

Great Northern Semaphore

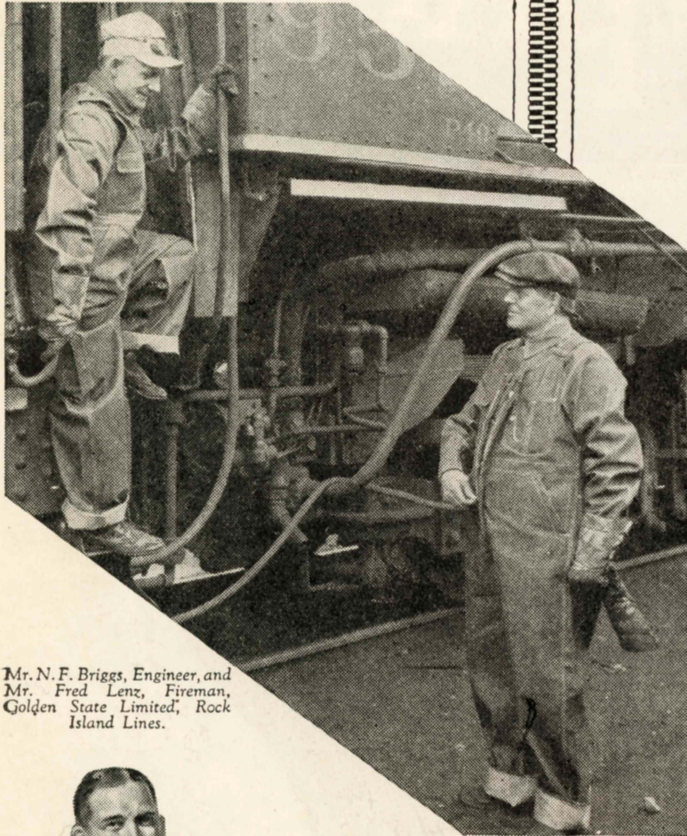
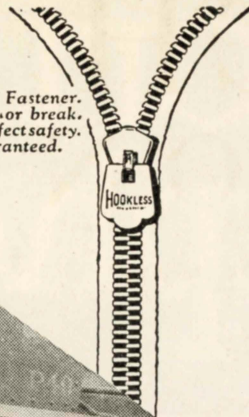


November

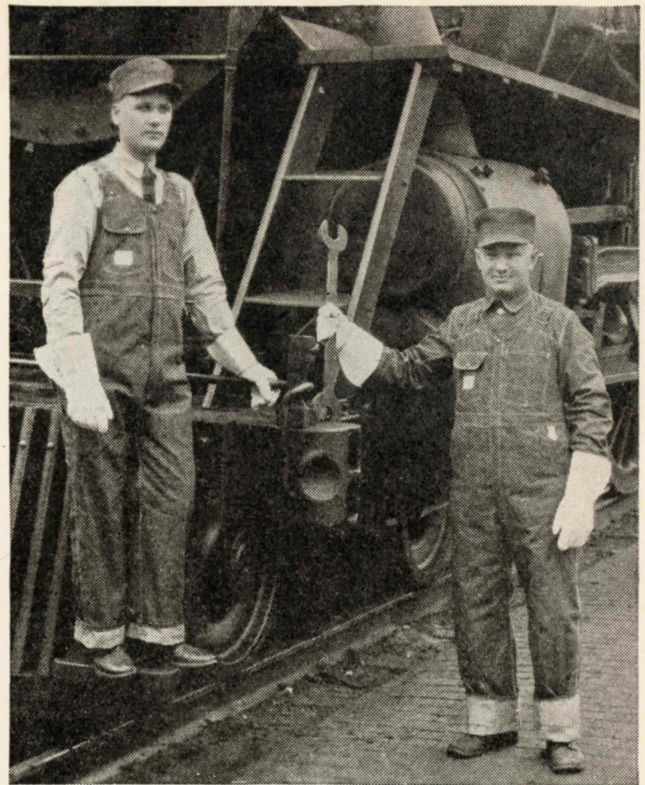
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of Montana

1928

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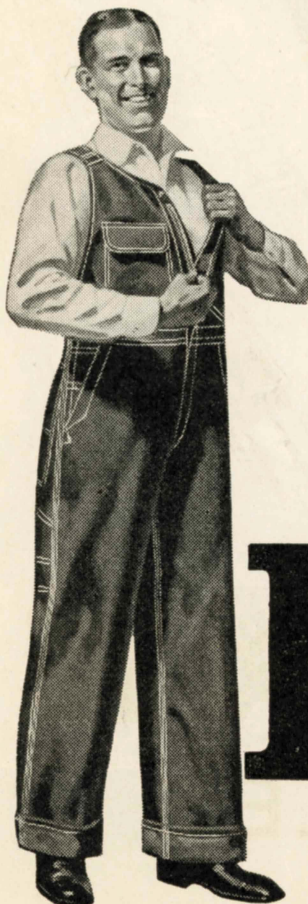
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Great Northern Semaphore

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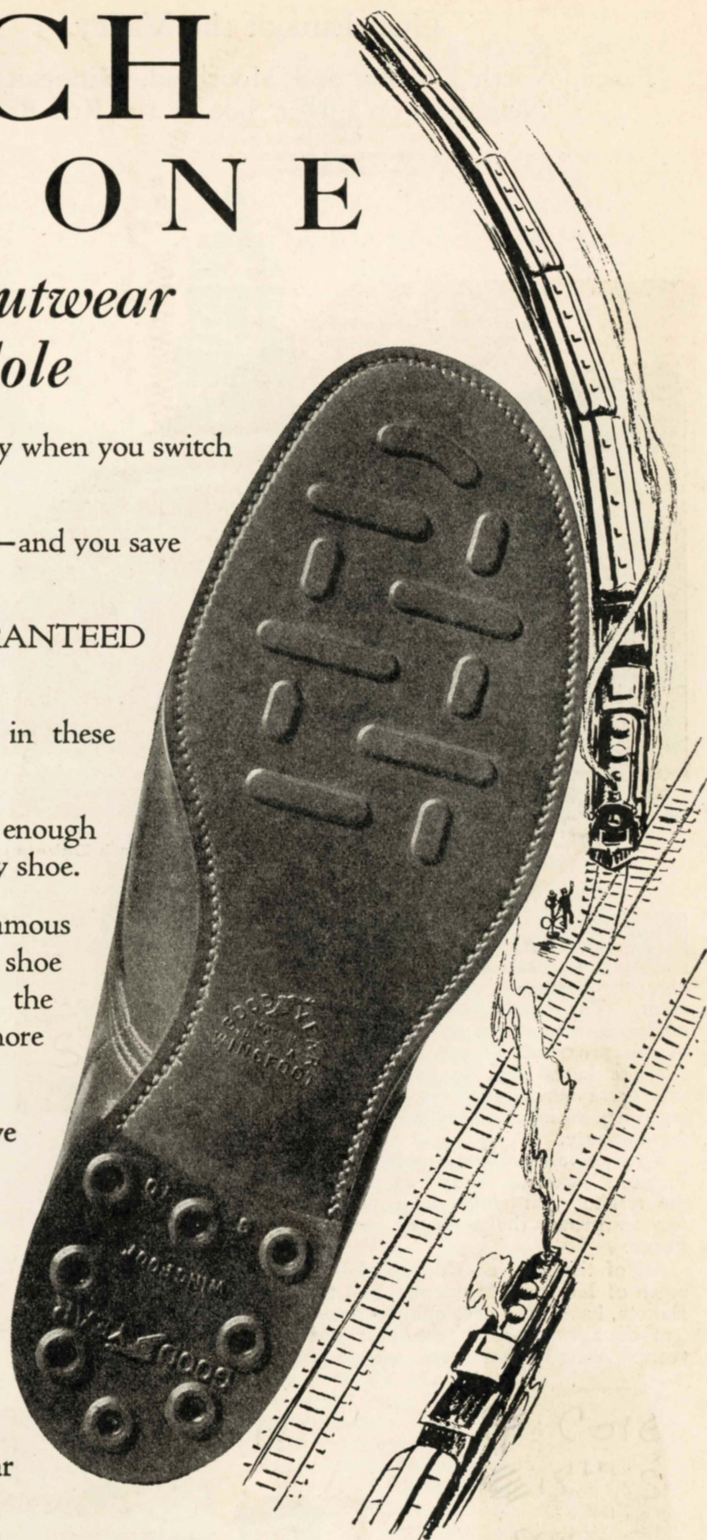
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GOODYEAR

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WINGFOOT SOLES

Tan and Black

Guardians of the Valley

Fargo, North Dakota, and Moorhead, Minnesota, Friendly
Neighbors on Either Side of the Red River



Cass County Courthouse, Fargo, North Dakota

Fargo, North Dakota

FARGO, LIKE EVERY other city in the great agricultural region in which it is located, has had a steady, vigorous, sustained growth and development. There has been nothing spasmodic, nothing of the mushroom element in this progress. It has been a natural advance based on the development of that great agricultural region surrounding it and which it serves in ever increasing measure.

To get any proper perspective of Fargo, it must be studied in relation to the territory on which it is dependent, for as grows the territory, so grows Fargo.

All of the state of North Dakota and much of Montana, Minnesota, and South Dakota, have been developing a new system of agriculture in the past twenty years. Where once were only waving

fields of wheat, now are to be found also great herds of dairy cattle, beef cattle, hogs, and sheep, and great flocks of turkeys and chickens. These have been added to the farming business of the farmers of this region, because North Dakota is still raising wheat in as great quantity as ever, and also more barley, oats, flax, corn, and those great legume crops, alfalfa and sweet clover.

This is proof that the farmers, while diversifying and getting many more "baskets" in which to keep their "eggs," are not neglecting those great main cash crops which constitute their most important market basket.

Fargo is splendidly equipped by natural geographic location and by the wonderful railroad service, which is available to every part of the territory of which it is the center, to take full advantage of this increasing prosperity in the rural regions.

In addition to its agricultural background, there are vast supplies of lignite coal and deposits of pottery and brick clay within 200 miles of the city to the west.

Fargo is a city of 33,714 population and is located in a compact area of six square miles, with great reaches of high, flat prairie lands on three sides, giving unlimited opportunity for expansion in area.

It has an assessed valuation of \$32,177,435. It has four municipal parks containing 420 acres. The city's bonded debt is but \$202,341. Fargo has five banks and one trust company with total



Central High School at Fargo

deposits of about \$12,000,000, resources of \$15,000,000, and clearings of \$100,000,000.

Fargo's retail trade territory, covering a sixty-mile radius, contains a population of 150,000. There is great opportunity for expansion of Fargo's distributing business, particularly in fields not now covered from this city.

There are twenty hotels in Fargo with 2,200 rooms; seven theaters with a seating capacity of 4,700, the largest amusement place having a seating capacity of 2,400 persons.

Fargo has been selected as distributing headquarters by many of the great automobile, farm implement, and other large manufacturing establishments of the East, which have branch depots for supplying their trade over a vast territory out of Fargo.

The city has two hospitals of 350 beds, and the United States government is

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Great Northern Railway Depot and Grounds at Fargo

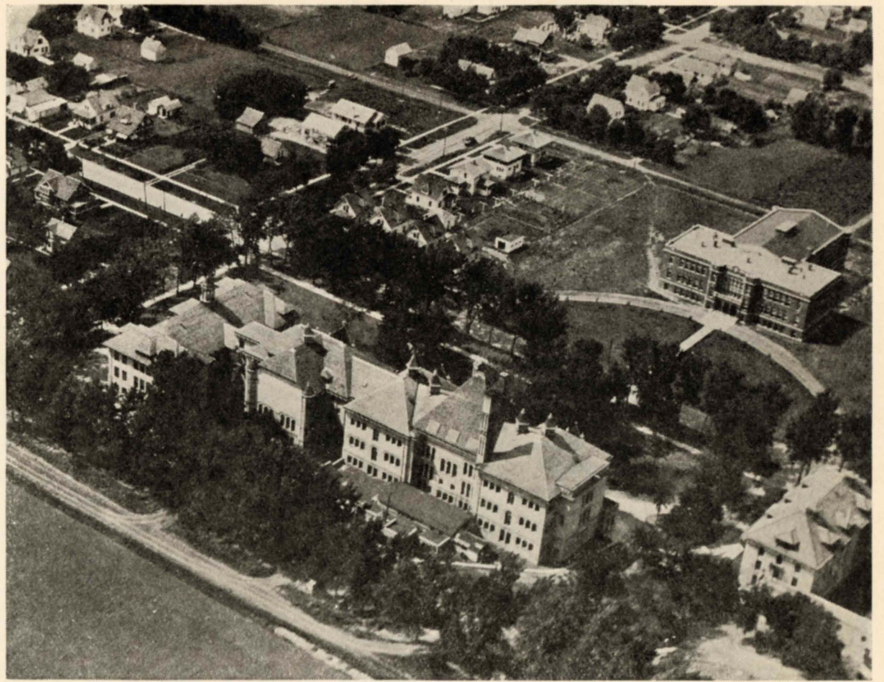
Moorhead, Minnesota

MOOHEAD, THE POTATO distribution center of the famous Red River of the North, is the county seat of Clay County, Minnesota. Situated about equal distances from the Twin Cities, Duluth, and Winnipeg, this thriving city with a population of 8,500 is making rapid progress. During the past three seasons more than 150 new homes have been erected with the acute housing shortage still unrelieved.

Excellent transportation facilities on both the main and branch lines of the Great Northern and Northern Pacific railways have been in a large measure responsible for the development of Moorhead into the leading city in north-western Minnesota.

Coupled with unequalled rail service is a network of paved and graveled highways radiating in every direction from Moorhead, which facilitate the easy marketing of the large volume of agricultural products raised by more than 2,000 Clay County farmers.

The average farm consists of 325 acres. There are eleven dairy cows to a farm with dairy and poultry products rapidly growing in importance. About 40,000 acres of potatoes are raised with the average yield in the neighborhood of 100 bushels an acre. Seventy-five per cent



Airview of the State Teachers' College at Moorhead



City Hall, Moorhead, Minnesota

of this vast crop is sold in the Southwest for seed. Clay County produces nearly twice as many potatoes as the next highest Minnesota county; in 1927 the Gopher state led the nation in potato production.

Educational facilities at Moorhead are of a very high order. A half million dollar high school, erected in 1920, is supplemented by a State Teachers' College, Concordia College, an endowed Lutheran School in the two million dollar class, and St. Joseph's Academy, which occupies new buildings valued at \$150,000. During ten months of the year, these colleges add more than one thousand students to the population of the city.

The assessed valuation of Moorhead is \$2,420,430. There are two banks, one state and one national, with combined deposits of two and one-half millions and resources of nearly three million dollars.

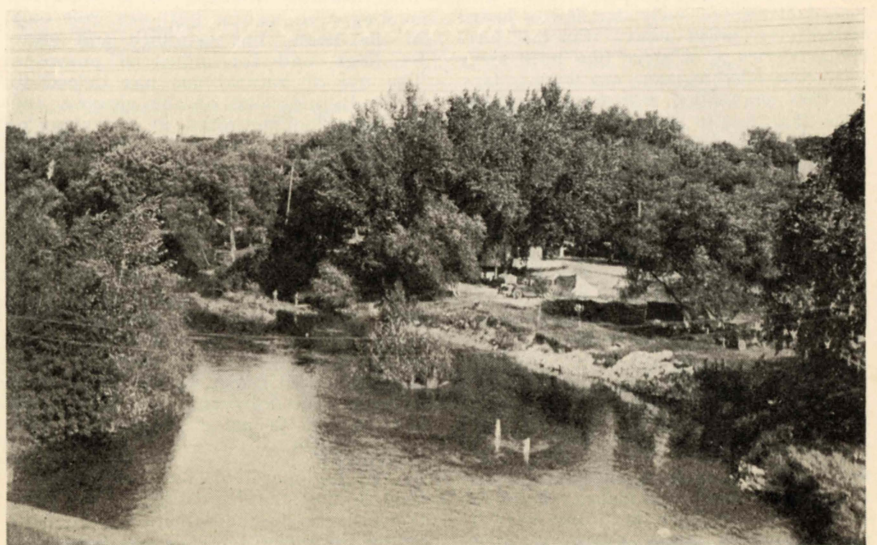
The U. S. Weather Bureau office is located in the modern post office building. The city hall is a beautiful new structure, which houses the highly efficient fire department, as well as city

offices and the Chamber of Commerce. With four pieces of motorized apparatus and four full-time members, the fire department has succeeded in keeping down fire losses to the point where the insurance rates are lower than for any other city of equal size in the country. One truck renders fire protection service over a twenty-mile radius and in two and one-half years has saved more than \$100,000 in farm property.

Moorhead enjoys all of the civic utility services common to metropolitan areas. Street cars, gas, an abundance of artesian water, and adequate electric current give the atmosphere of a prosperous city.

The largest factory is a million dollar creamery which employs about 150 persons and annually handles more than three million dollars in dairy and poultry products. In addition to retailing milk and cream, butter and ice cream are manufactured. Other products locally

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Tourist Camp at Moorhead on the Famous Red River of the North

There is Gas in Montana

Wonderful Opportunities for Manufacturers in the Use of Gas for Fuel

By A. H. Hopkins, Chief Clerk, Billings, Mont.

GAS IN COMMERCIAL quantities was first discovered in Montana near Baker, Fallon County, in 1918. It was next discovered in the vicinity of Havre, on the Great Northern Railway.

The oil and gas division of the public service commission divides Montana gas fields, which now supply commercial gas to cities, into four districts: The Kevin-Sunburst district, now supplying Shelby, Oilmont, Sunburst, and Kevin, and which will soon supply Great Falls; the Havre-Chinook district, supplying the cities of Havre and Chinook; the Cat-Creek district, supplying Winnett and Car Creek; the Baker-Glendive district, supplying Glendive, Baker, Terry and cities in North Dakota, and the Elk Basin structure supplying Billings, Bridger and Laurel.

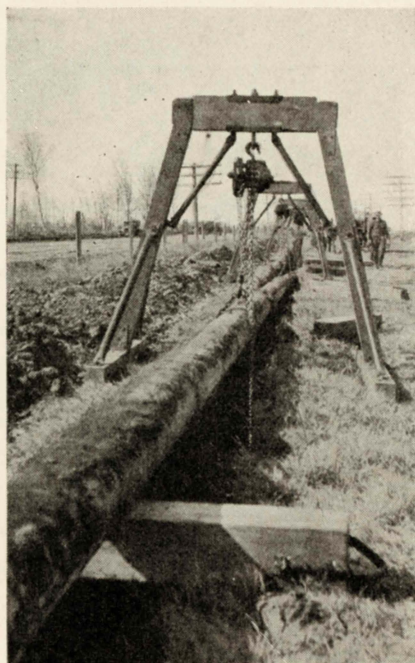
With the completion of pipe line now building to three more Montana cities almost twenty per cent of the state's citizens will be served with natural gas. Great Falls will soon be supplied through a 106-mile line now being laid from the southern end of the Kevin-Sunburst field. This gas will be used by the Anaconda Copper Mining Company in its reduction works and wire mills. The change of fuel will mean the replacement of all burners and other furnace equipment, at a cost estimated at \$100,000. These plants now use 750 barrels of crude oil a day, together with several hundred tons of coal.

Oil was first discovered at Elk Basin on the Montana-Wyoming state line in 1915. Exploration for oil in deeper sands led to the discovery of immense quantities of gas in 1920, one well ranking as one of the world's largest. The combined flow of three wells drilled in this field equals nearly 200,000,000 cubic feet a day, with a pressure of 900 pounds to the foot.

When gas was encountered at 2,500 feet in the largest well of this group, it caused considerable damage in blowing up the riggings, etc. This well roared so thunderously that it was heard thirty-seven miles away. Persons buying groceries at a store one mile away were compelled to write out their orders. All ears were filled with cotton and the crew that finally succeeded in quelling the monster covered their ears with bandages in addition to cotton. One workman became entirely deaf. After considerable delay, workmen found it impossible to shut off the flow with available equipment. Special machinery was made in the East for this purpose, and by the time the well was plugged three months had elapsed, and 7,000,000,000 cubic feet of gas wasted.

Pipe line was laid to Billings from this field in the fall and winter of 1921, and gas turned into distribution mains January 12, 1922. This line consisted of sixty-eight miles of steel pipe, thirty miles of which is ten inches in diameter and the remainder eight inches. Branches from this line have been extended to several smaller towns, Fromberg, Bridger, Edgar, Silesia, and Park City. Gas from this well is reduced in pressure

at the field's regulating station, to a safe pressure for transporting through the pipe line. The pressure at the field end of the line varies from fifty pounds in summer to 350 pounds in the winter. The pressure is again reduced at the city gate station from ten to forty-pound pressure into a belt line encircling the city, from which line the gas is fed into the city distribution main at about five-ounce pressure. All regulating valves are automatic in operation and are equipped with safety devices.



Laying Gas Pipe Line Near Billings

Sales in the city of Billings exceed one billion cubic feet per annum, natural gas having almost entirely supplanted other fuel in Billings. It is used for cooking and heating purposes, not only in the home, but in office and store buildings, and for industrial purposes. The use of natural gas has helped to make Billings one of the cleanest and brightest looking cities in the country. No pall of smoke hangs over the city, and buildings many years old have the appearance of having just been erected.

Billings holds second place for cities of its class in the United States, in the reduction of fire loss, owing largely to the elimination of ash pits and coal sheds, with their accumulation of rubbish. Basement coal bins have been converted into useful space, and made part of the living quarters. Household work is made much easier by the elimination of dust caused by coal and ashes, and heat control is made perfect by automatic devices.

By an operation, no more involved than setting the hands of a clock, the temperature may automatically be controlled in every room of the home for an indefinite period. Thermostatic control of gas burning heating devices

passed the experimental stage a long time ago. By the use of the thermostat, a device combining the principle of a thermometer and a clock installed in an inconspicuous place on one wall of the living room, a temperature of seventy degrees, for instance, may be maintained during waking hours, and upon retiring may be lowered merely by moving the pointer on a dial, to the desired temperature. Not only that, but by setting the clock to a given hour the temperature may again be increased to the normal of waking hours automatically, while the householder sleeps, so that his house is warm and comfortable when he arises. The thermostatic principle is applicable to all devices for heating, for the thermostat merely automatically opens and closes the gas supply valve. Drafts, burners, valves and the like once adjusted seldom require attention, and safety devices are so arranged as to preclude mishaps.

Natural gas is the world's cheapest source of power, and Billings has ample supply. With a population of 17,000, Billings has seventy miles of gas mains, a much higher mileage per unit of population than most towns, which is an indication of the extent of the use of gas. Six years of uninterrupted service is the record behind the Billings gas supply. With a climate which varies from above freezing point to thirty below in a single twenty-four hour period, the problem of insuring an adequate supply of fuel is not a simple one, but has been successfully met by the gas company. With a load varying from a half million cubic feet to over ten million a day, Billings has never suffered from a shortage, a good illustration of the enormous reserve supply.

The unlimited supply of gas in Montana makes it a very desirable factor in the establishment of manufactures with the cheapest fuel available. Natural gas has proved itself in more than a dozen cities in Montana, as having effected a saving of over fifty per cent, compared to artificial gas. The value of the natural product is nearly twice that of the artificial, and when considered in connection with price, shows plainly the great value of natural gas to any community fortunate enough to secure it. Artificial gas has a heat value of 500 B. T. U.'s per cubic foot, the heat value of the natural gas being nearly twice that figure.

Tests made to determine relative cost of various fuels for cooking, show that natural gas at \$1.12 per thousand cubic feet was found to be equivalent to anthracite coal at \$6.30 per ton. Experiments with boilers of equivalent construction show one ton of bituminous coal equal to 18,000 cubic feet of natural gas.

Wang Wants Job

"Sir: I am Wang. I can drive a typewriter with good noise and my English is great. My last job has left itself from me, for the good reason that the large man has died. It was on account of no fault of mine. So, honorable sirs, what about it? If I can be of big use to you, I will arrive on same date that you should guess."

Facilities

He: "It wouldn't be much trouble for us to marry. My father is a minister, you know."

She: "Well, let's have a try at it, anyway; my dad's a lawyer."

New Chumstick Route

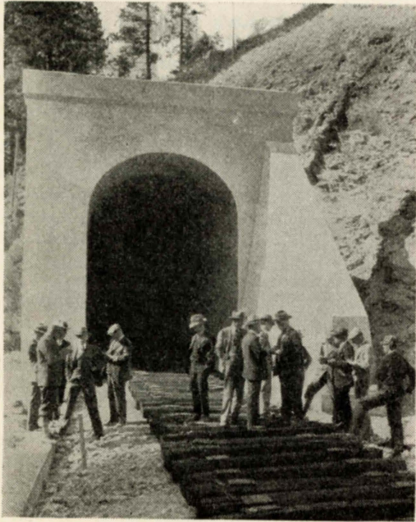
Great Northern's Main Line Improvement Completed

SEVENTEEN AND ONE-HALF miles of new main line railway sweeping along the east slopes of the Cascade Range with grades and curves as easy as though it were crossing a prairie, were placed in operation by the Great Northern on October 7, 1928.

The new line, built between Peshastin and Winton, Wash., at a cost of \$5,000,000, is one of the most important improvements completed by the Great Northern in the past twenty years.

The first train over the new Chumstick route, as it is called, was a mail train operated by the Great Northern which is the fastest long-distance mail train in America, making the St. Paul-Seattle run in 47½ hours. The west-bound Glacier Park Limited followed about a half hour later, being the first passenger train over the new line.

The old line which winds along the Wenatchee River and up the Tumwater Canyon will be abandoned except for a spur to Leavenworth.



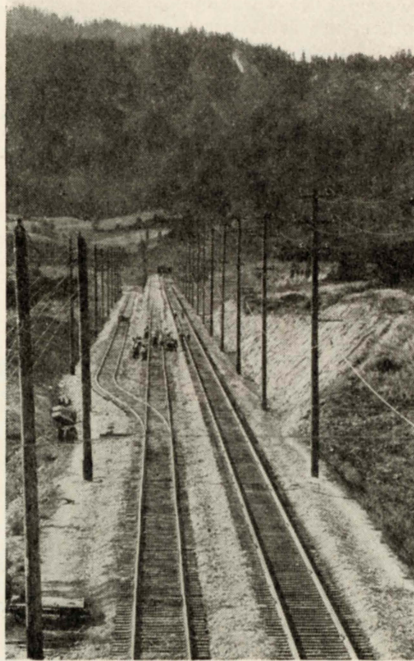
Entrance to Tunnel on New Line

The new line has forty-six fewer curves than the old line, has no curves greater than three degrees and eliminates curvature equivalent to four complete circles. The maximum grade is reduced almost thirty per cent. Another important advantage of the new line is its freedom from the hazard of snow tie-ups. The old line which follows a deep canyon required heavy snow barriers for long distances for protection from snow and slides.

The passing of the Tumwater route marks an interesting epoch in the rail history of the Northwest. The old route, built in 1893 at a cost of approximately \$1,500,000, was adopted by John F. Stevens, at that time assistant chief engineer of the Great Northern and discoverer of the Great Northern's Marias Pass in the Rocky Mountains. Mr. Stevens is still better known as the engineer in charge of construction of the Panama Canal during its early construction period. Stevens Pass in the Cascade Range and the famous Stevens Pass Highway in Washington bear his name.

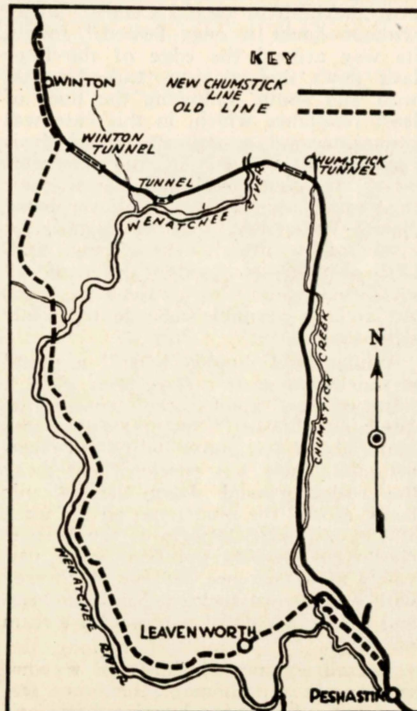
The Chumstick line is the consummation of Mr. Stevens' original program of adopting a Cascade crossing that would lend itself to various refinements as the interchange of commerce between

the coast and the interior country increased. In adopting the less expensive Wenatchee and Tumwater route, he pointed out the feasibility of the Chumstick route as a possible later refinement.



Stretch of Track on New Line

The Great Northern crosses the Cascades at a point where the range is pinched into a high but narrow ridge. The original line crossed this ridge by means of a series of switchbacks. At the time these were built, Mr. Stevens suggested that there were as many as twelve feasible locations for tunnels through this ridge, any of which would reduce the climb over the summit by



Sketch of Line Change

distances corresponding with the length of the prospective tunnel. The Great Northern's present two and two-thirds-mile tunnel was completed in 1900 and eliminated the switchbacks. Its completion was hailed as one of the most important achievements ever consummated in the Northwest and as being a long step toward eliminating the Cascade Range as a barrier to easy rail communication between the Pacific slope and the interior country. About the first of the year the Great Northern will abandon the two and two-thirds-mile tunnel and begin running its trains through a new tunnel 500 feet lower, and eight miles in length, the longest in the western hemisphere.

The new Chumstick line takes the rails from the Wenatchee Valley almost up to the east portal of the new eight-mile tunnel on a grade that is comparable to the ordinary water grade. The new line cuts through steep hills and crosses deep ravines almost on a straight line. It pierces the mountains in three places, once with a one-mile tunnel and again with a half-mile tunnel. These tunnels are as straight as rifle bores and are lined with three-foot concrete walls. Long fills as high as 75 feet were built with the rock and dirt removed from cuts and tunnels. The new line also necessitated a new 360-foot steel bridge across the Wenatchee River.

With the completion of the new Cascade tunnel the Great Northern's entire operations between Wenatchee and Skykomish, a distance of 74 miles, will be electrified.

The Chumstick line was built by A. Guthrie & Company, St. Paul, contractors, who also are building the Great Northern's new Cascade tunnel. The work has been under the general direction of Colonel Frederick Mears of Seattle, assistant chief engineer of the Great Northern. The resident engineer was E. S. Jackson.

New Railroad Book

C. E. R. SHERRINGTON, of London, England, who recently spent several weeks in the United States studying American railroads and who spent several days in St. Paul, has written a work, which is just off the press, entitled "The Economics of Rail Transport in Great Britain," in two volumes. The book is published by Edward Arnold & Company, 41-43 Maddox Street, London, and Longmans Green & Company, New York. The first volume deals with the History and Development of the English Railways, and the second with Rates and Service.

The author has first traced the growth of the railways from the early pioneers such as the Stockton and Darlington, and the Liverpool and Manchester to the present four great companies, and in so doing has emphasized how the large unproductive expenditure incurred in overcoming the opposition to projected railways in the first half of the nineteenth century is of necessity reflected in the capital of the companies today. He then considers the development of the permanent way and of the locomotive, and the gradual evolution in carriage and wagon design in so far as they affect the economics of transportation. The first volume concludes with two chapters showing the growth of government regulation.

The second volume starts with an account of the internal organization of the railways and this is followed by a

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A Pictographic Gallery

Mysterious Rock Carvings Near Wenatchee, Washington, on the Columbia River

By O. B. Brown, Wenatchee, Washington

ON A BEAUTIFUL summer day, in the land of "Long Ago," the sun was just sinking to rest beyond the low western hills. All nature was beautiful. The giant ferns of the tropics raised their heads among the beautiful palms. The Mastodon and My-lo-dow reigned supreme among all these wonders of nature. In every direction was a riot of color and beauty, but man was not there to enjoy it, for man WAS NOT.

once waved their lofty branches in the free air of what is now the famous Wenatchee Valley. Many of these trees were destroyed by the intense heat; others are in almost a complete state of petrification and beautiful specimens of agatized wood are found beneath the great volcanic flows hundreds of feet deep, and only brought to light by that greatest of all workers, Nature.

So also are found the proofs of tropical ferns, palms and foliage in the shales



Almost a Serial Story

Suddenly, the heavens darkened with smoke, the earth trembled, mighty billows of fire burst upon this tropical beauty, vast streams of molten rock flowed like mighty rivers of water over the land, and when again the sun shone upon this once fair country its whole aspect was changed.

Gone were all the wonderful ferns and palms of the tropics. Gone were all the beasts of nature, for all were buried hundreds of feet deep under the mighty flows of lava which covered the northern section of the state of Washington, from the present city of Wenatchee, to its northern boundary.

How long? Only a short period of geological time, possibly fifty millions of years.

So might read a page of the history of this wonderful valley of Wenatchee, at the junction of the Wenatchee River, (Boiling Water, the Indian name) and the mighty Columbia of the North.

Today the book of nature unfolds, and we find the records complete, written in the shales, the sandstones, and the lavas of the Columbia.

Massive trees lie buried in the lava flows which cover this section from two to three thousand feet in thickness. These petrified forests hidden from view for countless ages were disclosed only when the waters of the mighty Columbia had by thousands of years' erosion cut away these great forest giants which

and sandstone formations of the Columbia. In this distant past, the Columbia seeking a new channel from the north near the head of Grand Coulee, "where without doubt it once flowed," fought its way around the edge of the huge lava flows and glaciers, turned north, west and south, following the lines of least resistance which, in this case was the contact of sandstones on which is now the west bank of the Columbia River of Wenatchee, and the volcanic flow which here covers the eastern bank. Below Wenatchee, at Rock Island, the river breaks through the towering basalt cliffs and mighty rapids, capable of developing thousands of horse-power, make the river a veritable race course white with foam.

While the Columbia is still a grand stream, what must it have been when it first covered what later became the Wenatchee Valley? Its first course was hundreds of feet above its present channel and slowly but surely it cut away the rocks, ground down the volcanic lavas, eroded the sandstones on the west, and at last with the help of the Wenatchee River leveled the floor of a vast valley at Wenatchee, leaving it covered with water-worn rocks, pebbles, boulders and the sediments of a powerful stream of water.

But all was not sunshine; all was not green trees and flowing streams of water; and all was not burning lavas and hissing steam. From the North slowly

but surely came large bodies of snow and ice; creeping glaciers covered this entire district with mountains of ice ever flowing, ever cutting, ever going onward, all doing its part in the making of God's country. So were formed many of the deep lakes of this part of Washington, and at last when these rivers of ice began to recede, they also left behind their story written in carved boulders, terminal moraines, and the debris of the trip from the far Northland as well as in deep valleys, which later became beautiful lakes, and once more warmth and beauty came to this land of wonders and the now famous Wenatchee Valley began to take shape.

Years, centuries, yea, millions of years as we now know them, came and went; the ever changing land was at last once more covered with verdure and beauty. The forests were full of living things; the rivers teemed with fish; everything was prepared for the advent of man.

As the last of the great ice flows or glaciers were receding in North America, possibly in the Pleistocene Age, there appeared on this continent, human beings—MAN. None of the accepted observations indicate an antiquity of the human race in America at all comparable with that indicated by observation and research in Asia and Europe which dates back to the Tertiary Age, or several hundred thousands of years. It is probable, therefore, that America was peopled at a comparatively recent age and migration is presumed to have been by way of what is now Bering Straits. Possibly man was driven south by the ice flows and all trace of his advent buried in the glacial debris. Without doubt, humans have been existing on the banks of the great Columbia for thousands of years, and many of the pictographs seen, and stone implements found and already stored away in collections, date back not only hundreds, but several thousands of years.

Situated about twelve miles below the present city of Wenatchee, Washington, on the east bank of the Columbia where towering walls of basalt rise to the height of two thousand feet or over, is one of the greatest art galleries of the entire world. Here may be seen the pictures and writings of prehistoric races showing not simply a few, but thousands of pictures, signs and ideographs and where thousands may still be found. Countless other thousands have been destroyed by the action of the elements, and especially by the waters of the Columbia which cover parts of this great gallery at certain times of the year, and which have in untold years cut and washed away many of these etchings, and also caused many of the great rock formations to fall, and that entire part of the gallery to be destroyed.

These pictographs are all cut in the solid basalt cliffs, etched out of this steel-like material with pieces of flint. Evidently the writings of many generations are here shown, as several distinct forms of pictographs and hieroglyphics are to be seen.

Thousands of years ago these artists lived in houses carved from the solid rock, ground their food with stone pestles in stone mortars still to be seen at the doors of their ancient dwellings, and today we stand in wonder and amazement asking ourselves from whence they came, and what message these pictographs and hieroglyphics are trying to

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Great Northern Semaphore

An Echo from Afar

SEVERAL WEEKS AGO, the secretary of the Chamber of Commerce of Everett, Washington, received a letter from W. E. Palmer, who is a draper and ladies' and gentlemen's outfitter at Kilgetty, Pembroke, England. In the letter, Mr. Palmer wrote of having seen a very interesting booklet of the Great Northern Railway, and was particularly attracted to a picture of Everett. He asked to be put in touch with some of the leading dry goods stores, and displayed a lively interest in the possibility of trade between Everett and his home community. When the little printed word goes out, it is very likely to go a long ways, and the replies may come from farther away than its publishers ever expected.

A Pictographic Gallery

(Continued from page 8)

tell us of races long since gone and almost forgotten. Idographs or word pictures date back to an unknown age. As early as four or five thousand years B. C. the monuments of Egypt were covered with hieroglyphics, in many ways resembling the markings of the prehistoric people of America, but still showing a perfect system indicating that it had been in use for ages. The hieroglyphics of the Aztecs of our South American states, Mexico, and Central American countries are not much advanced beyond the pictographs of the North American Indians; and the Aztec writings are almost entirely unintelligible at the present time. Both the Babylonian and Chinese systems of writing were originally pictographs, and also the hieroglyphics of the Hittites and the early Creteans both of which are as yet unidentified.

The stone implements found in the Columbia district consist chiefly of mortars and pestles for grinding, arrow and spear points, hide scrapers, canoe anchors, net sinkers, stone pipes, paint pots, war clubs and drills all manufactured from the hardest of stone and many of them still in a good state of preservation.

The pestles are often carved with images and worn smooth and polished by constant use. The arrow points are possibly the very finest to be found on this continent. They vary in size from those over one-fourth of an inch long to those of an inch and a half, while the spear points often measure from four to eight inches in length. The arrow and spear points are made of flint, obsidian and chalcedony, the process of making them being a lost art, but all are chipped from these hard substances and many are as perfect as if fashioned in a mold. None of the present-day Indians have any knowledge of how these arrow points were made.

Fargo, North Dakota

(Continued from Page 4)

now building a 100-bed hospital, costing \$250,000, for disabled war veterans.

The North Dakota Agricultural College, three business colleges, a girls' seminary, conservatory of music, and a large automobile, tractor and aeroplane mechanics' school are located in Fargo. There are fifteen schools, including three high schools, and three denominational schools. There are 8,000 pupils in the public schools, and approximately 4,000 students in the various colleges annually.

Fargo is on two main line transcontinental railways, the Great Northern and Northern Pacific, and on a branch of the Chicago, Milwaukee, St. Paul and Pacific Railway. It is served by forty-two trains daily and a net work of highway bus lines.

There are seven great main public highways centering at Fargo, four entering the city from the east and three from the west. These are all hard surfaced, offering year 'round travel facilities by truck or motor car.

Fargo has a municipal landing field of 160 acres, maintained under the direction of the Fargo Aeronautic Club and the Fargo Chamber of Commerce. Regular flying service is now maintained between Fargo and the Twin Cities, and in co-operation with the Great Northern. It also has direct train and aerial passenger service to points in the East.

Fargo has forty-five miles of paving, fifty-five miles of water mains, fifty-five miles of sewers, and it has one of the finest water filtration plants in the nation, owned and operated by the city. It has an efficient fire fighting department, established in two stations, with paid fire fighters.

The Armour Packing Plant, located at Fargo, did a \$6,000,000 business in 1927. Fargo's postal receipts are far above the average for a city of this size, being \$465,938.56 in 1927, a growth of seventy-five per cent since 1915.

Fargo can reach all of North Dakota, the eastern half of Montana, the northern half of South Dakota, and nearly all of Minnesota with mail within twelve hours.

Fargo has twenty-eight churches, five general libraries, a Y. M. C. A. and Y. W. C. A., both in their own buildings; a well organized, liberally financed community chest for all civic welfare work; one of the outstanding civic health programs of the nation; six service clubs with national and international connections; three golf courses, one owned by the city, and holds an extensive livestock and general annual exposition.

The city is served by a live Chamber of Commerce, housed in its own, centrally located two-story brick building, and with a well organized staff of paid employees, including an executive secretary and a traffic commissioner.

The city is headquarters for the Greater North Dakota Association. Any information about the state of North Dakota can be obtained by addressing that organization, while further details about Fargo may be secured from the Fargo Chamber of Commerce.

Prepared for the SEMAPHORE by Calvin W. Chestnut, Secretary of the Fargo Chamber of Commerce.

Moorhead, Minnesota

(Continued from Page 5)

manufactured include baked goods, awnings, bottled goods, mattresses, printing, and sheet metal products.

The retail facilities are particularly adequate in furniture, jewelry, hardware, men's furnishings, and meats, with other lines adequately represented. There is not a foot of vacant store space in the city. In all, there are 115 retail establishments.

A new \$87,000 theater, with a seating capacity of 800 and a full sized stage, was opened this year. No finer show house can be found in this section of the state. Pleasing entertainment is offered daily, with first-run pictures on

Sunday and at other times during the week.

Among the wholesale lines represented are: groceries, candy, tea and coffee, bee supplies, bottled goods, building material, meats, gas and oil, produce, and sand and gravel. The territory served embraces western Minnesota and eastern North Dakota.

With U. S. Highway No. 10, east and west, to the National parks, and U. S. Highway No. 75, north and south, from the Gulf to Canada, intersecting at Moorhead, many thousand motor tourists pass through the city each year. A beautifully shaded tourist camp on the bank of the famous Red River of the North was enjoyed last season by 2,500 parties, averaging three persons each. The registration to date this year exceeds all previous records by twenty-five per cent.

In Moorhead is found a well-balanced modern community that is growing rapidly and in a permanent manner. It is a city that any one, anticipating a change in location, can well afford to consider. Not only is it a good place in which to live and do business, but it affords one ample opportunities for investment that will be both safe and profitable.

Prepared for the SEMAPHORE by D. W. Caldwell, Secretary of the Moorhead Chamber of Commerce.

Doctor No. 1—"Did you hold the mirror to her face to see if she was still breathing?"

Doctor No. 2—"Yes, and she opened one eye, gasped and reached for her powder puff."

A Dependable Railway

A. F. Schlegel, trainman on the Spokane Division, received a letter dated August 15, from one of the attorneys who made the trip through the West with the American Bar Association Tour. The letter is from Richard H. Hill, of Louisville, Kentucky, excerpts from which are:

"Your letter of August 11 was a very pleasant reminder of the delightful trip we experienced over the Great Northern Railway going out to Seattle. The service given by the G. N. Railway and its employees is deserving of the finest praise. The equipment and roadbed were of the finest type and furnished us with every comfort and convenience possible on such a trip. The dining car service was the best I have ever seen on any railroad in this or any other country.

"We were treated royally by all of the officials and employees of the company. They were one and all most courteous, careful, and solicitous of our welfare, safety, and comfort. In fact I have never had a more enjoyable and pleasant ride on a train than the one over the Great Northern Railway. It will give me great pleasure to recommend to any of my friends or others, contemplating a trip west, either to go or return via the Great Northern.

"With the pleasantest recollections of my trip and my talk with you and with kindest personal regards.

Our Honor Roll

The following named employees, after long and faithful service, have been retired on pensions:

Joseph Kossick, section foreman, Moorhead, Minn.; effective June 1, 1928.
James T. Carruthers, passenger conductor, Willmar, Minn.; effective September 1, 1928.
Charles H. Jurisch, fireman, Minneapolis, Minn.; effective September 1, 1928.
Gustaf Carlson, section laborer, Clara City, Minn.; effective September 1, 1928.
Thomas F. McDonough, punch and shearman, Dale Street Shops, St. Paul, Minn.; effective September 1, 1928.
John Julig, blacksmith, St. Cloud Shops, St. Cloud, Minn.; effective August 1, 1928.
Benjamin Olson, carman helper, Cedar Lake, Minn.; effective September 1, 1928.
Ole Broton, section foreman, Petersburg, N. D.; effective August 1, 1928.
Peter Brandenburger, car repairer, St. Cloud Shops, St. Cloud, Minn.; effective September 1, 1928.

In Memoriam

Boniface Umerski, laborer, St. Cloud Shops, St. Cloud, Minn.; retired June 1, 1924; died September 15, 1928.
Anton Kloski, painter, St. Cloud Shops, St. Cloud, Minn.; retired May 1, 1925; died October 5, 1928.

Pensioners on the September, 1928, rolls..... 365
Pensioners died since September, 1916..... 202
The amount paid out in pensions to September 30, 1928, was.....\$558,379.41

JOSEPH KOSSICK

Born March 19, 1863, at Kupp Kreid Opeln, Germany, and worked on his father's farm until he came to this country in 1886. His Great Northern service dates from December, 1886, and he has always been engaged in track work. He began as section laborer at Ashby and has been section foreman at Harwood, Cavalier, Thompson, Hillsboro, Mallory and Moorhead. He was retired from Moorhead on account of permanent incapacity and was pensioned effective June 1, 1928, with forty-one years of service. His address is Moorhead, Minnesota.

JAMES T. CARRUTHERS

Born February 22, 1855, at Port Stanley, Prince Edward Island, Canada. He was a clerk in a general store and for over a year was agent and operator before he became connected with the St. Paul, Minneapolis & Manitoba Railway in October, 1884, as brakeman on the Breckenridge Division with headquarters at Willmar. In June, 1885, and June, 1886, he was operator at Wayzata, Minnesota, and agent at New London, Minnesota, for a short time in September, 1886. In 1887 he was promoted to conductor at Willmar, Minnesota, and in 1897 to passenger conductor, which position he held when he was retired on account of the age limit and was pensioned effective September 1, 1928, with forty years of service. His address is 718 Becker Avenue W., Willmar, Minnesota.

CHARLES J. JURISCH

Born August 13, 1857, at Virginia, Illinois. He farmed for several years in Minnesota previous to his employment as fireman at St. Paul for the St. Paul, Minneapolis & Manitoba Railway, in August, 1887. In 1904 he was promoted to engineer, but was later transferred to fireman and worked as such until he was retired on account of the age limit and was pensioned effective September 1, 1928, with forty years of service. His address is 4051 Brookside Avenue, Minneapolis, Minnesota.

GUSTAF CARLSON

Born August 16, 1858, in Sweden. His employment with the Great Northern Railway began in May, 1888, as section laborer at

Atwater, Minnesota, and in April, 1892, he was made section foreman at Maynard. He was foreman at this place until 1927 when he was transferred to Clara City, Minnesota, where he was retired on account of the age limit and was pensioned effective September 1, 1928, with twenty-two years of service. His address is Maynard, Minnesota.

THOMAS F. McDONOUGH

Born August 20, 1858, in New Hampshire. All his service for the Great Northern Railway has been in the blacksmith shop at St. Paul. He began under Henry Hinkens, foreman. He was retired on account of the age limit and pensioned effective September 1, 1928, with thirty-seven years of service. His address is 165 Sherburne Avenue, St. Paul, Minnesota.

JOHN JULIG

Born July 25, 1858, at Benton, Carver County, Minnesota. From 1878 to 1881 he farmed in Meeker County, Minnesota, and then for several years was engaged in the pump business at Fergus Falls and Millerville, Minnesota. In January, 1888, he was employed as bridge and building laborer at St. Cloud, Minnesota, under D. Harding. In 1891 he transferred to the blacksmith shop under Henry Buschman and remained in service until he was retired on account of age limit and was pensioned effective August 1, 1928, with forty years of service. His address is 212 Eleventh Avenue North, St. Cloud, Minnesota.

BENJAMIN OLSON

Born August 15, 1858, in Norway. His first employment with the Great Northern was as car repairer at Minneapolis under J. Rasmussen, foreman. He worked for many years as car blacksmith at Minneapolis and since 1902 carman helper at Cedar Lake, Minnesota. He was retired on account of the age limit and was pensioned effective September 1, 1928, with twenty-seven years of service. His address is 2201 Fourth Avenue N., Minneapolis, Minnesota.

OLE BROTON

Born July 8, 1863, at Sondre Aurdal Valdres, Norway. He engaged in farming at Grand

Meadows, Minnesota, and Petersburg, North Dakota. In April, 1891, he was employed as section laborer at Petersburg, North Dakota. During the period, 1900 to 1902, he worked as section foreman on the Butte Division at Sun River and Helena, Montana. Since 1903 he was in service on the Dakota Division. In 1905 he became foreman at Michigan, in 1906 at Crary, Doyon and Devils Lake, North Dakota, and from then he was at Petersburg, North Dakota, until he was retired on account of permanent incapacity and was pensioned effective August 1, 1928, with twenty-two years of service. His address is Petersburg, North Dakota.

PETER BRANDENBURGER

Born December 21, 1861, in Germany. He was employed as car repairer at St. Cloud Shops, St. Cloud, Minnesota, from September, 1905, until he was retired on account of permanent incapacity and pensioned, effective September 1, 1928, with twenty-three years of service. His address is 1427 First Avenue S., St. Cloud, Minnesota.

In Memoriam

BONIFACE UMERISKI

Born May 12, 1853, at Rakowitz, Czecho-Slovakia. He was employed by the Great Northern Railway as a laborer and material carrier at St. Cloud Shops, St. Cloud, Minnesota, from June 10, 1899, until he was retired on account of age limit and pensioned, effective June 1, 1924, with twenty-four years of service. He lived at 200 Fifteenth Avenue N., St. Cloud, Minnesota, until he died on September 15, 1928. He is survived by Mrs. Umerski and a daughter.

ANTON KLOSKI

Born April 14, 1855, in Germany. All his service for the Great Northern Railway has been at St. Cloud, Minnesota, since April, 1883, and he has worked in different capacities as laborer, wiper, boilerwasher and painter helper. In March, 1895, he injured his knee by falling on a piece of coal and was incapacitated for about a year. He was retired with forty-two years of service and pensioned, effective May 1, 1925.

He lived at 115 Twelfth Avenue N., St. Cloud, Minnesota, until his death on October 5, 1928.

Her Friends Mourn Her Loss

ONE OF THE FINEST women of Grand Forks passed into the Great Beyond last August after a brief illness. This was Mrs. Benjamin Free, wife of our veteran engineer by that name, who is employed on the Dakota Division of the Great Northern.

Mrs. Free was one of those beautiful characters, who during her life, scattered flowers along life's pathway and will be deeply mourned and never forgotten by her large circle of friends.

Mrs. Free was born in Lake City, Minnesota, in 1866, and became the wife of Mr. Free in 1897. She was a devout member of the Methodist Church and was laid to rest in her native home, Lake City. Such women make the world a little bit of Heaven.



Another Group of Recent Pensioners

From left to right: George L. Rozelle, station master, Minneapolis; Thomas Mason, tank foreman, Superior, Wisconsin; Wm. S. Christy, baggage checker, Minneapolis; Chas. E. Belcher, passenger brakeman, Minneapolis; Gust Foss, carpenter, Somers Lumber Co., Somers, Montana.

For the Health of Your Children

A Dread Disease

WALTER R. RAMSEY, M.D.

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

UP TO TEN YEARS AGO the word syphilis, outside of medical circles, scarcely might be spoken in polite society and then only in a whisper. It was indeed a courageous writer of current literature who dared to refer to it even under the milder synonym of *lues*.

Thanks to the United States Public Health Service, the medical department of the Army and Navy, and the different state boards of health, which have done and are still doing an immense amount of educational work on this and allied subjects, syphilis is now recognized for what it is, one of the communicable diseases, which can be combatted only by general knowledge on the part of the public touching its character, its dangers, the manner by which it is spread and the necessity for proper treatment.

Syphilis is caused by a living organism belonging to the higher order of bacteria and is known as *spirochaeta pallida* because of its spiral shape when seen under a high power microscope.

This organism probably does not live outside of the living body. It seems to be most at home in human beings although it has been transmitted in a modified form to monkeys and apes which fact has greatly facilitated the study of the disease much to the benefit of humanity.

There has been much speculation as to the origin of the disease and some writers of medical lore have stated that it was prevalent even among the ancient Egyptians. There is no scientific evidence to bear out this assertion and it is now generally believed by medical authorities that syphilis was brought from the West Indies by some of the men in the Columbus expedition and was introduced by them into Europe about the year 1500 A. D. During the following century the disease ran riot all over Europe leaving death and misery in its wake. It was at one time so prevalent that it was said that everyone had the disease either by contact or by inheritance. It is therefore probably due to a certain degree of acquired immunity that it attacks the white race today in so much less virulent form. It is extremely virulent among such aboriginal races as the Eskimos in whom it is very fatal. Dr. Grenfell, the physician who has spent his life in Labrador working among the natives of that far north country, told me the following story:

There was at the Buffalo Exposition in 1901 a small Eskimo village. Some of these people acquired syphilis and carried it back to their own village in Labrador. Dr. Grenfell visited this village in the fall and when he returned the following spring, there was not a single individual alive, all, several hundred people, having died of syphilis during the winter.

Syphilis is much more prevalent than is generally supposed and although more cases occur in the great cities, it is not at all rare in the small towns and even in the country districts.

Jeans, of the Washington University at St. Louis, Missouri, in a very exten-

sive study of the disease in that city, found that from ten to twenty per cent of the adult males and ten per cent of the married women are syphilitic. Seventy-five per cent of the offspring of a syphilitic family are infected. Thirty per cent of all pregnancies in syphilitic women end prematurely. Thirty per cent of the living births in a syphilitic family die in infancy. About five per cent of our infant population is syphilitic. A thorough examination was made of many syphilitic children who had grown to adolescence and an enormous percentage was found to be mentally and physically defective.

Our institutions for the feeble-minded and the insane are full to overflowing. Many of the cases are the direct result of acquired or inherited syphilis. These institutions are but an index of what is going on in our individual communities throughout this great country of ours where all men are supposed to be born free and equal.

Let us ask ourselves: How can one be "free and equal" in opportunity if he is born syphilitic and mentally defective? We should look these facts straight in the face and then stiffen our backbones, throw away false sentiment and see what can be done in a practical way to remedy this condition, which, if permitted to continue, in time will transform us into a nation of defectives.

Although syphilis has always been considered by the laity as a venereal disease, probably two-thirds at least of the adults and practically all of the children who suffer from it are innocent victims who have been infected by contact or have inherited it from their parents.

In the majority of cases in which a mother gives birth to a syphilitic child, neither she nor her husband knows they have the disease.

A father may transmit syphilis to his offspring even if he had acquired it as long as fifteen years before and in the interval may not have shown any evidence of the disease.*

The most common cause of repeated miscarriages is syphilis. Not infrequently, after several miscarriages, a child may be born at full term and may show little or no evidence of the disease until after some weeks when definite symptoms may appear.

The most common symptom of syphilis in the newborn infant is "snuffles." The baby has difficulty in breathing through the nose and there is a watery discharge gradually becoming purulent in character. A blotchy rash usually appears upon the soles of the feet and on the palms of the hands and frequently on the body. The face has a little-old-man appearance and there is often a peculiar pleated folding of the mucous membrane about the mouth and a ragged appearance of the skin around the rectum. From the beginning, the rash on the skin may be

* If a mother gives birth to a syphilitic child, she always has the disease herself even though the father may be the direct source of the infection and the mother shows no evidence of the disease.

pustular in character or there may be none at all.

I do not mean to suggest that every baby who has snuffles, has syphilis, as many babies, soon after birth acquire colds which make it impossible for them to breathe freely through the nose. Neither do I wish to intimate that every rash on the newborn baby indicates syphilis. I do want to suggest that if a baby is not normal, steps should be taken to determine, from a proper source, the character of the trouble and have proper treatment begun.

It is important not only that the baby be treated but that the parents also receive the proper treatment, for if they do not, they are always in peril of some catastrophe occurring such as paralysis and, of course, the continuous probability exists of bringing more syphilitic children into the world.

It must be remembered that *syphilis is a very contagious disease and that great care must be taken in order not to infect others*. Kissing is a common means of transmitting the disease.

A syphilitic baby never should be permitted to nurse anyone other than the mother as a healthy wet nurse is almost sure to be infected on the breast. Neither should a normal baby be allowed to nurse a syphilitic wet nurse. I have known a healthy wet nurse to be infected by a syphilitic baby and I have known of several children being infected by a syphilitic wet nurse.

Since a considerable percentage of children has inherited syphilis, the question arises, are there no practical measures which can be taken to protect society and posterity from this scourge which threatens the very foundations of our civilization?

The answer is, yes. There are simple and practical measures which may be taken which would practically eliminate hereditary syphilis for the future.

It ought to be self evident that men and women who are afflicted with syphilis should not marry until it is certain that they no longer have the disease. But, it will be asked, how is it possible to determine this fact since those who are infected usually do not know they have the disease?

There is a simple blood test called the "Wasserman reaction" by which it is possible to tell, in perhaps fully ninety per cent of the cases, whether the individual has or has not the disease. Practically all of the states and even the smaller cities have laboratories in connection with the boards of health where these examinations can be made free of charge.

If every man and woman who contemplates marriage were required to furnish a clean bill of health including a negative Wasserman test before they could procure a marriage license, congenital syphilis, as well as many ills from which children suffer, to a large extent would disappear.

In many maternity hospitals a Wasserman test is made as a routine in every prospective mother. If a pregnant woman has syphilis and the fact be known early and proper treatment begun, the baby will usually be born normal. Within the past week the writer has seen, in his hospital practice, two striking examples, the one showing the terrible results of a mother not having this treatment and giving birth to a defective child; the other, of a mother

(Continued on Page 30)

GREAT NORTHERN SEMAPHORE

St. Paul, Minnesota

NOVEMBER, 1928

EDWARD F. FLYNN - - - - - Editor
B. C. EVERINGHAM - - - Assistant Editor
and Advertising Manager

Prairie Cities

HOW LARGE will Fargo and Moorhead be in fifty years? One of our best known editorial writers predicts that in half a century from now, New York City will have a population of twenty millions, and that within a radius of just a comparatively few miles there will then be fifty million persons.

What then is likely to be the future of these two prairie cities, Fargo and Moorhead? We may think that because they are located in a wholly agricultural district, they may not grow to any considerable extent. The same thing was once said about certain Iowa cities which today have grown into important industrial centers with many large manufacturing establishments growing into mighty industries. What Iowa has done so the other similar localities of the great Northwest can do.

Moorhead might be said to be the front entrance of Minnesota from the West and Fargo the front door of North Dakota from the East. Both doors are open. North Dakota has underneath its surface, perhaps more lignite coal than any other state in the Union, literally billions of tons. It is rich in unusually fine clay products, from which the finest fire brick, building brick and pottery can be made. Lignite may be used some day to supply electricity to a great part of the nation, for electricity, within fifty years, may be transmitted to all parts of the country at little cost and with no loss or small loss in voltage. By-products of lignite are invaluable. Dyes, medicines and valuable chemicals come from lignite. We need not worry particularly about gasoline, for fine motor spirits, sufficient to supply the world for a great many years, can be procured from lignite.

Is it not safe to say that within fifty years North Dakota will be better known because of its coal and clay deposits and its manufactories than because of its agriculture? To a large extent therefore, the future of Fargo and Moorhead depends on the people who live in these cities. If they are progressive, industrious and have foresight and vision, these cities must grow and prosper.

Partners in Service

ONCE AGAIN COMES THE Red Cross Roll Call. It is easy to be generous and patriotic in times of war, but the peace-time patriots are not so numerous. Not that one is asked by the American Red Cross to be a patriot, for one is not asked to give till it hurts but is asked to give only a dollar.

The great Northwest, richer in the gifts of Nature this year than other years, but always remembered by the Great Giver of Crops and Fruits and Produce, should respond this year without more solicitation than the mere an-

nouncement that from November 11, the tenth anniversary of Armistice Day to November 29, Thanksgiving Day, we may renew our membership in the organization presided over by the greatest Mother in the world.

Let us show our appreciation of peacetime progress and a rich and abundant harvest by responding promptly and generously.

Salesmanship

SALESMANSHIP is today all important. We sell ourselves today, first by our personality, perhaps, or fail to sell ourselves because of the lack of personality. Unconsciously the babe in his crib sells himself when some one says, "Isn't he cute?" All through our lives we try to sell ourselves to some one, sweetheart, wife or husband. Life is a salesmanship contest. Old Mother Nature is a great saleswoman. In the spring she sells her world with bird song and blossom, with sunshine and shower. Spring claims to be the most attractive season. Summer with its flowers, its rich vegetation and heavy foliage, its bountiful crops of fruit and grain, claims to be the best dressed, most fragrant season. Then autumn tries to sell itself when its weather delights us. It paints its leaves and foliage in the richest colors, the most variegated hues. We wonder if the world's greatest masters, with paint and brush, could mix and spread such colors as Mother Nature, saleswoman, offers in the fall. Myriads of shades of red and yellow, purple, brown, maroon and gold, until great forests of many acres, viewed from a distance appear to be vast beds of mammoth blossoms. Then winter, with its snow of purest white has its beauty. The frost-bedecked window has lace and patterns more diverse and intricate than ever drawn by human hand and the crystals of snow, beautiful beyond description, star shaped and round, with figures no artist could build in imagination merit our wonder and admiration. Mother Nature, "supermaster" saleswoman. Take a lesson from her. We are all salesmen for the Great Northern Railway.

Albert L. Ordean

ALBERT L. ORDEAN, a member of the board of directors of the Great Northern Railway and president of the First National Bank and of Stone-Ordean-Wells Company of Duluth, died at his home in Duluth on September 21. The funeral was held at the family residence in Duluth on September 24 and interment was at Forest Hill Cemetery.

Mr. Ordean was held in highest regard by the late James J. Hill. There was a deep friendship between them and it was quite natural that Mr. Ordean became a director of the Great Northern Railway, which position he held at the time of his death. Mr. Ordean was one of the conspicuous figures in the financial field of the Northwest, and his passing takes from Duluth what is regarded by many as her leading financier. Prominent citizens and public officials paid high tribute to his long life of service and devotion to their city.

The will, which Mr. Ordean left, is regarded as one of the most unusually generous and public-spirited ever filed in the history of Minnesota. It bequeaths most of his estate, of more than \$2,100,000 to Duluth welfare and religious institutions and creates "The Al-

bert and Louise Ordean Charity Foundation" to administer for the relief of the poor of Duluth for all time to come. It amply provides, of course, for Mrs. Ordean during her life. There were no children. Many old employes and officers of both the First National Bank and the Stone-Ordean-Wells Company were remembered, as well as relatives and friends.

Readers of the SEMAPHORE will recall an article published in the January, 1927 issue, which gave a full account of the life and business career of Mr. Ordean.

What is International Golden Rule Sunday?

IN THE AUTUMN OF 1923, an international group of social workers, meeting in Geneva, Switzerland, expressed despair of educating the world to the better day of brotherhood through the customary persuasions of war and diplomacy. Yet the aim was so infinitely to be desired! Could the persuasion of the Golden Rule be made effective? If on an appointed day, say the first Sunday in December, the whole world should sit at a common table, eat bread and salt, think of the hungry and the sorrowing and make a donation for their aid, would not a great advance be made in practical religion?

The idea fired the imagination of the world. Presidents, kings, and premiers; the Pope, religious leaders and patriarchs; powerful financiers, influential statesmen, educators, labor leaders, approved and led friends and followers to a community of thought and feeling such as this old round earth never has known. On the third anniversary of International Golden Rule Sunday fifty-three countries united in its observance and contributed to the Near East Relief orphans who are the foremost beneficiaries. The day falls on December 2 this year.

The immediate beneficiaries of International Golden Rule Sunday are the orphaned children of the Near East. Their parents were killed or died of persecution, deportation, exposure or starvation in connection with the various disasters of the late war. The children are practically all under sixteen years of age. All of them are too young to be thrown upon their own resources.

A. E. Hathaway Passes On

IN A RECENT ISSUE of *For Grand Forks*, official publication of the Commercial Club of Grand Forks, North Dakota, the following item appeared:

The Club Loses a Friend

In the passing of A. E. Hathaway, traveling passenger agent of the Great Northern Railway, the Commercial Club has lost the services of a man who efficiently participated in many of its enterprises. Mr. Hathaway had charge of various excursions and special trains throughout this section of the country for many years and his knowledge of the business coupled with his never failing good nature and great capacity for work endeared him to the various individuals and communities who had occasion to work with him.

Our sympathy is extended to Mr. Hathaway's family and also to the company with which he was connected for so many years.

Great Northern Semaphore

VETERANS' CORNER

CHARLES A. AFFLECK

Department Editor

1534 Thomas St.

ST. PAUL, MINN.

ELECTED TO MEMBERSHIP IN THE GREAT NORTHERN VET- ERANS' ASSOCIATION OCTOBER 17, 1928

Anderson, Fred, ticket agent and operator, Minot, N. D.

Comer, Hugh A., engineer, Great Falls, Montana.

Cook, John H., carpenter, Hillyard, Washington.

Eastman, James A., water service foreman, Great Falls, Montana.

Flaherty, Thomas W., agent, Dalton, Iowa.

Forsblad, Axel, engineer, Minneapolis.

Hore, Marvin T., engineer, Whitefish, Montana.

Hirschfeld, Frank, conductor, St. Cloud, Minnesota.

Koehn, Karl, assistant to assistant general freight agent, St. Paul.

Kreider, Samuel, engineer, Watertown, S. D.

Manwaring, Charles B., conductor, Whitefish, Montana.

Mueller, Charles T., baggageman, St. Paul.

McDonald, Angus H., tug boat captain, Somers Lumber Co., Somers, Montana.

Peterson, August, night stores man, St. Paul.

Partridge, William H., car foreman, Spokane, Washington.

Scholl, Julius, tank foreman, Delta, Washington.

Sommerville, William, locomotive foreman, Spokane, Washington.

Surratt, Carl F., joint terminal baggageman, St. Paul.

Teague, Jesse E., conductor, Great Falls, Montana.

Welsh, William, engineer, Kelly Lake, Minnesota.

THE BOARD OF DIRECTORS of the Veterans' Association, at its monthly meeting July 20, decided to advance the date effective of the amendment to Article One, Section One, of the By-Laws from July 1, 1928, to January 1, 1929. The amendment increased the membership fee for those employees who failed to make application within one year from date of completing twenty-five years of continuous service.

Send in your application before January 1, 1929, and avoid the increased cost for membership.

Half a Century of Service

On the first of October in the year 1878, a young man named W. M. Romine secured employment with the St. Paul & Pacific Railroad (now the Great Northern), as telegraph operator at Howard Lake, Minnesota. Today he is district passenger agent for the Great Northern at Des Moines, Iowa, and has given fifty years of uninterrupted service to the company.

It would be hard to find more appropriate words in which to express admiration for such a record and appreciation for service than appear in a letter written recently to Mr. Romine by the president of the Great Northern, Mr. Ralph Budd, a copy of which in full appears next below:

October 18, 1928

"W. M. Romine, Esq.,
District Passenger Agent, G. N. Ry. Company,
Des Moines, Iowa.

Dear Mr. Romine:

I want to congratulate you on having com-

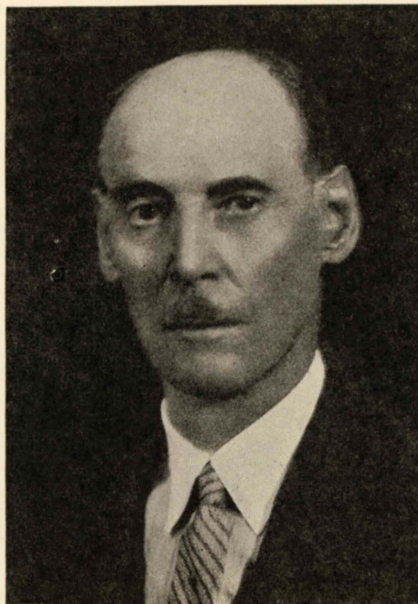
pleted fifty years of service with the Great Northern Railway Company. That is a wonderful record and means, of course, that you were in the service of the predecessors of the Great Northern as well as this company. Not many men have attained this distinction, partly because of the comparative youth of the company and partly because fifty years is a good, long term of service. It means that a man got started early in life and has remained faithful and steadfast throughout.

One thing that we are especially proud of on the Great Northern is that although it is among the youngest roads, there are only five railways in the United States that have been paying dividends continuously for as long a period as this road has, dividends on the Great Northern having been inaugurated in 1881 and paid continuously since that time.

With very best wishes for your continued success, I am,

Yours very truly,

(Signed) Ralph Budd."



W. M. Romine

Mr. Romine, in his early years of service, also worked as telegraph operator at various points in Minnesota in the following order: Waverly, Clontarf, Herman, Morris, Minneapolis, St. Paul Shops, Fridley, Minneapolis (again), and back to Morris, and once more at Minneapolis—at the old Washington Avenue station.

In April, 1881, he was appointed agent at Durbin, North Dakota, and in October of the same year was made agent at Morris, Minnesota. He opened the station at Watertown, South Dakota, in September, 1887, and remained there until he was appointed traveling passenger agent at Milwaukee, Wisconsin. He took charge of the Des Moines, Iowa, territory in 1899, and was there until 1918, when the office was closed on account of the World War. Mr. Romine then became chief clerk in the office of General Agricultural Development Agent E. C. Leedy, St. Paul, in connection with which he also did some traveling. When the roads were returned to their owners, Mr. Romine resumed his place in Des Moines, where he now is.

It is a privilege to be able to print in connection with this tribute, a picture of Mr. Romine, and to assure him of the united good wishes of his fellow employees on the Great Northern.



Annual Red Cross Roll Call

THE ABOVE ILLUSTRATION is a reproduction of one of the graphic posters to be used this year in advertising the Annual Red Cross Roll Call, through which the American Red Cross will procure the funds to carry on its work during 1929. The Roll Call will be conducted from November 11, 1928, the tenth anniversary of Armistice Day, to Thanksgiving Day, November 29, 1928.

The work of the Red Cross in America, and internationally, is too well known to require description, and it can safely be said that there is no agency for relief in which people of the world and of the United States so universally acquiesce, and which receives such enthusiastic support. It would be a fine thing if every reader of the SEMAPHORE became a member this year.

New Railroad Book

(Continued from Page 7)

chapter on railway finance. The important problem of the successful cooperation between the railway and the patron is discussed, and the work of the Railway Clearing House described. Then follows a detailed consideration of the theory of rates and fares and of the economics of both passenger and freight train operation. Traffic control and operating yards, electric traction and road competition are all surveyed and the book concludes with a study of railway statistics and of the question of State Ownership.

The book contains a foreword by Sir Guy Granet, G. B. E., in which he says:

"The wealth of any country depends very largely on the efficiency of its transport system. Like all truisms, this requires to be emphasized and explained. Mr. Sherrington in this book has set himself the task of making it clear, not only to the trained railwayman and the patron, but also to the general reader. In the study and teaching of economic and transport questions at Cambridge, Cornell, and London universities, Mr. Sherrington had an unusual equipment

(Continued on Page 14)

New Railroad Book

(Continued from Page 13)

for his task. As secretary of the Railway Research Service, located in the London School of Economics, but sustained by and on behalf of our great railways, his reports and surveys of the conditions abroad would be of little use if they were not imbued with a strong practical spirit."

Many of our Great Northern officials will recall having met Mr. Sherrington, who spent several days when he was in St. Paul, about two months ago, studying the methods of operating and accounting on the Great Northern Railway.

Expert Rifleman at Seventy

THE UPPER PICTURE IN this article is of W. Russell O'Neil, who is seventy years of age. He is handicapped to such a degree that one would hardly think he could be a crack rifle shot. He was a member of the



W. R. O'Neil

American Railway Rifle Team which recently competed in an international shoot with the railway riflemen of other countries. Mr. O'Neil was second, among twenty members of the team, with the splendid score of 392 out of a possible 400.



Karl Sagen

Another member of the team was our own Karl Sagen, section foreman, of Columbia Falls, Montana, whose picture is also shown. Mr. Sagen was tied for sixth place, with a score of 388 out of a possible four hundred. Readers of the SEMAPHORE will remember a recent article regarding Mr. Sagen's bear hunting exploits.

New Great Northern Map

GREAT care has been exercised in the preparation of the new wall map published by the Great Northern Railway to make it both authentic as to detail and pleasing in its general appearance.

The map is 45 inches high and 63 inches wide, including the decorative frieze running across the top. The area included covers all of the United States as well as portions of Canada and Mexico. It is geographically correct and is drawn to a scale of 50 miles to the inch. Five colors are used to distinguish the different physiographic and geographic features.

The lines of the Great Northern Railway System and the Spokane, Portland and Seattle Railway are shown in red, which color is also used for outlining and naming the national parks and national monuments. Black is used as the key plate and indicates boundaries, railway lines, all of the important towns and cities, etc. Blue denotes all water areas, while the principal mountain ranges are shown in deep brown relief. The entire area of the United States is emphasized by a pleasing green tint, that is also used as a solid green over the larger national parks.

All important railway trunk lines in the United States are shown and named in black, except for the lines of the Great Northern Railway and the Spokane, Portland and Seattle Railway Systems which are indicated by a heavy red line. The territory covered by these two lines is shown in detail and practically all of the towns and cities on these lines are named in black.

Those portions of the Burlington System over which through trains or sleeping cars are operated in conjunction with the Great Northern Railway are shown in red with black outline; while the other important system lines of the Chicago, Burlington and Quincy Railroad are shown in a heavy black line. All cities off the lines of the Great Northern System, in which the Great Northern Railway maintains traffic offices, are designated by a red star.

The Decorative Frieze

Extending across the top of the map is a decorative frieze depicting the history of transportation in the Northwest. On the extreme left of the frieze are shown the Indian's papoose carrier, dog travois and pony travois used by the red men when Verendrye, David Thompson and Lewis and Clark first penetrated what was then the western wilderness.

These great explorers were followed by the fur trader and pioneer who developed another style of transportation for the wide flung prairies of the West. These are depicted in the central portion of the frieze in the order of their succession in the development of the country. First the cumbersome Red River ox cart, then the covered wagon and finally the stage coach.

With the passing years a new form of transportation came into the West. This was the iron horse of the white man, and on the right of the panel is depicted the old Wm. Crooks engine, the first to be used on the old St. Paul and Pacific Railroad (forerunner of the Great Northern Railway) in 1862, leading the way for the giant new oil burning and electric locomotives now in use on the Great Northern System. In this group there is also shown a modern automobile bus of the type operated by

the Northland Transportation Company, a subsidiary of the Great Northern Railway.

Ticket Agents Hold Convention

THE SPECIAL TRAIN carrying members of the American Association of Ticket Agents, who were to attend their convention at Seattle, left Chicago, September 7, at 7:30 P. M. on the Burlington with Oriental Limited equipment and a Great Northern parlor car equipped for dancing. On arrival at St. Paul the following morning, Passenger Traffic Manager A. J. Dickinson, General Advertising Agent W. R. Mills and others greeted the visitors. E. H. Wilde, general passenger agent, joined the party in the capacity of genial host, a part which he subsequently played to perfection.

The party arrived at Minot at 7:55 P. M. where the hospitable citizens gave a dance for the members of the group in the Great Northern depot. At 12:15 the next noon the train pulled into the station at Glacier National Park, where the delegation was welcomed by the Blackfeet Indians led by Chief Two-Guns-White-Calf. The fifty-five mile trip from the entrance to Many-Glacier Hotel was made during the day, and the evening was spent in dancing at the big hotel. The following morning trips were made to Iceberg Lake and Grinnell Glacier. In the afternoon, the buses were again boarded for the journey to St. Mary's where a trip was made on the lake to Going-to-the-Sun. The return to the entrance was made late in the afternoon.

After dinner an Indian pow-wow and motion pictures were enjoyed, after which there was a dance at "Mike's Place" until the train departed for the West at 10:30 P. M. Arriving at Spokane at 9:30 A. M., next day the party was taken to Coeur d'Alene by special electric train. Two other special trains carrying members of the association arrived shortly after the eastern group. A de luxe picnic lunch was served by young ladies from the Davenport Hotel. In the afternoon there was a program of water sports, boat racing, diving, and surf board riding. The guests returned to Spokane in the late afternoon on their special train.

The feature of the evening in Spokane was a dinner dance at the Davenport Hotel, which lasted until shortly before the train left for Seattle at 1:00 A. M.

The morning of September 12 found the tourists in Wenatchee, Washington, the Apple Capital of the World. Here automobiles furnished by the Wenatchee Chamber of Commerce were boarded and the trip resumed up the fruitful Wenatchee Valley through the towns of Cashmere and Peshastin, terminating at Leavenworth. Fruit orchards were visited at Cashmere and a visit was also paid to the Aplet factory.

The wonderful ride across the Cascades started at Leavenworth. Seattle was reached at 5:30 P. M., September 12. The next two days were spent in attending business meetings of the convention, after which the tourists had their choice of visiting Mt. Rainier, Longview, the environs of Seattle, Mt. Baker, and finally a trip on the liner President Pierce up the Sound to beautiful Victoria, a fitting climax to the trip.

Great Northern Semaphore

CLUBS

What the Several Chapters and Allied Organizations are Doing

Men's Club, St. Paul Chapter No. 1

THE FIRST MEETING of this season was held on Wednesday, September 19, with a large attendance.

Harold E. Wood, president, Harold E. Wood & Co., investment securities, was the principal speaker and discussed investing in foreign securities. He said one advantage of foreign securities was that they offer a better yield than a great many of the investments in this country. He cited figures to show that default of payments by foreign countries was very low. Before the war there were about three billion dollars invested in foreign securities and now there are about twenty billion, not including ten billion invested in war debts.

Foreign countries, he suggested, were at one time forced to pay their debts at the point of a gun on a battleship, and when this was tried on Venezuela in 1902, President Roosevelt tried to get the creditor countries to have a commission appointed to take charge of the customs and gave them twelve hours to do it, or he would order the American fleet to proceed at once to that location. Since that time public and private commissions have been used to help collect the debts of foreign countries.

A letter was received from C. E. R. Sherrington of London, thanking the Club for being made an honorary member during his visit here last June.

ON OCTOBER 3 Fletcher Rockwood of the law department, gave a very interesting talk on "Valuation" as applied to the Great Northern Railway, in connection with the Transportation Act, upon which the Interstate Commerce Commission makes rates. His remarks were based largely on the O'Fallon case.

Splendid music was furnished by the Oriental Limited Orchestra which played during and after lunch. Mrs. Agnes Thompson Fallon read several selections.

St. Paul Great Northern Railway Women's Club

AT THE LUNCHEON meeting of September 27, an unusually large attendance enjoyed hearing Arthur Casey of the "Casey Players," a brilliant speaker, talk on a subject that was interesting from start to finish. He chose as his topic "The Theatre." Mr. Casey brought to light the erroneous idea that the "spoken drama" was a thing of the past. He said the future drama depended upon the manager, actor and author, and that it would not be totally successful until theatre prices became more moderate.

Stressing the personality of actors, Mr. Casey said their position was difficult because they belong to their public at all times. An act of indiscretion on the part of a single actor never comes to public notice without criticism falling upon the entire group of show people. Many kind things were said of our city as a show town, and otherwise, but Mr. Casey felt that St. Paul was ultra-conservative.

Other speakers at the officers' table comprised James T. Maher, Right-of-Way, Land and Tax Commissioner, who addressed the club on behalf of the Community Chest Drive, and J. Jos. Brown, who told of the Great Northern Dramatic Club preparing at this time a play which will open the eyes of even the "Casey Players."

The musical numbers on this program were presented by Theresa Adam, soloist, accompanied by Bernadine Courtney and Jimmy Gaylord, violinist, with Thea Gilbertson, at the piano. The attendance prize was won by Mrs. Edna Armstrong. Elizabeth Lee, first vice president, presided at this meeting in the absence of Miss Hupfer.

ASSISTANT GENERAL COUNSEL Thomas Balmer spoke under the heading, "Parties and Platforms," and very impartially gave the Women's Club a short history of the life of the candidates for President of the United States and a brief outline of their platforms, at the luncheon meeting held October 10.

Snappy entertainment was given by Adolph Urhman, accordionist, who played many a popular tune. A short talk on the bond issue of St. Paul was given by Mrs. Mills. Mrs. Robinson won the attendance prize and is to provide one number of entertainment for the next luncheon.

Purity Baking Company Party

SOMETHING DIFFERENT in our activities as well as educational and entertaining was a tour in September through the Purity Baking Company.

About sixty members of the Women's Club walked up and down steps, seeing all the interesting sights, beginning with the mixing vat, and ending with the huge ovens where rolls, bread and cakes of all kinds, came to their finish a golden brown, and were wrapped and prepared for the morning delivery.

An interesting program followed the tour and then the "eats." The food served was that made by the Purity Baking Company. Entertainment was provided by Ethel Mae Bishop at the piano, Renata Pipkorn, soloist and Adolph Urhman, accordionist.

Friendly Exchange Night

MONDAY NIGHT has been set aside by the Women's Club as Friendly Exchange Night, when ideas and suggestions for various kinds of handiwork can be exchanged.

Christmas is drawing near and many useful and clever gifts can be made by this method of exchanging ideas. The making of silhouette pictures, tie-backs, yarn purses, as well as the teaching of bridge are included in the program for the coming weeks.

While this plan has just recently been established, it is apparent from the interest shown that the number of members attending each Monday night will increase as Christmas time draws near.

EVERETT

ON OCTOBER 3, at the Knights of Columbus Hall, Everett Chapter had as its guest Benj. C. Everingham, assistant editor of the SEMAPHORE, of St. Paul.

A program which consisted of vocal numbers by Francis Holmstrom, slides of Glacier National Park, with a very interesting talk on the Blackfoot Indians by L. D. Kitchell, was greatly enjoyed by two hundred friends and members of the club.

Mr. Everingham then spoke on the "Value of Friendship." We regret that his time was limited and that we could not hear more of this inspiring subject. Nevertheless, the thoughts he left with us will be a benefit to all.

Following Mr. Everingham's address, dancing was enjoyed with music furnished by Andy's Collegians; Pete Leonard and Bob Gillam entertaining.

The spirit of autumn was made suggestive by the use of cattails, cornshocks and colored leaves, which were used profusely throughout the hall.

Preceding the entertainment the club officers sponsored a dinner in the Rose Room of the Monte Cristo Hotel in honor of Benj. C. Everingham and L. D. Kitchell. Covers were laid for seventeen guests.

The committees in charge of the affair included: Wm. Barclay, Herman Pribe, E. P. Hagland, Verd Collins, Burley Knapp, Ed. Johnson, H. L. Dodd, Nora Gaul, Ruth Illman and Beatrice Trowsell.

The club will entertain in November with a card party and refreshments. The date has not yet been decided, but definite plans will be made at our next general meeting.

Seattle Great Northern Women's Club

THE FIRST OF THE fall activities was a dinner given Thursday evening, October 4, at the Transportation Club, sponsored by the Women's Club, at which Benj. C. Everingham, assistant editor of the SEMAPHORE, was the honored guest. The

affair was a huge success, it being almost necessary to hand out the famous "S. R. O." sign. No doubt the boys are familiar with the good eats served by Mrs. Gritman.

After the dinner Julia Angus, soprano, accompanied by Elinor Stephens, favored us with several beautiful vocal selections. Miss Angus is studying under Kirk Towns, and shows promise of becoming one of our future grand opera stars.

Marjorie Hedman, daughter of Chief Clerk Hedman, in the freight office, entertained with two amusing readings. Miss Marjorie is a student at Margarte Olson's School of Dramatic Art and shows unusual talent.

Marion Lail showed us how to do a little toe dance and for an encore, danced the clog.

Arthur L. Scott (Scottie), master of ceremonies, with appropriate introductions, called for a few words from Dennis O'Hearn, associate editor, Ethel Ronald, president of the Women's Club, and Mrs. Charles Albert (Sarah Truax). Larry D. Kitchell then paved the way for Mr. Everingham, by giving us a little skit in the Indian sign language, after which Mr. Everingham was allowed to proceed with the address, which was enjoyed very much.

Those present included B. C. Everingham, Mr. and Mrs. Charles S. Albert, Mr. and Mrs. S. P. Robertson, Jeff L. Robertson, Chas. A. Whims, Clara E. Melbye, Edward E. Tietjen, J. W. Bourke, Evelyn Sunski, Georgiana Conley, Beaudette McDonough, Ernest R. Liedtke, David Lop, S. J. Anderson, Leonard Jager, Dennis J. Brady, Mrs. H. W. Costigan, Allen Jackson, C. W. Mahoney, Mr. and Mrs. Thos. J. Moore, Mr. and Mrs. E. J. Hedman and daughter Marjorie, W. R. Dale, Horace G. Best, C. R. Tuvey, Nels Howe, Ida Reynolds Anderson, Wm. Anderson, Mr. and Mrs. D. O'Hearn, Hannah F. Johnson, Helen Christensen, G. L. Siebert, J. Wesley Young, Mr. and Mrs. Henry E. Wolff, Otto H. Wood, J. J. Dempsey, Bertha Knudson, W. R. Menach, Ralph Nichols, Larry D. Kitchell, Arthur L. Scott, R. Bowden, Julia Angus, Elinor Stephens, Mabel K. Meese, Ethel M. Ronald.

The next event will be the fall dance on October 20, at Queen Anne Hall. Tessie O'Neill, as chairman of the entertainment committee, promises everyone a wonderful time.

All the girls are looking forward to November 3, when Edward F. Flynn, assistant to the vice president and general counsel and editor of the SEMAPHORE, is to address us at a luncheon to be held in the Frye Hotel. Mr. Everingham made a wonderful impression on the girls, but we understand Mr. Flynn can talk much faster than "Ben."



The Golf Cup

This is a picture of the cup presented by the Pioneer Press-Dispatch of St. Paul and won by the Great Northern Golf Team, as described in the October issue. This is the second year the team has won this cup, as a trophy for St. Paul Municipal Golf.



Officers of the Spokane Great Northern Women's Club

THOSE IN THE PICTURE from left to right are, top row: Mrs. Sybil Sales Boggs, first vice president; Marian Backus, president; Mrs. Elizabeth Pugsley, past president; Alice Edge, secretary; Beatrice Spores, second vice president; Mrs. Jennie Bixby Gray, past secretary; Mary Taylor, treasurer; Marian Lantry, past first vice president.



Jackson Street Oriental Limited Kittenball Team

THE TEAM PICTURED above is the Oriental Limited team, City American Open League, winners in this division. This team played in the city finals, coming within one game of winning the City title. It did not lose a single game played, which includes games played in the League and other games played in and about the city. A trip to St. Cloud was also made where the team

defeated the Dinty Moores in two games. The Dinty Moores were in the State Tournament. The team was said to be the best in the city and would have gone through the finals, but for some unlucky breaks, the worst one being the loss of Third Baseman Wm. Mitchell just before the finals. This is a wonderful record and the boys deserve a lot of credit. Pete Flaherty's and Wallie Faust's battery was considered the best in the city.

Those in the picture from left to right are: Back row—Frank Gollin, left field; George Flahave, left short; Al. Haider, first base; Wallie Faust, catcher; Jack Potekin, right field. Middle row—Pete Flaherty, pitcher; Jud Miller, center field; John Schally (captain), second base; Ben Swoboda (manager), right field. Front row—Morris Lamb, center field; George Fick, third base, and Joe Moore, right short.

Spokane Great Northern Railway Women's Club

THE GIRLS GAVE a complimentary dinner in the Elizabethan Room at the Davenport Hotel on September 12, for Sybil Sayles Boggs, a recent bride. Mrs. Boggs was presented with a beautiful gift. The SEMAPHORE extends congratulations.

The Club has taken out group membership in the business women's club of the Y. W. C. A., Spokane, and is trying to decide whether to take up archery, swimming, dancing, or "gym" work.

Fall activity is opening up in good shape. Our president has been in touch with the Social Service Bureau and the Travelers' Aid at the stations. The Club plans to assist the needy and to aid worthy persons to find work.

Group membership in the Great Northern Club has been discussed and met with favor. The two clubs will co-operate socially during the winter. A joint dance known as an Early Autumn Dance will be given at the Masonic Temple, Saturday evening, October 13.

Mrs. Betty Pugsley, past president of the Club, is ill with tonsillitis.

*"It wasn't the need, it was just the greed,
When Johnny McNab did choke and deed,
From eating butter and the bread."*

HOWEVER, NO SUCH tragedy occurred at the dinner given by the Spokane Great Northern Women's Club, at the Y. W. C. A., on October 2, to Benj. C. Everingham, assistant editor of the SEMAPHORE. The dinner itself was most enjoyable, and was graced by the presence of a large number of the members, and many officials and their wives. Among those present, who spoke briefly before the guest of honor, were General Claim Agent J. W. Chatterton; Master Mechanic F. J. Bauer; Attorney for Eastern Washington and Idaho, E. E. Sargeant, all of Spokane; and Claim Agent I. T. Dugan of Whitefish, Montana, a former associate editor of the SEMAPHORE.

It had been heralded in some way, possibly by a little bird or carrier pigeon, that Mr. Everingham was something of a ladies' man. Proof of this was furnished when, after an instructive and interesting address, he entertained with some of his original verses. He was completely surrounded and almost mobbed by the members, when he finished, who begged for copies of their favorites. Laughingly, he made his escape, but many a Spokane scrapbook has added a new leaf to its pages. Seriously, we enjoyed Mr. Everingham and hope that his interpretation of Y. W. C. A.—"You Will Come Again," proves true.

VANCOUVER

AT THE LAST MEETING of the Vancouver Club, No. 11, the annual election took place, and the program was planned for the present season. The officers elected were: President, F. W. Pravit, agent, New Westminster, B. C.; First Vice President, R. J. Anton, car repairer, Vancouver; Second Vice President, Allen Lusk, towerman, Vancouver; Third Vice President, R. G. Phillips, roundhouse, Vancouver; Treasurer, Sid. Manuel, freight solicitor, city office, Vancouver; Secretary, Paul Meyers, ticket seller, Vancouver.

Take Notice

A short time ago, a snap shot of five boys and a girl, was picked up on the mail room floor, in the general office building, St. Paul. It had nothing attached to show where it was from, but on the back was written, "I marked myself and the others are my brothers and sisters." If any one can identify this photograph, and will let us know, we will publish it after we have the names of the children.

Mild Dissipation

"Ever dissipate any?" asked the examining physician of the henpecked little man applying for life insurance.

"N-n-no, sir," said the applicant timidly. "Don't smoke or chew, drink intoxicants or indulge in fast living of any sort?"

"W-w-ell, I sometimes chew a little gum."

Great Northern Semaphore

The Great Northern Players (OF ST. PAUL) Present The Cat o' Nine Tails

An ill-omened forerunner of grim tragedy stalking an international figure in a gloomy wilderness hunting lodge. Shadowy figures, shrieks in the night, bewildered courage facing the demoniacal cunning of a master criminal through a setting of stark terror. A thread of Romance and a vein of humor make this a paramount production.

It will thrill you, chill you, and fool you.

Don't Miss It
Coming Soon Watch for the Date
The usual dance will follow the play

Spokane World Travel Club

BELOW IS THE REPORT of the World Travel Club of Spokane. This report contains business secured by the members of the Club as of September 10, and new business secured after that date, up to and including September 30.

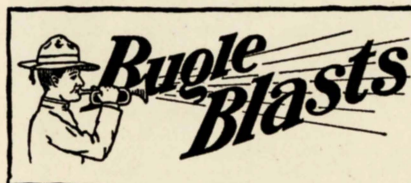
The contest closes with this report and at the next business meeting of the Great Northern Railway Club, Chapter 2, of Spokane, the prizes will be awarded to the three leading contestants:

Grace W. Hitchcock, operator at Fort Wright,
Total as of September 10 \$1,250.11
2 one ways Seattle 22.78
1 round trip Seattle to San Francisco 66.06

John Rigg, clerk baggage room,
Total as of September 10 1,152.56
Two one ways to Great Falls 32.82

1,185.38
Hamilton Newett, assistant baggage agent,
Total as of September 10 993.40
E. N. Neyens, clerk freight office,
Total as of September 10 304.29
J. G. Aune, B. & B. department, Hillyard,
Total as of September 10 281.34
Harry Mellby, brakeman,
Total as of September 10 271.13
G. P. Whitaker, brakeman, Hillyard,
Total as of September 10 232.23
E. H. Touhey, conductor,
Total as of September 10 216.50
W. E. Haggart, engineer,
Total as of September 10 172.63
W. H. Doughan, tinworker, Shops,
Total as of September 10 162.20
John T. Nelson, fireman,
Total as of September 10 150.70
Waldo Medford, wireman, S. C. & P. Ry.,
Total as of September 10 130.00
W. Boehme, engineer,
Total as of September 10 105.00
J. E. Tyler, brakeman,
Total as of September 10 104.67
E. E. Chamberlain, brakeman,
Total as of September 10 89.90
Harold Jones, press office, G. N. Station,
Total as of September 10 89.60
Alice N. Burger, stenographer, S. C. & P. Shops,
Total as of September 10 71.16
Fred Bowen, brakeman,
Total as of September 10 70.35
Max Passler, S. C. & P. Shops,
Total as of September 10 50.73
Garland De Chaene, Water Service Dept., Hillyard,

Total as of September 10 \$36.00
Jack Rohn, carman, Hillyard,
Total as of September 10 22.78
J. J. White, engineer,
Total as of September 10 11.39
Evelyn Courchane, exchange operator,
Total as of September 10 11.39
Grand Total 6,101.72
Total as of September 10 5,875.39
New Business 226.33



Railroad Post No. 416, The American Legion

FOR THE INSTALLATION of new officers on Tuesday evening, October 9, the Post assembled the largest membership attendance in its history. Legionnaire Fred C. Nelson, past commander of the Ramsey County District Department, acted as installing officer, and took occasion to thank the Post for its interest in County and State business. He also congratulated the officers and members on the competent management of their own affairs.

New officers and their respective responsibilities are as follows: Commander, Harry R. Halverson; First Vice Commander, John P. Sarsfield; Second Vice Commander, George D. Gilbertson; Chaplain, Henry A. Doth; Sergeant at Arms, Walter C. Nolting; Historian, John E. Snyder; Executive Committeemen, Joseph G. Dox, Stephen L. Kasinak, Thomas Burke, Robert L. Deleen, James L. O'Connell.

The assignment of committee chairmen, with the formulation of new policies by the new commander, was deferred to a later date, due to the absence of Comrades Deleen and Kasinak, both of whom are enjoying their annual leaves.

At the conclusion of the installation ceremony, Hugh F. Dumas was presented, and decorated with the official emblem badge as past commander. For his enthusiastic and loyal support to the District Department, Mr. Dumas received the appreciation of Past Com-

mander Nelson, who urged him to still greater achievement during the ensuing year. In response, Hugh displayed the same characteristic ease of expression, we have noticed on so many occasions.

To the Post, he pledged his ever increasing participation in all activities; to the commander, his best wishes for a successful tenure of office.

To round out the evening, a splendid entertainment was provided by Henry Doth, retiring chairman of activities. Vocal selections were rendered by James Gaylord, Mr. Pihaly favored with the saxophone, both to the accompaniment of Thea Gilbertson, at the piano.

Adolph Urmann pleased at the piano-acordion, and Lloyd Van Camp entertained with some noteworthy feats of legerdemain. These performers are all from that abundant supply of Great Northern talent, which has entertained the Post on so many occasions. Our own J. A. Fritsche concluded the performance with piano selections, including Wagner's Pilgrim Chorus from Tannhauser.

At the conclusion of the entertainment, refreshments consisting of ice cream and cake, were served to all present.

The Post was represented at the San Antonio National Convention by one member only, Legionnaire James Smith of the Great Northern dining car department. Legionnaire Herluf H. Dahl had planned to attend, but was forced to cancel the trip for business reasons.

After the Post colors had been carried in the parade at Paris last year, it hardly seemed fitting that we should fail in getting them to San Antonio. When it was determined that Dahl could not take them, they were hurriedly expressed to Smith, who received them in time to display in the national parade, thereby acquiring another staff marker for the Post. Smith returned October 14 with the colors and a couple of plain flag poles for souvenirs. Regarding the convention, he reports a smaller attendance than usual, but states the outside entertainment was extraordinary. The dirigible "Los Angeles" paid a visit with the compliments of the U. S. Navy, and the U. S. Army tendered its respects with 193 aeroplanes in battle maneuver. One of the unique feats accomplished was the parachute landing of machine gun crews. On an excursion into Mexico, the boys were treated to a bull fight. Smith wants us all to get in line for the next annual convention at Louisville in 1929.

It has been announced that a banquet rally will be held at the Masonic Temple on the night of November 13, under the auspices of the County Department. It is expected that tickets will cost one dollar. We have a very pleasant recollection of the last one, and desire to call your attention to the wonderful evening in prospect. Dinner will be served at 7:00 P. M., and after some short talks by prominent Legionnaires, the entire assembly will adjourn to the auditorium upstairs, where an entertainment will be staged. We recall the last one did not conclude until 11:30 P. M., and was altogether so satisfactory, that Art Young enjoyed it.

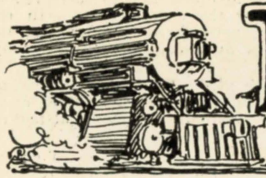
Theodore G. Foese, best remembered for his work on the kittenball team, suffered a ruptured appendix recently. His condition was the cause of much concern for a while, but the crisis was overcome and he is now on the road to recovery at his home.

November meetings will take place on the 13th and 27th. It may be possible, that of the 13th will be passed in favor of the banquet rally at the Masonic Temple.

A Dependable Railway

From the Davenport Hotel, Spokane, en route, between Glacier National Park and Hollywood, California, comes a very gratifying letter from Fred M. Jean, of Hollywood. It ran as follows:

"On August 3, my wife, daughter and I traveled to Glacier Park on train number three. We have never had better dining car service than that afforded by Steward G. C. Williams, of dining car 1031. Menus were splendid for every meal and each dish was perfect. Waiter Philip Mayweather is to be praised for his painstaking service."



Division News

BUTTE DIVISION

Associate Editor
ELZA TWAY
Great Falls, Montana

The question is, "What's the matter with Montana and the Butte Division?" The answer seems to be, "Yes, we have no bananas—

wheat!" If you can't take our word on it, just ask Joe Mock at Dutton, or Jack Raitor at Brady, or Joe Canavan at Portage, or Car Distributor Clarence Hogan, or General Yardmaster Jess Smith and his crew, or Relief Agent K. O. Kessler, or Bill Loftus and his local office outfit, or Trainmasters Nick Seil and Louis W. Hill, Jr. and Ira Manion—ask any of the boys, in fact, from Superintendent Wear down to the rank and file. Yes, the answer is, "Some wheat!" For sixty days we have literally lived in a flood of wheat; thought wheat, talked wheat, and moved wheat. Consider 450 cars of wheat to date from the little station of Dutton; 400 cars from Brady, 250 from Portage, and so on all down the line; 4,190 cars of wheat loaded on the Butte Division up to October 9. The weather throughout the entire month of September was ideal for harvesting, and the work of getting the big crop to market has proceeded without serious interruption. The fact that the pouring of this immense volume of tonnage into our lines has brought about no congestion, no delays to traffic, speaks eloquently of the great improvement in Great Northern facilities and organization. Ten years ago such a rush of business would almost have paralyzed us. Today it does not overtax our facilities to any appreciable degree.

And while discussing the interesting topic of the wonderful improvement in Great Northern facilities, equipment and methods of operation, let us consider the trip of Extra 3134 West on October 8. This remarkable performance was made by Conductor Frank Hall, with engine 3134, in charge of Engineer Buck Joyer, bringing a 100-car freight train from Laurel to Great Falls in 15 hours and 10 minutes of actual time; the first time a 100-car train was ever pulled over this district inside of the 16-hour limit. Ten years ago it was considered a good run to bring a 50-car train from Laurel to Judith Gap inside of 16 hours, half the cars and half the distance. "The world do move," and the old G. N. is keeping up.

Vice President C. O. Jenks, General Manager J. H. O'Neill, and Assistant General Manager W. R. Smith spent October 2 in Great Falls on official business.

E. W. Johnson, of the Great Falls ticket force, returned September 26 from the Coast where he attended the convention of the Association of Railroad Ticket Agents, at Seattle. He visited at various points in California, Oregon and British Columbia before returning.

We are very sorry to report the sudden and serious illness of Conductor Martin Connelly. Conductor Connelly is one of the old heads of the Butte Division. While in charge of a coal train at Sand Coulee, on October 2, he suffered a stroke of paralysis and is now in serious condition in the Columbus Hospital. We all hope for his speedy recovery.

Col. Joseph McKay, fuel inspector, was a visitor in Great Falls September 22. Colonel McKay makes his headquarters at the Sunburst-Kevin oil fields.

Wendell Williams, superintendent's stenographer, well known baritone, sang five numbers for broadcasting from station KFBB at Havre September 21. Mr. Williams recently returned from San Francisco where he took a course of vocal instruction during the summer, and is gaining recognition in musical circles as a vocalist.

Brakeman Eddie Farrington returned to work September 29. Eddie is enthusiastic over the amount of business we have, as it is the first time in a number of years, that he can hold a regular run.



Conductor R. F. Jones and wife returned September 20 from a two months' vacation spent motoring through California. Bob reports an enjoyable vacation with but one mishap. He collided with another car a few miles out of San Diego, and lost several days of his time, repairing his car.

K. O. Kessler, relief agent, has been kept busy the past weeks assisting the agents at Brady and Dutton during the heavy grain season.

G. M. Campbell, agent at Geyser, is taking a few weeks leave of absence. He is being relieved by G. C. Mooney.

The news of the accidental death of Line-man Chris Medby, which occurred at Shelby on September 23, was received with sorrow and regret by his fellow workers on the Butte Division, where he had a great many friends and acquaintances.

Junior Caffyn, stenographer in the local freight office, returned September 30 from a two weeks' vacation trip to Peoria and Chicago. While in Chicago June took in one of the ball games between the Yankees and White Sox. He says he would like to see the Yanks go up against his Montana championship junior American Legion team once, just to make them play ball.

Arthur Heathorn, well known traveling freight agent for the Pacific Steamship Company, was calling on Great Falls business men, on October 9.

George Kugelard, clerk in the store department at Great Falls, and Helen Reconen, of Stockett, were married in Havre on October 6. The SEMAPHORE unites with a host of friends in extending congratulations and best wishes.



Irene Seil

Irene Katherine Seil is the accomplished daughter of Trainmaster N. F. Seil. She is a graduate of Great Falls High School, class of '24, and also of the Great Falls Commercial College. In September she entered the Montana State College at Bozeman, taking up the four-year secretarial course, and has been elected to the Chi Omega sorority. Miss Seil is a young woman of unusually charming and dignified personality, and we prophesy for her great success in her college work.

Switch Foreman J. H. Cummings has been promoted to assistant yardmaster at Great Falls, to act in that capacity during the rush.

S. F. Wallace, agent, Hedgesville, is being relieved for thirty days by Extra Agent R. E. Baker. Mr. Wallace is taking a trip to eastern points.

J. W. Fulton, agent, Monarch, was recently assigned to position as third trick operator at Butte. He moved his family to Butte on October 5.

R. O. Lewis, agent at Cushman, has returned from the U. S. Army rifle men's meet at Camp Perry, Ohio.

W. H. Beckett, agent for the W. W. & I. B. at Great Falls, was called to Billings on October 9, by the death of his brother, Lowell Henry Beckett, who was a prominent real estate dealer of that city, having been a resident of Billings for twenty-seven years. Mr. Beckett has the sympathy of his friends and associates in his bereavement.

Brakeman C. O. McVey suffered a fractured finger during the latter part of September. Although the injured digit still gives him some annoyance, he is back on the job doing his bit towards getting our bumper crop moved.

W. F. Goodin, agent at Power, resumed work October 9, after spending ten days harvesting a big crop of wheat on his ranch.

Lena Koepp, operator at Hedgesville, has been transferred to a similar position at Stanford.

After having been confined to the hospital for several months, Brakeman Frank Coit has reported for service. Although a little shaky on his "pins" yet, Frank is able to work as a passenger brakeman and we are all glad to have him back with us.

L. D. Cowie, who has been doing extra work at Power, has been transferred to Boulder for a few weeks relief work. B. R. Moore, regular agent, is taking a leave of absence.

Brakeman Clyde Minshall has given up his run on the local between Helena and Butte, and he and his family have moved to Laurel, where Mr. Minshall will work on the local to Judith Gap. Brakeman C. C. Marceau has taken Clyde's place on the hill.

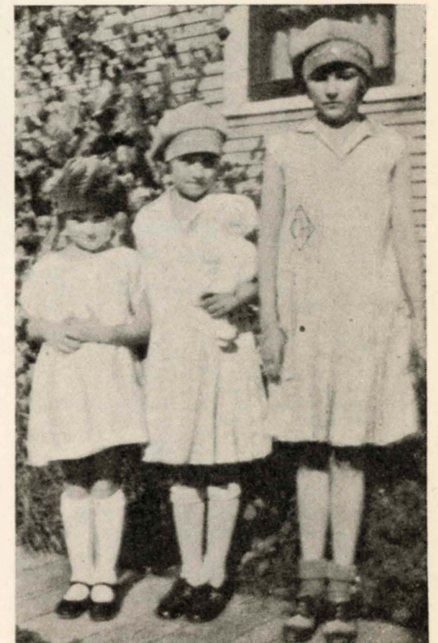
Conductor Walter Rank returned to his regular run between Great Falls and Laurel, on October 1, after having been on the injured list for several months, suffering from a broken collar bone. He was injured at Stanford, when he was thrown from the caboose.

Operator R. C. Woodruff, "PD" office, was taken sick with pleurisy October 2, and is now convalescing at the Columbus Hospital.

Conductor R. W. Watson returned October 1 from California. Mr. Watson spent the summer supervising the growing and harvesting of his peach crop on his farm near Marysville, and will return to work as soon as he recovers from a severe cold contracted on his return to Montana.

Aubrey Stocker, icing foreman for the Western Fruit Express, took advantage of his vacation during the last half of September, to put a new basement under his house and otherwise prepare himself for the coming winter. "Al" says it isn't exactly the kind of vacation to be prescribed for an invalid but it will take several inches off your waistline and is an excellent cure for insomnia.

Switch Foreman and Mrs. Chas. E. Meily, expect to visit Mrs. Meily's mother at Galesburg, Illinois, as soon as business drops off enough to allow him to leave.



The Hogan Children

These three handsome little misses are the children of Car Distributor Clarence L. Hogan, of Great Falls. Left to right, they are Dorothy, Helen and Cleo. All are promising students of piano music and within the year Cleo and Helen have appeared several times in public recitals.

CASCADE DIVISION

Associate Editor
D. O'HEARN
Seattle, Wash.

Vancouver, B. C.

Chas. Bellman, clerk, Tacoma, Washington, and wife and two daughters were visitors over a week-end the latter part of September.

Ed. Erickson, welder, Delta, was a visitor over a week-end the latter part of September.

N. K. Young, brakeman, 711-712, is now running between here and Bellingham, having displaced Brakeman Donlon the latter part of September.

Harry Nichols, towerman, Burrard Inlet, was a visitor at Princeton, B. C. for two weeks in September and October. Harry makes this trip about once a year to look over some mining property he has in this section of the country. Towerman Flumerfelt relieved.

W. E. Fenton, who has been relieving Agent H. Owens at Abbotsford for some time, left the early part of October to take up his new assignment as operator at Leavenworth, Washington.

Herman Kiso, towerman, Burrard Inlet, left the middle of October for a two-weeks' visit to Soap Lake, Washington.

Robert Stickler, switch foreman and wife, were called to Seattle on account of the sickness of Mrs. Stickler's sister, who has since passed away. Sympathy of SEMAPHORE friends is extended.

We now have the welding gang with us again in person of Charles Swan, foreman, Paul Coppock, welder and Jim Nulph, flagman. They expect to be here about four months doing considerable work in the yards. Mrs. Swan is also with us, and she certainly is an exceedingly fair addition to the railroad family we have here. Paul Coppock recently took a trip to California and surprised the boys by bringing home with him the former Maude Sprout at Redlands, California, as his bride. Mrs. Coppock is at present in Wenatchee, Washington, and expects to come here in a short time.

Mrs. A. B. Reesor, wife of operator, Cascade Tunnel, passed away at Everett, Washington, September 16, and burial was at Daysland, Alberta, Canada. She is survived by her husband and one daughter, Evelyn, age fifteen years. Sympathy of all SEMAPHORE friends is extended to the bereaved.

Bellingham, Wash.

Mrs. C. D. Thompson, wife of C. D. Thompson, general agent at Bellingham, has returned from an extended visit to St. Paul, Minnesota, and points east.

Mrs. Dan Laxdall and children, Jeane and Leland, have returned from a visit to relatives at Yakima, Washington. Mr. Laxdall went to Yakima to meet them and they motored back to Bellingham.

Charlie Plumb has been trying for some time to get a deer but without much success. He has promised us all some venison but it looks as though we will have to wait another year for it. He says he will see that we get some venison if it takes ten years.

We understand that Prior Brentz brought home a deer. Prior seems to know where to get them but is not willing to divulge the secret. I guess we will have to work Prior over and make him cough up.

The beet season opened October 10 and cars of beets are beginning to show up from different points along the line. It is expected that another switch engine will be used as soon as the season is in full swing at Bellingham, as it is anticipated that about 1,000 carloads of beets will be shipped into Bellingham this season.

C. F. Smith, car inspector, spent the week-end in Seattle, Sunday, Sept. 16, visiting friends there.

The world series baseball this year left some aching hearts in Bellingham. The boosters for the Cardinals have suddenly developed retiring dispositions and they refuse to venture an opinion about anything. This applies especially to our district roadmaster.

J. McGarry, accompanied by Mrs. McGarry, of White Rock, B. C., spent the week-end in Seattle, Sept. 30.

Violet M. Landeck, daughter of Harry Landeck, agent, Bellingham, has recovered nicely from an operation in which she had her tonsils removed. She is now attending the University of Washington.



The Great Northern Railway Company is going to install two new electric lights at the foot of "D" Street, Bellingham, near the passenger depot. They will greatly add to the appearance of the beautiful new depot which was recently erected.

Engineer McLeod is laying off on account of illness and is being relieved during his absence by Engineer Parks.

S. P. Mabel, of the Western Fruit Express and C. A. Manthe, trainmaster, have been business visitors at Bellingham in the past few days.

Seattle

Harry Fish, car distributor, has obtained a two-months' leave of absence and taken his family East to visit relatives and the old home town. He is being relieved by Charles Boies.

For some unaccountable reason, our assistant material and distribution clerk, H. C. Nelson, has announced that he will bury his corn cob pipe and quit smoking in spite of the tearful pleadings of those around him. We hope he will retain his sweet (?) disposition.

Bob Agrell, general statement clerk, has returned from a two-weeks' vacation spent in Minnesota.



Mr. and Mrs. Snider and Their Residence

Wm. E. Snider and his wife are seen in the above picture on the porch of their home in Seattle. Mr. Snider has been with the Great Northern since 1903. He is a car inspector at Interbay, Washington.

We are all glad to see Helen Gaul permanently placed in the master mechanic's office.

Mr. Jacobs is sporting a brand new gear-shift car. Jake took a week off and went duck hunting with his new Baby Lincoln, but in spite of the new car, he only brought back one duck. Too bad, Jake.

It has been rumored that as soon as the Second Avenue change is completed, Roy Ford contemplates moving to Seattle. (?)

Mrs. Phil Lucid, wife of telegraph operator, recently returned from an extended trip East.

Mr. Coleman, AFE clerk, recently enjoyed a visit from his brother, E. K. Dutton and Mrs. Dutton, of Haubstadt, Indiana. Mr. Coleman had not seen his brother for twenty years and was quite surprised when he dropped in on him one day.

Alice Langan, in the chief dispatcher's office, is smiling heavy these days. Oh, maybe it is just the stock market.

The World Series is over now and Harry Neibergall says he is going to start saving for next year as he enjoys passing the dollars out one at a time.

Harry Reid, dispatcher, was off sick a couple of days, but is back on the job now and going strong.

It is pretty hard for our bill and voucher clerk to keep her mind on her work, these days. Well, November 10 is coming closer every day, Myrtle.

George Hander, master mechanic's clerk, returned September 30 from a two-weeks' vacation. George says the fishing is great.

Everett

The following letter was recently received by Associate Editor O'Hearn, and is published as requested:

For
grimy
hands—
Lava
Soap



Old Timers—here's the soap you need on the job. Cleans the toughest-looking pair of hands that ever pulled a throttle, fired a "Hog," packed a hot-box or "oiled around." Rubs up more lather in 15 seconds than ordinary soap in 60, and even hard or cold water can't kill it. Millions use it. "Good old Lava," they call it. Gets hands clean! Not just "surface-clean" but clean "way down deep. Quick and thorough, but as easy on your hands as fur-lined gloves—because it's made from the finest of vegetable oils. All grocers sell it.

Have you tried Lava Soap?
If not, send this coupon and get a full size cake FREE.

Procter & Gamble (Dept. D-1128)
Cincinnati, Ohio.

I want to try the soap which removes all the dirt and grease from the hands. Send me a free cake of Lava.

Name

Street

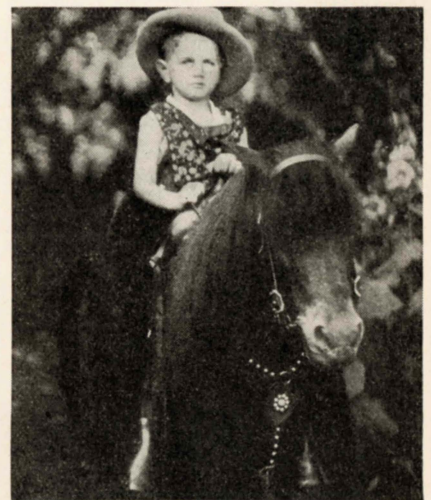
City

State

We wish to acknowledge with thanks the kind expression of sympathy extended from the Great Northern Railway employees, Cascade Division, for the beautiful wreath that was sent to our dearly beloved Gena Reesor, Bawlf, Alberta. Also for the kind inquiries and flowers that were sent to her during her illness in the General Hospital at Everett. Will you kindly publish this letter in the SEMAPHORE, as we have no other way of extending our thanks individually?

Sincerely yours,

Bruce Reesor, Evelyn and Anderson family,
Per Alida Anderson.



H. E. Cook, Jr.

This lad is H. E. Cook, Junior, son of his Dad by the same name who is car clerk for the Great Northern at Everett, Washington.

SEATTLE ITEMS

Associate Editor
A. L. SCOTT
Seattle, Washington

Ray Schwehm, city ticket agent in Chicago, and Mrs. Schwehm, were recent guests in Seattle. Ray and "the bride" had been enjoying their honeymoon trip through the west. Here's wishing them the best of luck and happiness.



Harry Costigan, general agent of the freight department, says that it is time that every one put on their anti-skid chains and also took the precaution to get rubber heels on their shoes. Harry took an unfortunate spill on the wet pavement recently, and has been confined to his home with a badly sprained ankle.

Tom Moore, city passenger and ticket agent, proved to be the big winner in the annual pool of the ticket office on the world series. Tom took two of the pots while Ray Preston and Edward Gerlach each registered a win.

"Ben" Everingham, assistant editor of the SEMAPHORE, was a recent visitor in Seattle, but found that the local wits had recruited the aid of Larry Kitchell, in defense against the puns of the inimitable "Ben."

Larry Kitchell has returned to Seattle again after a summer spent at Glacier National Park. Larry does not claim to have learned any new Indian signs during the past season. He knew them all anyway.

It is rumored that "Tom" Hastie and "Bob" Jamieson of the engineering department seem to find considerable business up north in the vicinity of Mt. Vernon and LaConner Flats over the week-ends. But no one has ever seen any of the "Chinks" or "Mallards" around the office, so guess they are wasting all of their ammunition.

E. J. Daley, formerly chief clerk in the general superintendent's office at Great Falls, has been transferred to Seattle and is now located in the general manager's office as assistant chief clerk.

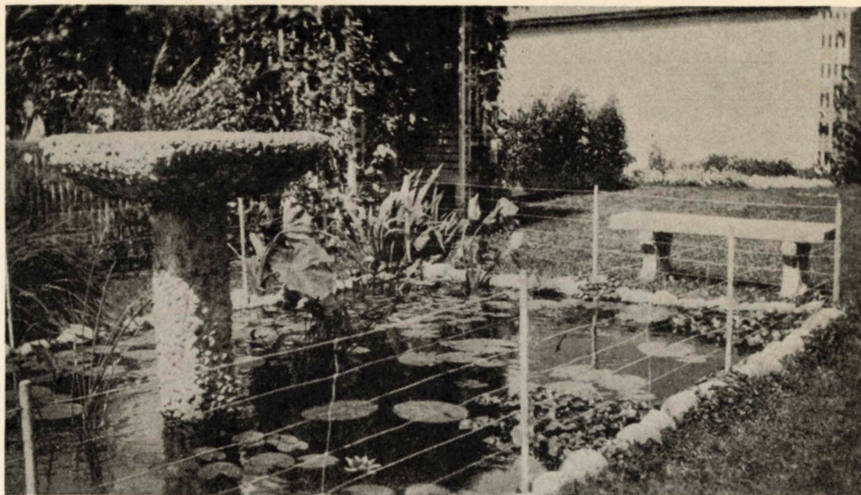
Among the Great Northern representatives who attended the meeting of the American Association of Railroad Ticket Agents in Seattle during September were E. H. Wilde, general passenger agent; E. H. Moot, general agent of Chicago; M. M. Hubbert, general eastern passenger agent of New York; Charles Herrin, editor of "The Goat;" M. F. Reading, ticket agent from Wenatchee; W. E. Gilson, ticket agent in Minneapolis; and J. F. Beckett, traveling passenger agent at Great Falls.

News of the recent accidental death of John S. (Jack) McCrossen, assistant engineer at Scenic, came as a shock to his many friends in Seattle. Mr. McCrossen was a member of a pioneer family of Everett and had been employed in various engineering capacities on our Cascade Division since 1900. He is survived by his widow, Mrs. Emma McCrossen and four sons, John S. Jr., Frank, Harold and Roy, to whom the sympathies of the SEMAPHORE are extended.

The great question around the depot is about the mysterious man called "Jimmie." It seems that Ethel Ronald knows something about such a person but it is reported that Miss Ethel refuses to give out any information.

"Chuck" Whims of the freight department is also a nimrod but never produces any evidence.

"Jack" Dempsey reports that he is again organizing a bowling team. More about this later.



Lily Pond at Erskine, Minnesota

DAKOTA DIVISION

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

Esther Coliton, ticket clerk at Grand Forks, attended the Navy-Notre Dame football game at Chicago, October 13.

J. J. Murray, of the accounting department, and H. H. May, chief clerk to the auditor of disbursements, were callers at the superintendent's office recently.

The SEMAPHORE joins in extending sympathy to Engineer B. R. Free on account of the death of his wife, which occurred September 25.

A new depot, modern in all respects, is to be constructed at Halstad, Minnesota. Work will be started early next spring.

W. B. Sinclair, agent, Hibbing, Minnesota; J. E. O'Brien, trainmaster, Havre, Montana; and E. McNulty, assistant master carpenter, Minneapolis, were recent visitors at Grand Forks.

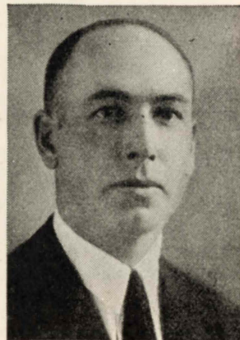
J. J. Sullivan has been appointed day yardmaster and F. H. Fearon night yardmaster at Grand Forks.

G. M. Samuelson, has been appointed operator at Bagley, A. Sabe agent at Tunbridge and W. C. Buckley, G. A. Rasmussen and Marie Leng operators at Grand Forks yard office.

Mr. and Mrs. R. R. Huston and sons Ralph and Billy, who have been visiting at the home of Mrs. Huston's father, Conductor W. H. McGraw, have returned to their home at Akron, Ohio.

One of the largest crowds which ever attended a football game at the University of North Dakota, is expected for the Home Coming game at Grand Forks, October 20. A special train will be run from Fargo and all railroads are offering reduced fares.

The picture below shows the new addition to the roundhouse at Grand Forks, which was completed recently.



The above picture, shows the results of the first year's experiment with a water lily pond in yard of Agent P. Becken at Erskine, Minnesota.

F. L. Gettys, agent at Cavalier, N. D., has been appointed agent at Hillsboro, N. D., having secured the position on bulletin.

Verva Flummerfelt, of Devils Lake, N. D., is relieving T. J. Laughlin, roundhouse clerk at Grand Forks, while the latter is undergoing medical treatment.

KALISPELL DIVISION

Associate Editor
J. A. MINCKLER
Whitefish, Mont.

Among recent changes in station forces, Operator D. A. Martin has taken the third trick at Volcough; H. DeGroot is working second trick at Rexford, and Al McGee is on the third trick at Rexford.

Mrs. D. A. Martin and Operator L. B. Martin with his son, Arthur Lee, are visiting their parents at Hinton, West Virginia.

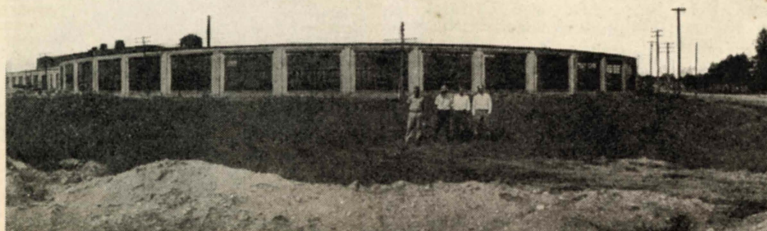
Dick, eldest son of Claim Agent and Mrs. I. T. Dugan has completed his course in military aviation at March Field, California and will graduate October 26. He will then go to Kelly Field in Texas for the regular course in advanced flying. I. T. Dugan is at March Field to witness the graduation exercises. Thus another honor has fallen to "Grandpa" Irve.

Two good Great Northern towns clashed on the football field when Whitefish and Havre High Schools played a tie game at Havre October 13. The score was six and.

The passing of Charles M. Roebuck has removed from this part of Montana, another of the old-time, highly-respected employees of the Great Northern. Mr. Roebuck worked as an operator in this part of the country many years. He was a man of extraordinary talent, one of those quaint characters that everyone comes to respect for his qualities of mind and heart. He is survived by two daughters, Mrs. Jerry Ryan of Whitefish and Mrs. John Robertson of Red Eagle. The SEMAPHORE joins the rest of the community in an expression of sympathy for the surviving relatives.

Word was a little late in getting to us but we wish to announce the event as news, just the same: A baby boy came to the home of Painter Foreman V. L. Dally on August sixth. Vincent should not wait until the boy is a voter before letting his old Kalispell Division friends in on such joyous news. Here's hoping he will be more prompt in reporting next time.

B. C. Everingham, assistant editor of the SEMAPHORE, paid his annual visit to Whitefish, October 1, and renewed many pleasant acquaintances among the railroad people. He addressed the local Kiwanis Club at its noon-day luncheon. Such visits and meetings surely justify the existence of the public relations bureau.



New Addition to Roundhouse at Grand Forks, North Dakota



Engineer J. J. Hunt, is not only a good engineer, but he is also a farmer. To prove that statement he has submitted the above picture of a colt raised on his farm, which according to the picture is bounteously supplied with heads. Jesse says that he is training the colt to pull forward or back equally well. It will be noticed that the colt has a head at each end of his body. Some colt raiser, that Engineer Hunt.

HEADQUARTERS

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

The Great Northern Players are rehearsing a play for presentation about November 14, that bids fair to excel anything they have produced so far.

The cast includes many of the old favorites with several new faces, and Jos. Brown is whipping them into shape with two rehearsals weekly. We tried to discover the plot but—it's a mystery; at any rate we'll all be there.



Edith C. Long of the office of auditor capital expenditures was married September 29 to C. Eugene Dresser of Spiritwood, N. D. Members of the office staff presented the bride with a case of table silver. Good wishes follow the happy couple to North Dakota.

Frank Plaschko is confined to his home with sickness. Speedy recovery is hoped for.

Leroy Daniels, long an employee of the auditor capital expenditures office, died on October 15. His passing is regretted by everyone.

Evelyn Carlson, of the auditor freight receipts office, was married September 8 to Warner Thelander. A parcel shower was given in her honor on August 16 by the Misses Riley, Kane and Garlough, inviting girls from the A. F. R. office and at which time she was the recipient of many beautiful gifts. The entire office also presented her with a chest of silver.

Regina Strunk, comptometer operator, office of auditor freight receipts, is back at her desk after eleven months' leave of absence, due to a broken limb. We are glad to see her back among her co-workers who wish her a speedy and complete recovery.

Cupid has been very active in the office of the auditor disbursements. Among those married were: Louise Gauthier and Thos. Kane; Edna Mae Johnson and William Gottbehut; Thos. Donahue and Charlotte Kotas; Felix Oslund and Irene Mae; Ruth Talcott and Oscar Timberg. Congratulations and best wishes are extended to all.

A kitchen shower was given in honor of Ruth Talcott by the girls in the auditor disbursements office on October 3. Many useful gifts were received by the bride-elect.

Mrs. Marietta Messing has been absent from the office of the auditor disbursements due to extended illness. We are pleased to know her condition is greatly improved and hope she will be with us in the near future.

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MERCHANT TAILOR

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The Fall Stock Offers Real Opportunity in Made-to-Fit Men's Clothing

CLEANING PRESSING REPAIRING

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Carefully—Courteously—Quickly

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*Comes Once a Year
for Many Blessings*

*But Every Day in the
Year for Owners of a*

CHRYSLER

The New Chrysler Plymouth and other Chrysler Models are marvels of inexpensive upkeep.

And what graceful lines
And enduring construction
And speed, always under control

The Wizardry
of Chrysler Engineering is
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The feel of the wheel as a tryer
is certain to make you a buyer

Open Evenings
Cedar 1680

HOLT MOTOR CO.

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Make Christmas and other Gift
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Campion Home and Family

In the picture above are shown the home of Richard B. Campion, special agent in the lobby of the general office building, and "Dick" himself, Mrs. Campion, their young son, Dick, well known as a member of the Great Northern band, and their little daughter, Marion.

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KLAMATH DIVISION

Associate Editor
FRANK W. SEXTON
Klamath Falls, Oregon

The new depot on South Sixth Street was the scene of much activity on September 13, when the offices of the superintendent, dispatcher and agent were moved from temporary quarters to the new building. Formal opening of the depot occurred on Saturday October 13. The building is of the latest type of fireproof construction and is one of the finest of its kind in the state of Oregon and all the employees are very well satisfied with their new quarters.

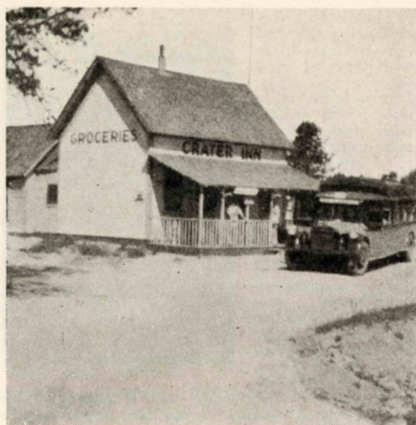
Hunting season is now in full swing and "chinks" and ducks are very plentiful. Switchman Stringfellow and Agent H. G. Amess have made several fine bags during the past two weeks.



Special Agent English of the Cascade Division spent several days in Klamath Falls the latter part of September.

General Roadmaster J. J. Hess spent several days on this division in October going over the various sections of the line.

Thirty-six carloads of sheep were moved over the Klamath Division during the first ten days of October.

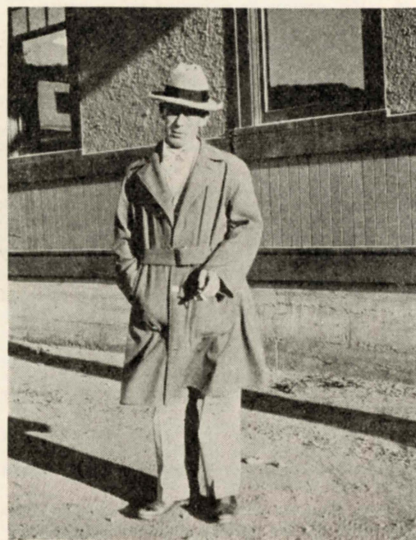


Northland Transportation Company bus at Crater Inn on the Dalles-California Highway between Bend and Klamath Falls.



Carlson and Lewman

Charlie Carlson and Everett Lewman of Extra Gang No. 1 are shown in the picture in company with their mascot.



Here is a picture of Associate Editor Frank Sexton, taken in front of the Great Northern passenger station at Bend, Oregon. One of our reporters secured this and we are inserting it without Frank's knowledge and consent, but we know his many friends on the Spokane and other divisions will be glad to see how he is looking these days. Our sleuth wrote that Frank was headed for the eating house when the snap was taken, and asserted that he never misses a chance to eat, but we are not willing to endorse that without more information.

MESABI DIVISION

Associate Editor
I. G. JORSTAD
Superior, Wis.

The Mesabi Division is at present having one of the busiest periods in its history. With the grain moving as fast as the elevators can take it, coal moving out and a heavy ore business, we have called out all the reserves in every line of work; in fact every one is so busy they haven't time to travel or hunt, and our column, for that reason, is necessarily quite brief. This may sound like an old alibi, but it is nevertheless true. Crews are called on their rest and one engineer, we think it was Bill Pink, told us the other day that he is so busy that he sometimes meets himself in the door going to work at the same time that he comes home. A number of the fellows have promised, when business lets up, that they will start things and give us something to write about.

Mrs. George MacKenzie, wife of clerk, is

visiting friends and relatives at Lake Crystal, Minnesota. During her absence, George has been doing his own cooking and claims he is now qualified to step into any chef's position on the Oriental Limited.

Engineer Charles Harmon and family left on October 14 for St. Ignace, Michigan, having been called there on account of the serious illness of Mr. Harmon's mother.

Sam Tomson, retired engineer, has returned from an extended visit to Seattle. Sam looks as good as new and his friends are all glad to see him back in apparent good health.

Veteran Engineer William P. Maney died on October 14, following a short illness. The funeral services were held from the Cathedral of Christ the King at Superior on October 17. The pallbearers were Matthew Riley, P. J. Rusch, Thomas Breen, Selmer Rockstad, John Keefer and Mike Dowd, all Great Northern engineers. Besides the widow, Mr. Maney is survived by two daughters, Mrs. W. R. Powers and Mrs. Elizabeth Tracy, both of Superior. The bereaved family has the sympathy of a large circle of friends.

Trainmaster T. J. Mason is building a fine home in the Normal School district and expects to move in about October 25.

Speaking about trainmasters and their homes, we believe we forgot to mention that George Taylor has also built a beautiful home on 21st Street and Hammond Avenue, where he has been living for about two months.

Mrs. George R. Clarke of Kelly Lake and son James visited friends in Superior on October 14.

Gamberg Toomey, of St. Paul, has been appointed assistant to master carpenter of the Mesabi Division, effective October 12.

On October 9, Elevator "S," Superior, loaded 480,000 bushels wheat into the steamer "William B. Snyder Junior." This is the heaviest cargo of wheat ever loaded into a boat at this elevator. This is the equivalent of more than 300 cars. During a twenty-day period, consisting of the last ten days of September and the first ten days of October, Elevator "S" unloaded an average of one half million bushels or about 350 cars of grain a day.

Superior will send a large delegation of football fans to the Homecoming game at the University of Minnesota on October 20. Judging from the talk we hear, if rooting is going to help win a game, these Great Northern Minnesota boosters are going to make it tough for Chicago.

Sylvia Bergman, former "Number Please?" girl on the Great Northern switchboard at Superior, has accepted a position as stenographer and clerk in the chief dispatcher's office. Cecilia Carroll now holds down the first trick on the switchboard and Anna May Walter is the second trick operator.

MINOT DIVISION

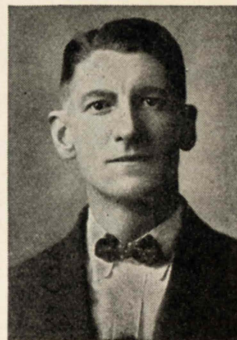
Associate Editor
CARL CARLSON
Minot, N. D.

P. V. Lenarz, who for several months has been bucking the extra list, bid in the agency at Karlsruhe on October bulletin and assumed his duties there on September 5.

Due to the fact that our shop correspondent was at Doyan assisting in picking up a derailment at the time last month's news was due, we were unable to report any rip track items.

O. V. Skorheim, agent, Glenfield, took ten days off recently to make a business call to Thief River Falls, Minnesota. Extra Agent G. R. Carter looked after the station during his absence.

The wrecking crew was busy during the past week leveling the cars marked Board of Survey and upset them in the east yards where they are being salvaged by those who want winter kindling.





Alicia Phyllis

The picture of the sunbonnet above is that of Alicia Phyllis, two-year-old daughter of Sidney F. Oliver, agent at Aurelia, North Dakota.

J. T. Sharples, agent at Hartland, has gone on his bi-annual trip to his old home in Cleveland, Mississippi, accompanied by Mrs. Sharples. Hartland station is being looked after during his leave by Extra Agent O. A. Blodgett.

Minot Rip Track

Irene Hawley, trainmaster's clerk, just returned from a brief visit in the Twin Cities. Harry Edwards was laid up for a few weeks with a very painful siege of a felon on the forefinger of his right hand. He did, for a while, point Heavenward with his right hand.

Carman J. C. Riebe, secretary-treasurer of Carmen's Local, has bid in a preferential job, that of wheel-lathe operator.

Carman Harold Hutton, whose seniority dates from July 26, 1922, resigned and will devote his spare time to farming, which will be done on or near the murmuring Mouse River. Before resigning, however, he took unto himself a wife and from that date she will be the master-mind of the partnership. It is hoped some farm relief measures will be operative when Harold Hutton begins farming.

Veteran Inspector John Olson is now on a vacation and with his wife is visiting in Minnesota, while Peter Hustad is substituting for him at the passenger station.

A. J. Morden and son, Lewis A. Morden, motored to San Jose, California, where they are looking the place over with a possibility of remaining there and securing permanent avocation.



The snapshot above shows the results of a nice two-hour hunt about twenty miles south of Minot, North Dakota, by Earl, Bert and Clyde Campbell, Minot shopmen and their wives, on September 16. This shows that there is still some good hunting in North Dakota. This shoot no doubt will cause a lot of envy to W. F. (Red) Cloone, whom we understand, has not been quite so successful in his hunting this year.

Wrecking Engineer Harry Matson did the thing for which he has strived during the past six or eight months; namely, complete his home and move into it. He says he has lived in it for four days and had three baths during this time. Must have been somewhat dusty for so many baths; nevertheless, Mr. and Mrs. Matson have a very fine home in a very good location and they are to be congratulated. Carman Louis Siverling is erecting a brand new home for himself and family. When completed it will be a credit to himself and the neighborhood in which he lives.

John Robertson, erstwhile farmer at Willow City, was over there recently and threshed his crops and returned, telling the boys that he stood at the Main Street crossing at that city with a wheelbarrow waiting for his share, and being a royal son of the Scotch, he got every kernel.

Geo. Leitner has been doing duty in the lower yards for men laying off.

Paul Kline and the Geo. and Jacob Fix families moved here from New Rockford during the past few weeks.

Much work still is manifest on the "Rip" and men are busy and with those off, makes it a pretty busy day for those working.

MONTANA DIVISION

Associate Editor
FRANK J. COVELL
Havre, Mont.

Conductor H. J. Hazelwood has been promoted to position of trainmaster on his division, effective October 3, with headquarters at Shelby, Montana.

Effective September 18 an automatic interlocking plant was established at Pacific Junction, and effective the same date the train order office at that point was discontinued. Operator Kate Vanetten, who was employed at that point, has exercised her seniority at Ethridge and Operator Mary Enfield has displaced a junior operator at Lo-thair.



Conductor J. S. Boyer has purchased a new Paige automobile. He says the busy season on the road has very materially interfered with his pleasure.

Helen Halverson, clerk in the superintendent's office at Havre, recently returned from a two-weeks' vacation spent in the Twin Cities and other eastern points.

There have been several very nice bags of ducks brought in since the opening of the season, and many claims advanced as to the merits of various hunters on the division. The discussion which has caused the most interest is that regarding two of our agents in the vicinity of Lake Bowdoin, J. C. Banks of Saco and C. E. Magner of Malta. Both are experienced duck hunters and each has many friends who claim that their choice is without an equal in bringing down—and in—the wily duck and goose. In order to settle the argument it has been decided that each is to send in for printing in next month's issue of the SEMAPHORE, a picture of himself and one day's bag, to be certified by two witnesses who have seen him make the kill. This should settle the matter to the satisfaction of all concerned. Watch for these pictures in next month's issue.

Superintendent Knights spent several days recently on the east end of the division calling on our patrons in that vicinity, among them Mr. Fear, general manager of Fry and Co's. large holdings in the vicinity of Poplar. This company each year is going more extensively into the grain and stock business and doing a great deal towards developing that section of the country.

Frances Loomis, chief clerk's stenographer at Havre, was recently married to Verne Keller, of Havre, who is connected with the Otto Ash garage of this city. The marriage came as a surprise to the many railroad friends of Miss Loomis, who join in extending their best wishes to the happy young couple.

Several of our friends from Whitefish paid us a visit on October 13 the occasion being the football game between Whitefish and Havre High Schools. The game, hard fought from start to finish, ended in a 6 to 6 tie. We were glad to have the Whitefish people with us and hope their teams may always win all their games, except, of course, when they play on the Montana Division.

W. J. Warren, traveling auditor, has been with us for several weeks. We have not been able to get "Bill" out hunting as yet, as he takes his recreation on the golf links of the Havre Country Club, of which he is a mem-

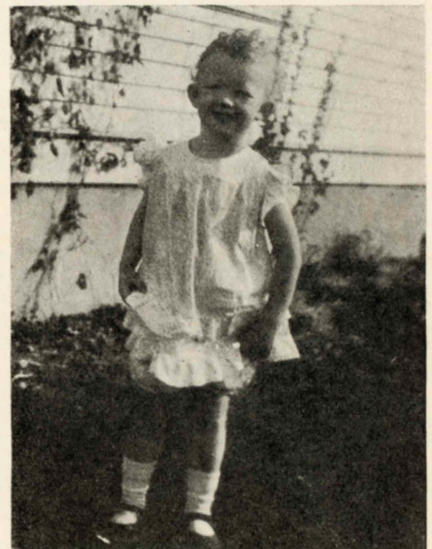
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ber. His game has been very good this Fall, in fact almost too good for some of the boys who have been trying to compete with him.

Winifred Partridge, assistant material clerk in the superintendent's office, has been on her vacation for two weeks, which she is now extending with an additional two weeks leave of absence. We would not be surprised to see her coming into the office some of these days with a box of candy under one arm and a box of cigars under the other, even as Miss Loomis did.



Doris Kathleen Smith

Above is pictured the two-and-a-half-year-old daughter of Emery O. Smith, personal record clerk in the superintendent's office at Havre. May her life be such that she may always retain that sunny smile!

Verla Conn, check clerk in the Havre relay office, has been laying off for a week on account of sickness. She has been cast in the leading role in a local play, "The Loves of Carmen," and the strenuous rehearsals brought on a slight attack of nervous trouble.

George Philley, who has been employed in the superintendent's office during the summer, assisting in handling of A. F. E. statements, was recently taken ill and returned to his home in Spokane. John Carpenter, A. F. E. clerk, is being kept very busy since his departure.

ST. CLOUD DIVISION

Associate Editor
JULIUS A. JOHNSON
Minneapolis, Minn.

Engineer Al. Newman returned in September from his visit to Germany, and is back on the Princeton local. He made many interesting observations on conditions in general over there and speaks very entertainingly in contrasting the various phases of railroading in that country with those with which we are familiar.



Rondie Lund, St. Paul freight, is back on the job after a trip to Detroit, Toronto and other eastern points.

C. J. Kurtz, of the passenger station restaurant, has returned from a visit to Rochester, Minnesota.

He has been ailing for some time from what was thought to be some form of rheumatism or gout but after undergoing a number of thorough examinations at the clinic he was told that the trouble was probably caused by his teeth and with this remedied, he is looking for continued improvement of his health.

C. J. Dahl has arrived from Spokane and has taken over the duties of master carpenter on this division, succeeding Mr. Zinke. His family did not accompany him at this time but will remain in the West where the children are attending school.

Engineer Harry G. Ford was taken ill at Milaca one evening early in September and was brought to the Fairview Hospital at Minneapolis the next day. The ailment responded to treatment and he returned home after a two-weeks' stay at the hospital and is now back on his run.

Sympathy is extended to Assistant Superintendent and Mrs. H. R. Neide on account of the death of Mrs. Neide's mother. Mr. and Mrs. Neide have gone to Albany, N. Y., to attend the funeral.



Rose Baldwin

This little fairy, who is listening for the music of the sprites no doubt, is Rose Margaret, five-year-old granddaughter of Engineer A. N. Baldwin, of Minneapolis.

Zola Gralton, of the St. Paul freight office, has returned from a visit with her sister in Milwaukee. A part of her vacation was spent in a hospital having her tonsils removed.

We just heard the other day of a new wrinkle to illustrate the resourcefulness of a wide-awake railroad man. An extra was coming over the line and the dispatcher put out a message to the conductor at a certain station to pick up six cars of gravel at the pit. The train was delayed and did not reach this station until after the operator had gone off duty. He knew, however, that they would stop for water and delivery of the message was



A Great Northern Family

Herewith is presented the Keppers family. Theodore is a veteran and was section foreman at St. Joseph a great many years and is well known all over the division through extra gang service during many successive seasons. He now has charge of Section 11 at Minne-

apolis Junction. Of the boys, Arthur is foreman on Section 4 at St. Paul and Louis is watchman in the special agent's department making the rounds of the company's property at Jackson Street. Both of the girls are living at home.

effected by hanging a train order hoop on the tank spout chain where it was found by the fireman.

Mississippi Coach Yard

V. A. Tetu, assistant superintendent, has returned from a two-day trip to St. Laurent, Manitoba. While there, he visited Lake Manitoba and also motored across to Lake Winnipeg, where all the fish are netted that come in here on our No. 8. He reports having a grand time.

On September 15, Hjalmer Lindgren, assistant foreman, was married to Myrtle Anderson. After the ceremony the couple drove to Prescott, Wisconsin, where they boarded a Burlington train for Chicago. The employees of the coach yard presented them with a set of silverware and wished them the best of luck.

The numerous hunters working at the yard have all been out hunting since the season opened and report a fair amount of luck, considering the warm weather we have had.

An invitation to visit the coach yard is extended to all employees who may be interested in knowing just how the cars are cleaned and repaired.

The Community Chest drive which opened on October 8 went over 108 per cent at the coach yard, which shows that these employees have genuine sympathy for those not so fortunately situated.

SPOKANE AND MARCUS DIVISIONS

Associate Editor
GRACE W. HITCHCOCK
Spokane, Wash.

J. H. James, pensioned paint foreman, who now resides at Everett, Washington, spent a few days in Hillyard recently renewing old acquaintances and paid the shops a visit.

McKinley Pallett, axle latheman in the car department, was called to Girard, Kansas, on account of the death of his father on October 1. The SEMAPHORE extends sympathy.

Sympathy is also extended to Wilfred Borgstrom, machinist, who was called to Vancouver, B. C., in September when his father passed away.

The opening of



the fall term of colleges and universities has called a number of Great Northern sons and daughters. Joseph Hurley, son of Shop Superintendent J. M. Hurley, enters Gonzaga law school for his first year, and Harold Parr, son of Machinist Verne Parr, is returning to Gonzaga for his second year, taking pre-medic course. Washington State College at Pullman claims Dorothy James, daughter of W. E. James, blacksmith foreman, who is a senior this year; Stanley Williams, son of D. O. Williams, sheet metal worker foreman; and Donald Colville, son of A. B. Colville, general foreman. Monroe Hubbell, son of Machinist Helper Thos. Hubbell, left for Seattle to enter the University of Washington, and Marian Taylor, daughter of Carman Neri Taylor, is attending Cheney Normal.

Agent E. D. Nye bid in Salmo, B. C., on the last bulletin, relieving R. Sooman who goes to Okanagan.

M. J. Butcher, of the Spokane engineering department, is enjoying a two-weeks' forced vacation. Yes, he's serving on the jury.

We welcome O. C. Kight from the Atlantic Coast Line, Waycross, Georgia, who is relieving Agent Altvater at Soap Lake. Mr. Altvater has been called east because of a death in the family.

News from different localities and departments on the division is welcome as are the flowers of May. Attention, Mr. Employee!

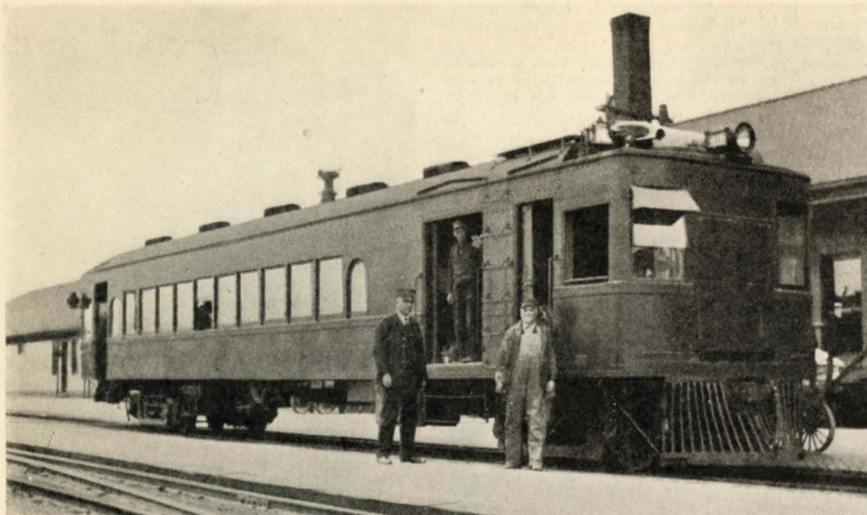
Stella Green, daughter of Mrs. R. L. Leslie, arrived from Seattle recently and will make her home with Conductor and Mrs. Leslie. Miss Stella is renewing many old-time friendships.

Alice Edge spent a rather belated vacation this year with her parents in Kalispell, Montana. She reports a good time.

"If wishes were fishes, we'd have some fried." Now that R. I. Triplett has taken his new position as night chief dispatcher and has a little daylight at his disposal, it is reported that the other nimrods, Brad, Cook and others, get the "wishes" while Tripp gets the "wary fishes."

K. Harata, age 61, Japanese laborer, was found dead on the morning of October 6 at the Hillyard shops, Japanese camp. Coroner Barnhart pronounced his death due to natural causes. He had worked at Hillyard for about two years.

If any of our readers do not believe in ghosts and goblins, they should have attended Signal Maintainer Chris Anderson's surprise birthday party the evening of September 28. In order to make the surprise complete the guests called at a late hour. A delightful evening was spent at pinocle, prizes being awarded Signal Maintainer G. Bradburn of Espanola, Telegrapher Grace Hitchcock, Fort Wright, W. Medford and Mrs. V. Stevenson. Chris was presented with a beautiful gift. Refreshments were served.



The picture shows a fine view of motor car No. 2312, which runs between Wenatchee and Skykomish, Washington. The men in the picture compose the crew of the car, and are, from left to right, Jack Gondie, conductor; Ira Doner, express messenger; and H. G. Wales, engineer.

Of unusual interest in Great Northern circles was the wedding of Marjorie Hunt, daughter of C. A. Hunt of the engineering department, Spokane, to Clariat V. Harris of the superintendent's office, Spokane, Saturday evening, September 15, at St. Paul's Methodist Church. Many attractive pre-nuptial affairs were given for Miss Hunt. The bride wore a gown of white satin and tulle with the bridal veil of tulle and orange blossoms. She carried a shower bouquet of lilies of the valley and orange blossoms. One hundred and fifty attended the wedding. The matron of honor and bridesmaids were gowned in pastel shades and carried bouquets of sweet peas. Mrs. George Harding, Jr., was matron of honor and Connie Karkau and Bernice Harris bridesmaids.

Mr. Harris was attended by George Harding, Jr.

The happy couple left for a wedding trip to California following the ceremony.

Mrs. Mary Weber of St. Paul is visiting her sons George and Fred Weber of Hillyard, and her daughter, Mrs. Frank Clemens of Spokane. Mr. and Mrs. Clemens made a hurry-up trip to the coast recently where they visited their two daughters, Florence and Myrtle, of Seattle.

Mrs. W. C. Watts, wife of W. C. Watts, recently master painter, Hillyard, has been visiting relatives and friends in Spokane. Mrs. Watts has been the guest at several complimentary affairs while in the city.

Deepest sympathy of the entire division is extended to Conductors Dan and George Stall, whose aged father and mother and their brother, Lloyd Stall, were instantly killed

at the Millwood crossing on September 18. Lloyd Stall, who was believed to have been driving the automobile, evidently failed to see a Northern Pacific passenger train traveling sixty miles an hour. The car which belonged to George was completely demolished. The trio made their home with George, the son and brother. Charles Baasch, engineer, Parkwater, expressed deep regret over the accident. He failed to see the automobile. John Christensen, the fireman, saw the automobile approaching and shouted a warning to the engineer who applied the brakes.

Michael Magner, laborer in the machine shop, Hillyard, died at the Sacred Heart Hospital, September 19. He had been in the employ of the Great Northern for a number of years and his passing is a source of sorrow to his fellow workers. The sympathy of the SEMAPHORE and friends is extended to the bereaved wife and children.

Mr. and Mrs. Clariat Z. Harris have returned from a honeymoon trip to California and Mr. Harris has resumed work in the superintendent's office, Spokane. Mrs. Harris, nee Marjorie Hunt, is well known in railroad circles and is the daughter of C. A. Hunt of the engineering department.

Theodore Schuchholz, machinist, Hillyard, has taken a leave of absence due to illness.

Quite a few employees from the Hillyard shops went "duck" hunting the first day of the season but were all back on the job Monday morning at 7:30. Gus Zimmerman reports he bagged thirty birds, A. B. Colville and Elmo MacKay twelve, and J. A. Taylor was seen with one under his arm. The question remains, did he shoot it or was it given him?

Chief Dispatcher A. Kase is very busy herding refrigerators to Wenatchee these days. The "Apple Capital" is using about 290 refrigerators a day.

E. Hedrick, in charge of the Great Northern mail terminal, Spokane, is almost as great a

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baseball enthusiast as Les Shores. Now that the World's Series again belongs to the "dear, dead days," their feet should touch terra firma again. Nuf sed!

W. W. Fryburg, car agent, has been confined to his home on account of sickness.

They say that W. T. Murray has a new steno and has a few minutes time to look over the car situation. His name is W. H. Bartholomew.

Dispatcher M. E. Roach was off duty for a few days on account of sickness, but is now O. K. again.



Mrs. Robert J. Henry

The picture above is of Mrs. Robert J. Henry, formerly Merle Meyer, an item about whose marriage appeared in the last issue of the SEMAPHORE.

New **DOUBLE SHRUNK HEADLIGHT OVERALLS**
UNION MADE
Outwear Two Ordinary Pair

Mrs. Etta M. Hopkins, operator, Fort Wright interlocker, is driving one of the new Ford sedans. We predict that she will soon be handling the Ford with the same ease and skill employed in handling her levers.

There are a number of new faces among the operators on the Spokane Division. I. L. Derrick hails from Ruby, Idaho; H. L. Rust and wife are from the Cascade Division; Glen Crissey is not a stranger. He is holding down second trick at Columbia River.

W. J. Allen has bid in Laurier, B. C., relieving W. W. Janes who goes to Loon Lake vice E. L. Pittinger, who has bid in second trick at Deer Park.

Several new offices have been opened up and the smiling faces of O. R. Gorrell, P. W. Rice, and H. S. Dowdy are seen at Palisades, Malott and Stratford, respectively.

L. B. Jellison, assistant roundhouse foreman, Hillyard, was called to Colorado by the serious illness of his father. We have not learned of his father's condition but hope he is improved.



Mrs. Cora E. Hanche

Mrs. Cora E. Hanche, matron at the Spokane passenger station, is shown standing by one of the attractive flower urns at the station. Mrs. Hanche is very proud of her new veteran's pin which she has had made from the veteran's button, and is proud of her certificate of membership in the veterans' association. Her time of service at the Spokane station dates from August, 1903, to August, 1928, during which time she has come in contact with people from all over the world. Her duties such as helping the sick, directing strangers, in fact performing any service she is called upon to do, are too varied to enumerate. Mrs. Hanche has received a great deal of joy from her 25 years of faithful service and contact with the public.

Dominick Osso, age 52, died October 5. He is survived by his widow, one daughter and five sons. Mr. Osso had lived in Spokane for the past twenty-three years and had worked for the Great Northern as tankman, Spokane, for the past six years. Sympathy is extended to the bereaved family.

Wm. Bartley and family, Bluestem, who have recently returned from a trip to the old home at Wrexham, Wales, saw some very interesting sights and visited many historic places. They also had the pleasure of attending the Welsh National Eisteddfod and of hearing 25,000 people singing a hymn led by a choir of 600 voices. They landed at Plymouth, visited Bristol, at one time the home of John Cabot, the navigator, then stopped overnight at Shrewsbury, the home town of Darwin, en route to Wrexham, with its famous old church. Elihu Yale, founder of Yale University, is buried there.

Spokane, Portland & Seattle Vancouver Division

The many friends of Dispatcher J. F. Gannaway, who suffered a light stroke a month or six weeks ago, will be glad to learn that he is out and around again. While he has not yet resumed duty, Mr. Gannaway is much better.

Roadmaster Shulstrom spent a couple of weeks in a Spokane hospital recently but is better. Mr. Shulstrom has been suffering with stomach trouble.

Mike Burke, old time section boss at Wastucna, Washington, retired from active service on September 15 and is making his home in Spokane.

WILLMAR DIVISION

Associate Editor
L. A. JORSTAD
Willmar, Minn.

Clara Michelson, assistant cashier, Aberdeen, spent the week-end, October 13, in the Windy City.

Clarence E. Miller, former conductor on the Willmar Division, left for his home in California October 15, after a visit back east.

That Montana can raise apples is demonstrated by the real specimens General Agent Simpson of Sioux Falls brought back from his fruit ranch in that state, on a recent vacation trip.

Ardis Osgard, daughter of N. Osgard, traveling engineer, Sioux City, Iowa, returned early in September from an extended trip through the Skandinavia, France, England, Germany and Belgium. A wonderful trip was reported, but she was glad to get back to the old U. S. A., after an absence of three months.

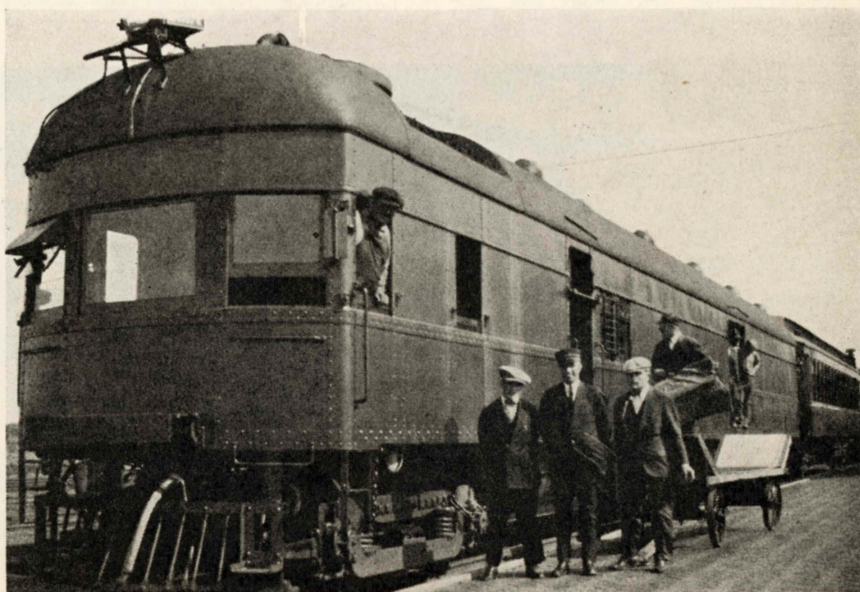
It is with sorrow that we report the death of Conductor James A. Hales, who passed away at the Miller Hospital, St. Paul, October 4, after a short illness. Deceased had over thirty-two years continuous service with the company and was a loyal and genial employee. The SEMAPHORE joins in extending deepest sympathy to Mrs. Hales in her great loss.

Conductor J. P. Cleary, Aberdeen, was called to Rochester, recently, by the serious illness of Mrs. Cleary. Latest reports are that she is recovering nicely.

Seems like if a man once gets a taste of the southern winters, he is never satisfied up here. George Lacey, retired passenger conductor, dropped down to the depot at Yankton the other day and inquired about train service to Florida. Better be careful, George, she's a rather windy state.

The schedule of freight trains on the Aberdeen line has been changed so they reach Aberdeen in the morning. This means twenty-four hours faster freight service and has placed us on an equal basis with our competitors.

Engineer C. W. Hawkins, Watertown, S. D., says baseball is the bunk, especially for those who backed the Cardinals.

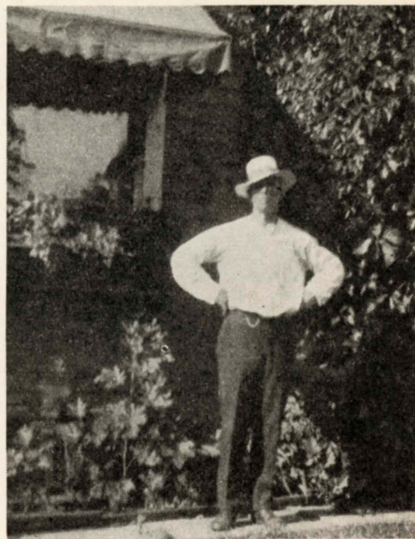


Picture shows the new Brill Westinghouse electric motor bus 2327 recently put in service on the Watertown and Sioux Falls line and



Roger Vennerstrom

The picture shows Roger Vennerstrom, son of Dispatcher W. F. Vennerstrom, Willmar, while in training at the Citizens Military Training Camp, Fort Snelling Minnesota some time ago. No doubt he will bear the title of Colonel in time to come.



Pat Foley

The picture shows Fireman Pat Foley, Breckenridge, shortly before he left for a trip to New York.

Owen Howell, switchman, Willmar, is the proud daddy of a baby boy who gladdened his home October 13.

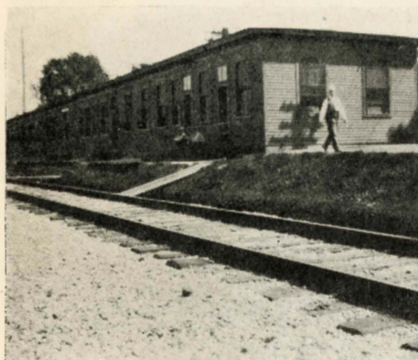
just ready to leave Watertown. The same kind of a bus, namely the 2326, is in service between Benson and Huron and giving good satisfaction.

Great Northern Semaphore

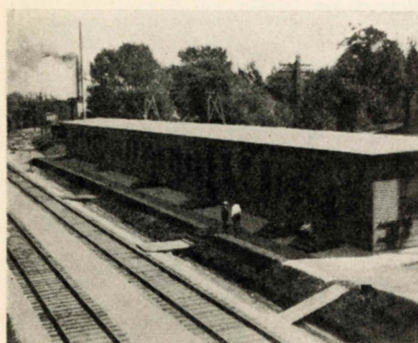


Jacqueline Garberick

The picture is of Jacqueline Garberick, age one-and-a-half years, daughter of John Garberick, stenographer to superintendent, Willmar. Ring necked bird season opened October 25 and Conductor Granger and crew on Huron line are having daily feasts.



The pictures show two views of the superintendent's headquarters at Willmar. The honorable gentleman in shirt sleeves happens to be James R. Welch, chief dispatcher, who was apparently out for a short trip of super-



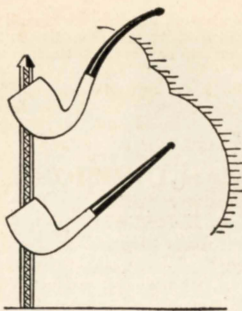
vision and at the same time to see if the ducks were flying. The other picture shows washed ballast recently applied on east and west bound main lines, and would lead one to believe there had been an October snow fall.

Chief Yard Clerk Orten Sandbo, Willmar, took in the football game U. of M. on Saturday, October 13 and has been talking hand ball ever since.

Willis Bogh, agent Yale, S. D., is again on the November 6 ticket, running for Justice of Peace, Beadle County.

Conductor W. F. Peterson is a rather busy man these days, selling Al Smith caps and reports good luck.

Ernest Galloway, warehouseman, Huron, S. D., has acquired a new drummer for his band and is making a real hit.

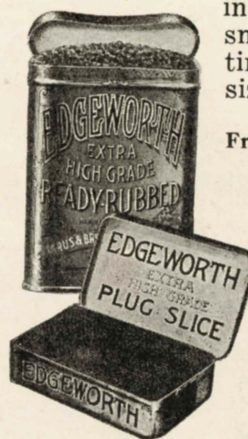


When your pipe semaphores "clear!"

THAT'S when you'll appreciate a pipeful of smooth, soothing tobacco—Edgeworth tobacco. The familiar sight of the little blue tin is a sign of "Clear! Proceed!" For that fragrant Edgeworth flavor, so mellow, so completely satisfying, *never* changes.

The feeling of affection railroaders hold for Edgeworth has spread to switch towers and roundhouses all over the country. Hundreds have written us the most personal sort of letters telling how much they have enjoyed this pipe affinity—their own favorite blend.

On sale everywhere, in-



cluding Commissary Stores and camps, railroad depots and stations. Two forms: Edgeworth Ready-Rubbed and Edgeworth Plug Slice. Both offered in various quantities from small, handy pocket-size tins to handsome pound-size humidors.

Free Offer to Railroad Men

If you have never made friends with Edgeworth Smoking Tobacco, let us send you free samples so that you may put it to the pipe-test. Send your name and address to Larus & Brother Company, 27 S. 21st Street, Richmond, Va.

On your radio—tune in on WRVA, Richmond, Va.—the Edgeworth Station. Wave length 270 meters. Frequency 1110 kilocycles—Special Feature: The "Edgeworth Club" Hour every Wednesday evening at nine o'clock, Eastern Standard Time.

Conductor E. A. Doyle, on the Huron run, was on the sick list for a few days recently resulting in a noticeable slump in passenger business during that period.

Conductor F. Hedding and wife of Yankton, spent ten days visiting friends in the Twin Cities in October.

S. J. Bond, telegrapher, Huron, S. D., reports driving his car 7,000 miles and changing oil twice. Bond will be glad to answer any communications as to how he does it.

The Great Northern Bowling League of Willmar, composed of eight teams, played its initial games of the season October 22. The schedule provides for a total of 21 games with the final game on March 25, 1929. Before the winter is over, this aggregation doubtless will be in condition to trim any rollers east or west of the Mississippi.

The Yankton, Norfolk and Southern Railway has a crew of engineers at work in Nebraska, south of Yankton, locating right of way and laying out town sites.

Fireman Harold Haskins and family, Yankton, visited friends in Wyoming a short time ago and reports that state a fine place to spend a vacation.



About the SHOPS

DALE STREET

Rolleda Kerr, First Aid nurse at Dale Street, has resigned to take up an X-ray course. Succeeding her is Miss Hockley.

The Dale Street friends of Hersey Lee, head timekeeper at Jackson Street, are wondering what has become of him as they have not seen him or heard from him since August 4 this year. If he is still in existence would like to hear from him.

August Seiferth, retired veteran machinist, dropped in on us October 13 for a short visit.

Ellsworth Coffman, yard foreman, has just returned from a trip to North Dakota.

Frank Devlin and William Mackenroth have been trying to induce Dale Street veterans

to buy a group picture of some of them taken at Winnipeg during the Veterans' Convention. They say you can send to a certain address in Winnipeg for a copy at a very small price. The only reason we think they are trying to have one placed in each veteran's home is, that the said picture flatters both of them.

Joseph Pagett, machinist helper, who was injured recently, is doing well and we expect he will be back among us soon.

James Moffet, machinist, and Mrs. Moffet, made a trip to Montreal, Canada, to attend the wedding of their son.

Edward Swift, boilermaker, is laid up on account of sickness.

Ernest Fliesbach, janitor in the superintendent's office and laboratory, has moved into his new bachelor apartment, corner of Dale and Thomas Streets. He will be at home after November 1.

The laboratory has been provided with a hand cement mixer. The boys of the laboratory are wondering who will operate it. However, it should be easy to decide, as one of them operates a blue-colored cement mixer every day outside of working hours so he should make a success of running the new one assigned to the laboratory.

The following was submitted by our watchman poet at Dale Street, Matt Tschida:

The Gate-Man of Dale Street Shops

While standing at my gates I have often wondered,

As I watched the throng of workers coming in and going out,
And while sitting in my shanty I very often pondered

With the thoughts of the perilous work these men are now about.

And I often think in my crude and simple notion,

To see the men come out as healthy as they go in,

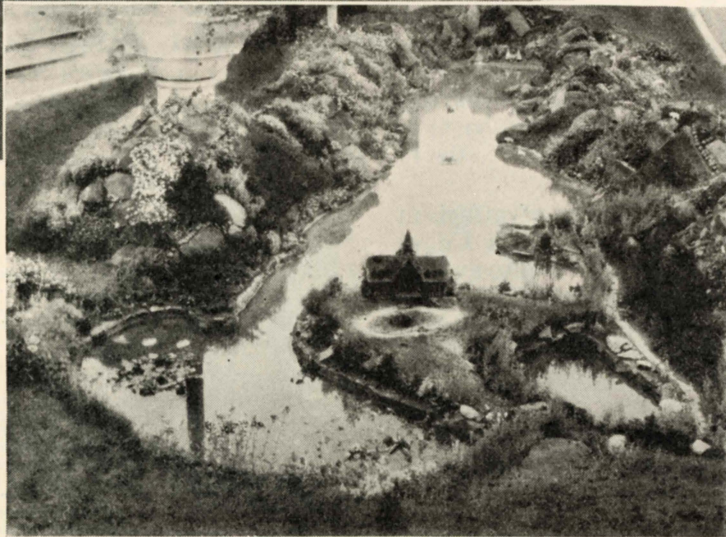
Through my gates in happy mood and without commotion

After work as happy as when they do begin. I greet them as they pass me, and with a smile from me,

As they come in to work for another day. And when all come out at quitting time and I can see

That none were injured, I can pray and say: "Thank the Lord, another day has passed again,

Where 'Safety First' and 'Be Careful' signs were not put up in vain."



Dale Street Shop Garden

To refresh the minds of those who know and for the information of those who do not, one of these two pictures shows Dale Street yard in the old days when it was a bed of cinders and used by the shop boys for a baseball ground, and the other shows the yard as it is today. This improvement was brought about by the employees who volunteered their services during noon hours. Saturday after-

noons and in the evening. The leader in this movement was not much of a ball player, but as a landscape artist he sure is a success and he is none other than John Snoren.

Leslie Warman, machinist, is the proud father of a nice baby boy.

Thomas Joyce, boilermaker helper, has been off sick, but is expected to return to work soon.

DELTA

Arthur Tyson and Norman Monson, hostler helpers, Delta roundhouse, have been promoted to firemen and are now working out of Delta. Harry Bradford and Thomas Taylor have replaced Tyson and Monson.

Engineer Fred Kearney, who underwent a very serious operation for goiter in September, is reported convalescing rapidly. We are very glad to hear this and hope he continues to improve so that he will be with us on the job soon again.

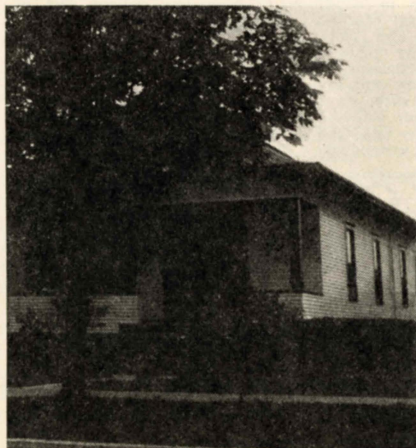


John Schaum

One can hardly believe that John Schaum, sheet metal foreman, Delta shops, has been a veteran for several years but his record shows that he entered the Great Northern service on March 4, 1898. He was transferred from Havre shops to Delta shops on August 29, 1910, and has worked in the capacity of sheet metal foreman at this point since that time. His pleasant smile, congenial manner and willingness to help others has made him "the regular fellow" at the shops. Mr. Schaum's home at 2222 Virginia is shown at the right.

Chas. Reinhardt, engine inspector, has changed his opinions as to the New York Yankee baseball team and is looking forward to his pay days.

Bernard Geary returned to duty September 17 after two weeks' vacation of fishing and loafing (mostly loafing) at Wildcat Lake near Bremerton. Bernie says the place wasn't as wild as the name implies and we are glad of that.



Home of John Schaum

The shop extends congratulations to Mr. and Mrs. Dan Soriano upon the birth of a son September 22. The little fellow has been named Dominique.

New cars which grace the shop grounds, main stem and highways have as their proud owners, Richard Pittack with his dashing new Ford coupe, Hans Fletcher at the wheel of

his new "Chevy" coach and we must not forget to mention Jack Sutter and his remodeled "Paramount Eight."

Fireman Harry Lewis had his foot scalded while working on the deck of an engine early in the month. He is now on crutches, but we expect to see him back on the job soon.

Chas. J. Moore, painter foreman and wife, left Everett on October 15 for Los Angeles to spend two weeks.

Word has been received from Chas. Cannon, formerly machinist at Delta, written from Anchorage, Alaska, where he is now employed. Mr. Cannon reported an enjoyable trip north and is now settled in his new location. He likes it very much. His son Dick, who served his apprenticeship here, is also working in the same shop.



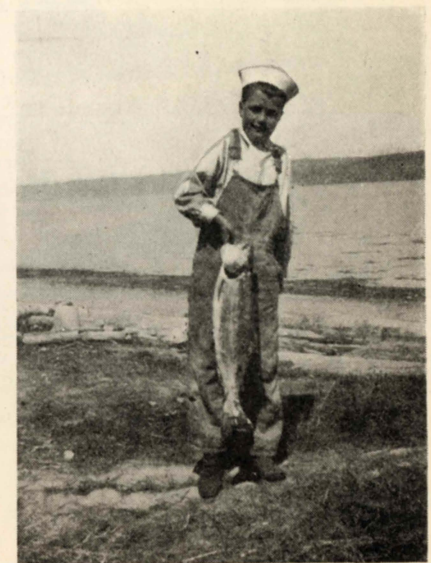
Home of O. C. Lundby

The home pictured above at 2026 Lombard Avenue, Everett, is that of O. C. Lundby, roundhouse machinist. As the picture of Mr. Lundby (shown below) indicates, he is a lover of outdoor sports and excels in fishing. His



O. C. Lundby

grandson, Howard Hamilton, also shown, is following in his grandad's footsteps. The pictures of Mr. Lundby and Howard were taken near their summer home on Whidby Island.



Howard Hamilton

Great Northern Semaphore



Philip Sauerbier

This happy little equestrian is Philip John Sauerbier, grandson of Boilermaker Helper Philip Baker and nephew of Machinist Henry Gaul. Little Phil is a frequent visitor at the shops where he watches the engines with much delight.

ST. CLOUD

Peter Stelten reports the apple crop below Watkins so plentiful that the farmers offer them just for the taking. Pete surely filled his car with this choice fruit.



Kuehn, Zierden and Wheeler

In this picture we have "Billy" Kuehn, car repairer; Bob Zierden, machinist, and Floyd Wheeler of the Northern States Power Co., as they appeared at the recent encampment of the National Guard at Lake City.

William Hoffmann, machinist helper, returned from Garrison, N. D., where he spent two weeks with relatives.

Bob Zierden, machinist, was granted a leave of absence and is at present attending the Cathedral High School.

The duck hunters from the machine shop made a fair showing, some of them even getting the limit.

Just as we met to prepare our reports for the SEMAPHORE, the sad news reached us of the accidental death of Math. Emmrich of the St. Cloud yard force. Our sincere sympathy is extended to the bereaved family.

John Bahe, of the helper's force, has returned to work after being on leave for six weeks.

We wish to extend our sympathies to the bereaved family of Gustave Olsheski, car repairer gang foreman, who was drowned in Little Rock Lake September 16. Mr. Olsheski began his career with the Great Northern May 21, 1912, as a car repairer and was promoted to

gang foreman November 1, 1918, which position he held until his death. "Gust" was well liked by all who knew him.

The wood mill is promised two wood machinists, reservations being made by the arrival of baby boys at the homes of Christ Feichtinger and Rudolph Knops.

The boys of the air brake force presented William Bosworth with a magazine stand as a remembrance, September 14, the last day of his active service, on account of being retired.

On Monday, October 8, Carman Raymond Hall and Loretta Backus were married at Cold Springs, Minnesota. After the services, an elaborate reception was given at the bride's home.

In the evening relatives and friends enjoyed themselves dancing in the spacious school hall. Great Northerners attending this dance report having had one of the best times of their lives. Raymond is the son of Roof Gang Foreman Henry Hall and is one of the promising young men of his department. The young people are enjoying their honeymoon in northern Minnesota and will reside at St. Cloud. The carmen extend their best wishes.

Step on the throttle, boys, and keep the road clear because Carmen Gerald Uriel, Math Malisheski and Fred Lezer have received their new Fords!



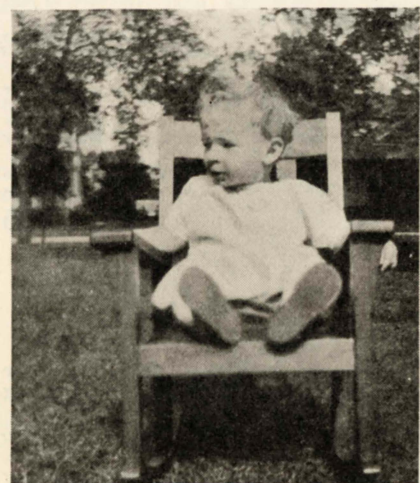
Donald M. Mittelstadt

The above picture is of little Donald Mittelstadt, son of Arlie Mittelstadt, blacksmith helper. Donald is quite a lad for an eleven months old chap.

Joe Theisen, assistant blacksmith foreman, returned from his vacation trip to Montana. Joe reports a very enjoyable trip and says the crops are good in Montana.

Blacksmith Foreman Fred Stelzig at present is enjoying his two weeks' vacation.

Mrs. Melbert Folsom and daughter are spending a short vacation with relatives at Kalispell, Montana.



Gloria Rennie

This is little Gloria Rennie, daughter of Carman Henry Rennie. She is just as full of pep as her "old man."

Sympathy is extended to Carmen John Reichel and Gottleib Schwalbowski for the loss of the former's sister and the latter's son.

George Brennan, laborer, St. Cloud store, was retired from service October 4 at the age of 70 years. He first entered the service



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of all kinds
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Frank C. Esplan, Taxidermist

Waite Park, Minnesota

of the mechanical department at St. Cloud shops, January 2, 1900, and worked as car repairer and wood machinist until March 31, 1913, when he resigned to take up other duties. He re-entered the service of the Store Department January 3, 1916, where he remained until his retirement.

Meritorious Mention

On October 3, Mrs. W. Law, operator at Wilson Creek, Washington, noticed both home block signals lighted, showing green, when on her way to work. Realizing that something must be wrong, she got in touch with the signal maintainer, who discovered a broken rail. Mrs. Law has received a letter from Superintendent J. M. Doyle, expressing appreciation for her prompt action, which more than likely averted a serious accident.

Signal Maintainer Arthur Raini, of Quincy, Washington, discovered a broken arch bar on train first 448, on October 4. He stopped the train, and probably saved an accident. A credit mark has been placed with Mr. Raini's record.

While working at bridge one mile west of Litchfield, Minnesota, O. Melbe, of Willmar, Minnesota, carpenter helper with B. & B. gang No. 6, noticed a pole which had worked loose on a flat car and called the train crew's attention to it. His watchfulness and prompt action are commended and prevented what might have become serious damage and loss to the company.

J. O'Handley, instrumentman of assistant engineer's force, while at Blair, Montana, on October 5, noticed a brake beam down on FGE 23009, in Extra 3357, East Fruit No. 52, Conductor Ramer, and he made a report of it on the telephone. Train was stopped at Bainville, and brake beam found dragging, which was corrected. Mr. O'Handley's action possibly prevented a derailment and his watchfulness has been commended.

Expression of commendation and appreciation has been made to Brakeman J. W. Peterson, Hinsdale, Montana, for his prompt action in preventing what might have been a serious accident, and possible loss of life on September 5. A woman, Mrs. James Wilson, was driving her automobile on a public crossing, at that point, in front of cars which were being switched by train No. 666, and she was not able to stop her car on account of defective brakes. Mr. Peterson who was flagging crossing, immediately jumped on the running board of the machine and steered it in the direction the cars were moving. His action very likely avoided serious injury to the driver and her two children who were with her.

Conductor J. T. Brennan, of the Kalispell Division, has been sent an official

(Continued on Page 30)

Meritorious Mention

(Continued from Page 29)

letter of commendation for his assistance rendered in connection with derailment on October 1. His fine co-operation made possible the prompt clearing of the line when heavy traffic was moving.

Official commendation has been extended to Brakeman A. E. Carr, of the Kalispell Division, for his care in observing a passing train with a fallen journal, and thereby preventing what might have been a serious accident.

The following letter has been received by Superintendent M. C. La Bertew,



"If you want to get ahead"

MODERN developments in railway science make it necessary for every railway employee to study his work if he desires to advance. Only the poorer places are open nowadays to the uneducated man. The old methods of "picking it up" no longer avail. Definite, systematic study is necessary to a mastery of railroading, and the men who realize this the quickest are the first to secure promotion. There is always room at the top for men of ability and special training.

It is universally recognized today that the best home-study courses for railroad men are those offered by the International Correspondence Schools. The big reason is that these courses are practical.

The instructors are men who have had long experience in both the practical and theoretical branches of railway work—men who have occupied important positions in the railway world and who have spent many years in gaining their knowledge of the business.

Mail the coupon for 64-page free booklet which describes these Railroad Courses in detail

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| <input type="checkbox"/> Roundhouse Machinist | <input type="checkbox"/> Cost Accountant |
| <input type="checkbox"/> Trainman and Carman | <input type="checkbox"/> Industrial Management |
| <input type="checkbox"/> Electric Locomotive and Train Operator | <input type="checkbox"/> Executive Training |
| <input type="checkbox"/> Conductor | <input type="checkbox"/> Stenographer and Typist |
| <input type="checkbox"/> Machinist | <input type="checkbox"/> Secretarial Work |
| <input type="checkbox"/> Boilermaker | <input type="checkbox"/> Good English |
| <input type="checkbox"/> Pipefitter | <input type="checkbox"/> Telegraph Engineer |
| <input type="checkbox"/> Blacksmith | <input type="checkbox"/> Practical Telephony |
| <input type="checkbox"/> Tinsmith | <input type="checkbox"/> Diesel Engines |
| <input type="checkbox"/> Coppersmith | <input type="checkbox"/> Gas Engines |
| <input type="checkbox"/> Electrician | <input type="checkbox"/> Airplane Engines |
| <input type="checkbox"/> Toolmaker | <input type="checkbox"/> Plumbing and Heating |
| <input type="checkbox"/> Painter <input type="checkbox"/> Carpenter | <input type="checkbox"/> Common School Branches |
| <input type="checkbox"/> Apprentice Training | <input type="checkbox"/> High School Subjects |
| <input type="checkbox"/> Railroad Construction | <input type="checkbox"/> Car Repairer |
| <input type="checkbox"/> Civil Engineer | <input type="checkbox"/> Car Inspector |
| <input type="checkbox"/> Bridge Building | <input type="checkbox"/> Mechanical Drawing |
| <input type="checkbox"/> Concrete Work | <input type="checkbox"/> Surveyor <input type="checkbox"/> Chemistry |
| <input type="checkbox"/> Architects' Blueprints | <input type="checkbox"/> Business Correspondence |
| | <input type="checkbox"/> Personnel Management |

Name.....

Occupation..... Employed by.....

Street Address.....

City..... State.....

Canadians may send this coupon to International Correspondence Schools Canadian, Limited, Montreal, Canada

Kalispell Division, from Superintendent Flett of the Canadian Pacific Railroad. It has been transmitted to Conductor E. A. Bronson, and with it the commendation of the Great Northern management:

"I am obliged for your favor of the 10th, and would esteem it a favor if you will convey to Trainman Bronson my personal and official appreciation of his vigilance in detecting and reporting broken angle bar near Mile 40 of our Fernie subdivision on September 8."

SOMERS LUMBER COMPANY

Associate Editor
R. E. GAUTIER
Somers, Mont.

Babe Ruth, familiarly known through the baseball world as "The King of Swats," surely did his stuff in the seventh inning of the last game of the recent World Series at St. Louis. By his bombardment he added to his list of admirers, L. H. Schimpf, Violet Van Rinsum, Guss Hoppe and A. H. MacDonnell. They have good reasons for admiring the big boy and if any of you are doubtful, ask Schimpf.

Hunting season for big game opens next week. Several parties already are preparing for a trip to the South Fork country.

Joe Beltrami has returned from his trip abroad. Joe says France is a wonderful country, and that Volstead is unknown there. He claims, nevertheless, there is no place like that old U. S. A. and points out the Flathead Valley as the paradise of all his travels.

C. E. Berglund, engineer, has left for St. Paul on a business trip.

E. N. McDevitt, sales manager, has returned from a business trip through the East, stopping over in the Twin Cities, Duluth, Chicago, Denver and other points.

H. F. Hosfield, druggist, recently made a hurried trip to Spokane.

John Schirmer, of Somers, is tuning up his car preparatory to entering the automobile races on the Florida beach next winter.

Melvin Bondeson and family and Shorty Bondeson have returned, after an extended tour of the Pacific Coast.

Allan Milne, known as the Scottish Song Bird, is again driving the old blue bus. The reason for this is that Allan has leased his Dodge deluxe to the school teachers at the Somers school.

Harry Breimo and family have left Somers for the coast. Harry has been in the service of the company for the past fifteen years.

Pete Peterson, Jr., is the proud possessor of a new Chrysler coupe. It is understood that Pete is very popular with the ladies now and that his evenings are all dated up for weeks in advance.

Robbin Daley and wife have returned from an extended automobile tour through eastern states after an absence of about four weeks.

Forest Daley has left for Bozeman to attend the Montana State College.

A Dread Disease

(Continued from Page 11)

having had treatment throughout the majority of her pregnancy and giving birth to a perfectly normal child.

It is incredible that intelligent people, once knowing the facts as stated above, should offer any objection to proper legislation making a health certificate from a recognized authority necessary for marriage and doing everything possible to enforce such a law when enacted. The fact is, that one of our states did pass such a law and it was so ridiculed and set at naught that a subsequent legislature repealed it. This action must have been the result of imperfect knowl-

edge or total ignorance of the subject, as the American people are idealists and, after they are sufficiently informed and convinced that any measure is necessary for the present and future safety of their beloved America, they will put their shoulders to the wheel and never relax until the "Covered Wagon" of progress is again on solid ground and on its way.

Mothers desirous of informing themselves further on this subject may procure the bulletin, *Veneral Diseases*, issued by the United States Public Health Service, of the Surgeon General's Office, Washington, D. C.

GREAT NORTHERN SEMAPHORE

Vol. V NOVEMBER, 1928 No. 11

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

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Subscription price is \$2.00 a year, except to employes, who receive it free.

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All matter for publication must be received at the office of the SEMAPHORE not later than the 15th of the preceding month.

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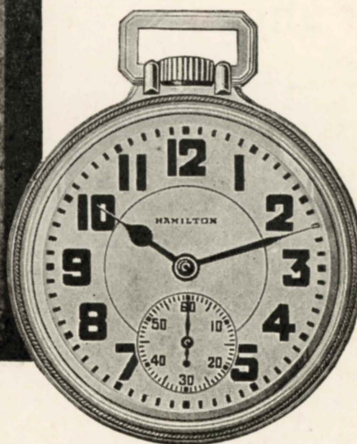


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This particular case is
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EVERY railroad man bows to his timepiece. You men live with time. It is time you feed into the flaming furnace. It is time that flickers in the speeding wheels of your train.

Accuracy is a part of your job. You need a watch that will insure your getting there on time—always—and the Hamilton is just the very watch to do that job. That is one of the reasons why it is the favorite watch of most railroad men. That is also why the Hamilton is known everywhere as "The Railroad Timekeeper of America."

Soon, perhaps, you will be considering a new timepiece for your own use. When you do, ask your jeweler to show you the Hamilton railroad models—watches that have been helping to make railroad history since 1892. Show your old timer to your jeweler. He may have a trade-in proposition that will appeal to you—whereby you can own a Hamilton, the latest word in railroad timekeeping.

There is a copy of the Hamilton Time Book waiting for you—as well as other interesting folders describing Hamilton Railroad models. Address Department R, Hamilton Watch Company, Lancaster, Penna.

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"The Railroad Timekeeper of America"

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delightful
event*



*A Dependable
Railway*

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