trying to get their deer this season in Minnesota. It has been learned that the following in and around Minneapolis have obtained licenses and have made arrangements to be away: George Sullivan, Charles McCloskey, Charles Martin, Herman Haack, and Albert Buhse, of the passenger station force; Anthony Feilzer, of the superintendent's office; and Frank Hoffman and Julius Hanson, of Fridley car department. This army should bring back a lot of meat, as deer are reported plentiful this year.



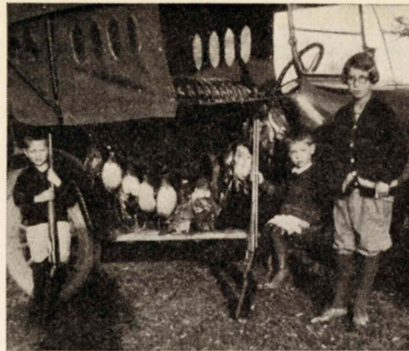
The Ladies' Auxiliary to the B. of R. T., 83, gave a dance in the A. O. U. W. hall at St. Cloud recently, which was well attended. There were, however, so many extra ladies present that most of the numbers were announced as ladies' tag dances and the men found themselves in great demand. It is hoped the ladies will give another party at an early date.

Sympathy is extended to Conductor William J. Braedy, who lost his wife on November 1. She had been ill for several years and her death was not entirely unexpected.

Express Messenger Jackson, on trains 105 and 106, and who also runs a farm near Tensike in the heart of the deer country, simply will not become enthused over the sport of duck hunting, claiming that you don't get enough meat for the powder you burn, and that pin feathers are too much bother; but you ought to see him perk up and his eyes glisten when you mention big game shooting.

Burton W. West, of the superintendent's office force and at present on leave of absence, surprised the gang by dropping into the office on November 10 and leaving cigars and candy, together with the announcement that he was getting married that evening to Anna Armstrong of Minneapolis. He has requested transportation to Montana points, but expects to return to work shortly. Best wishes!

Pat Ryan, of Union yard, announces that his Coon Lake holdings have been placed on the market.



**Geo. Reyou's Kiddies**

In the picture are the three children of Conductor George Reyou, of Pelican Rapids, Minn. From left to right they are, Edward, Paul, and Virginia. George says the ducks are his, too, and we think the fruit of his hunting is well guarded.

Fireman Roamie Werstlein, who became the father of a 11½-pound son on July 22, claims that he is still boss in his home, but adds that if the youngster keeps on growing as rapidly as he has to date, things will be different before very long.

Jim O'Rourke passed the smokes recently on the arrival of a girl.

John Westberg, warehouse foreman at Minneapolis, was pleasantly surprised Saturday evening, November 30, on the occasion of his 50th birthday, when one hundred of his fellow workers presented him with a gold watch. Owen Cunningham made the presentation speech. Songs and dancing featured the program, which lasted the greater part of the evening, ending with refreshments and lunch which made them wish Johnny would soon have another birthday.

Veteran Engineer Thomas J. West, retired, has recovered his usual good health and is spending the early winter at his home in Pelican Rapids. Mr. and Mrs. West will go to California later.

Switchmen Leo Richter, Leo Bennewitz, Fred Stafford, and Frank Poepe, of St. Cloud, made a trip to the Pokegama Sanatorium on October 19 to visit their co-worker, Harry D. Sullivan. They found the roads in very bad condition, but were glad they made the trip as on the following Tuesday, October 27, Mr. Sullivan passed away. He had been employed in the train service on this system at various points almost continuously since 1912, working as switchman and foreman in St. Cloud yard since 1920 until about a year ago when he was compelled to lay off on account of ill health. He is survived by his wife and four small children. Funeral was held from the Burr Mortuary at Minneapolis, and among those in attendance were ten members of J. B. Rice Lodge No. 83 of the Brotherhood of Railroad Trainmen, of whom six acted as pall bearers. Services at the mortuary were read by Fred Daubanton and the Trainmen performed the last rites at the grave. The following resolution was adopted by his lodge brothers:

### IN MEMORIAM

Whereas, The Almighty God has seen fit to call to rest on October 27 our beloved brother, H. Sullivan, and

Whereas, Brother Sullivan was a member in good standing of the Brotherhood of Railroad Trainmen, and

Whereas, J. B. Rice Lodge No. 83 in his death has lost a faithful brother as well as comrade, and

Whereas, Brother Sullivan was known among us all as a man of good Christian character, a loving father in his home, a ready friend to the needy, and to all who had opportunity to come in contact with him,

Therefore, Be It Resolved, That we, a committee of members appointed by the lodge for this purpose, do hereby express our heartfelt sympathy to the bereaved wife and children of our departed brother, with the assurance that they will always find in us friends upon whom they may call at any time.

Be It Further Resolved, That the charter of this lodge be draped for a period of thirty days out of respect for the memory of Brother Sullivan.

Be It Further Resolved, That a copy of these resolutions be sent to the bereaved family, a copy to the *Trainmen's Journal*, a copy to the local press, a copy to the *SEMAPHORE*, and a copy spread upon the minutes of this lodge.

Signed:  
FRANK A. POEPKE,  
WM. McSEVANY,  
L. W. BENNEWITZ,  
Committee on Resolutions.

T. J. Kelly, Jr., will spend the holidays with his father in Portland, Ore. Thomas J., Sr., is enjoying fine health and growing younger every day.

On October 25 the car department employees at Minneapolis and Fridley organized a night school of instruction. The purpose of this move is to better fit themselves for their daily duties and adapt themselves to, and learn more the duties they may be called on to take over later. The attendance averages from fifty to seventy-five carmen, inspectors, and supervisors. Meetings are held each Thursday evening from 8 to 10 P. M. in Room 322, of the Minneapolis passenger station, and from the interest shown generally, it is apparent that the results will prove beneficial to all in attendance. Subjects which are being studied and discussed are: M. C. B. rules, car inspection, car construction, air brakes, safety first methods and precautions, and other subjects of similar interest.

Fireman M. J. McInaney, on the Pelican Rapids run, is taking a short vacation which he is spending at his home.

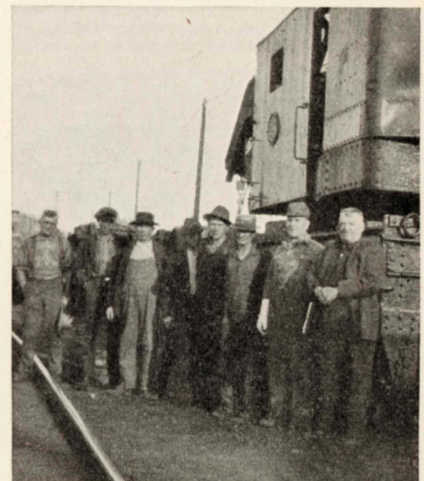
Marvin Rafson, of the B. and B. desk, has been the subject of some kidding by the office force recently. It seems he strutted his stuff at the Coliseum one evening, and intentionally or otherwise, did not clearly enunciate his name when meeting the young lady. "This came to light when she made inquiry for "Mr. Marvel" and was forced to do considerable explaining before it was understood that the party wanted was Marvin.

The Junior Live Stock Special with L. W. Hill in charge, stopped at St. Cloud on November 12. They unloaded at Empire Park and were serenaded by the Boys' Band. In the evening the boys and girls enjoyed a party at the Sherman Theatre. They also stopped over at other stations on this division, including Alexandria, which was visited on November 18 and considerable entertainment provided for the travelers.

Grace Sanstead, operator at Fergus Falls, is visiting at the home of her parents near Minneapolis, and Frank Sweet is relieving her at Fergus Falls.

Joe Wincek, of the Minneapolis billing force, is beginning to show the effects of parental responsibility. Just now he is nursing a more or less colored optic which was administered by his six weeks old son, who, he states, handles his feet like a mule.

James Kiloran, who is section foreman at St. Cloud yard, underwent a serious operation at St. Raphael's Hospital at St. Cloud on November 5. Latest reports are that he is resting well and conditions are favorable.



**Minneapolis Wrecking Crew**

On November 1, Wrecking Foreman William Kahler terminated his active service with this company and was placed on the pension roll on account of reaching the age limit. Mr. Kahler rounded out 43 years of service, as he entered service in September, 1883, as car inspector and served in that capacity until 1906 when he was promoted to gang and wrecking foreman. During his span of service, he has been almost continually associated with the wrecking crew, and for the last twenty years has been in full charge. The Minneapolis crew is composed of nine men, which includes foreman and engineer, and since July, 1922, this crew has not, while picking up derailments or on construction work, suffered one accident causing loss of time. Mr. Kahler has an enviable record in this respect, as he has not suffered any loss of time on account of injury in his entire 43 years of service. The picture above shows members of the



crew around their derrick and, reading from the right end of the line, are as follows: Kahler, foreman; Mair, engineer, Montgomery, Volden, Hagenson, Peterson, Graupman and Carmichael, carmen. George Vogemast is a member of the crew but was away on vacation at the time this picture was taken. Mr. Kahler in his time worked under the following car foremen: William Apps, R. Hazelwood, Sam Winton, John Rasmussen, A. Lindquist, Ole Hanson, and O. W. Rasmussen, who is present car foreman. Mrs. Kahler died about a year ago leaving him and six children, to mourn her passing. His friends extend their best wishes for a peaceful life now that he is leaving the active list.

J. B. Rice Lodge No. 83 of B. R. T. at St. Cloud held its annual election of officers on November 15 and the following will serve during the ensuing year: R. D. Spieker, president; H. A. Ziebol, vice-president; P. Fahrenholz, treasurer; F. A. Poepeke, secretary; and Dr. H. W. Goehrs, medical examiner.

Roy Rosler, of the Minneapolis ticket office, returned from Mankato, Minn., where he was called by the death of his father, Judge Ovald Rosler, who died November 13 at the age of 84. We all are in sympathy with you, Roy, in your bereavement.

Yard Clerk Andrew Goldonick remained unperturbed in spite of the fact that no more tickets for the Minnesota-Michigan football game were to be had for love or any reasonable amount of money. He viewed the game from his house-top, two blocks distant from the playing field.

Conductor Pete Desallier, "K" line passenger, is on his annual visit to his north woods camp enjoying the duck shooting with some friends from Melrose. They came back to civilization long enough to vote on election day, and Pete made a trip to Minneapolis to stock up on some extra long-range shells for the big game season about to open.

Assistant Superintendent Neide and his wife returned from their visit to the Ticket Agents' Convention at San Diego. They went via Portland, Vancouver, and Spokane and report a splendid trip.

We will have to hand the palm to George Heath of the Minneapolis local, for carrying out the good advice of the late T. R. and, mind you, George passes out a better grade of cigars each time.

John Mayer is still away from his desk at the Minneapolis freight station on account of illness, but friends hope for his early return.

On November 17, John Lorenz was smoking good cigars incessantly, lighting one off the other. He would give out no information as to the reason until late in the afternoon, when he announced that it was his seventeenth wedding anniversary and he felt that the combination called for some sort of a celebration, but due to pressure of work on his desk, he could indulge in no frivolity except eating and smoking more than the usual allowance.

Freddie Schultz, of Alexandria, has been bitten by the radio bug and has installed a dandy outfit. He says that while it does not give any trombone lessons, it sure does provide real hot stuff.

George Stevens, of the Cedar Lake force, who is a crack shot and a duck hunter of note, recently spent four days fighting a duck up near Brown's Valley. If this bird had not been so tough he might have brought a flock home with him.

Our sympathy goes out to Conductor J. D. McKersie and family in the loss of their young son and brother who suffered a fracture of the skull in an accidental fall at Melrose on November 12 and who died within an hour after reaching the hospital. Funeral services were held at Melrose on November 15 with many friends from St. Cloud attending.

#### Mississippi St. Coach Yard

We are glad to report that Henry Meyers is back on the job again.

William Preglo, cleaner, is now back at work.

John Johnson, carman, is back after a recent illness.

Berger Swanson, night clerk, recently purchased a Grebe radio set and claims that he is getting stations from all over.

### The "Big Bore"

**T**UNNEL PROGRESS for the period ended November 15 is recorded by the following figures:

Pioneer Tunnel—Scenic.....	7,718 feet
Center Heading—Scenic.....	3,911 feet
Full Section—Scenic.....	1,525 feet
Center Heading—Berne.....	6,532 feet
Out of Mill Creek Shaft—	
Center Heading, East.....	1,328 feet
Full Section, West.....	359 feet
Pioneer Tunnel, West.....	322 feet

December, 1926

## SPOKANE AND MARCUS DIVISIONS

Associate Editor  
FRANK W. SEXTON  
Spokane, Wash.

M. E. Anderson is working the second trick at Priest River, relieving B. H. Setterholm, who is in California on account of ill health.

Operator Ingersoll has been assigned to second trick, Leonia; Operator Forsyth to second trick Camden, during the fruit rush.

W. F. Burger, ticket clerk, Spokane, is spending a two months' vacation in Texas and New Mexico. P. W. Rice is working Mr. Burger's shift during his absence.

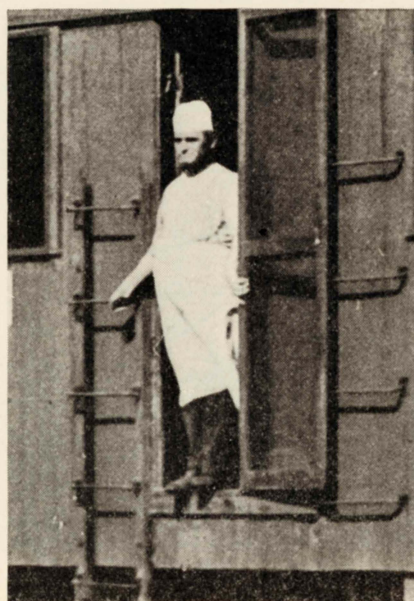
C. P. Sheffield, operator, Wenatchee, is spending a thirty-day leave of absence visiting relatives in the East. He is relieved by Operator Julian.

R. L. Bradshaw, car clerk, dispatcher's office, accompanied by his brother, C. A. Bradshaw, ticket clerk at Everett, enjoyed a short hunting trip in the Montana woods. No luck!

C. E. Schroeder, operator, Quincy, was called to California by the serious illness of his mother. Operator Crum worked his trick during his absence.

Operator Voight has been relieving W. J. Bennett of Wilson Creek.

The sympathy of the SEMAPHORE and Spokane Division employes is extended to A. W. McKay, assistant superintendent of telegraph, and Mrs. McKay, upon the loss of their daughter Emily, who passed away at Spokane the latter part of October.



Ted Buchter

Believe it or not, the cook helps to build bridges, too. Ted Buchter, cook for Peterson's bridge gang at Odessa, Wash., is shown standing in the doorway of the boarding car, and he can tell you that wholesome food means a lot to the men who span the waterways.

Heavy business occasioned by the fruit movement, has caused a number of changes in the Spokane relay office. R. M. Hall is working extra, F. Lundberg has transferred here from the Whitefish office, while E. W. Baker and George Brown have transferred to Seattle.

Ruth Gosselin, formerly employed in the telegraph office at Spokane, now employed at Seattle, visited friends in Spokane recently.

Jay Kehrer, telegraph valuation engineer, was on a business visit in Spokane early in November.

J. C. Rankine, superintendent of telegraph, accompanied by Mr. Thayer, telephone engineer, covered the Spokane Division recently, checking up the 1927 improvements.

Owen Gallagher, veteran machinist helper at Hillyard, was recently married to Vesta Weatherman.

Jessie Jim, (Princess America, II) has enrolled as a pupil in the Omak High School.

J. Terao, section foreman, Spokane, accompanied by Mrs. Terao has left for an extended visit in Japan.

John Dominici, section foreman Scotia, has returned from Italy. John brought his family back with him.

Fred Tosto, section foreman, Boyds, has returned from a visit to his old home in Italy.

Fred Campbell, for many years a brakeman on Marcus Division, now with the Standard Oil Company at Pullman, was recently visiting his parents and sister at Marcus and Clayton.

The work of relaying 90-pound with 110-pound rail between Newport and Priest River is now under way.

Dr. E. E. Effner, company surgeon at Oroville, recently brought in a fine, four-point buck which he killed in the vicinity of Loomis.

The Newport Minor reports an apple tree in full blossom the first week of November. Who says we haven't *Some Climate*?

The force at the Hillyard roundhouse is extremely proud of the engine which pulled Queen Marie's special from Wenatchee to Spokane. An eastern reporter, accompanying the train, remarked to Engineer Dean that the 2508 was the finest engine he ever had seen on any road.

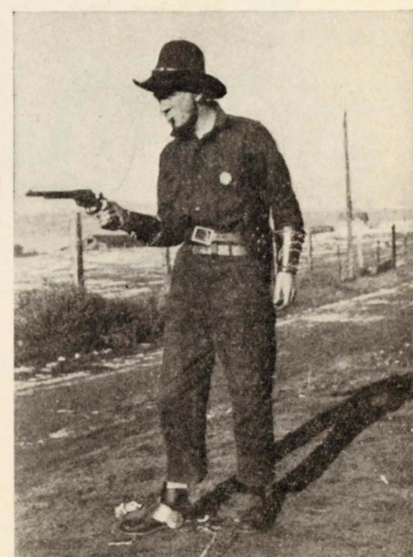
Engineers Dan Laughlin and J. S. Wallace are, at this writing, laying off for a duck hunting trip. It is reported that "Danny" purchased \$25.00 worth of groceries, but those bundles sure did look suspicious—for groceries!

Engineer Ed. Sweeney has been called east on account of the sickness of relatives.

Motors 2315 and 2316, which have been in the shops for some time, resumed their regular runs on trains 39 and 40 on November 8.

On Sunday, November 9, the Great Northern passenger station was the scene of an informal reception given Queen Marie of Roumania. The royal party arrived at Spokane on the special from Seattle, at 3 p. m. Queen Marie was taken for a trip around the city, returning to her train at 4:30. From that time on, until 5 p. m., she greeted the people of Spokane from the observation platform of her car. Her Majesty was charmingly gracious, and conversed informally with admirers and former subjects.

The Special departed from Spokane precisely at five o'clock. The train was handled from Wenatchee to Spokane by Engineer H. H. Dean, Fireman J. L. Young, Conductor A. L. Moore, and Brakeman H. F. Tyrrell and A. A. Herman. Train was handled out of Spokane by Engineer H. S. Landis, Fireman A. W. Doble, Conductor E. H. Touhey, and Brakeman C. H. Russell and A. F. Schlegel. On arrival at Priest River, where Mr. Budd's special was met, both trains stopped for ten minutes, while the members of Mr. Budd's party paid their respects to Her Majesty.



Harry Davis

The new game warden of Okanogan County, Wash., is Harry Davis, of Brewster. He is a Great Northern section man and brother of Mrs. R. O. Besse, wife of the operator at Sandpoint, Ida.



"Danny" Laughlin, engineer of runs 3 and 4, famous elephant, bear, and deer hunter of the Spokane Division, made his annual pilgrimage to the wilds of Stevens County the middle of November. According to "Danny's" report he succeeded in landing a 250-pound, five-point buck. It has been noised around that he purchased the animal for the nominal sum of \$10 from two Indians. Since, however, "Danny" bears the reputation of always telling the truth, the whole truth and nothing but the truth, we are inclined to discredit the statement which we believe arose from envy on the part of less successful hunters. We shall be glad to give Mr. Laughlin any amount of space desired in order that he may tell, through these columns, just how he got the buck.

The Greene Street viaduct improvement between Hillyard station and Spokane was opened for use on November 5. A formal opening ceremony will take place in early December.

The B. & B. department is now constructing concrete piers for the new double track bridge in the east end of Spokane yard.

Work on change of line at bridge 330 west of Irby is under way, and it is expected that blasting will be completed by December 5.

The peak of the apple movement for 1926 was reached during the third week of October. There still remain 4,500 cars which will move in smaller volume for the next three or four weeks.

The sympathy of the SEMAPHORE and employees of Spokane is extended to E. H. Grant of the superintendent's office on the death of his father, who passed away at Loon Lake on Saturday, November 6. Mr. Grant was a pioneer having settled in Loon Lake in 1889, the year in which the old S. F. & N., now the Marcus Division, was constructed.

Fred Faulkes, who has been on signal construction work on the Cascade Division, has returned to his former position as signal maintainer helper at Leonia.

C. Brown, signal maintainer at LaCleda, has purchased a new Chevrolet car.

A standard, three-position, train-order signal has been installed at Hillyard, replacing the old Swift signal.

## IN 1853

WHEN THIS BANK  
BEGAN ITS LIFE OF  
SERVICE THERE  
WERE ABOUT 4500  
PEOPLE LIVING IN  
SAINT PAUL. : : :

MORE THAN THIS  
NUMBER NOW  
PASS THROUGH  
THE DOORS OF  
THIS BANK EACH  
BUSINESS DAY OF  
THE YEAR. : : : :

IT HAS HELPED  
OTHERS — IT CAN  
HELP YOU. : : : :

*The*  
**FIRST NATIONAL BANK**  
of St. Paul.  
"73 Years of Service"

R. J. Collins, signal maintainer at Quincy, who has been on leave of absence has returned to resume his duties.

Sam Koyama, section foreman, Chewelah, has returned to work from a six months' visit in Japan.

C. D. Murphy, brakeman, Oroville, is entertaining his sister, Miss L. A. Murphy, of Grove City, Missouri.

Engineer John Steele has received the Wenatchee-Wilson Creek local by bulletin.

### Appleyard

We want everyone to distinctly notice that the heading of these notes is "Appleyard," not "Applesauce." This is the first attempt at having a column devoted exclusively to happenings in and around the roundhouse at Appleyard, and if no one happens to kill our correspondent, we hope to make them a monthly feature.

During the fruit movement everyone was too busy to be good for a news item. However, we had a report on a very embarrassing situation which recently developed on switch engine 712. It was a cold raw morning, one of those that herald the advent of fall and winter, the kind, which, while making you wonder what happened to your summer wages, still brings joy to the hearts of all coal and wood dealers. One of the switchmen was in the cab with his back to the door when the fire died. The gas, which instantly collected in the fire box, ignited suddenly when the fireman pulled on the firing valve. The blower, being only slightly open, the flame darted out of the fire box into the cab. Experts will tell you that fire, like electricity, takes the "path of least resistance." This may or may not be the reason why the seat of the switchman's trousers ignited so rapidly. Fireman R. A. Wilson through long training, was equal to the emergency, and with great presence of mind brought the deck hose into play where it would be most effective. However, he received slight thanks for his efforts, and considering the fact that the water was hot, one can hardly blame the switchman. Some canvas and nails, hastily borrowed from the rip track and applied locally, saved the day, allowing the switchman to retire in good order.

Queen Marie of Roumania caused considerable excitement around Wenatchee when her special passed through. The local paper, which praised the appearance of the train, engine 2508, and in fact everything connected with the special, however, failed to mention a word about Traveling Engineer Von Erickson's brand new striped overalls. We believe in giving credit where credit is due and hence hereby make official announcement of Von's improved appearance.

Talking about queens, Hostler "Doc" Smith can't understand why all this fuss about one queen. He tells of the time he held three queens and someone else with a straight caused him to separate from twelve hard earned dollars.

Boilermaker Helper Ernie Talbot has taken the day shift. Ernie's baby is now seven months old and has finally developed the habit of sleeping at night, which may have something to do with Ernie's going on days; then again, it may not.

Machinist Helper John Probuski spent two days hunting. John had the misfortune to lose one of his brand-new, tan shoes. This is to advise the finder that by applying in person he can have the other brand-new, tan shoe.

Newly married Florian Bauer has settled down to good steady work again. Florian says that people have often told him that married men live longer. Now Florian knows that they don't. It just "seems longer."

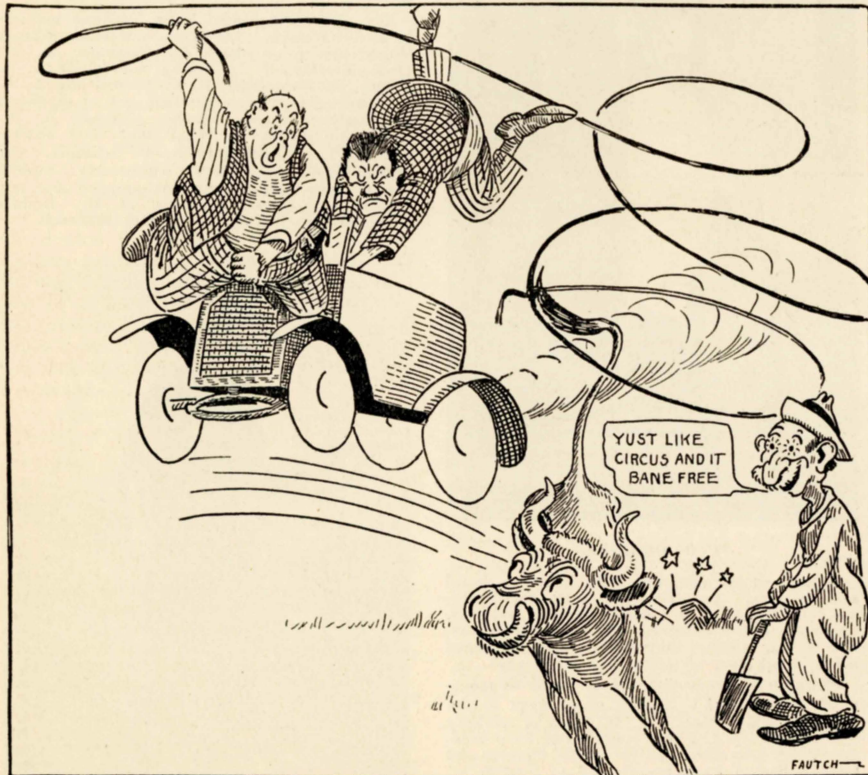
Federal Inspector Kane spent a few pleasant days with us the forepart of the month. A very enjoyable time was had by all.

Fireman Miller on 1 and 2 threatens to run engine 2512 into the Columbia River if they don't remove the new "sport model" smoke stack from his engine.

One of our hostler helpers says he dreamed the other night that "Red" Ayers made him use an "eye-dropper" on his engine to be sure that he got a full tank of oil.

WHY—no matter how many pins you take out of a shirt, there is always one left to stick you in the back when you put on your coat?

Here lie Mabel, and Betty and Ted. They saw a green light, when they should have seen red.

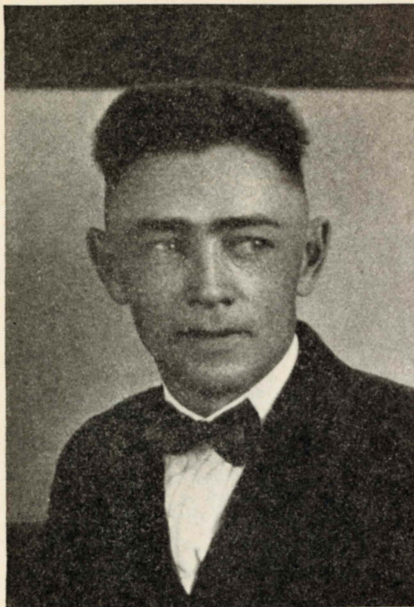


**Capturing the Cow at Hillyard**

No, ladies, the gentleman on the Detroit cayuse is not Tom Mix, although the pose resembles that of the noted western artist. A short time ago, a cow escaped from a shipment being handled at the Hillyard stock yards, and a very respected member of the station force at Hillyard, accompanied by a special agent, started in a Ford through the wilds of "No

Man's Land" in an attempt to recapture the missing bossy. The cow was wilder than any Rocky Mountain goat, but when the pursuers returned from their fruitless attempt, it is questionable who was the wildest, the cow, the Ford, or the two pursuers. Artist Fautsch's idea of modern cow boys is graphically shown.





S. V. Doran

The Spokane Division is proud to report that another of its agents has been elected mayor of his town. S. V. Doran, agent at Ephrata, was recently unanimously elected mayor of the county seat of Grant County.

H. E. Durkee, agent, Chewelah, on October 20 completed twenty years' service with the Great Northern. Harry says it seems only a short time, and while many times he has been tempted to go into other lines, he is glad now he stayed on the job.

## WILLMAR DIVISION

Associate Editor  
L. A. JORSTAD  
Willmar, Minn.

Harold Steen, telegrapher, Herman, spent a recent week-end with home folks at Kerkhoven and on his return, ran into a blinding



snow storm, and in the midst of it all, a big touring car from Fergus Falls came thundering along and ran into Steen, who considers himself fortunate that outside of having his car turned crosswise and with a severe jolting, no further injury resulted. Harold evidently forgot to tell Dispatcher Mart Johnson to pilot him safely over the west end that night or the Fergus demon, which looked as

big as a mountain to Harold, would not have spared him.

Rasmus Christenson, pensioned section foreman, age 78 years, passed away at Cokato, Minn., Saturday, November 13, after a long illness. Mr. Christenson had 43 years of service to his credit when he was obliged to retire, 13 years ago on account of rheumatism, and has been confined to his home since that time. Funeral services were held at the Lutheran church, 2:00 p. m., Tuesday, November 16, six veteran employes acting as pall bearers. Mr. Christenson was a faithful employe, honored citizen, and a Christian man, loved and respected by his family and all who knew him.

The Northwestern Public Service Company, at Yankton, has made a great many improvements the past year or so, having installed two large oil burning Diesel six-cylinder engines, and now serve twenty-two towns and about 5,500 patrons, besides furnishing power to numerous industries. In addition to the two large Diesel engines, they also have three large steam engines, using about one tank of oil and two or three cars of coal each week. This prosperous concern is located on the Great Northern and Mr. Hughes, the local manager, favors our line with most of his business.

Frank Jerasek, the speed-fiend telegrapher, Yankton, S. D., has invested in a new bug. Frank claims it has all the good qualities of a Lincoln and none of the bad. Ray Ankrum,

at Sioux Falls, says it sounds like a 1915 Ford but don't think Ray knows what he is talking about.

A. L. Poffenberger, veteran agent, Delano, recently returned from a trip through the East, visiting at New York, Philadelphia, and Hagerstown. While in New York, Al took in the subway railway and secondly the Woolworth building, and after spending about thirty minutes gathering up nerve enough, took the elevator to the top, 792 feet above street level. The American Telephone and Telegraph building was next in line, where he visited the WEAF broadcasting station and where any visitor from the West is given a cordial welcome and gladly shown through. A few days were spent at the Philadelphia Sesqui-Centennial, and regardless of newspaper talk, he found it to be a wonderful exhibition and well worth time and money spent.

A new gas-electric bus is now being operated between Yankton and Garretson, S. D., and the traveling public seems to be very well satisfied with it. It has plenty of power and speed and has no trouble in making the time.

Bill Brand dropped in at Yankton the other day and paid his respects to the force. Bill said when he entered the office, that he never knew it was so small. The fact, however, is not the shrinkage in office space, but the change in Bill, and the boys at Yankton wish they could have made the trip to Scotland with him. It probably would have given them added weight to withstand the coming winter blasts of South Dakota.

Edward H. Patterson, former agent Ruthton, Minn., bid in Doon, Iowa, and is now located there. First thing Mrs. Patterson did after they got settled at Doon was to present Pat with a nice big baby. Our informer, however, is up against it; he didn't know whether it is a boy or girl. Congratulations!

Tony Hollmatz, agent Viborg, S. D., is back on the job after two weeks tramping around the Black Hills after deer, which seems to be a regular thing with Tony. The station was in charge of Earl Lucken and his dog during his absence. Hollmatz is to be commended for telling the truth; he admits he did not get a deer.



John Mossberg

Picture shows John Mossberg, OS&D and claim clerk, Willmar, with one of his smallest bags this season. Little wonder, however, as Jack hasn't missed a shot in 1926. The bird hanging from the top of the car looks like a Chinese pheasant, and we are wondering where Jack shot it.

Mrs. H. D. Knudsen, wife of agent, Yankton, S. D., has returned from a week's visit with friends around St. Croix Falls, Wis., her former home.

Conductor M. J. Brennan, formerly on local freight between Sioux City and Ihlen, is now wearing brass buttons between Yankton and Garretson. Mike's friends are glad to see him in uniform which becomes him so well.

H. G. Meck, second trick, Garretson, is on a 60-day leave visiting West Coast points, including Long Beach, Cal., where he expects to make use of his bathing suit during the holiday season. A. W. Gesewiski is relieving him.

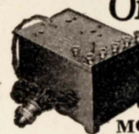
O. R. Knudson, brakeman, Aberdeen, rested up a few days in October during which time he tried out his new car through the Bad Lands of western South Dakota. He reports it held up fine under severe strain and recommends a Rickenbacker to anyone contemplating purchase of a new speed wagon.

A. L. Lee, agent Fairmont, N. D., enjoyed a week's vacation the latter part of October, hunting rabbits and squirrels. Ross McDowell ran the town during his absence.

Conductor G. E. Lacey has taken passenger run between Willmar and Sioux City, but at

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Completely Equipped—No "Extras" to Buy. Operates perfectly on direct or alternating current, giving up to 90 volts current, and using the full wave of the power supply. Simple directions enclosed—anyone can plug it in to any kind of set up to six tubes. Constant voltage gives set more power. Costs no more than set of good "B" Batteries. Solidly built in beautifully finished metal case, with genuine Bakelite top.

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Don't blame your set because run down "B" Batteries won't let it work right. Order your Eliminator NOW. Write name and address on a piece of paper, pin a dollar bill to it, and mail it TODAY. Pay postman balance (\$6.95 plus a few cents postage) when he delivers your Eliminator. Use it ten days. If not more than satisfied, return it and get your money back. Roll-O Trickle Charger, for either "A" or "B" Batteries, only \$3.95 (plus few cents postage). Send \$1.00 with order—balance C. O. D. Satisfaction guaranteed or money refunded.

THE ROLL-O RADIO CO.  
Dept. Q-9 Third and Sycamore, Cincinnati O.

the present writing, is on sick list. Hope he will be back shortly.

Lorraine Raymond, ticket clerk, Aberdeen, who has been enjoying her vacation in California and other points west, has returned to the Sunshine State. At first it looked as though Lorraine intended to stay in California, but like many other tourists decided that South Dakota has its many attractions, too. Edna (Jerry) Gunderson relieved Miss Raymond during her absence.

Telegrapher George Tholen, Granite Falls, is back at his post after a three months' siege with rheumatism, and the boys are all glad to hear him on the wire again.

While breaking up a fruit train in Willmar Yard a short time ago, Switchmen A. Gallow and Pete Howell were startled at hearing the pleading meows of a cat from somewhere underneath an apple car. After considerable detective work and a hurried consultation with Yardmaster Lawler, the seal on the car was removed and on entering car, it was found that kitty was underneath the false flooring. This was pried open enough to allow the rescuers room enough to reach underneath with a long fish pole and coax the non-revenue passenger out from her berth, after which she was given every attention and finally adopted by Pete Howell. Kitty Howell embarked at Wenatchee, Wash., at which point the apples were loaded, and destined New York, and had it not been for Gallow and Howell butting in, she very likely would have been taking in the bright lights of Manhattan at this time.

H. T. Dale, trainmen's timekeeper, Willmar, returned recently from a trip to Chicago where he visited relatives, and incidentally, did a little broadcasting from Wrigley and Edgewater Beach stations as to the proper methods of timekeeping.

Engineer J. F. Corbin is back at the throttle. Glad to have you with us again, Jim.

Daily service between Watertown and Huron was established November 15. This service is appreciated by our patrons and will result in a decided increase in business.

Conductor W. K. Strawn was recently called to Medina, New York, by the death of his sister. A. R. Smith relieved him on 185-186.

Fifty-eight thousand pheasants were shipped out of Huron during the open season, October 15 to November 3. Operator C. F. Freske, shot five of these and wasted enough ammunition to make the total sixty thousand.

## Sioux City

John Philby, switch foreman at Sioux City, is suffering a severe breakdown in health, and is confined to the Methodist Hospital. We all wish him a speedy recovery.

Amos Thompson, Wm. Carr, and Joe Gill, all switchmen at Sioux City, have the hunting fever, at least so they say, and have spent Sundays at nearby lakes. One of the above mentioned, in particular, has promised to set up a duck dinner to some of his friends, but so far, the ducks must have been delaying it or they have not been ordered or delivered. Which is it?

Carl Rast, who has been working on the extra section gang all summer, will again resume his duties as yard foreman at Steuben Street, Sioux City, effective November 16.



Section Foreman George Lihuviv, at Sioux Center, was seen parading the streets of Sioux City, Sunday, November 6. We are wondering who the young lady was or why they were window shopping.

Bob Phillips, formerly one of our good natured dispatchers, has left this part of the country, and is now "trying" to take the place of a dispatcher at Willmar. Sorry to see you go, Bob.

Dick Markstrom, recently of Marshall, has been transferred back to Sioux City. This is home for Dick, as he spent several years in our 26th Street office as dispatcher.

Lloyd Church, chief clerk in the Sioux City freight office, recently took a week's vacation. Wonder if Lloyd went hunting, also, and was ashamed to tell us, rather than admit he was not a game shooter.

Roy Salisbury, stationery clerk Sioux City freight office, is back on the job after having been sick for several weeks. Glad to see you back, Roy.

Henry Sundberg, agent at Hanley Falls, and wife were recent visitors in Sioux City. They called on old friends in the dispatcher's office, and had Sunday dinner with Henry's folks.

Buel Brown, bill clerk at Sioux City, thinks he has a lot of troubles and worries, buying furniture, groceries, etc., but just wait, "Brownie," that's just the start. They were married last April, although it was not announced until a short time ago. That makes it late for congratulations.

Getting married seems to be contagious in the Sioux City freight office. Four of our "gang" have answered the call in the past, viz.: Grocius Lippert, demurrage clerk; Theo. Thomas, rate clerk; Mary Kelly, formerly agent's stenographer, and last, but not least, Buel Brown, bill clerk.



## About the SHOPS

### DEVILS LAKE

W. S. Newgard, locomotive foreman, attended the Shrine Convention held at Minot, on Nov. 11. The Kem Templar Special left Devils Lake, on November 10.

The sympathy of the SEMAPHORE is extended to Mr. and Mrs. Nick Kalinsky on account of the death of their daughter on October 30.

H. B. Mitchell, night foreman, spent a recent Saturday and Sunday visiting at the home of Clarence Miller at Crary. He was relieved from duty by Engine Inspector Chas. Worrall.

Anna Poole has arrived in Devils Lake, and will make her home with her uncle, Herman Poole, boiler maker foreman at Devils Lake shops. Miss Poole will attend the Devils Lake high school.

Mrs. Max Miller, wife of machinist helper, spent several days visiting with her daughter Lucille, at Minot, N. Dak.

Mr. and Mrs. Jacob Pfeiffer, and their children expect to leave about the 24th of November to spend Thanksgiving with relatives at St. Paul, Minn.

Louis Mundt, chief clerk, store department, was among those on the Kem Templar Special for the convention at Minot.

Mrs. A. Alexander, wife of machinist, is spending a couple of weeks visiting friends and relatives at Delano and St. Paul.

Mrs. W. S. Newgard, wife of locomotive foreman, is spending a couple of weeks visiting friends and relatives in Minneapolis and St. Paul.

Fred Fixel, machinist helper, will leave shortly for Russellville, Ark., where he will look after business interests.

Mrs. Fred Raymond, wife of roundhouse carpenter, left recently for Harscus, Sask., Canada, where she will visit with relatives for a short time. On returning she will be accompanied by her mother, Mrs. Daeley, who will make her future home in Devils Lake, N. Dak.

We are all glad to hear that John Weaver, roundhouse laborer, who has been away from work for two months on account of sickness, is slightly improved, and all are wishing him a speedy recovery.

Joe Agrest, machinist, was in Grand Forks November 8, looking after business interests.

Frank Walt, Jr. will leave soon for Albert Lea, Minn., where he will visit his sister and brother-in-law, Mr. and Mrs. McIver. Enroute he will visit with relatives at St. Paul. He expects to be gone about two weeks.

JUST SUPPOSE Joe McMahon—didn't tell the TRUTH! Herman Poole—forgot about his DAUGHTER! Geo. B. Hoult—wouldn't own a MAXWELL!

Mr. and Mrs. Jerry Mumm and small son, Ralph, expect to spend the Thanksgiving holidays at Williston, N. Dak., where Mr. Mumm was employed prior to his transfer to this point.

Boiler Inspector Mackenroth, "Big Bill," was a recent visitor at the shops. He was quite proud of his Minot "stone-crushers," as he called the Minot football team at whose hands the Devils Lake team recently met defeat. We didn't hear about the results of that bet, though, Bill! How about it?

Went Lelie, sheet metal worker, and his brother, Alex, employed at local car shop, will spend their Thanksgiving holidays in St. Paul.

Machinist Arthur Whitney and wife are planning a trip to the Twin Cities. They will leave during the Thanksgiving holidays.

It seems that Ben Bangs, car repairer, is making too many visits to Fargo, N. Dak. Hope you will get a good share of that turkey at Thanksgiving time, Ben, and we are sure you will be in good company!

Car Repairer Geo. Kuntz and wife, and John Kuntz, boilermaker, and son, Peter, will have their Thanksgiving dinner with relatives and friends in Great Falls, Mont.

H. B. Ridgedale, machine foreman, was among those from Devils Lake who attended the recent Shrine Ceremonial at Minot, N. Dak. From that sleepy look the following morning, a good time was had by one, that is sure!

Another hard luck story! Clarence ("Bud") Hann's vari-colored "wrecker" ran out of gas when he was about half a mile from the shop the other morning and Bud, of course, was late for work. The kerosene he drank a short time ago should have helped, we think!

And now that Went Sattler, boilermaker, has completed the work of remodeling his home, he and Mrs. Sattler are going to St. Paul and Minneapolis during the Thanksgiving holidays to purchase some new furnishings. The new porch looks fine, Went!

Henry McVay, machinist, will visit with friends in St. Paul during the Thanksgiving holidays.

Martin F. Moylan, car repairer, announces the marriage of his daughter, Margaret, to LeRoy Larson. Mr. Larson was previously employed at the local shops as machinist apprentice. He is now with the Lake Grocery Co. of Devils Lake, where the young couple will make their home.

John Hultberg, chief engineer at the local power house, is "playing bachelor," for the time being, while Mrs. Hultberg is enjoying a vacation with relatives and friends in St. Paul.

Mrs. Wm. K. Dennis, wife of Tractor Operator Dennis, will leave shortly for Hibbing, Minn., to be with relatives and friends for the Thanksgiving holidays.

Frank Fixel, machinist apprentice, has changed his mind about going to the West Coast and has decided to spend Thanksgiving with a friend in St. Paul.

Machinist Helper Walter Fulkerson and wife will spend Thanksgiving with their son in Minneapolis. Mr. Fulkerson can't wait any longer to see that new grandson. The baby was named Gordon Enlow, instead of Walter, as one would expect.

Flue Welder Wendelin Walior and wife are among those from the Devils Lake shops who will spend Thanksgiving in St. Paul.

J. G. Treacy, general foreman, will spend Thanksgiving at his home in St. Paul.

Peter Litzinger, painter helper, will spend the holidays at Thanksgiving in St. Paul.

JUST SUPPOSE: No one from the Devils Lake shops went to St. Paul during the Thanksgiving holidays! Someone scratched the paint on Joe Schuck's new Pontiac! Art Whitney lost that special-made meerscham pipe!

### GREAT FALLS

Mrs. Arthur Anderson, car foreman's clerk, who, for several months, has been having difficulty with her intellectual colloquy, due to lack of understanding on her audiences' part, has finally purchased a standard desk copy of a combined dictionary, encyclopedia, grammar, history or what have you, expressly for the benefit of her associates. We "get" you now, Verona. It appears we "get" you quite frequently from the number of times per diem you find it necessary to consult the "Rubaiyat."

Marion Halladay, general foreman's clerk, returned to work after several weeks' leave of absence, due to the serious illness of her mother. We are glad to see Marion back at her desk again.

Joe Carte, carman, became a benedict recently, surprising many friends and associates. Joe enjoyed the title of being the handsomest bachelor on the rip track previous to his marriage, but his hard gained laurels will now fall on another. These "little Baltimores" which were promised on several occasions never have put in an appearance.

The writer incited a certain amount of suspicion several weeks ago when he appeared wearing horn-rimmed spectacles, the charge being an attempt to disguise personal appearance contemporary with an embryal develop-

ment of facial, hirsute adornment for inexplicable motives. Suspicions grow with the moustache—as does mistaken identity. None the less the moustache shall remain "vade mecum."

Frank Parker, carman, was promoted to passenger car inspector on coach track, to fill temporary vacancy created by illness of Frank Paul. Further report from coach track states that Bertha Wambaugh, coach cleaner, is seriously ill in the hospital with influenza.

Fred Curtis, carman, was transferred to position of stationary engineer at Great Falls power house, being the oldest bidder for the job. Vacancy was created by James Ashworth, who left the service of the company.

### HILLYARD

On Saturday evening, November 10, the supervisor of the Hillyard shops gave a dinner and dance for the members and their families. Over two hundred attended, including guests from the N. P., S. P. & S., and O. W. R. & N. railroads. Watts' Great Northern Jesters furnished the music, which included a special program of several old-time dance numbers.

J. M. Hurley, and Alex Colville went deer hunting the first Sunday in November. They have been extremely reticent as to their luck, but severe cross examination established the fact that they got the following: Tired out; blistered feet; both caught colds, and both were lost.

Homer Edge came down from his homestead and visited the boys at the shops. He invited a number up to go hunting. Must be some catch to this, as Homer hasn't built his cabin yet.

Mr. Murphy, of the car shops, has commenced the erection of a modern six-room home on Burdock Street (near the New Arlington Grade School) which is estimated will cost \$5,500.00.

The engagement, and wedding in the near future, of John R. McGuerren, in the employ of the Hillyard shops, and Freda Presby was recently announced.

### JACKSON STREET

James N. Monks, purchasing agent at Jackson Street Store, will soon be joining the suburbanites. His wife recently won a lot in Riverview Heights, one of the new suburbs of Minneapolis, and James is talking strongly of starting a chicken ranch. We wonder if he is going into partnership with August Larson.

Bert Beeth, storekeeper at Jackson Street, is planning a trip to Cuba. We wonder why.

Ed. Cartwright has proved himself chief of the "Night Hawks" at Jackson Street. He has the best radio outfit around the place and spends all his time in the "wee sma' hours" getting all the "airs."

Jos. J. Manion (Friday) is sporting a new Buick Master Six.

Denes Bolasz has returned to work after spending some time nursing a badly injured foot.

Irene McCauley, stenographer for the storekeeper, was seen pushing her "Lincoln Junior" down Jackson Street Hill to get it started. Probably a good car for the shape it is in. This is considered quite a good hill for "coasters."

Well, we have the boiler shop all whitened up now for the winter. The spraying machine invented by Boilermaker Foreman Hutchinson is surely an improvement over the old apparatus used in the machine shop. When the residue from the acetylene generator is in the proper stage of solution and the Lindgren spray is functioning properly, about 5,000 square feet of wall may be covered in an hour. A description of the Lindgren spray may be had by applying to O. J. Hutchinson.

Now just to set things right we want you to know that Frank Woodburn is the wood burner at Jackson Street. Now—how much wood would Woodburn—well finish it yourself.

Charlie Brett was just up here from the roundhouse looking for some flexible caps. Charlie says, "Remember me to all the 'old timers!'" Charlie is a pretty busy guy these days.

Some heartless wretch borrowed Gene Schmitz's new car to take a little ride to Owatonna. My, I never thought we would see that car again, but there it was right alongside the curb near Owatonna with the switch turned on and everything. Glad you got it back Gene!

It may interest some of the "old timers" to hear that Johnny Lane who was at one time Ed. Schultz's clerk in the boiler shop here was recently elected to the Board of Commissioners of Ramsey County.

Harry Wilson, our stationary engineer, and Jim Summers re-arranged the steam line over the boilers on a recent Saturday and Sunday. Harry reports everything working fine. He says Jim knows his stuff.



When that "Question and Answer Department" is inserted in this Magazine we are going to find out where our block-and-fall disappeared to.

Bill Mackenroth, boiler inspector on the Eastern District, paid us a short visit the other day. Bill complains of rheumatism in his knee. He walked all right. Must be getting old like the rest of us.

Our old friend Geo. Gibbs just passed through here. The years don't seem to change him very much. He still keeps going. We'll say this for Gibbs, we never saw him lose his equanimity in the thirty years we've known him.

## ST. CLOUD

A great deal of interest is attached to Car Repairer Herman Heddens experimenting in the poultry industry. Mr. Heddens has recently purchased an exclusive ten-acre hen ranch near Rice which will utilize part of his spare time from now on.

Sympathies are extended to Gang Foreman William Goerger for the loss of his mother who died at St. Cloud, November 5.

The carmen extend sympathies to George Pfannenstien at the loss of his mother, Mrs. Mike Pfannenstien who died at the home of her daughter, at St. Joseph. The deceased was eighty-five years of age and was one of the earliest pioneers of this section. Several grandchildren are in the G. N. service.

Irene Barrit, a prominent Stearns County school teacher, and Norbert Rassier, assistant labor foreman, were married at St. Joseph, November 8. After the ceremony an elaborate reception was served at the bride's home and in the evening dancing was enjoyed in the spacious pavilion at St. Wendel. Among those who attended the dance were a large number of G. N. folks, who say they had to step faster than usual as the hall was freezing cold. The G. N. Pirates furnished the music. The young couple will make their future home at St. Joseph, where the groom has recently had a modern bungalow constructed, which is considered one of the most up-to-date dwellings in the village. We extend our best wishes for a happy and successful married life.

Sympathies are extended to Car Repairer John Reichel at the loss of his son, Raymond, who was eighteen years of age.

Tom Jaeger, son of Car Repairer George Jaeger, had the misfortune of getting his finger caught in an electric wash machine while assisting his mother at washing. We hope the injury will not prove serious.

The local car building force established another car building record when they completed work on 250 steel underframe stock cars, which were turned out at the rate of one car per hour for the entire lot.

Quite a number of the shop force, who live at St. Joe, attended the dance given by the Rassier newlyweds at St. Wendel. They tell me that even Nick Roeder did the Charleston in spite of his avoirdupois.

Lawrence Ballmann and Cora Hoffman were married at St. Joseph, October 11.

Wood Mill Helper Frank Savage had the misfortune of misjudging several geese in a recent hunting affray by bringing down tame birds.

"Ole" (Albert) Kloskin was "performing" on the shop tractor for Nick Roeder, while the latter was off the job for a day. "Ole" hit the lumber shed a wicked clip, but stated as an explanation that the darn thing wouldn't dodge.

We were grieved to learn of the death of Secretary Lawrence Hick's son, Victor, who died Saturday, November 6. Victor was five years old. Members of the staff and all co-workers hereby extend their sincere sympathy to the bereaved parents.

Wood Mill Foreman Peter Zierden and son, Robert, of the machine shop force, are mourning the loss of the former's father-in-law, Edward Doerner, Sr., who died on October 28 and was buried on Sunday, October 31. We extend our heartfelt sympathy.

Six of our carmen helpers including Carl Vogel and Speiser are now helping strip cars out at the "horn," otherwise nicknamed the "boneyard." Martin Speiser had heretofore been Frank Christman's good side-kicker.

Many of the shopmen were on hand at the Great Northern depot on Sunday, October 31, anxiously awaiting the arrival of Queen Marie of Roumania, and all went home again disappointed because the Queen's train did not stop, and only a very few saw her.

Bob Jierden and Ralph Theisen, machinist apprentices, bagged 24 ducks on October 31.

Ursus Schaefer, machinist helper, was on the sick list October 29.

We understand that Louis Stark, storehouse requisition man, has acquired the art of salesmanship, and practices it as a side line. Baby Grand Chevrolets, especially second-hand, bring huge profits. How about Ernest Nelson's car, Louis?

L. L. Bowers, engineer, reports the completion of the installation of a new fire pump. It's an "American," with a capacity of 1,000

gallons a minute. The fire chief, Paul Theisen, is very anxious to try out the new equipment. The tank is of 100,000 gallons capacity and the entire job looks very neatly done. We hope it will serve us well.

Ermalinda Kost is taking her vacation. She is visiting with friends and relatives in Los Angeles. The main object of her trip is to store up a lot of California heat, as a hard winter is predicted.

Ernest Nelson is the proud owner of a Chevrolet sedan. Get in, boys, and we will see America first.

Roland Anderson has accepted a position as lumber yard foreman at Superior store. We are sorry to see you leave, Andy, but such is life. Don't forget the bunch.

## SOMERS LUMBER COMPANY

Associate Editor

R. E. GAUTIER

Somers, Mont.

Since the opening day of the hunting season for big game the weather has favored the deer and elk to such an extent that only a few of



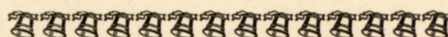
the many nimrods have returned with their prize trophies. The highest honors, so far reported, seem to go to Bert Schlegel and R. Rodamore. After a ten days' hunt in the South Fork country they returned with a grizzly bear, two cubs, and an elk. Bert says he has had many a thrill in his young life but if you want a real one just try your luck with a grizzly. Elbert

Croswell bagged a five-point buck. Gordon Parr brought in a doe. Laurence Drew roped a fawn. R. W. Bailey captured a buck deer. A. G. Ames lost his bearings, camped in the woods over night, and returned with a six-pointer. J. Kortbein and P. O. Peterson ventured far into the bramble, and Kortbein came back empty handed; in fact, he didn't even bring Peterson. "So far so good," says Kortbein, "but what has happened to Pete?"

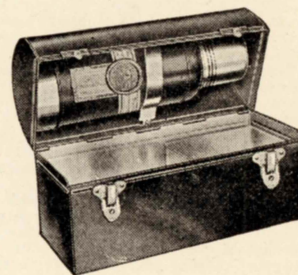


P. O. Peterson

The above picture is P. O. Peterson, shipping clerk, who, with John Kortbein, was enjoying a hunting trip near Olney, Montana. This picture is published in order that the many friends of Pete may take a good look at him, so that in case Pete gets lost again, he could be identified very easily. Kortbein returned to the car at six P. M. but Pete failed to show up. At eight o'clock John decided that Pete was trailing a wounded albino deer. The night was dark and the woods were quiet and with no signs of the mighty hunter's return, Kortbein proceeded home to spread the news that a man hunt would be necessary to locate P. O. P. The next morning several men made a hasty trip to Olney, not with guns and ammunition, but with only one thought in mind, "Poor Pete!" Several suggestions were offered as to the method of procedure. It was finally decided that the first thing they would do would be to buy a few boxes of "snooze." If Pete was within a hundred yards of either of them they would have no difficulty in find-



## A Gift for a lifetime of service



Stanley Lunch Kit—a strong well made Kit with an unbreakable Stanley SuperVac pint vacuum bottle—something better than the ordinary—complete \$8.50. Makes a useful and unusual Christmas gift.

Stanley SuperVac vacuum bottles are made of steel. They are made for hard usage, and will stand jolts and jars without breaking. No spoiled lunches, due to broken fillers, with a Stanley. And it is the cheapest bottle in the long run.

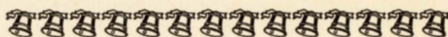
Steel walls, the inner one lined with a beautiful amalite lining—sanitary as glass, make the Stanley

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AGAINST  
BREAKAGE**



Stanley SuperVac vacuum bottles are sold by the better class drug, hardware, sporting goods and department stores. They are made for years of service.

**Stanley Insulating Co.**  
Great Barrington, Mass.





ing him. The facts of the case are that Pete would find them. It was a long hunt. Pete had walked and walked in circles until night had overtaken him, and finally decided to camp all night and make another effort in the morning to locate camp. "It was a long night," says Pete. "As soon as the sun came up I knew I was going in the wrong direction." He retraced his steps and finally heard the whistle of the train. By persistently pushing his way through windfalls and bramble, he finally came to the river. Across the river he could see a cabin. Pete says, "It looked like New York City to me." But to get across that river was another problem to solve. I have been unable to find out how Pete got across the river but, anyhow, he succeeded. After getting a drink (of water) and a few directions, Pete found his way back to camp. When asked where he had been, he told the truth, "I don't know." But he also remarked that if his "snooze" hadn't run out he wouldn't be back yet. It was a great experience for Peterson and although a great deal of anxiety was felt for his safety, everyone was satisfied that sooner or later he would turn up.

Mike Roddy has decided that he is reaching an age where he must do something for himself. First he wanted to get married. Then he decided to buy oil stock. Mike says "Each is a gamble but I don't know which to pick." The latest reports are that Mike is going to be in "oil." Some fellow made the remark the other day, "More sardines."

At the recent election, Chas. Fleck was elected justice of the peace. Charles says he does not care to qualify for the office, but wishes to thank his many friends for their hearty support. Also for the one vote he received for coroner.

Berger Hemsted left recently for Spokane by auto. Berger has ideas of his own and we are under the impression that he is tired of living alone.

At a recent entertainment and dance given by the Woodmen and Royal Neighbors, Allen Milne distinguished himself as the American Harry Lauder. His Scotch dialect was very pleasing and it was mentioned many times that Allen had missed his calling.

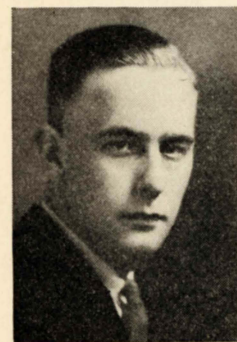
Boyd Hazelhurst has always been known as Somers Sheik. In fact he always admitted it. Some one said Boyd was in Kalispell trying to buy some fur to put on the bottom of his trousers in order to compete with Bud Auman. To date their standing is unknown.

The new Tug "Paul Bunyan" made its maiden trip on Flathead Lake recently. Captain MacDonell says "She's a devil." From the Captain's description we are unable to state what he means, but from all definitions obtainable "She is some boat."

## NEW CASCADE TUNNEL

Associate Editor  
C. M. SANDERS  
of A. Guthrie & Co.  
Scenic, Washington

The Scenic Headquarters Hallowe'en dance on October 30 was a great success. The decorations, which very appropriately consisted of



goblins, witches, cats and pumpkin faces, made an instant impression on each of the hundred couples as they entered the dance hall. The East Portal and Mill Creek shaft camps were well represented and as at previous dances, A. Guthrie & Co. acted the host to many outsiders coming from Seattle and way points east to Wenatchee. Guthrie's renovated "Musical Muckers" were at their best and their program of dance music was "a la Paul Whiteman." Before blowing taps for the evening, a regular old-fashioned Hallowe'en lunch was served—cider and doughnuts. The committee in charge of the dance was composed of M. F. Lund, chairman; George Gray, C. M. Sanders, Mrs. John Waters, Mrs. James McManmon and Mrs. William Ford.

November 11 was a day of parties. During the afternoon there was a party at the home of Mrs. H. J. King, wife of H. J. King, Scenic camp superintendent, in honor of her birthday. She was presented with a picture of beautiful Lake Serene which lies high on the slopes of majestic Mt. Index.

Jack Renwick, master mechanic, was surprised at dinner time of the same day, when he went home to find about twenty of his friends waiting to honor him on his birthday. A delightful dinner was served and Jack was

## Meritorious Mention

WHEN EXTRA 3223 west was pulling by Aylmer, N. D., November 4, brakeman John J. Connelly, of Minot, N. D., discovered a broken arch bar, immediately taking the necessary steps to stop the train and undoubtedly prevented a derailment.

Brakeman I. J. Beale, while working on Extra 1631, local east, about 3:00 p. m., November 11, discovered a broken arch bar on Extra 2016 east, passing Lone Tree, N. D. Brakeman Beale notified crew on Extra 2016, who stopped the train and set out the car with the broken arch bar, thereby avoiding what might have been a very serious accident. About a year ago, this same brakeman reported a broken arch bar to a crew on an extra at Berthold under the same conditions, which indicates that Brakeman Beale has his eye on the trains when passing through stations at meeting points.

A credit mark has been placed with the personal record of Operator W. B. Watson, Stryker, Mont., for noticing a brake beam dragging on car in train Extra 3242 east, October 17, while pulling out of Stryker, and calling same to the attention of brakeman on train 459, who, in turn, swung the Extra East down and notified train crew.

Mike Chernowich, section laborer, Bonners Ferry, Ida., on October 31, noticed brake beam dragging from a car in train first 402. He got on the caboose and notified conductor, who succeeded in having train stopped and the brake beam removed. Mr. Chernowich's close observation prevented what might have been a serious derailment.

presented with a wonderful picture of the two peaks, Mt. Index and Mt. Persis.

The scene was then shifted to the home of Mr. and Mrs. M. J. C. Andrews, who acted as hosts for the remainder of the evening. Much amusement was provided when the guests found themselves on a program of impromptu stunts or acts. The program was as follows:

### ARMISTICE DAY, SCENIC NOVEMBER 11, 1926

(The following offerings are, so far as we know, reliable, and while not guaranteed, are the basis upon which we have acted in throwing this party.)

1. Overture
2. "How I Tamed That Swedish Rose of Mine"  
Bilious Ford, accompanied by his spare rib, known as our "Little Nell"
3. Recitation  
Mrs. Teacher Smyth
4. Duet  
Mrs. Bill Conroy and Mrs. Walker Smyth
5. Solo  
The Scenic "Caruso," known in private life as Mr. MarCUSS Lund
6. Monologue—"Queen Marie"  
Mrs. J. H. McManmon
7. "Gallagher & Shean"  
Gibson and Davis
8. Intermission  
Nell Ford
9. Living Statues—General Soup and the Soup Bone
10. Oriental Dance—The Scenic "Adonis"  
Mr. N. E. O'Brien
11. Original Dance  
Smyth and Simpson
12. Solo  
Mrs. Johnnie Waters, famed owner of "Spec," traveling sausage hound

On October 28, Brakeman W. S. Ledbetter, Interbay, Wash., discovered a cracked wheel on C&NW 136616, in train 402, which was the second similar case this year. On November 2 at Scenic, Wash., in train 401, Mr. Ledbetter discovered B&O 269410, with three cracked wheels. This shows remarkably close attention to duty and Mr. Ledbetter deserves special credit for his watchfulness.

Going over his track on the morning of November 9 about 8:10 a. m., A. J. Luken, section foreman, Yankton, S. D., discovered a broken rail in main line near water tank. Early discovery and prompt repairs no doubt saved considerable damage.

On stock Extra 3031 east, November 13, leaving St. Cloud, Minn., Conrad L. Behrenbrinker, conductor, St. Cloud, discovered brake rigging down on CP 265904, cattle, and the car off the track. He dropped down on the side ladder, got in between the cars, broke an air hose, and opened the angle cock to stop the train to prevent doing any further damage. The action taken not only prevented further damage to the train, but saved a bad delay to an important stock train.

Conductor C. W. McCadden, Barnesville, Minn., noticed broken wheel flange in train 512 while Extra 3032 was passing his train at Dalton, Iowa. The dispatcher was immediately notified and the train was stopped at Evansville, sixteen miles east. It was found that twenty-four inches of flange was missing from the lead wheel, right side of truck, A-end of locomotive crane X-1785. This very probably prevented a serious accident.

On October 28, the Swanson elevator at Pelican Rapids was burned at 2 a. m. This fire endangered the Great Northern pump house, water tank, and cars and coaches. The agent, R. S. Gates, by his heroic work and thoughtfulness saved a large amount of company property. With the assistance of J. E. Johnson and Carl Langton, he moved cars and coaches by hand out of the danger limit.

### 13. "Keep the Home Fires Burning"

The latest song hit by the original quartette composed of Messrs. Hoffmark, Conroy, King and Ford

### 14. Banjo Solo Mr. Pope

### 15. "On the Road"

By Mr. Clement Sanders, widely known from Wenatchee to Grotto, and all way points south to Portland

### 16. We'll bite. Make your own selection

### 17. The gong rings at 6:30 every morning. Draw your own conclusions.

And the program speaks for itself. A delicious lunch was served to "top off" a very enjoyable evening.

A group of Great Northern and A. Guthrie & Co. officials looked over all operations on November 10 and 11. Included in the party were: President Ralph Budd of the Great Northern Railway; Arthur Curtiss James; Vice-Presidents J. C. Baxter and A. D. McDougall of A. Guthrie & Co., Inc.; Judge L. C. Gilman; Col. Frederick Mears, assistant chief engineer of the Great Northern Railway; and Mr. F. E. Weyerhaeuser. They were accompanied on their tour of inspection by M. J. C. Andrews, Great Northern resident engineer; R. F. Hoffmark, general superintendent; and W. E. Conroy, assistant general superintendent of A. Guthrie & Co., Inc.

Football is a scarce article hereabouts, but nevertheless there are many who fight for a seat near the loud speaker and make a grab for the sport sheet Sunday morning. The fact that there are many college or ex-college men here, makes the interest in football show quite strongly. A large number of fans went to Seattle to attend the University of Washington-University of California game, and from all accounts the game was well worth the while. Others are making plans to attend the Thanksgiving day game between the U. of W. and the U. of Nebraska in Seattle.

Great Northern Semaphore



To  
**California**  
on the  
**New Oriental Limited**  
*via Glacier National Park*



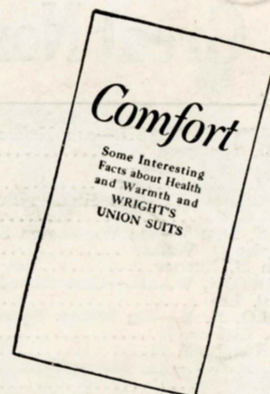
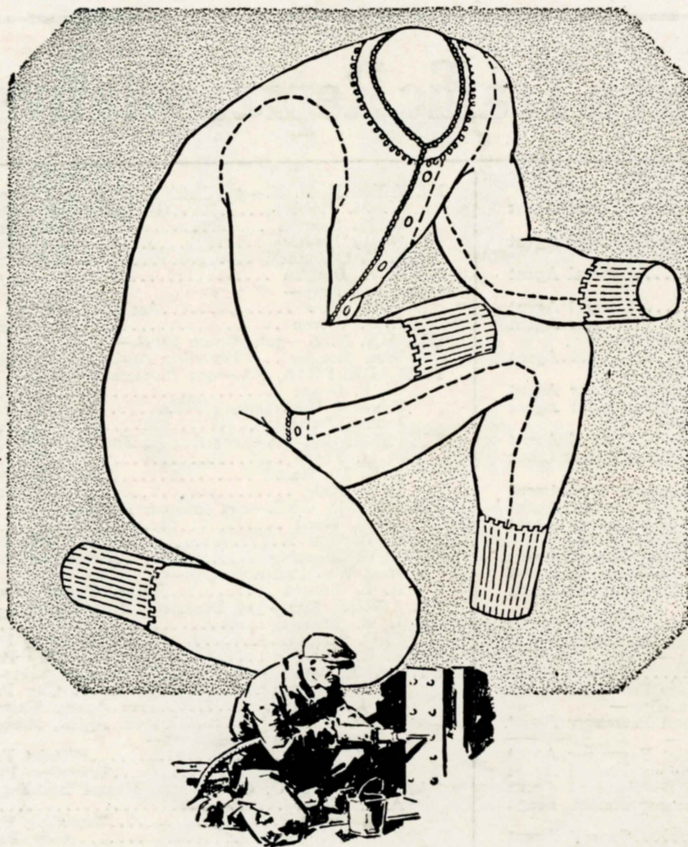
This de luxe *no-extra-fare* train traverses the Historic Adventure Land route of the Great Northern. Skirts Glacier National Park—the only national park in the United States on the main line of a trans-continental railroad. A steamer or rail trip down the Pacific Coast affords a captivating climax. Liberal stop-overs at Spokane, Seattle, Tacoma, Portland and other points of interest—attractive fares.

*If you are going to California for the winter—see me first*

A. L. Johnston, City Passenger Agent  
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**Great Northern**  
*A Dependable Railway*





FREE—Write for our booklet, "Comfort," which gives interesting information about Wright's Health Underwear. Please mention your store-keeper's name.

## Wives! . . . . Mothers! . . . . your family's health lies in your hands

WINTER is the most dangerous time of the year. You know how hot men get working in the open. They stop and cool off. That's the time they'll take cold if they aren't wearing the proper kind of heavy underwear.

Ordinary winter underwear is warm of course. But it should be more than that. It should be highly absorbent in order to take up every bit of the body moisture. That is why Wright's Health Underwear prevents colds and sickness. It is snug. It keeps the warmth in and the cold out. *But it is also highly absorbent.* It is made of wool and knitted with a patented loop-stitch to increase the natural absorbency of the material. The body is always warm and dry in Wright's Health Underwear. And a

skin in that condition doesn't yield easily to catching cold.

Your family will like Wright's Health Underwear. It's comfortable. It doesn't bunch and bind when walking. There is plenty of chest room. The ankles and wrists fit neatly. It will save you a lot of mending and patching, too, for this underwear is carefully made. It doesn't tear easily in the wash. You don't have to spend evenings and evenings sewing on buttons and sewing up buttonholes.

Go to your store and ask for Wright's Health Underwear. Men's and boys' sizes. Medium, heavy and light weights. All-wool or wool-and-cotton mixed. Separate garments or union suits. Wright's Underwear Co., Inc., 74 Leonard Street, New York City.

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HEALTH UNDERWEAR  
*for Men and Boys*

FOR OVER FORTY YEARS, THE FINEST OF UNDERWEAR

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